San Francisco Planning

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EXECUTIVE SUMMARY
CONDITIONAL USE AUTHORIZATION

HEARING DATE: DECEMBER 10, 2020

Record No.:	2019-013951CUA
Project Address:	224-228 Clara Street
Zoning:	Mixed Use Residential (MUR) Zoning District 45-X Height and Bulk District Central SoMa Special Use District SoMa Youth and Family Special Use District
Block/Lot:	3753 / 062 & 063
Project Sponsor:	Jody Knight Reuben, Junius & Rose, LLP One Bush Street, Suite 600 San Francisco, CA 93104
Property Owner:	Shahram Bijan 17023 Summer Meadow Lane Sonoma, CA 95476
Staff Contact:	Xinyu Liang – (628) 652-7316 Xinyu.Liang@sfgov.org

Recommendation: Approval with Conditions

Project Description

The proposal is to demolish a single-family residential building at 228 Clara Street and construct a five-story residential building at 224 and 228 Clara Streets (measuring approximately 13,265 gross square feet (gsf)) with nine dwelling units and nine Class 1 bicycle parking spaces. The Project also proposes the merger of Lots 062 and 063. The Project does not include off-street vehicular parking.

Required Commission Action

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization, pursuant to Planning Code Sections 303 and 317 to allow demolition of a single-family residential building at 228 Clara Street.

Issues and Other Considerations

- **Public Comment & Outreach:**
    - Support/Opposition: To date, the Department has received one phone call from the resident at 236 Clara St regarding the proposal blocking their property line windows. The Department also received one letter from the resident at 222 Clara St on the shadow impact to their roof skylights and are also requesting a construction agreement to protect the building and belongings within it.
    - Outreach: The Project Sponsor hosted one pre-application meeting on June 11, 2019. In addition, the Project Sponsor reached out to South of Market Community Action Network (SOMCAN) and SOMA Pilipinas Cultural Heritage District. No feedback was received from SOMCAN or SOMA Pilipinas to date.

- **Existing Tenant & Eviction History:** The existing residential unit has been vacant since September 2018. There is no known evidence of any evictions on the property.

- **Inclusionary Affordable Housing:** San Francisco's Inclusionary Housing Program, as codified in Planning Code Sections 415 and 419, requires new residential projects of 10 or more units to pay an Affordable Housing Fee, or meet the inclusionary requirement by providing a percentage of the units as "below market rate" (BMR) units at a price that is affordable to low or middle-income households, either "on-site" within the project, or "off-site" at another location in the City. Currently, the Project proposes a total of 9 residential units. The Department recommends the Project increase the number of dwelling units to 10 to ensure participation in the Inclusionary Affordable Housing Program.

Environmental Review

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

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on December 3, 2020, the Planning Department of the City and County of SanFrancisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central South of Market (Central SoMa) Plan and was encompassed within the analysis contained in the Central SoMa Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Central SoMa Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusion set forth in the Final EIR.

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with the Objectives and Policies of the General Plan. The proposed new building is designed to be in keeping with the existing development pattern and

respond to the mixed neighborhood character along Clara Street. Although the Project results in a loss of one existing dwelling unit, the Project does provide eight net new units within easy access to the City's transit network and commercial opportunities. The proposed units are sized appropriately for the neighborhood with eight of the nine units containing two bedrooms. The Department also finds the project to be necessary, desirable, and compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

Attachments:

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

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PLANNING COMMISSION DRAFT MOTION

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ADOPTING FINDINGS RELATING TO A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303 AND 317, TO ALLOW DEMOLITION OF A SINGLE-FAMILY RESIDENTIAL BUILDING AT 228 CLARA STREET, CONSTRUCT A FIVE-STORY RESIDENTIAL BUILDING WITH NINE DWELLING UNITS, AND MERGE LOTS 062 AND 063 IN ASSESSOR'S BLOCK 3753 AT 224 AND 228 CLARA STREETS WITHIN THE MUR (MIXED USE RESIDENTIAL) ZONING DISTRICT, SOMA YOUTH AND FAMILY SPECIAL USE DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND A 45-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On July 17, 2019, Jody Knight of Reuben, Junius & Rose, LLP on behalf of Shahram Bijan (hereinafter "Project Sponsor") filed Application No. 2019-013951CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization to demolish a single-family residential building at 228 Clara Street and construct a five-story nine-unit residential building (hereinafter "Project") at 224 and 228 Clara Streets, Block 3753 Lots 062 and 063 (hereinafter "Project Site").

The environmental effects of the Project were determined by the San Francisco Planning Department to have been 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 and EIR need not be prepared for that project solely on the basis of that impact.

On December 3, 2020, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

On December 10, 2020, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2019-013951CUA.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2019-013951CUA is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Conditional Use Authorization as requested in Application No. 2019-013951CUA, 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 the demolition of a single-family residential building at 228 Clara Street and new construction of a five-story nine-unit residential building at 224 and 228 Clara Streets for a total of 13,265 gross square feet (gsf) of Residential use with 9 Class 1 and 2 Class 2 bicycle parking spaces. The Project includes a dwelling unit mix consisting of 8 two-bedroom units and one one-bedroom unit. The Project includes 640 square feet of common open space via roof deck and 700 square feet of private open space on the rear yard for the ground floor unit. The Project would also include the merger of Lots 062 and 063 on Block 3753. The Project does not possess any off-street automotive parking.

3. **Site Description and Present Use.** The Project is located on two lots (with a lot area of 3,600 square feet) with approximately 45-feet of frontage along Clara Street, which is a one-way Narrow Street with parallel on-street parking on one side of the street. The Project Site is currently improved with a vacant one-story-over-garage single-family residential building built in 1916.

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the MUR Zoning District in the Central SoMa Area Plan. The immediate context is mixed in character with residential, industrial, and commercial uses. The immediate neighborhood includes two-to-five-story residential developments and a series of one-to-two-story industrial properties. The project site is located within the boundaries of the Central SoMa Special Use District and the SoMa Youth and Family Special Use District. Other zoning districts in the vicinity of the project site include: P (Public), SALI (Service Area Light Industrial), MUG (Mixed Use-General), and the Soma NCT (South of Market Neighborhood Commercial Transit) Zoning Districts.

5. **Public Outreach and Comments.** The Department has received one phone call from the resident at 236 Clara St regarding the proposal blocking their property line windows. The Department also received one letter from the resident at 222 Clara St on the shadow impact to their roof skylights and are also requesting a construction agreement to protect the building and belongings within it. The Project Sponsor hosted one pre-application meeting on June 11, 2019. In addition, the Project Sponsor reached out to South of Market Community Action Network (SOMCAN) and SOMA Pilipinas Cultural Heritage District. No feedback was received from SOMCAN or SOMA Pilipinas to date.

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. Residential Demolition. Planning Code Section 317 states that a Conditional Use Authorization is required to demolish a residential unit, that no permit for residential demolition shall be approved prior to final approval of a building permit for a replacement structure, and that the Commission shall consider the replacement structure as part of its decision on the Conditional Use Authorization.

The Project Sponsor has submitted this request for Conditional Use Authorization to comply with the requirement.

B. Permitted Uses in MUR. Planning Code Section 841.21 states that Dwelling Units are principally permitted in the MUR Zoning District.

The Project is proposing nine dwelling units, which is a principally permitted use.

C. Lot Coverage. Planning Code Section 249.78 states that lot coverage is limited to 80 percent at all residential levels, except that on levels in which all residential units face onto a public right-of-way, 100 percent lot coverage may occur.

The Project is proposing a 78 percent lot coverage. The proposed building measures approximately 64 feet by 44-feet and therefore measures 2,816 square feet. 2,816 square feet of a 3,600-square foot parcel is 78 percent. The Project complies with the 80 percent lot coverage requirement.

D. Usable Open Space. Planning Code Section 841.11 states that for residential uses, 80 square feet of usable open space per dwelling unit are required.

The Project includes 640 square feet of common open space via roof deck for 8 units and 700 square feet of private open space on the rear yard for the ground floor unit. Therefore, the Project complies with this requirement.

E. Dwelling Unit Exposure. Planning Code Section 140 requires that at least one room of all dwelling units face directly onto a public street, public alley at least 20 feet in width, side yard at least 25 feet in width or Code-compliant rear yard.

The proposed dwelling units face either Clara Street (35 feet in width) or an open area at the rear that complies with lot coverage requirements; therefore, all dwelling units meet dwelling unit exposure requirements.

F. Bicycle Parking. Planning Code Section 155.2 requires one Class 1 bicycle parking space per dwelling unit for buildings with fewer than 100 units, and one Class 2 bicycle parking space per each 20 units.

The Project includes nine dwelling units and therefore requires nine Class 1 bicycle parking spaces for the proposed residential uses and one Class 1 bicycle parking space. The Project will provide nine Class 1 bicycle parking spaces for each of the residential units and two Class 2 bicycle parking spaces on one bicycle rack along Clara Street.

G. Dwelling Unit Mix. Planning Code Section 207.6 requires a project with five or more new dwelling units to include no less than 40% of the total number of proposed units that contain at least two bedrooms.

The Project includes a dwelling unit mix consisting of eight two-bedroom units and one one-bedroom unit. The Project exceeds the dwelling unit mix by providing 89% of the dwelling unit mix as two-bedroom units.

H. 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 the 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.

I. Height and Narrow Street Controls. Planning Code Section 260 requires that all structures be no taller than the height prescribed in the subject height and bulk district. The proposed Project is located in a 45-X Height and Bulk District. Planning Code Section 261.1 also requires all Narrow Street frontages shall have upper stories set back at least 10 feet at the property line above a height equivalent to 1.25 times the width of the abutting Narrow Street. Clara Street is a Narrow Street at 35' in width which requires a 10' setback starting at 43 feet and 9 inches.

The Project proposes one new building without setback measuring 43 feet and 9 inches to the top of the roof.

J. Residential Child-Care Impact Fee. Planning Code Section 414A requires that any residential development project that adds at least one net new residential unit or results in additional space in an existing residential unit of more than 800 gross square feet shall comply with the imposition of the Residential Child Care Impact Fee requirement.

The Project proposes eight net new residential units. Therefore, the Project is subject to the Residential Child Care Impact Fee and must comply with the requirements outlined in Planning Code Section 414A.

K. Eastern Neighborhoods Infrastructure Impact Fee. Planning Code Section 423 requires the Eastern Neighborhoods Infrastructure Impact Fee be applicable to any development project in the Eastern Neighborhoods Program Area which results in at least one net new residential unit.

The proposed Project includes eight net new residential units, which is subject to Eastern Neighborhood Infrastructure Impact Fees as outlined in Planning Code Section 423. The fee must be paid prior to the issuance of the building permit application.

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

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

The proposed new building is designed to be in keeping with the existing development pattern and respond to the mixed neighborhood character along Clara Street. Although the Project results in a loss of one existing dwelling unit, the Project does provide eight net new units within easy access to

the City's transit network and commercial opportunities. The proposed units are sized appropriately for the neighborhood with eight of the nine units containing two bedrooms. The Project provides much-needed housing in a transit-rich area. New housing is a top priority for the City.

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

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

The Project proposes to merge the lots which would result in a 3,600 square foot parcel with approximately 45-feet of frontage along Clara Street, which would be smaller than many parcels in the area that comprised of larger apartments or industrial buildings. The block contains a mix of building heights and architectural styles. The proposed building style is compatible with the industrial style of the neighborhood.

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

The Planning Code does not require any off-street parking or loading spaces. The Project proposes no parking and will not detrimentally impact traffic. The area is highly accessible by transit and is walking distance from the employment centers of the City, including the Financial District and SoMa. The project is proposing the required nine new Class 1 bicycle and two Class 2 parking spaces to accommodate alternative means of transit. In addition, the Project is within blocks of the 09A, 09B, 09X, 12, 14X, 16A, 16B, 27, 30, 45,47, 76, and 91OWL Muni Bus lines. The Project is just three city blocks walk from Powell Street BART Station and Muni Metro station which provides access to Muni Light Rail lines J, L, M, S, K, T, N, and the F Market Muni Street Car.

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

The Project would not create any noxious or offensive emissions such as noise, glare, dust, and odor. All construction activities will comply with the San Francisco Building Code requirements, which include compliance with air quality control measures for dust and odor. Operation of the Project site as a primarily residential development will not generate noxious or offensive emissions such as noise or odor.

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

The Project will comply with the City's Better Streets Plan and include new street trees and Class 2 bicycle parking spaces.

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

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

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

The proposed project is consistent with the stated purpose of MUR Zoning District in that the intention is to facilitate the development of high-density, mid-rise housing, including family-sized housing.

8. Additional Findings Pursuant to Section 317 – Residential Demolition. Planning Code Section 317(g)(5) establish criteria for the Planning Commission to consider when reviewing applications requesting to demolish Residential Units. On balance, the Planning Commission finds that the project is compliant with these criteria as follows:

A. Whether the property is free of a history of serious, continuing Code violations;

A review of the Department of Building Inspection and the Planning Department databases showed no active enforcement cases or notices of violation for the subject property.

B. Whether the housing has been maintained in a decent, safe, and sanitary condition;

The single-family residence proposed to be demolished is vacant and is in a decent, safe, and sanitary condition.

C. Whether the property is an "historical resource" under CEQA;

The existing building does not appear to be a historic resource under CEQA.

D. Whether the removal of the resource will have a substantial adverse impact under CEQA;

The Project will not cause a significant adverse impact on the historic resource as proposed.

E. Whether the project converts rental housing to other forms of tenure or occupancy;

The single-family residence proposed to be demolished is vacant and there is no rental housing on site.

F. Whether the project removes rental units subject to the Residential Rent Stabilization and Arbitration Ordinance or affordable housing;

The Planning Department cannot definitely determine whether or not the unit subject to the Rent Stabilization and Arbitration Ordinance. This is the purview of the Rent Board. The Rent Board has confirmed that there are no database records, or any documentation indicating an eviction.

G. Whether the project conserves existing housing to preserve cultural and economic neighborhood diversity;

The Project will demolish one residential unit which is currently vacant. The Project proposes nine dwelling units resulting in a net gain of eight dwelling units at the Project Site.

H. Whether the project conserves neighborhood character to preserve neighborhood cultural and economic diversity;

The replacement building compliments the neighborhood character with appropriate mass, scale, design, and materials, and improves cultural and economic diversity by appropriately increasing the number of bedrooms, which provide family-sized housing. The Project would yield a net gain of eight residential units to the City's housing stock.

I. Whether the project protects the relative affordability of existing housing;

The existing residential unit is not a designated affordable dwelling unit nor subject to the Residential Rent Stabilization and Arbitration Ordinance, and is therefore subject to market-rate demand pricing. The Project will also result in a net addition of eight units to the City's housing stock, thereby providing minor relief to the overall demand for housing.

J. Whether the project increases the number of permanently affordable units as governed by Section 415;

The Project includes a total of nine dwelling units and is therefore not subject to the inclusionary affordable housing requirements of Section 415, and will not increase the number of permanently affordable units.

K. Whether the project locates in-fill housing on appropriate sites in established neighborhoods;

The Project has been designed to be in keeping with the scale and development pattern of the established neighborhood character. The Project proposes a new building located entirely within the buildable area of the development lot.

L. Whether the project increases the number of family-sized units on-site;

The Project includes one one-bedroom and eight two-bedroom. 89% of the total units will have two bedrooms.

M. Whether the project creates new supportive housing;

No, the Project will not create new supportive housing.

N. Whether the project is of superb architectural and urban design, meeting all relevant design guidelines, to enhance existing neighborhood character;

The Project has been reviewed and found to be generally consistent with Urban Design Guidelines and will enhance the existing neighborhood character through the infill development of a building that is more consistent with the surrounding neighborhood context and scale. The overall massing and scale, relative building proportions and the materials and detailing exhibited are generally found to be compatible with the neighborhood context. The thick horizontal sunshades and vertical mullions provide a balance of vertical and horizontal elements. A wide glass front lobby at the street front with landscaping creates an active ground floor.

O. Whether the project increases the number of on-site Dwelling Units;

The Project will increase the number of on-site Dwelling Units by eight, from one existing dwelling units to nine dwelling units.

P. Whether the project increases the number of on-site bedrooms;

The Project will increase the overall number of on-site bedrooms. Currently, there is only one bedroom on-site. The Project will result in 17 total bedrooms.

Q. Whether or not the replacement project would maximize density on the subject lot;

The MUR Zoning District does not have a residential density limit based on lot area; rather, this zoning district has form-based density restrictions, where residential density is regulated by the permitted building volume – either the maximum floor area ratio (FAR) or a maximum building volume controlled by height, bulk, and setback controls.

R. If replacing a building not subject to the Residential Rent Stabilization and Arbitration Ordinance, whether the new project replaces all of the existing units with new Dwelling Units of a similar size and with the same number of bedrooms.

The Planning Department cannot definitely determine whether or not the existing units are subject to the Rent Stabilization and Arbitration Ordinance. The proposed new project will replace the existing one-bedroom single-family residence with a nine-unit residential building, including one one-bedroom and eight two-bedroom units.

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

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

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

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

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

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

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

Policy 11.4
Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

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

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

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

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

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 25
IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 25.2:
Maintain and expand the planting of street trees and the infrastructure to support them.

Policy 25.4:
Preserve pedestrian-oriented building frontages.

OBJECTIVE 30:
PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 30.1:
Provide secure bicycle parking in new governmental, commercial, and residential developments.

URBAN DESIGN ELEMENT

Objectives and Policies

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

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

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

CENTRAL SOMA PLAN

Land Use
Objectives and Policies

OBJECTIVE 2.5
SUPPORT HOUSING FOR A DIVERSITY OF HOUSEHOLD SIZES AND TENURES.

Policy 2.5.1
Continue requiring family-sized units.

OBJECTIVE 7.2

SUPPORT THE PRESERVATION, RECOGNITION, AND WELLBEING OF THE NEIGHBORHOOD'S CULTURAL HERITAGE RESOURCES.

Policy 7.2.1
Facilitate the creation and implementation of a SoMa Pilipinas – Filipino Cultural Heritage Strategy.

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

Policy 8.1.3
Ensure buildings are built up to the sidewalk edge

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 alleys and narrow streets to step back at the upper stories.

OBJECTIVE 8.6
PROMOTE HIGH QUALITY ARCHITECTURE THAT ENHANCES THE NEIGHBORHOOD.

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

Policy 8.6.2
Promote innovative and contextually-appropriate design.

Policy 8.6.3
Design the upper floors to be deferential to the "urban room".

The Project provides much needed residential units within easy access to the City's transit network and commercial opportunities. The Project introduces a contemporary architectural vocabulary that is sensitive to the prevailing scale and neighborhood fabric. The Project provides for a high quality designed exterior. The Clara St façade is designed in context with other buildings fronting the SOMA alleys. On southern exposures, the Project has deployed shading and brie solei to optimize daylight and be environmentally responsive simultaneously by reducing solar heat gain while still affording abundant natural light. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

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

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

The project site does not possess any neighborhood-serving retail uses. The Project provides new dwelling units, which will enhance the nearby retail uses by providing new residents, who may patron and/or own these businesses.

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

The Project is expressive in design, and relates well to the scale and form of the surrounding neighborhood. Although the Project results in a loss of one existing dwelling unit, the Project does provide eight net new units within easy access to the City's transit network and commercial opportunities. The proposed units are sized appropriately for the neighborhood with eight of the nine units containing two bedrooms. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

The Project proposes the demolition of a residential unit, which is not designated as an affordable housing unit. The new building will increase the number of units from one to nine. The replacement building will provide well-designed dwelling units that contain additional bedrooms.

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 is within blocks of the 09A, 09B, 09X, 12, 14X, 16A, 16B, 27, 30, 45,47, 76, and 91OWL Muni Bus lines. It is just three city blocks walk from Powell Street BART Station and Muni Metro station which provides access to Muni Light Rail lines J, L, M, S, K, T, N, and the F Market Muni Street Car. The Project also provides sufficient bicycle parking for residents and their guests.

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

The Project does not include commercial office development. Ownership of industrial or service sector businesses would not be affected by the Project.

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

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

G. That landmarks and historic buildings be preserved.

Currently, the Project Site does not contain any City Landmarks or historic buildings.

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

The Project will have no negative impact on existing parks and open spaces. The height of the proposed structure is compatible with the established neighborhood 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 Conditional Use Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Authorization Application No. 2019-013951CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated March 27, 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 Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on December 10, 2020.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: December 10, 2020

EXHIBIT A

Authorization

This authorization is for a conditional use to allow the demolition of a single-family residential building at 228 Clara Street and construct a five-story nine-unit residential building at 224 and 228 Clara Streets, Block 3753 and Lots 062 and 063, pursuant to Planning Code Sections 303 and 317 within the MUR Zoning District and a 45-X Height and Bulk District; in general conformance with plans, dated March 27, 2020, and stamped "EXHIBIT B" included in the docket for Record No. 2019-013951CUA and subject to conditions of approval reviewed and approved by the Commission on December 10, 2020 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on December 10, 2020 under Motion No XXXXXX.

Printing of Conditions of Approval on Plans

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

Severability

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

Changes and Modifications

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

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

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

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

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

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

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

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

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

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

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

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Design – Compliance at Plan Stage

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

   For information about compliance, contact the Case Planner, Planning Department at 628.652.7316, www.sfplanning.org

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

   For information about compliance, contact the Case Planner, Planning Department at 628.652.7316, www.sfplanning.org

8. **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

Parking and Traffic

9. **Bicycle Parking.** The Project shall provide no fewer than nine Class 1 bicycle parking spaces and two Class 2 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.2.

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Provisions

10. **Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7316,

www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7316, www.sfplanning.org

12. **Central SoMa SUD, Renewable Energy Requirements.** The Project shall fulfill all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free sources in compliance with Planning Code Section 249.78(d)(5).

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7316, www.sfplanning.org

Monitoring - After Entitlement

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

    For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

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

    For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Operation

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

    For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 628.271.2000, www.sfpublicworks.org

16. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the

approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

ABBREVIATIONS

A.C.–A/C	ASPHALT CONCRETE
ACOUS.	ACOUSTICAL
ADJ.	ADJACENT
ALUM.	ALUMINUM
AGG.	AGGREGATE
APPROX.	APPROXIMATE
ARCH.	ARCHITECTURAL/ ARCHITECT
B.C.	BOTTOM OF CONC./ CURB
BLDG.	BUILDING
B.O.	BOTTOM OF
BLK.	BLOCKING/ BLOCK
BM.	BEAM
BTWN.	BETWEEN
B.U.R.	BUILT–UP ROOF
B.W.	BOTTOM OF WALL
CAB.	CABINET
C.B.	CATCH BASIN
CEM.	CEMENT
C.L.	CENTERLINE
CLG.	CEILING
CMU.	CONCRETE MASONRY UNIT
CNTL. JT.	CONTROL JOINT
C.O.	CLEANOUT
COL.	COLUMN
CONC.	CONCRETE
CONT.	CONTINUOUS
CTR.	CENTER
DEMO.	DEMOLITION
D.F.	DRINKING FOUNTAIN
DIA.	DIAMETER
DIM.	DIMENSIONS
DISP.	DISPENSER
DN.	DOWN
DWGS.	DRAWINGS
(E)	EXISTING
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQ.	EQUAL
E	EQUAL
EQUIP.	EQUIPMENT
EX.	EXISTING
EXP.	EXPANSION
EXT.	EXTERIOR
F.D.	FLOOR DRAIN
FDN.	FOUNDATION
F.F.	FINISHED FLOOR
FIN.	FINISH
FL.	FLOOR
FLR.	FLOOR
FNDN.	FOUNDATION
F.O.C.	FACE OF CONCRETE
F.O.FRM'G	FACE OF FRAMING
F.O.F	FACE OF FINISH
F.O.P	FACE OF PLYWOOD
F.O.SHT'G.	FACE OF SHEATHING
GA.	GAUGE
GALV.	GALVANIZED
G.B.	GRAB BAR
GL.	GLASS
GSM.	GALVANIZED SHEET METAL
GYP.	GYPSUM
H.B.	HOSE BID
H.C.	HANDICAPPED
HDWE.	HARDWARE
H.M.	HOLLOW METAL
HORIZ.	HORIZONTAL
H.P.	HIGH POINT
HT.	HEIGHT
I.D.	INSIDE DIAMETER
JAN.	JANITOR
JT.	JOINT
LAM.	LAMINATE
L.ARCH.	LANDSCAPE ARCHITECT
LAV.	LAVATORY
LB.	POUND
LT.	LIGHT
MAX.	MAXIMUM
MECH.	MECHANICAL
MFR.	MANUFACTURER
MIN.	MINIMUM
MISC.	MISCELLANEOUS
MTD.	MOUNTED
MTL.	METAL
N.	NORTH
(N)	NEW
N.I.C.	NOT IN CONTRACT
NOM.	NOMINAL
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
OPNG.	OPENING
OPP.	OPPOSITE
OPP.HD.	OPPOSITE HAND
OZ.	OUNCE
PERF.	PEFORATED
PL.	PLASTIC
P/L	PROPERTY LINE
PLAS	PLASTER
PLYWD.	PLYWOOD
PR.	PAIR

SYMBOLS

- REFERENCE POINT
- WALL, FLOOR AND ROOF TYPE (R)
- DOOR NUMBER (FOR DOOR SCHEDULE) (12)
- WINDOW NUMBER (FOR WINDOW SCHEDULE) (34)
- WINDOW NUMBER – OBSCURED GLASS (34–O)
- DETAIL NUMBER (1 / A2.1)
- SHEET LOCATION
- SECTION NUMBER (1 / A3.1, 2)
- SHEET LOCATION
- INTERIOR ELEVATION NUMBER (1 / A5.1, 4)
- SPECIFIC WALL (3)
- SHEET LOCATION
- SHEET NOTE DESIGNATION AND NUMBER (5)
- ROOM NUMBER (FOR FINISH SCHEDULE) (401)
- EXISTING SPRINKLER: PENDENT CONCEALED
- EXISTING SPRINKLER: PENDENT SEMI–RECESSED
- EXISTING SPRINKLER: SIDEWALL
- EXISTING SPRINKLER: UPRIGHT WITH RISER
- EXISTING SPRINKLER: PENDENT
- BMR — BELOW MARKET RATE
- P/L — PROPERTY LINE

PROJECT DATA

PROJECT SITE:	224–228 CLARA ST., SAN FRANCISCO, CA 94103
CROSS STREET:	SIXTH ST.
NEIGHBORHOOD:	SOUTH OF MARKET
BLOCK/ LOT:	3753/ 062–063
ZONING:	MUR
CONSTRUCTION:	TYPE 3A
	43.75' TO ROOF PLY
PRESERVATION:	CLASS B BUILDING (SEE HRER REPORT)
LOT AREA:	45' X 80' (3,600 SF)

9 Unit Project

	Length	Width	Area (SF)
Lot Size	80'	45'	3600
Bulding Coverage	64'	44'	2816
Total Coverage			80%

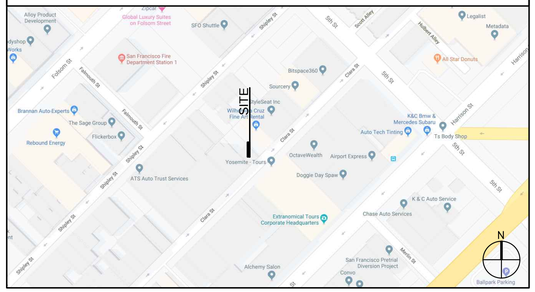
Levels	Gross SF	Circulation	Res. Net SF	Services / Lobby
Level 1	2,685	625	1,210	850
Level 2	2,390	370	2,020	
Level 3	2,730	370	2,360	
Level 4	2,730	370	2,360	
Level 5	2,730	370	2,360	
Total SF:	13,265		10,310	

Res. Unit Types	Count
1 Bed	1
2 Bed	8
Total Units	9

PARKING:	NO PARKING REQUIRED; .25 PERMITTED WITHOUT CU APPROVAL
BIKE PARKING:	CALC: CLASS–1: 9 UNITS X 1 STALL/DWELLING UNIT CLASS–2: 1 STALL/ 20 DWELLING UNITS REQUIRED: 9 CLASS–1, 1 CLASS–2 BIKE STALLS PROVIDED: 9 CLASS–1, 1 CLASS–2 BIKE STALLS
REAR YARD:	CALC: REAR YARD DEPTH/ SITE DEPTH 16'/ 80'= .20 REQUIRED: – PROVIDED: 20% REAR YARD
OPEN SPACE:	CALC: RESIDENTIAL: 80 SF/UNIT X 9 REQUIRED: 720 SF PROVIDED: 700 SF PRIVATE OPEN SPACE @ GRADE (1 UNIT) 640 SF COMMON OPEN SPACE @ ROOF DECK (8 UNITS)
CODE USE:	2019 CBC 2019 MUNICIPAL CODE 2019 CALIFORNIA MECHANICAL CODE 2019 CALIFORNIA PLUMBING CODE 2019 CALIFORNIA ELECTRICAL CODE 2019 CALIFORNIA ENERGY CODE 2019 CALIFORNIA FIRE CODE 2019 NFPA 72 (FIRE ALARMS) 2019 NFPA 13/ 13R (SPRINKLERS) 2019 CALIFORNIA GOVERNMENT CODE

SHEET INDEX

LOCATION MAP



PROJECT DIRECTORY

OWNER:	SHAHRAM BIJAN SHAHRAMBIJAN@GMAIL.COM
ARCHITECT:	STANLEY SAITOWITZ | NATOMA ARCHITECTS 1022 NATOMA STREET #3, SAN FRANCISCO, CA 94103 T: 415.626.8977 NKAYE@SAITOWITZ.COM

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
STANLEY SAITOWITZ | NATOMA ARCHITECTS Inc.
1022 Natoma Street, No. 3
San Francisco, CA 94103
T 415.626.8977 F 415.626.8978

STRUCTURAL ENGINEER:
DESIGN EVEREST
425 1ST ST. 4904
San Francisco, CA 94105
T 415.524.0246

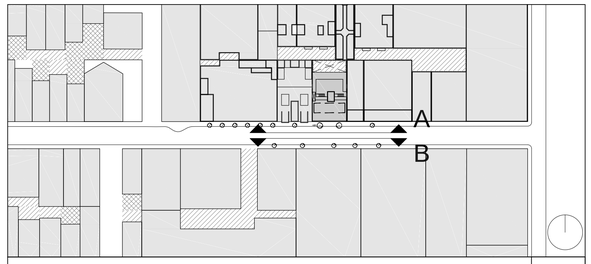
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
TITLE SHEET

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	N.T.S.
DRAWN:	SS|NAI

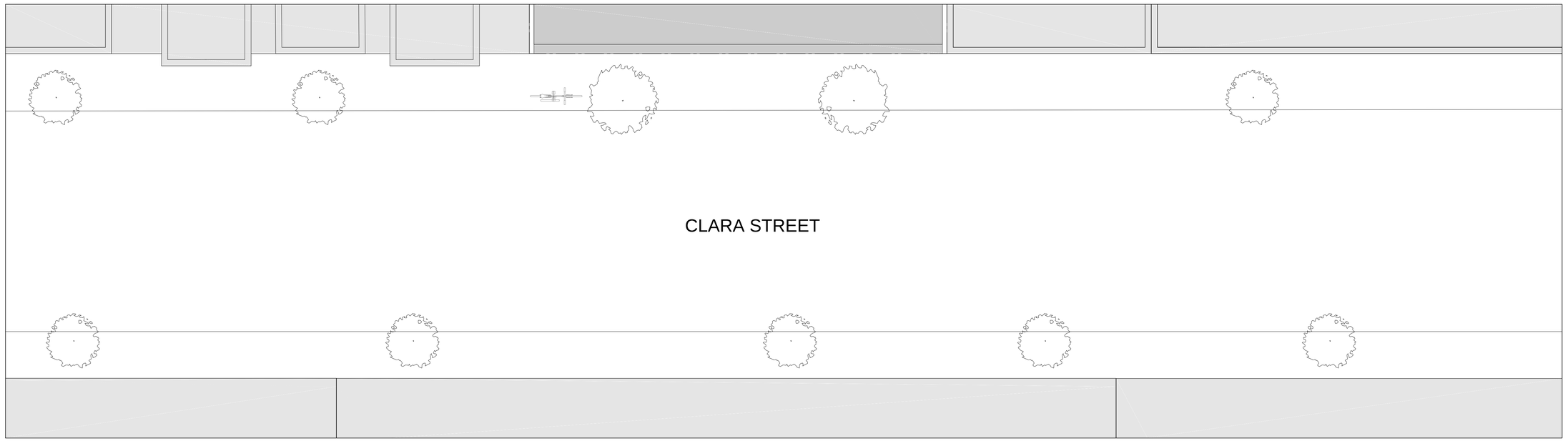
SHEET NO:
A0.0

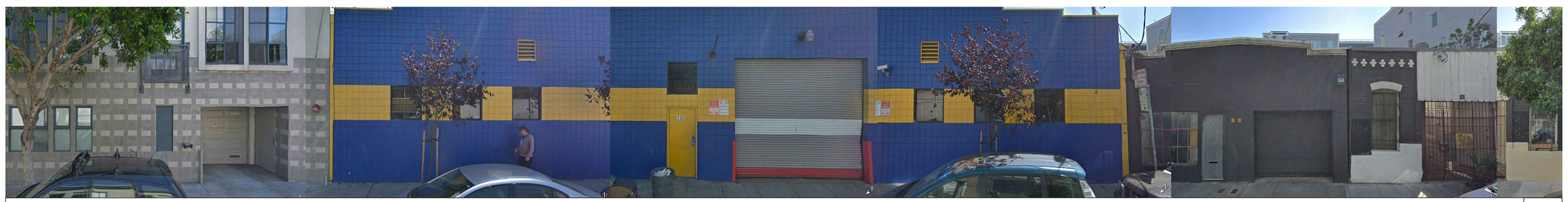


LOCATION MAP | 1

SITE LOCATION (45')

CLARA STREET SOUTH ELEVATION | A





CLARA STREET NORTH ELEVATION | B

REVISIONS

02/25/2020	1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
STANLEY SAITOWITZ | NATOMA ARCHITECTS Inc.
1022 Natoma Street, No. 3
San Francisco, CA 94103
T 415.626.8977 F 415.626.8978

STRUCTURAL ENGINEER:
DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105
T 415.524.0246

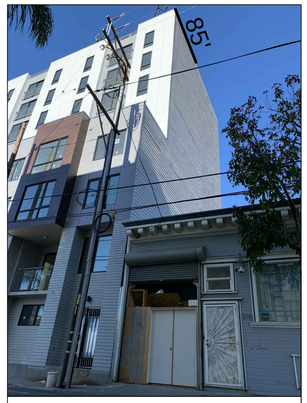
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

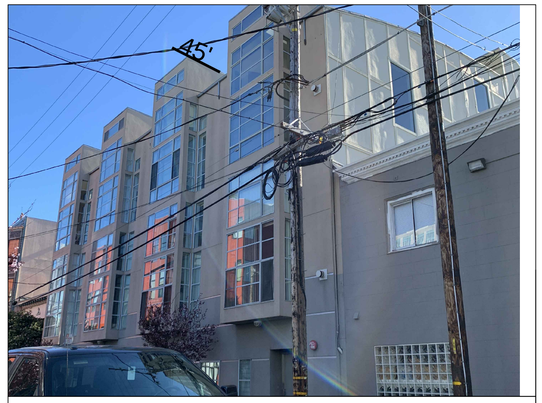
TITLE:
SITE PHOTOS

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	N.T.S.
DRAWN:	SS|NAI

SHEET NO:
A0.1A

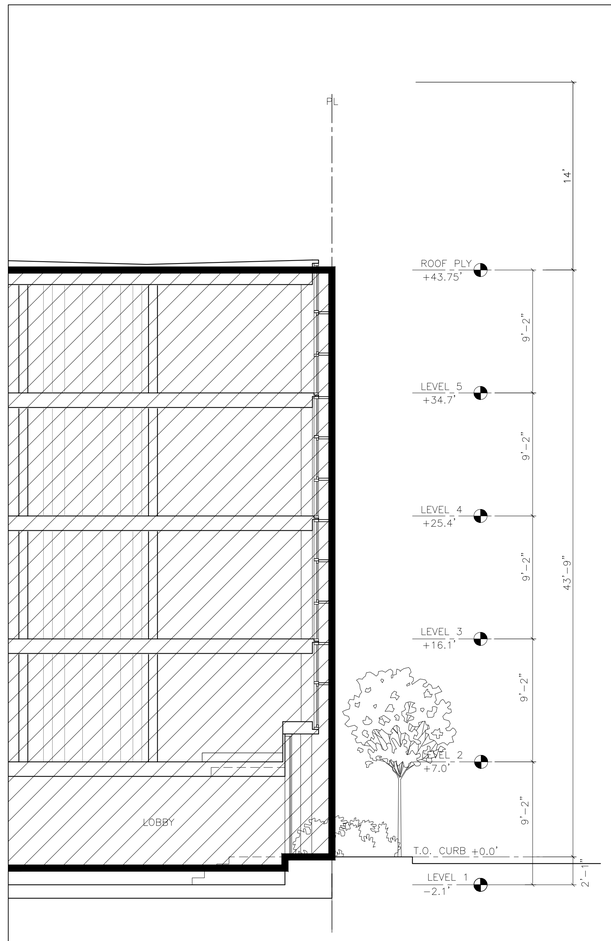


345 6TH ST



249 SHIPLEY ST

221 CLARA ST



NARROW STREET HEIGHT LIMIT SECTION DIAGRAM | 2

SURVEY OF NEARBY BUILDING EXCEEDING NARROW ALLEY BULK RESTRICTION | 1

281 CLARA ST

250 CLARA ST

236 CLARA ST

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
STANLEY SAITOWITZ | NATOMA ARCHITECTS Inc.
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T 415.626.8977 F 415.626.8978

STRUCTURAL ENGINEER:
DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105
T 415.524.0246

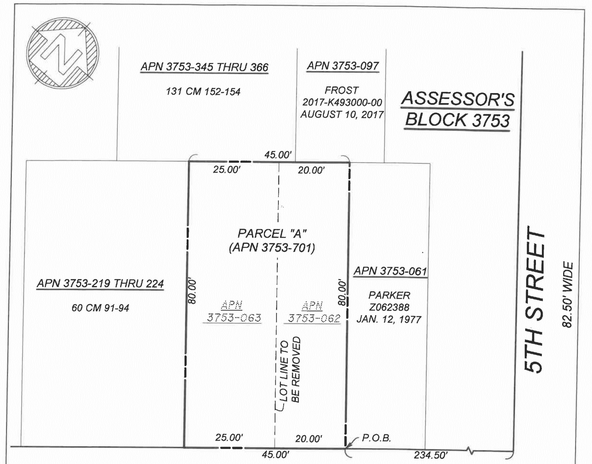
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
NARROW ALLEY BULK RESTRICTION

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	N.T.S.
DRAWN:	SS|NAI

SHEET NO:
A0.1B



SURVEY: FTS
DRAWN: JPS
CHECKED:

Frederick T. Seher & Associates, Inc.
PROFESSIONAL LAND SURVEYORS
841 LOMBARD STREET, SAN FRANCISCO, CA
PHONE (415) 921-7690 FAX (415) 921-7655

EXHIBIT "C"
PLAT TO ACCOMPANY LEGAL DESCRIPTION
APN 3753-062 & 063

EXHIBIT "B"

NEW PARCEL DESCRIPTION

PARCEL "A"
APN: 3753-701 ***(Former APN'S 3753-062 & 063)***

The land referred to is situated in the City and County of San Francisco, State of California, and is described as follows:

Beginning at a point on the northwesterly line of Clara Street (35 feet wide), distant thereon 234.50 feet southwesterly from the southwesterly line of 5th Street (82.50 wide); running thence southwesterly and along said line of Clara Street 45.00 feet; thence at a right angle northwesterly 80.00 feet; thence at a right angle northeasterly 45.00 feet; thence at a right angle southeasterly 80.00 feet to the point of beginning.

Being portions of 100 Vara Lot Nos. 192 & 207, in Block No. 383.

Containing 3,600 square feet, more or less

This real property description has been prepared by me, or under my supervision, in conformance with the Professional Land Surveyor's Act.

Signature _____
Frederick T. Seher
Professional Land Surveyor, LS # 6216

PROFESSIONAL LAND SURVEYOR
FREDERICK T. SEHER
No. 6216
STATE OF CALIFORNIA

EXHIBIT "A"

EXISTING PARCEL DESCRIPTIONS

APN: 3753-062 (2019-K765421-00)

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Parcel One:

Commencing at a point on the Northwesterly line of Clara Street, distant thereon 234 feet 6 inches Southwesterly from the Southwesterly line of 5th Street; running thence Southwesterly and along said line of Clara Street 20 feet; thence at a right angle Northwesterly 80 feet; thence at a right angle Northeasterly 20 feet; thence at a right angle Southeasterly 80 feet to the point of beginning.

Being part of 100 Vara Lot No. 192, in Block No. 383.

Assessor's Lot 062; Block 3753

APN: 3753-063 (2019-K765421-00)

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Parcel Two:

Beginning at a point on the Northwesterly line of Clara Street, distant thereon 254 feet and 6 inches Southwesterly from the Southwesterly line of 5th Street; running thence Southwesterly and along said line of Clara Street 25 feet; thence at a right angle Northwesterly 80 feet; thence at a right angle Northeasterly 25 feet; thence at a right angle Southeasterly 80 feet to the point of beginning.

Being part of 100 Vara Block No. 383

Assessor's Lot 063; Block: 3753

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Sonoma)

On 05/30/2019 (Date) before me, Liliana Ponce Perez, Notary Public (Here Insert Name and Title of the Officer),

personally appeared Shahram Bijan (Name(s) of Signer(s))

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Signature of Notary Public)

LILIANA PONCE PEREZ
COMM. #2212272
NOTARY PUBLIC - CALIFORNIA
SONOMA COUNTY
My Comm. Expires Aug. 31, 2021

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: SFDPW Lot Line Adjustment Application Document Date: _____
Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name:	Signer's Name:
☐ Corporate Officer — Title(s):	☐ Corporate Officer — Title(s):
☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other:	☐ Other:
Signer Is Representing:	Signer Is Representing:

City and County of San Francisco — San Francisco Public Works

CITY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

C. APPLICATION

I (We), the undersigned property owner(s) or the owner's authorized agent request that the City of San Francisco approve a Lot Line Adjustment pursuant to Section 66412(d) of the Subdivision Map Act for the property herein described:

Parcel 1 224 Clara Street, San Francisco, CA 94107 (Street Address)
Parcel 2 228V Clara Street, San Francisco, CA 94107 (Street Address)

Exact legal description (Lot, Block and Tract) of said property being:

Lot 062, Block 3753 Being Part of Vara Lot No 192, in Block No. 383
Lot 063, Block 3753 Being Part of Vara Lot No. 192 in Block No. 383

The requested Lot Line Adjustment is as follows:

Merge Lots 062 and 063 to create on lot

A map showing the parcel boundaries as they exist subsequent to the approval of this adjustment and revised legal descriptions are attached hereto.

I, (We), Shahram Bijan (Print or Type Name in Full)

_____ (Print or Type Name in Full)

declare under perjury, that I am (we are) the owner(s) [authorized agent of the owner(s)] of the property that is the subject of this application, that the statements herein and in the attached exhibits present the information required for this application, and that information presented is true and correct to the best of my (our) knowledge and belief.

*Signed _____ Date 5/30/19

*Signed _____ Date _____

***Note:** *Attach a California Civil Code 1189 compliant notary acknowledgment.*

RECORDING REQUESTED BY:
DEPARTMENT OF PUBLIC WORKS
THE CITY AND COUNTY SURVEYOR
1155 MARKET STREET, 3rd FLOOR
SAN FRANCISCO, CA 94103

WHEN RECORDED MAIL TO:

NAME OFFICE OF THE ASSESSOR-RECORDER
DANA CANO
MAILING 1 DR. CARLTON B. GOODLETT PLACE
ADDRESS ROOM 190
CITY, STATE SAN FRANCISCO, CA.
ZIP CODE 94102-4698

CONFORMED COPY of document recorded
12/18/2019, 2019K878552
on _____ with document no _____
This document has not been compared with the original
SAN FRANCISCO ASSESSOR-RECORDER

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

APN: 3753-062 & 3753-063

CERTIFICATE OF COMPLIANCE

The City and County of San Francisco has determined that the parcels described in Exhibits "A", "B", and "C" attached hereto and made a part hereof, comply with the applicable provisions of Title 7, Division 2, Subdivisions, of the Government Code, cited as the Subdivision Map Act, and all local Ordinances enacted pursuant thereto.

As provided by Section 66499.35, the City and County of San Francisco hereby issues this Certificate of Compliance free of any conditions.

Block:3753 Old Assessor's Parcel Numbers: 3753-062 & 3753-063 New Assessor's Parcel Number:3753-701

Address:224 - 228 Clara Street

Owners: Shahram Bijan

This certificate relates only to issues of compliance or noncompliance with the Subdivision Map Act and local ordinances enacted pursuant thereto. The parcels described herein may be sold, leased, or financed without further compliance with the Subdivision Map Act or any local ordinance enacted pursuant thereto. Development of the parcels may require issuance of a permit or permits, or other grant or grants of approval.

Description Approved:

Bruce R. Storrs, L.S. 6914
City and County Surveyor
Department of Public Works

PROFESSIONAL LAND SURVEYOR
BRUCE R. STORRS
NO. 6914
STATE OF CALIFORNIA

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of San Francisco)

On December 13, 2019 before me, **Michael Crooms**, Notary Public, personally appeared **Bruce R. Storrs**, who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

MICHAEL CROOMS
Notary Public – California
San Francisco County
Commission # 2230589

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
STANLEY SAITOWITZ | NATOMA ARCHITECTS Inc.
1022 Natoma Street, No. 3
San Francisco, CA 94103
T 415.626.8977 F 415.626.8978

STRUCTURAL ENGINEER:
DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105
T 415.524.0246

224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
SITE SURVEY

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	N.T.S.
DRAWN:	SS|NAI

SHEET NO:
A0.2

SHIPLEY STREET
40' WIDE AND
VARIES

1' 5' 10' 20'

N

EXISTING SITE PLAN DEMOLITION | 1

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
STANLEY SAITOWITZ | NATOMA ARCHITECTS Inc.
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STRUCTURAL ENGINEER:
DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105
T 415.524.0246

224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
EXISTING
SITE PLAN \
DEMOLITION

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	3/32"= 1'-0"
DRAWN:	SS|NAI

SHEET NO:
A0.3

SHIPLEY STREET
40' WIDE AND
VARIES

SITE PLAN | 1

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN

T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
STANLEY SAITOWITZ | NATOMA ARCHITECTS Inc.
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San Francisco, CA 94103
T 415.626.8977 F 415.626.8978

STRUCTURAL ENGINEER:
DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105

T 415.524.0246

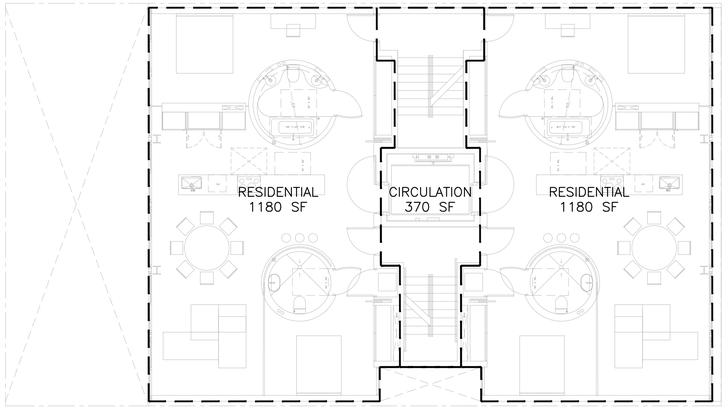
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
PROPOSED
SITE PLAN

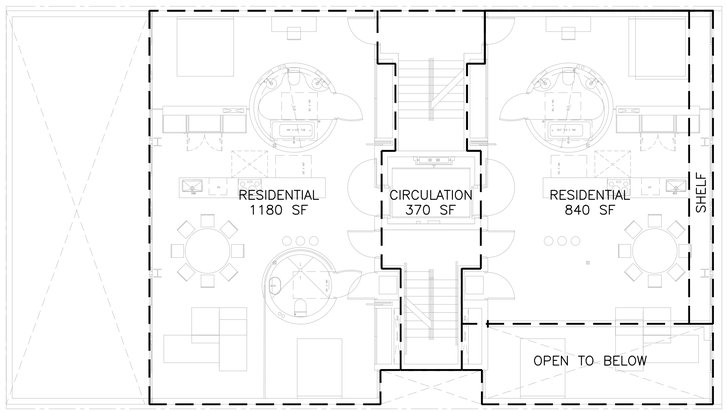
SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	3/32"= 1'-0"
DRAWN:	SS|NAI

SHEET NO:
A0.4



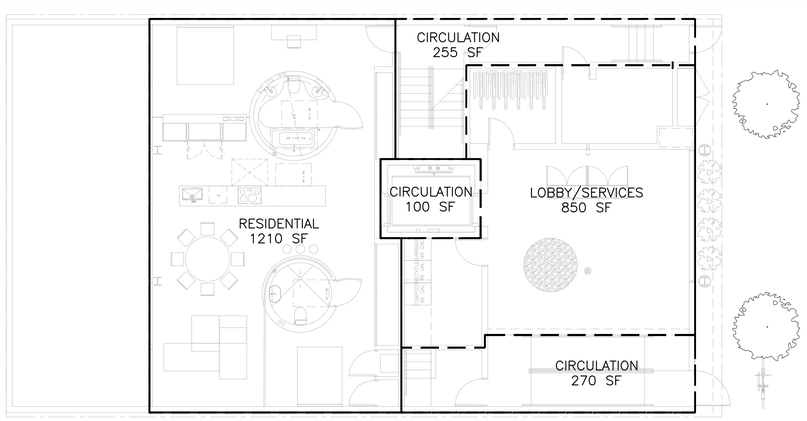
LEVEL 3–5	
	AREA (GSF)
RESIDENTIAL	2,360 SF
CIRCULATION	370 SF
TOTAL	2,730 SF

LEVEL 3-5 GSF



LEVEL 2	
	AREA (GSF)
RESIDENTIAL	2,020 SF
CIRCULATION	370 SF
TOTAL	2,390 SF

LEVEL 2 GSF



GROUND LEVEL	
	AREA (GSF)
RESIDENTIAL	1,210 SF
CIRCULATION	625 SF
LOBBY/SERVICES	850 SF
TOTAL	2,685 SF

GROUND LEVEL GSF

Levels	Gross SF	Circulation	Res. Net SF	Services / Lobby
Level 1	2,685	625	1,210	850
Level 2	2,390	370	2,020	
Level 3	2,730	370	2,360	
Level 4	2,730	370	2,360	
Level 5	2,730	370	2,360	
Total SF:	13,265		10,310	
Res. Unit Types	Count			
1 Bed	1			
2 Bed	8			
Total Units	9			

PROJECT GSF

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
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STRUCTURAL ENGINEER:
DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105
T 415.524.0246

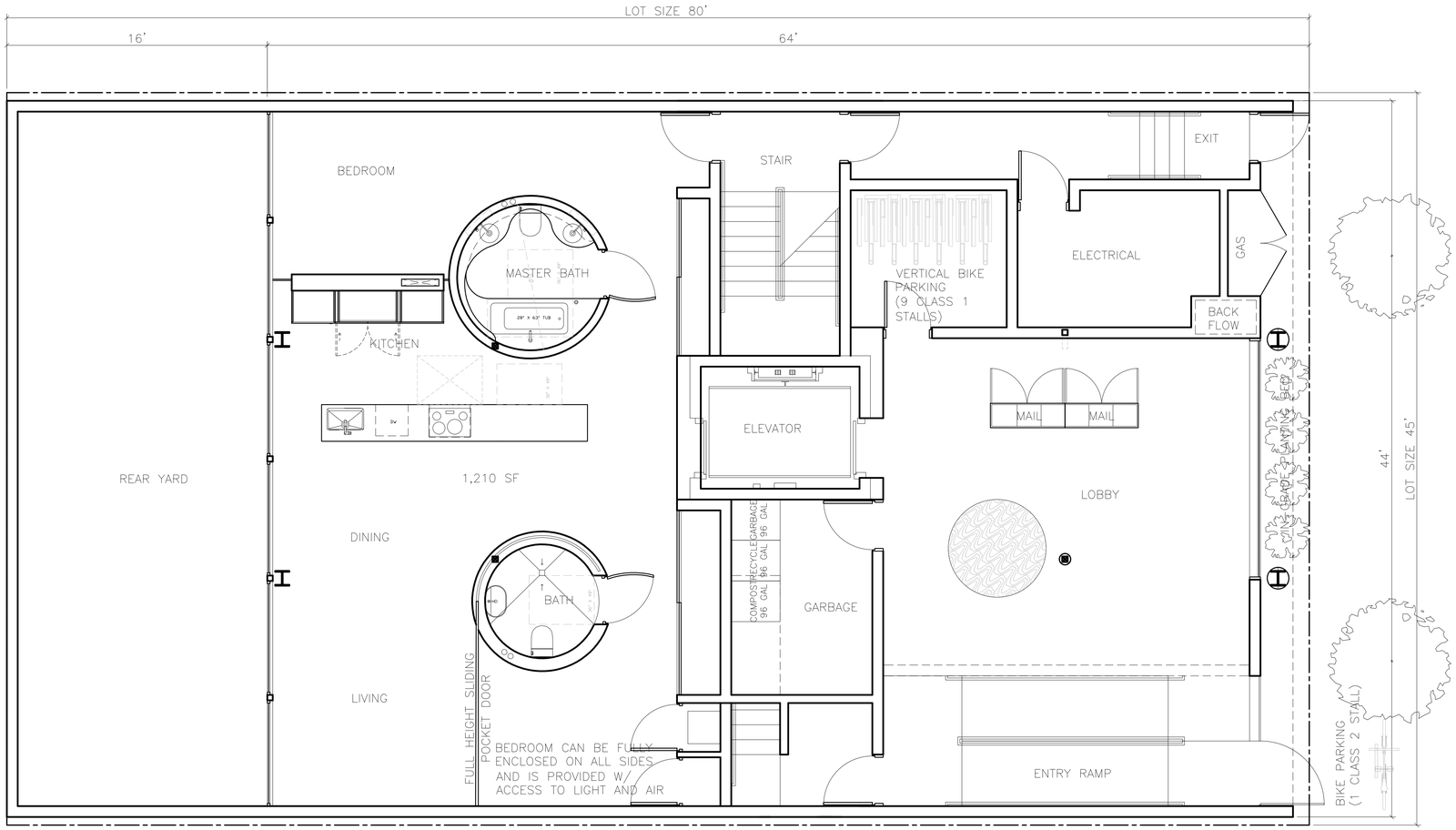
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
AREA CALC

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/8"= 1'-0"
DRAWN:	SS|NAI

SHEET NO:
A0.5



0' 2' 4' 8'

N

GROUND FLOOR PLAN | 1

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN

T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
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DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105

T 415.524.0246

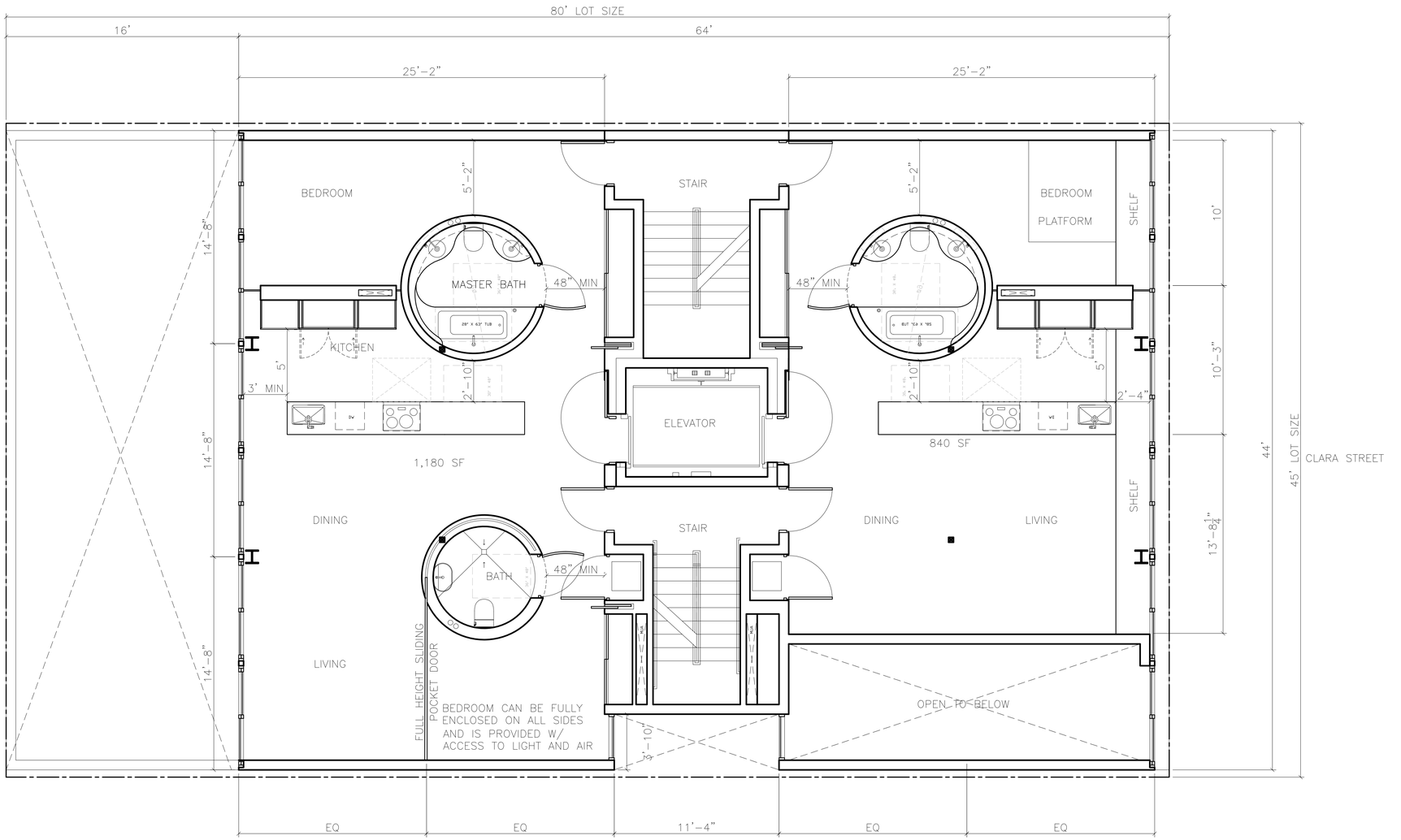
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE: FLOOR PLANS

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO: A1.1



LEVEL 2 FLOOR PLAN | 1

0' 2' 4' 8'

N

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
STANLEY SAITOWITZ | NATOMA ARCHITECTS Inc.
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DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105
T 415.524.0246

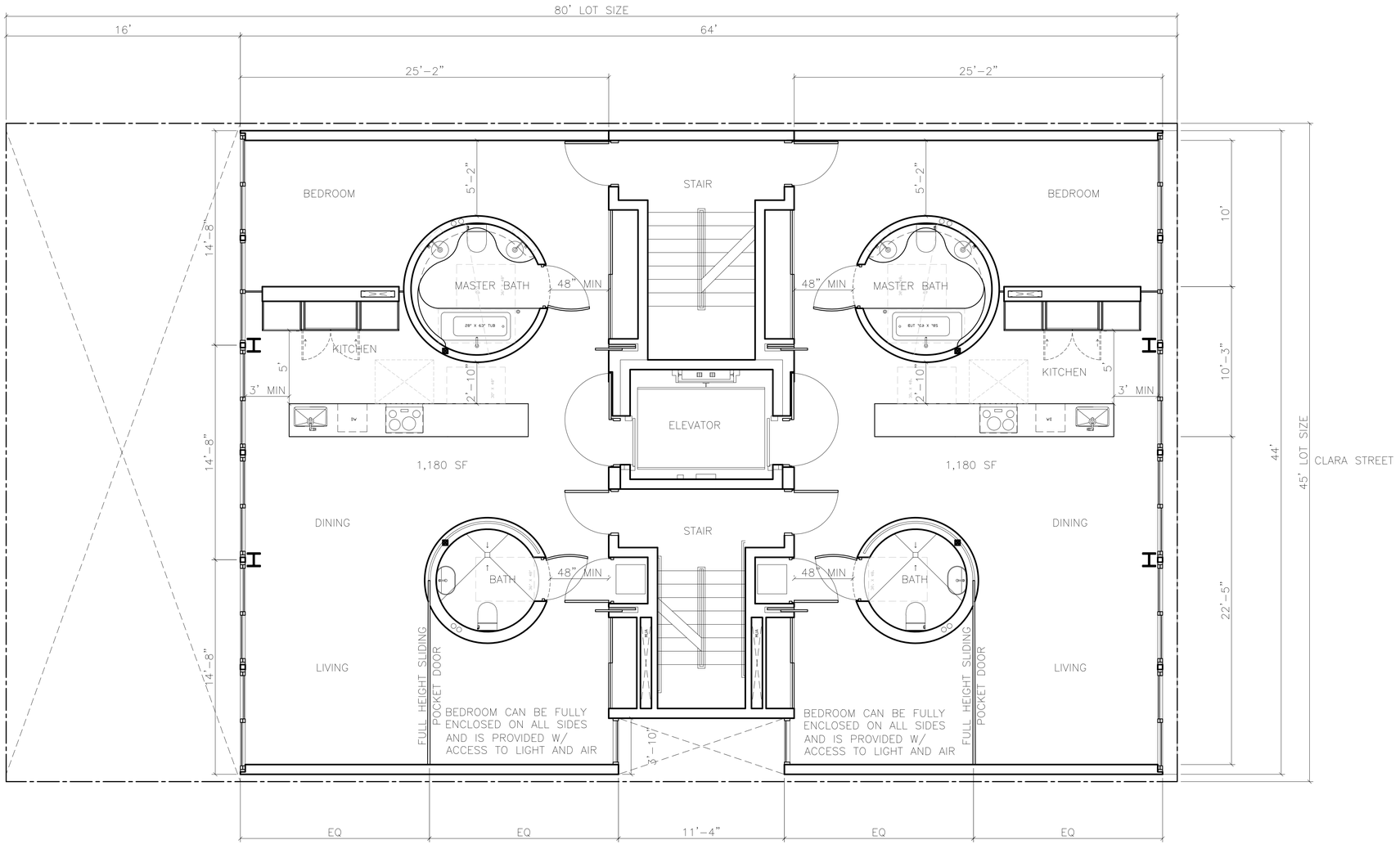
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE: FLOOR PLANS

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO: A1.2



0' 2' 4' 8'

N

LEVEL 3 FLOOR PLAN | 1

REVISIONS

02/25/2020	1

OWNER:
SHAHRAM BIJAN
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T 415.524.0246

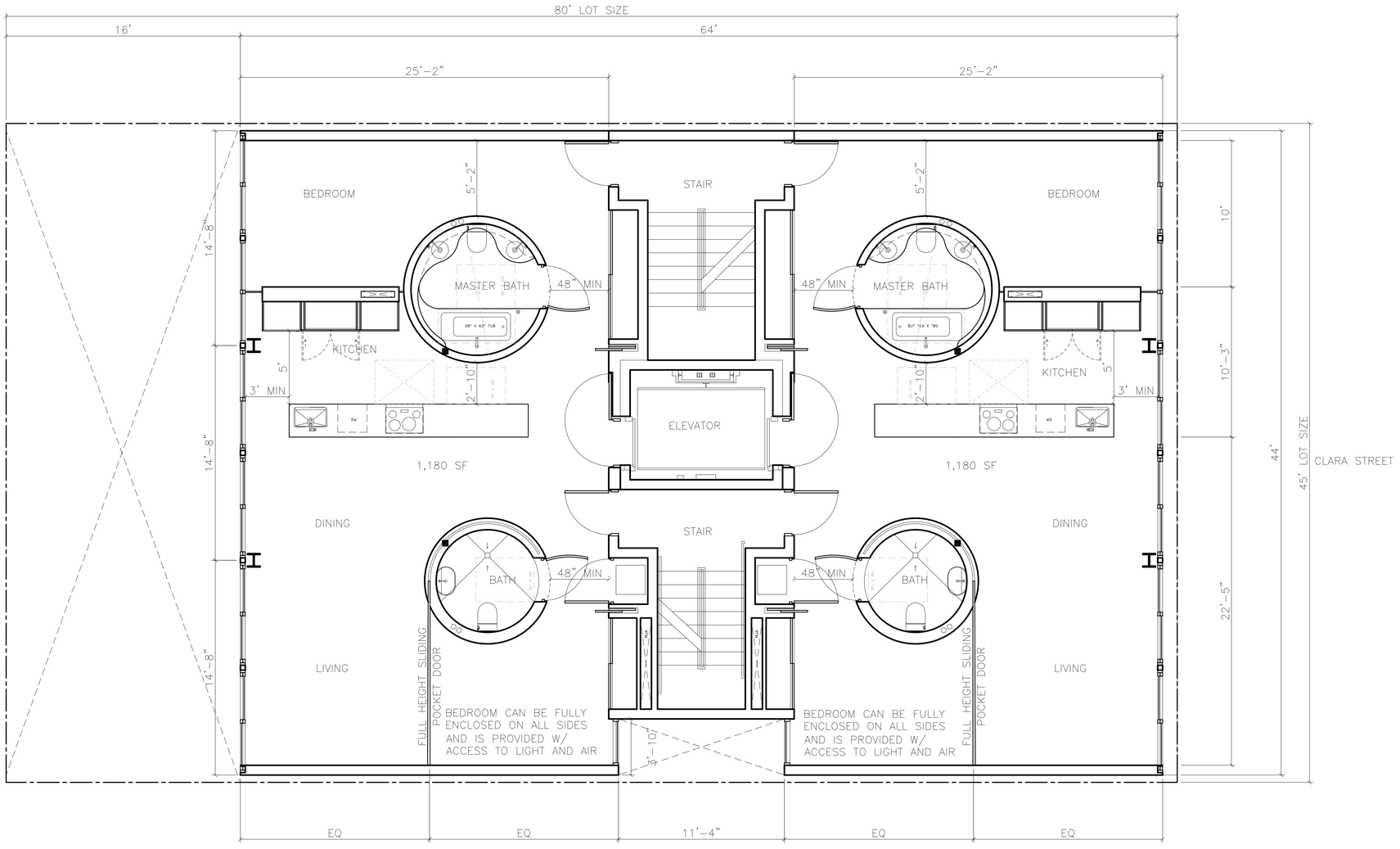
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
FLOOR PLANS

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO:
A1.3



0' 2' 4' 8'

N

LEVEL 4 FLOOR PLAN | 1

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN

T: 415.902.4212
shahrambijan@gmail.com

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425 1ST ST, 4904
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T 415.524.0246

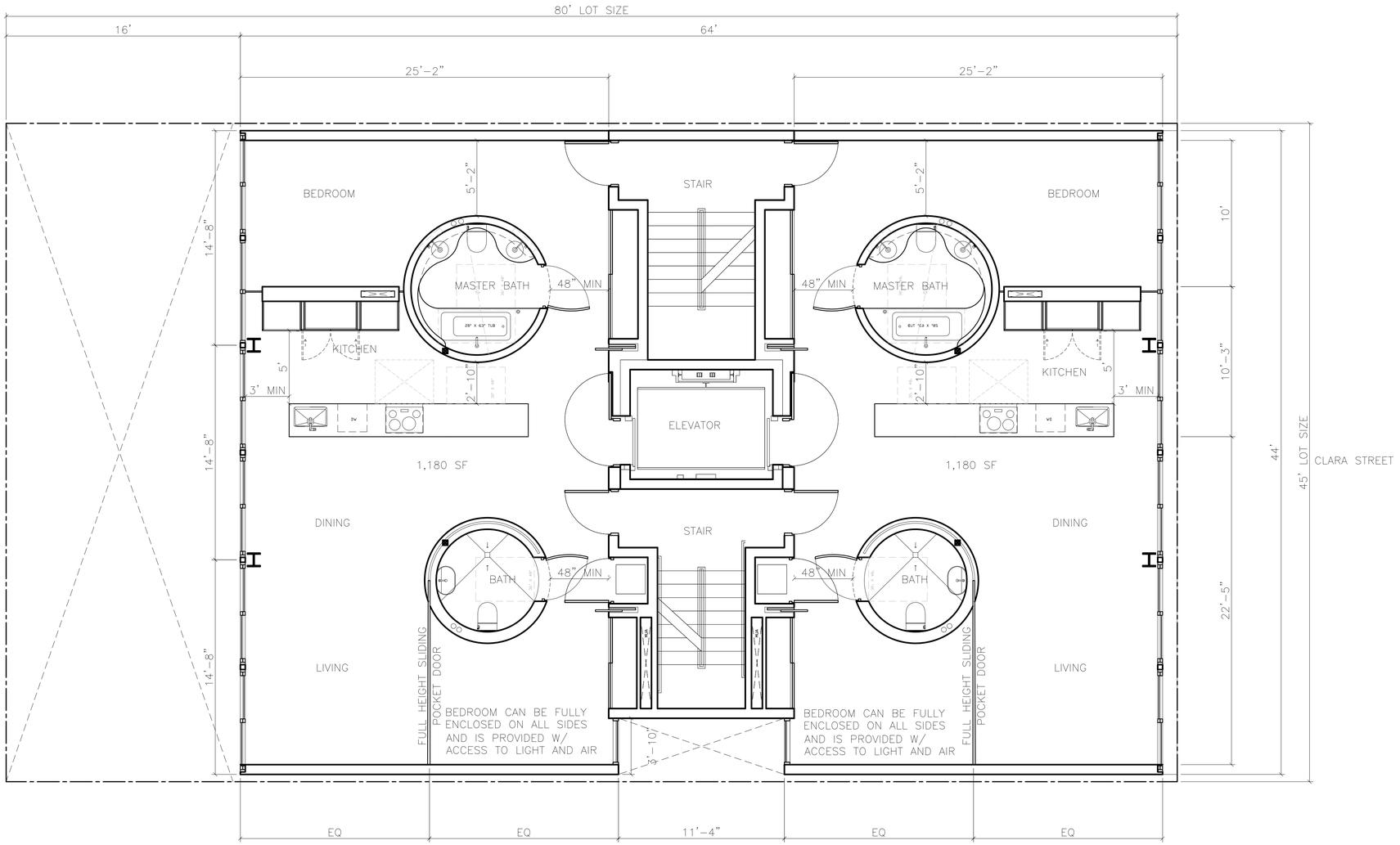
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
FLOOR PLANS

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI (C) STANLEY SAITOWITZ | NATOMA ARCHITECTS INC.

SHEET NO:
A1.4



0' 2' 4' 8'

N

LEVEL 5 FLOOR PLAN | 1

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN

T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
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DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105

T 415.524.0246

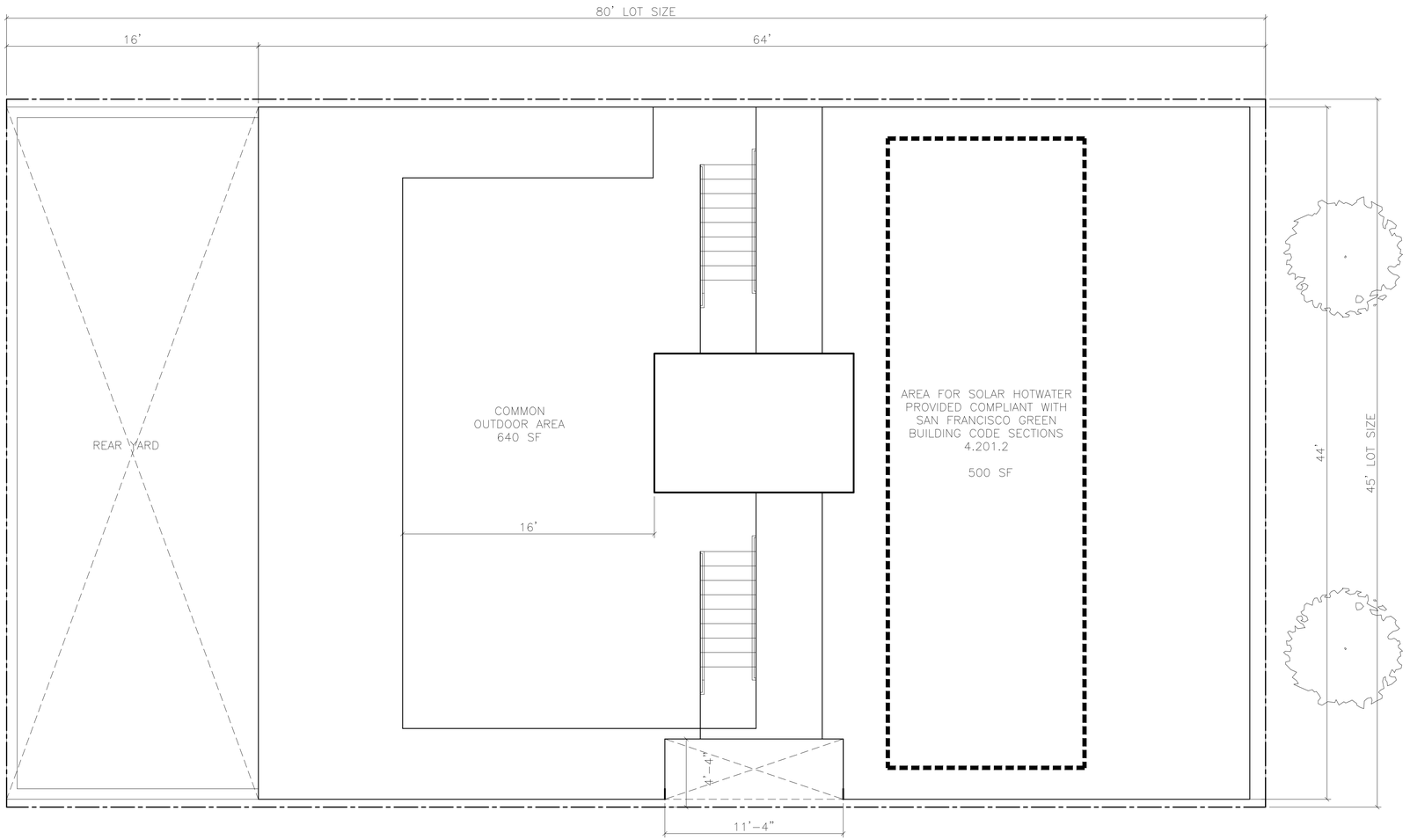
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
FLOOR PLANS

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO:
A1.5



0' 2' 4' 8'

N

ROOF PLAN | 1

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN

T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
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T 415.626.8977 F 415.626.8978

STRUCTURAL ENGINEER:
DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105

T 415.524.0246

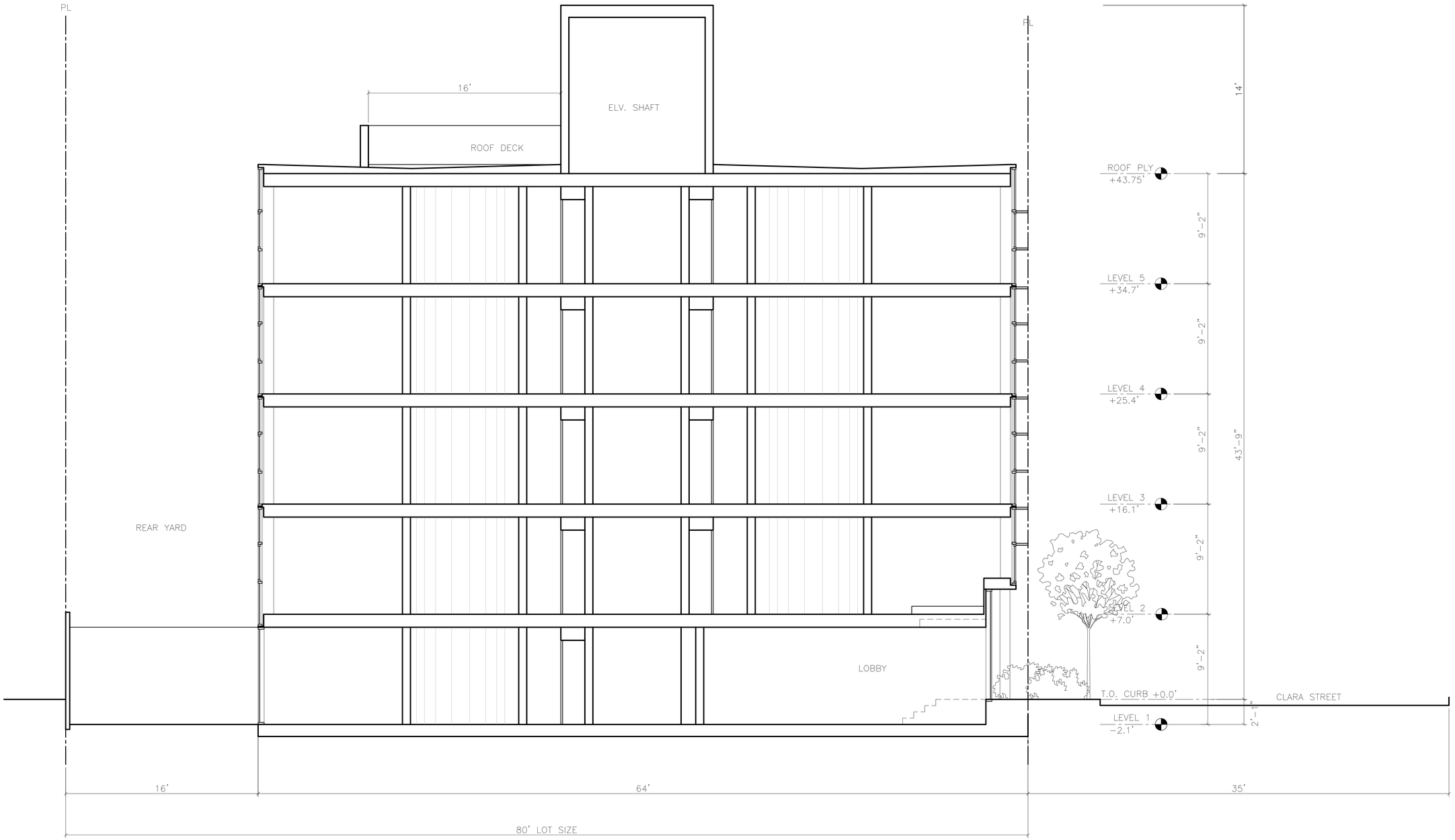
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
FLOOR PLANS

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO:
A1.6



SECTION | 1

0' 2' 4' 8'

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
STANLEY SAITOWITZ | NATOMA ARCHITECTS Inc.
1022 Natoma Street, No. 3
San Francisco, CA 94103
T 415.626.8977 F 415.626.8978

STRUCTURAL ENGINEER:
DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105
T 415.524.0246

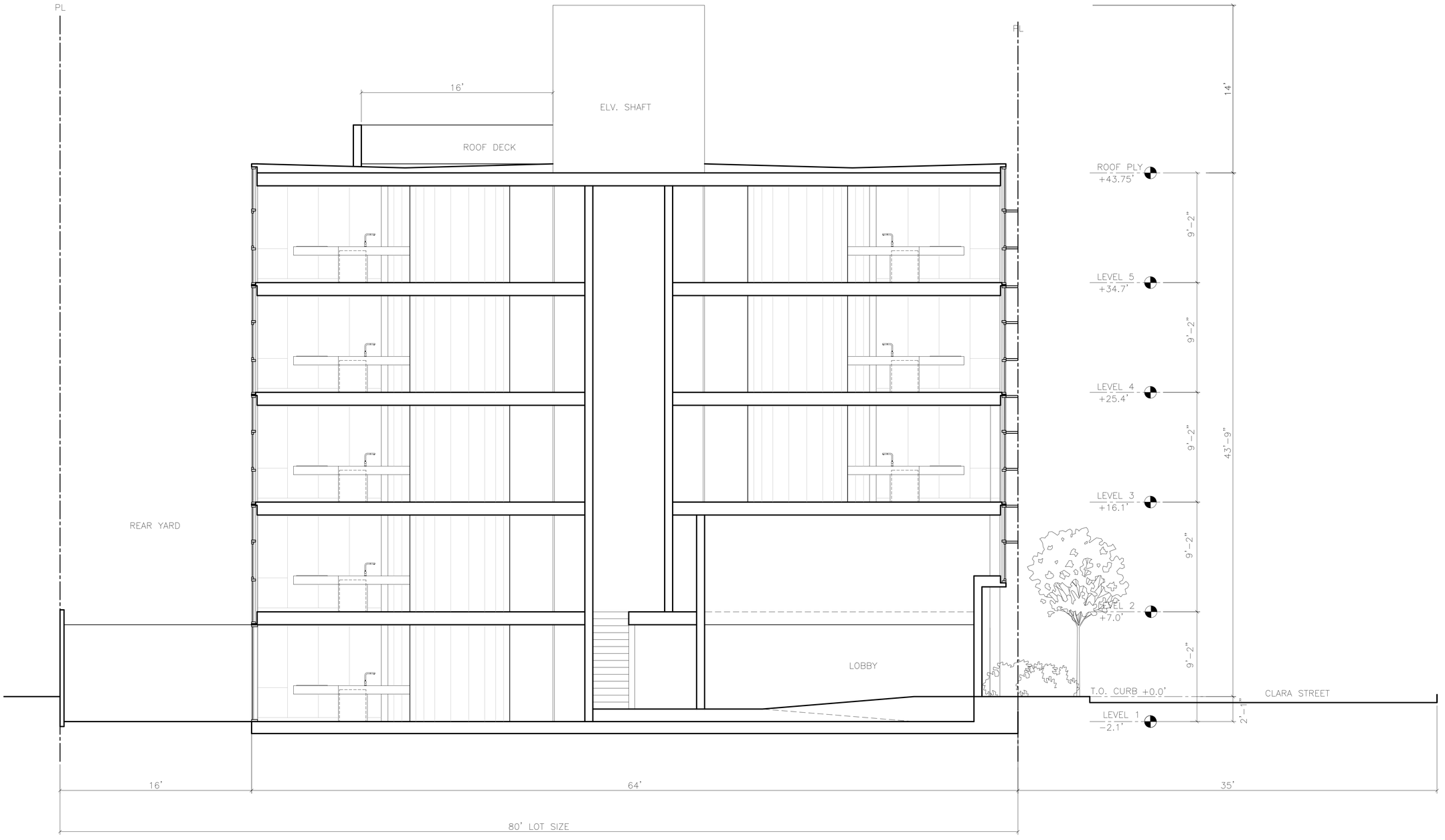
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE: SECTION

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO: A2.1



SECTION | 1

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
STANLEY SAITOWITZ | NATOMA ARCHITECTS Inc.
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STRUCTURAL ENGINEER:
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San Francisco, CA 94105
T 415.524.0246

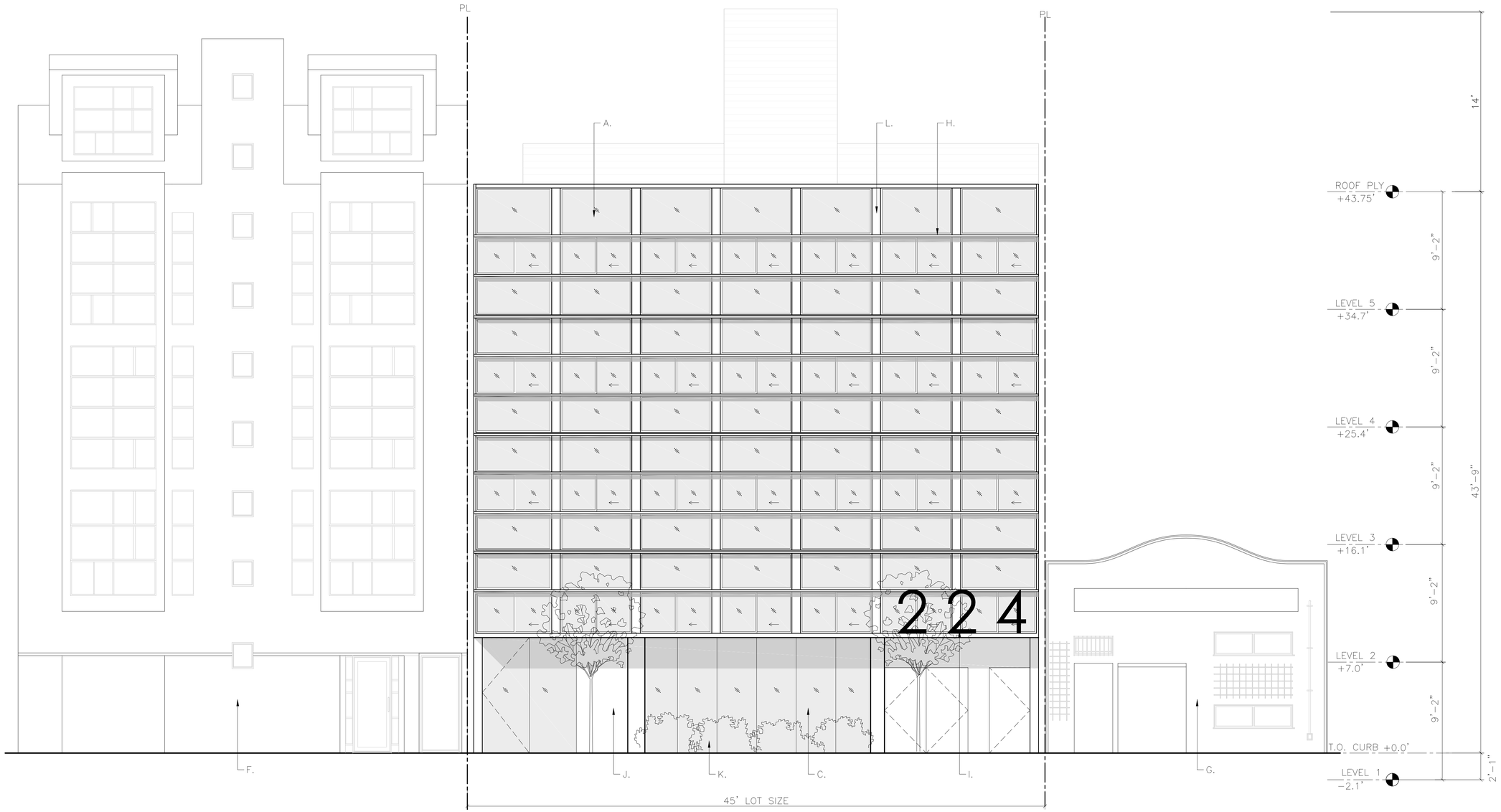
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
SECTION

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO:
A2.2



ELEVATION KEY

A. CLEAR ANODIZED ALUM. SLIDING FRAMED WINDOWS
C. STOREFRONT GLASS LOBBY. SEE GLAZING NOTE RE: BIRD-SAFE TREATMENT
D. WHITE LAP BOARD RAIN SCREEN SIDING
F. ADJACENT STUCCO 5 STORY BUILDING
G. ADJACENT STUCCO 1 STORY BUILDING
H. ALUM. SUNSHADE
I. 3' CAST ALUMINUM LETTERING
J. BLACK ZINC PANEL CLADDING
K. IN-GRADE PLANTER BED
L. 9" POWDER COATED ALUM. EXTRUSION

GLAZING NOTE

PER SFPC SEC 139, UNBROKEN GLAZED SEGMENTS 24 SQ FT AND LARGER IN SIZE SHALL BE TREATED WITH BIRD-SAFE GLAZING TREATMENT

1' 5' 10' 20'

N

SOUTH ELEVATION | 1

REVISIONS

02/25/2020	R1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
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DESIGN EVEREST
425 1ST ST, 4904
San Francisco, CA 94105
T 415.524.0246

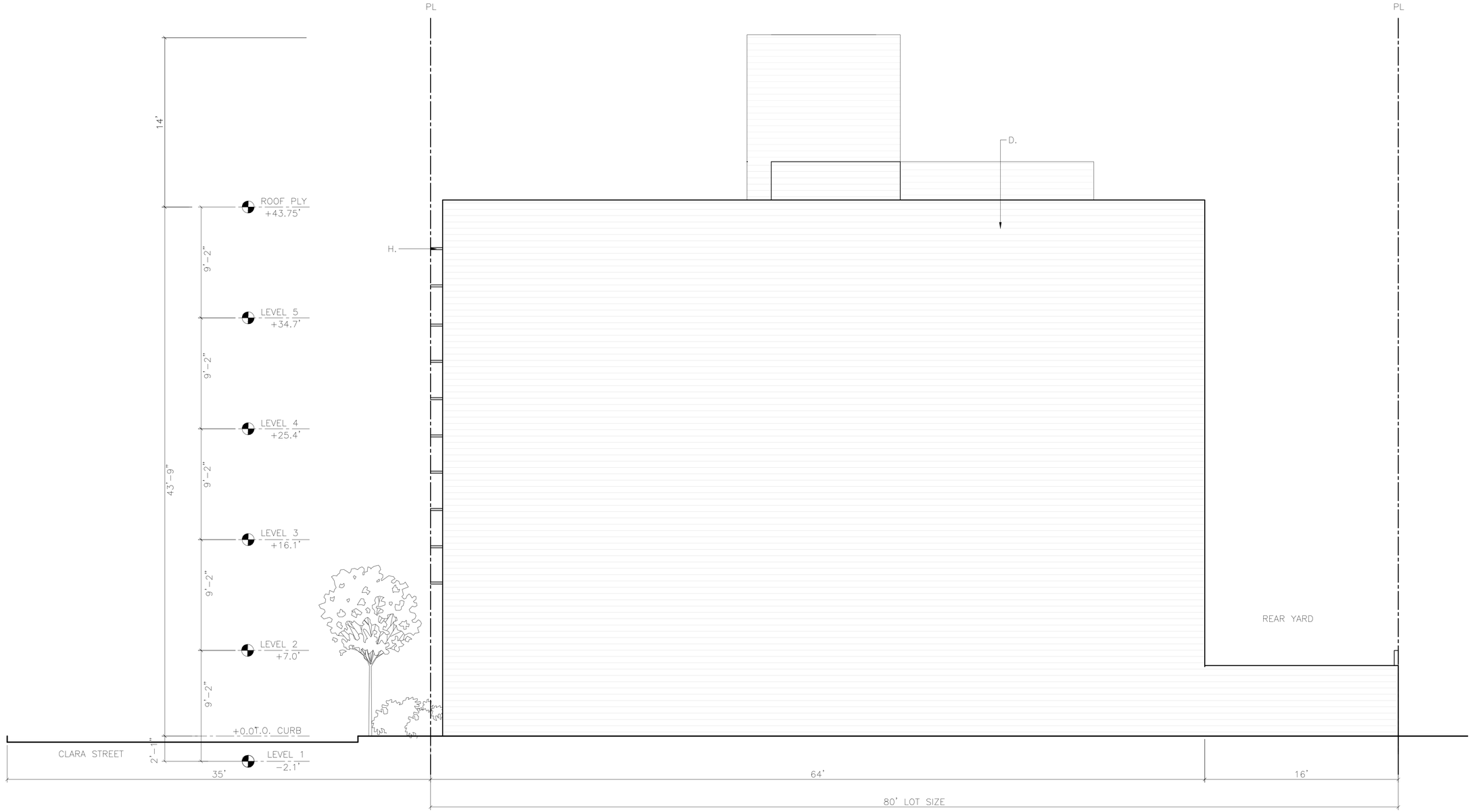
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE: ELEVATIONS

SET:	PLANNING PERMIT
DATE:	04-22-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO: A3.1



ELEVATION KEY
A. CLEAR ANODIZED ALUM. SLIDING FRAMED WINDOWS
C. STOREFRONT GLASS LOBBY. SEE GLAZING NOTE RE: BIRD-SAFE TREATMENT
D. WHITE LAP BOARD RAIN SCREEN SIDING
F. ADJACENT STUCCO 5 STORY BUILDING
G. ADJACENT STUCCO 1 STORY BUILDING
H. ALUM. SUNSHADE
I. 3' CAST ALUMINUM LETTERING
J. BLACK ZINC PANEL CLADDING
K. IN-GRADE PLANTER BED

GLAZING NOTE
PER SFPC SEC 139, UNBROKEN GLAZED SEGMENTS 24 SQ FT AND LARGER IN SIZE SHALL BE TREATED WITH BIRD-SAFE GLAZING TREATMENT

1' 5' 10' 20'

N

WEST ELEVATION | 1

REVISIONS	
02/25/2020	1

OWNER:
SHAHRAM BIJAN
T: 415.902.4212
shahrambijan@gmail.com

ARCHITECT:
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STRUCTURAL ENGINEER:
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San Francisco, CA 94105
T 415.524.0246

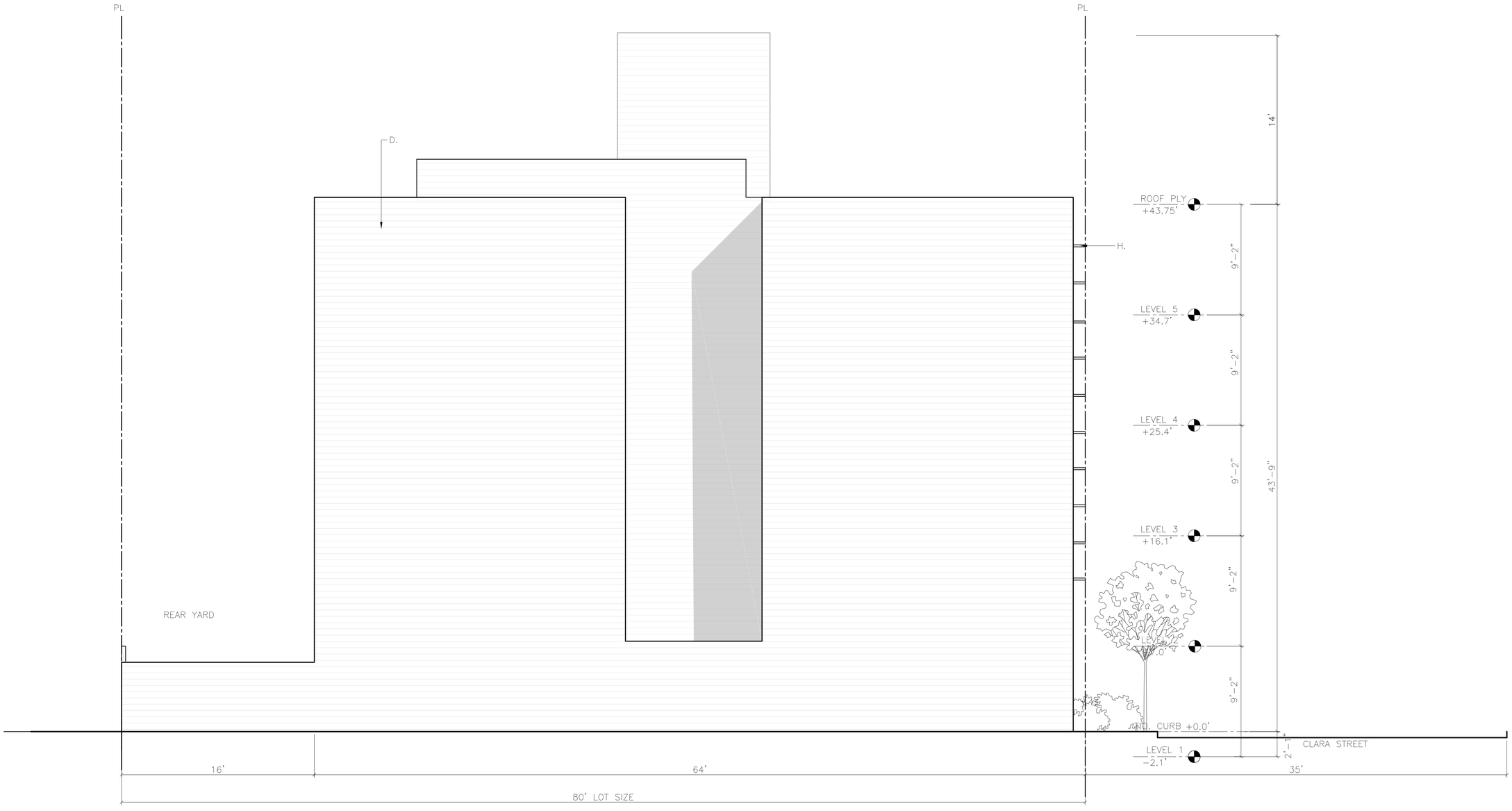
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE: ELEVATIONS

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO: A3.2



ELEVATION KEY
A. CLEAR ANODIZED ALUM. SLIDING FRAMED WINDOWS
C. STOREFRONT GLASS LOBBY. SEE GLAZING NOTE RE: BIRD-SAFE TREATMENT
D. WHITE LAP BOARD RAIN SCREEN SIDING
F. ADJACENT STUCCO 5 STORY BUILDING
G. ADJACENT STUCCO 1 STORY BUILDING
H. ALUM. SUNSHADE
I. 3" CAST ALUMINUM LETTERING
J. BLACK ZINC PANEL CLADDING
K. IN-GRADE PLANTER BED

GLAZING NOTE
PER SFPC SEC 139, UNBROKEN GLAZED SEGMENTS 24 SQ FT AND LARGER IN SIZE SHALL BE TREATED WITH BIRD-SAFE GLAZING TREATMENT

1" 5' 10' 20'

N

EAST ELEVATION 1

REVISIONS	
02/25/2020	1

OWNER:
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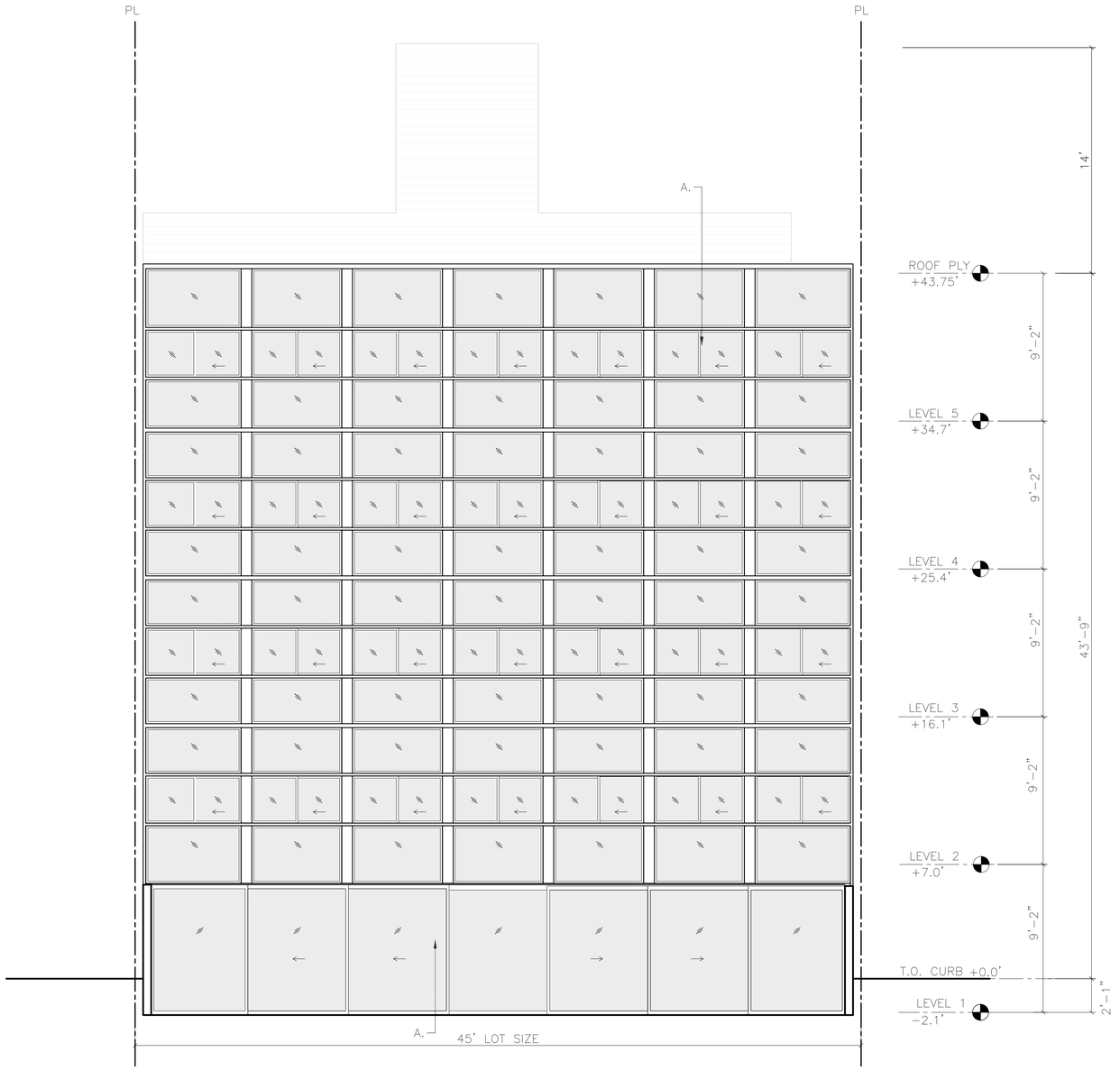
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE: ELEVATIONS

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO: A3.3



ELEVATION KEY
A. CLEAR ANODIZED ALUM. SLIDING FRAMED WINDOWS
C. STOREFRONT GLASS LOBBY. SEE GLAZING NOTE RE: BIRD-SAFE TREATMENT
D. WHITE LAP BOARD RAIN SCREEN SIDING
F. ADJACENT STUCCO 5 STORY BUILDING
G. ADJACENT STUCCO 1 STORY BUILDING
H. ALUM. SUNSHADE
I. 3' CAST ALUMINUM LETTERING
J. BLACK ZINC PANEL CLADDING
K. IN-GRADE PLANTER BED

GLAZING NOTE
PER SFPC SEC 139, UNBROKEN GLAZED SEGMENTS 24 SQ FT AND LARGER IN SIZE SHALL BE TREATED WITH BIRD-SAFE GLAZING TREATMENT

1' 5' 10' 20'

N

NORTH ELEVATION | 1

REVISIONS	
02/25/2020	1

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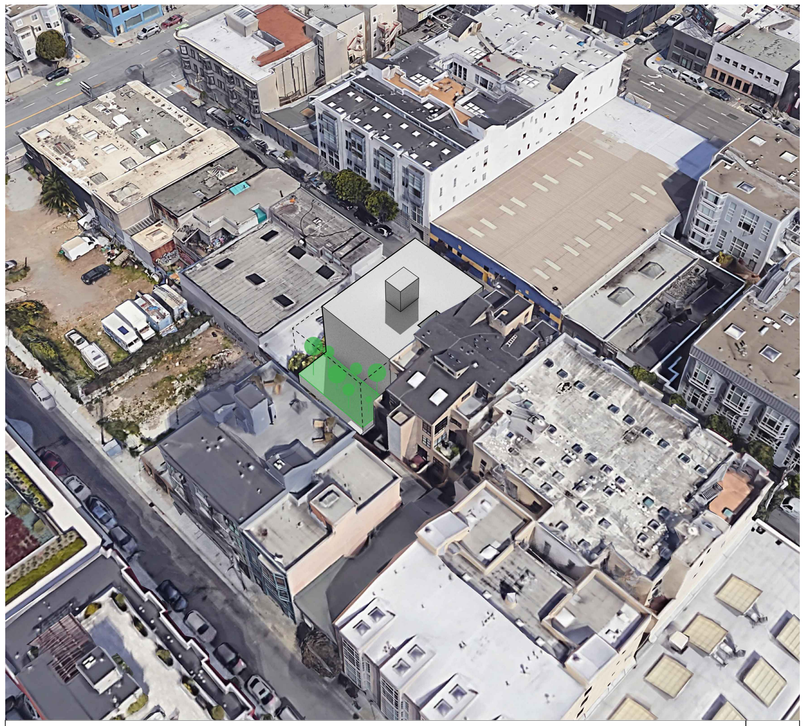
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

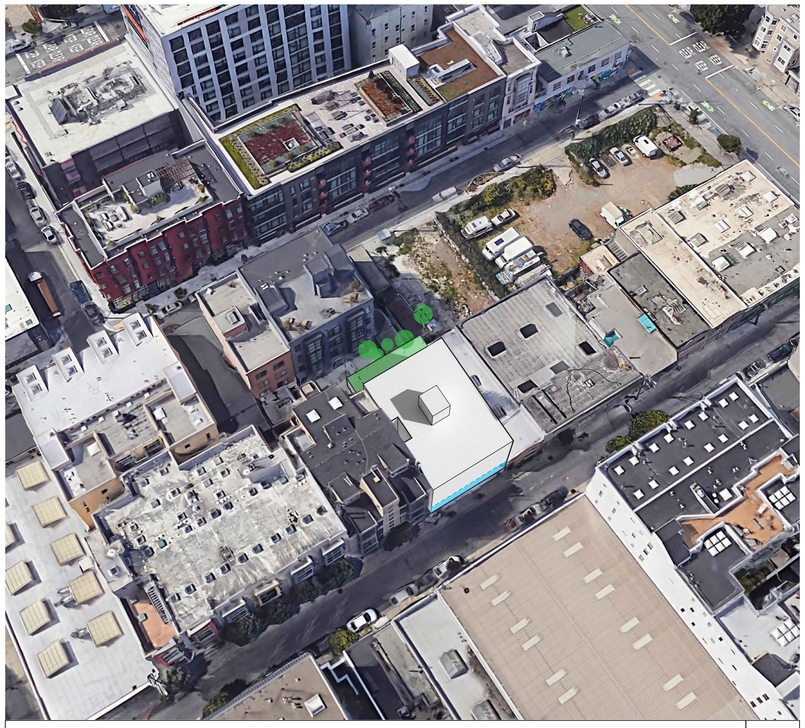
TITLE: ELEVATIONS

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/4"= 1'-0"
DRAWN:	SS|NAI

SHEET NO: A3.4



MASSING (EASTERN SITE VIEW) | 3



MASSING (NORTHWARD SITE VIEW) | 2

RENDERING | 1

REVISIONS

02/25/2020	1

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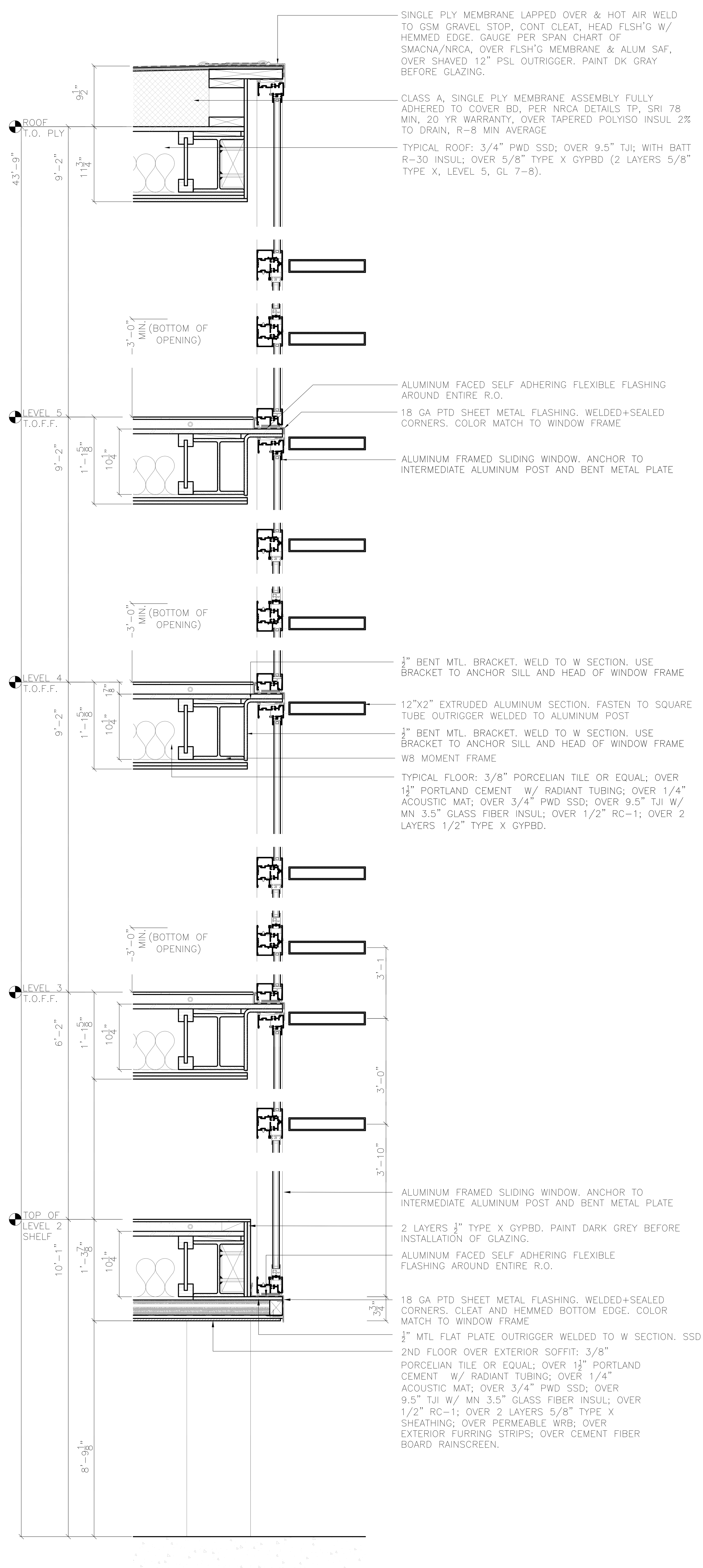
224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
RENDERING AND BULK

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	N.T.S.
DRAWN:	SS|NAI

SHEET NO:
A4.0



224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
DETAIL WALL SECTION

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/2"= 1'-0"
DRAWN:	SS|NAI
SHEET NO:	A5.1

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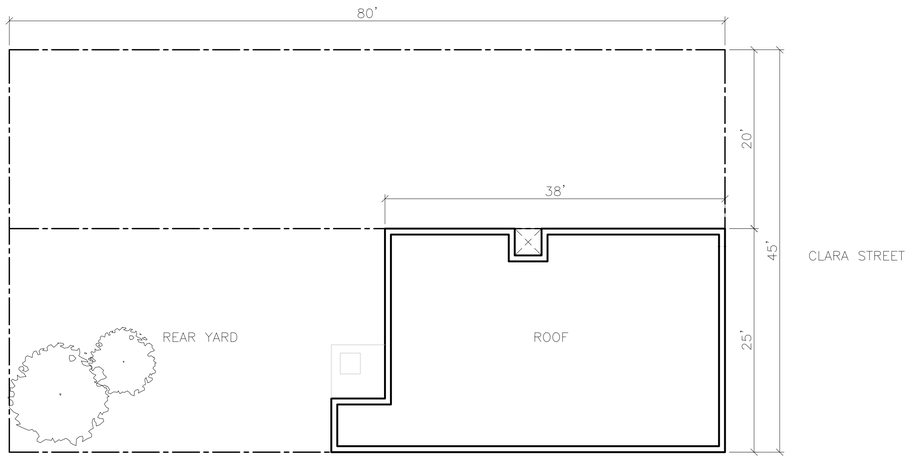
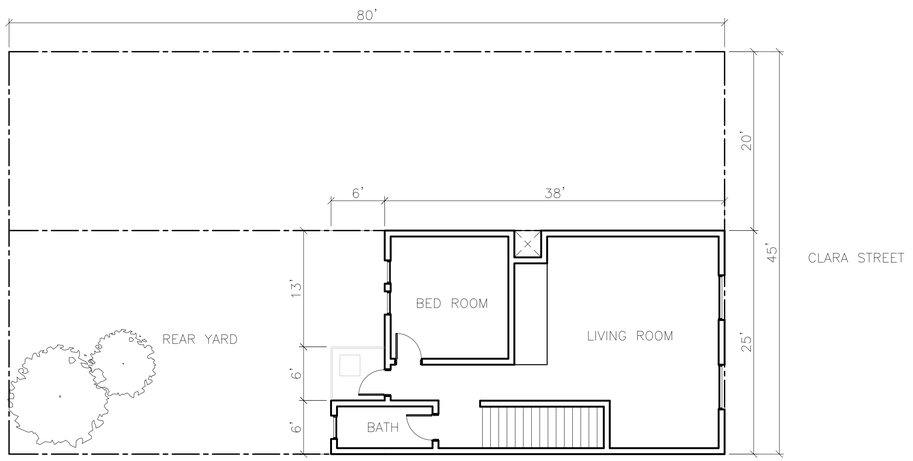
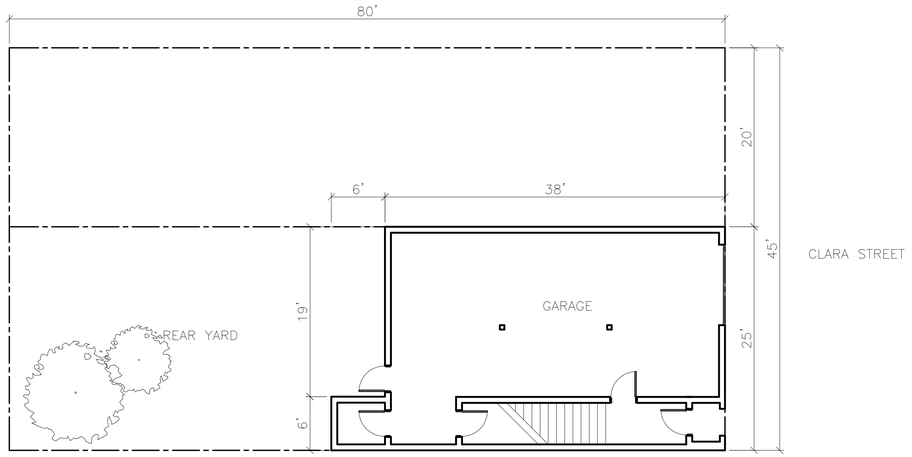
REVISIONS	
02/25/2020	1

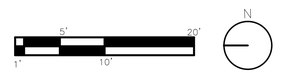


EXISTING ROOF PLAN DEMOLITION | 3



EXISTING SECOND FLOOR PLAN DEMOLITION | 2





EXISTING GROUND FLOOR PLAN DEMOLITION | 1

REVISIONS	
02/25/2020	1

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224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

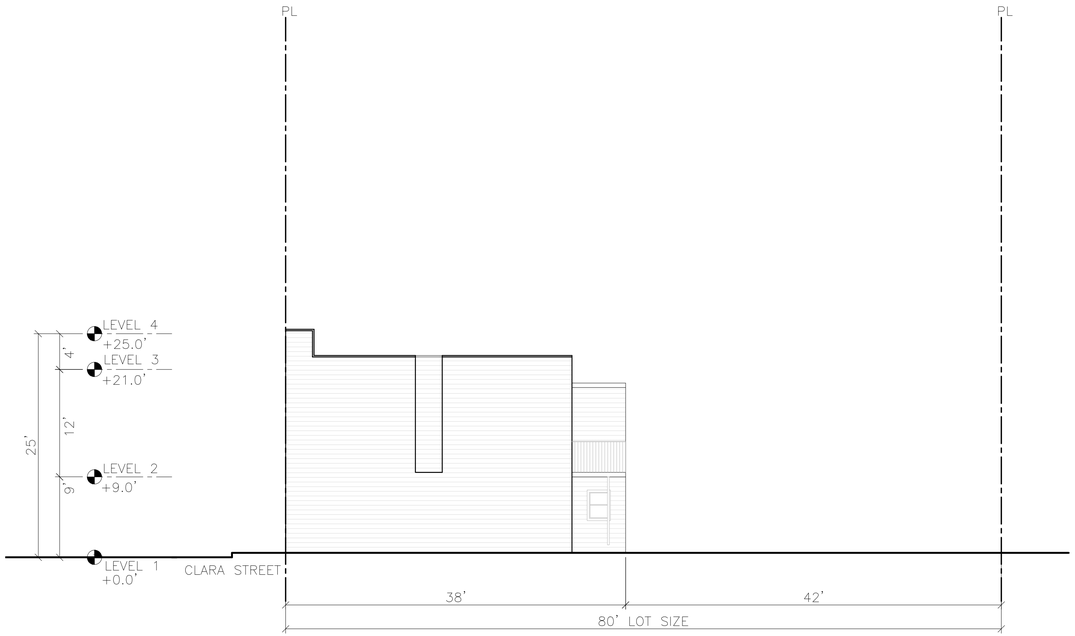
TITLE:
EXISTING PLANS/ DEMOLITION

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/8"= 1'-0"
DRAWN:	SS|NAI

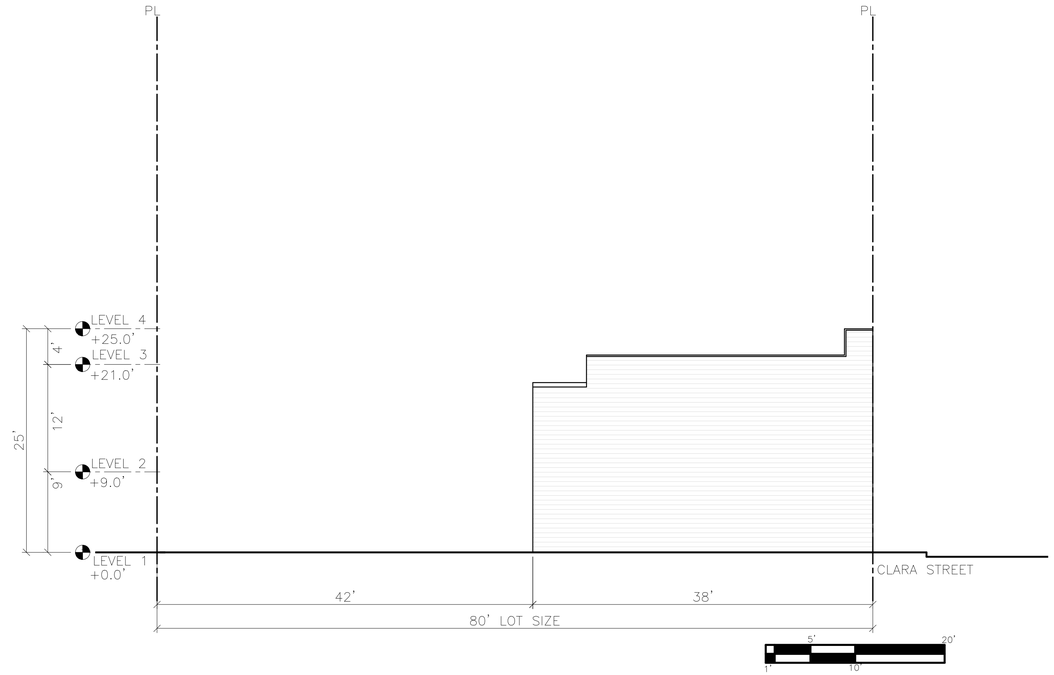
SHEET NO:
D1.1

EXISTING SOUTH ELEVATION DEMOLITION | 4

EXISTING NORTH ELEVATION DEMOLITION | 3



EXISTING WEST ELEVATION DEMOLITION | 2



EXISTING EAST ELEVATION DEMOLITION | 1

REVISIONS	
02/25/2020	1

OWNER:
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224-228 CLARA

224 CLARA STREET, SAN FRANCISCO, CA

TITLE:
EXISTING ELEVATIONS/ DEMOLITION

SET:	PLANNING PERMIT
DATE:	03-27-2020
SCALE:	1/8"= 1'-0"
DRAWN:	SS|NAI

SHEET NO:
D1.2

NOTE: TO ANYONE HAVING ANY TYPE OF INTEREST IN THIS MAP PLEASE BE ADVISED AS FOLLOWS:

1. THAT ALL TITLE INFORMATION HEREON INCLUDING EASEMENTS WAS PREPARED SOLELY FOR AND IN STRICT CONFORMANCE WITH OUR CLIENT'S OR HIS AGENT'S REQUIREMENTS AND TITLE INFORMATION SUPPLIED TO FREDERICK T. SEHER & ASSOCIATES, INC.; FURTHERMORE, WE HEREBY DISCLAIM ANY AND ALL TITLE SEARCH RESPONSIBILITY ON THIS JOB.

2. NO PRELIMINARY TITLE REPORT WAS REVIEWED IN CONJUNCTION WITH THIS MAPPING. IT IS RECOMMENDED THAT A TITLE REPORT BE RECEIVED FROM THE OWNER TO VERIFY THE EXISTENCE OF ANY ADDITIONAL EASEMENTS OF RECORD OR LOT LINE ADJUSTMENTS THAT MAY HAVE ALTERED THE INFORMATION SHOWN HEREON PRIOR TO ANY DESIGN AND/OR CONSTRUCTION.

3. THAT THIS MAP WAS PREPARED AS A PROFESSIONAL INSTRUMENT OF SERVICE FOR SHAHRAM BIJAN AND THAT IT REMAINS THE PROPERTY OF FREDERICK T. SEHER & ASSOCIATES, INC. WHETHER THE PROJECT (IF ANY PROPOSED) ON THIS SITE IS CONSTRUCTED OR NOT.

4. THAT ANY INFORMATION ON THIS MAP AND ANY DOCUMENT(S) PREPARED BY FREDERICK T. SEHER & ASSOCIATES, INC. IN RELATION HEREOF SHALL NOT BE USED FOR ANY OTHER PURPOSE THAN FOR: BUILDING PERMIT AND LAND SUBDIVISION. FURTHERMORE, THE USE OF THIS MAP FOR ANY OTHER PURPOSES WHATSOEVER INCLUDING ENGINEERING DESIGNS OF OFFSITE OR ONSITE IMPROVEMENTS IS BEYOND THIS MAP'S PURPOSES, INTENT & CONTRACT. LIABILITY SHALL REST UPON THE PARTY USING OUR INFORMATION BEYOND THE ESTABLISHED LIMITATION ABOVE, IN WHICH CASE FREDERICK T. SEHER & ASSOCIATES, INC. DISAVOWS ANY AND ALL RESPONSIBILITY.

5. THAT ANY IMPROVEMENT CHANGES WITHIN THIS SITE OR THE ADJACENT SITE THEREOF AS WELL AS TITLE TRANSFERS OF THE PROPERTY IN QUESTION (EXCEPT FOR ALTA MAPS) AND/OR THE LAPSE OF 3 OR MORE YEARS FROM THE DATE OF THE MAP (WHICHEVER COMES FIRST) SHALL VOID ALL INFORMATION, HEREON UNLESS A RE-SURVEY IS ORDERED TO RECTIFY, UPDATE OR RE-CERTIFY THIS MAP.

6. THAT THIS INFORMATION SHALL NOT BE USED FOR ANY IMPROVEMENT STAKING UNLESS STATED IN ITEM NO. 4 ABOVE.

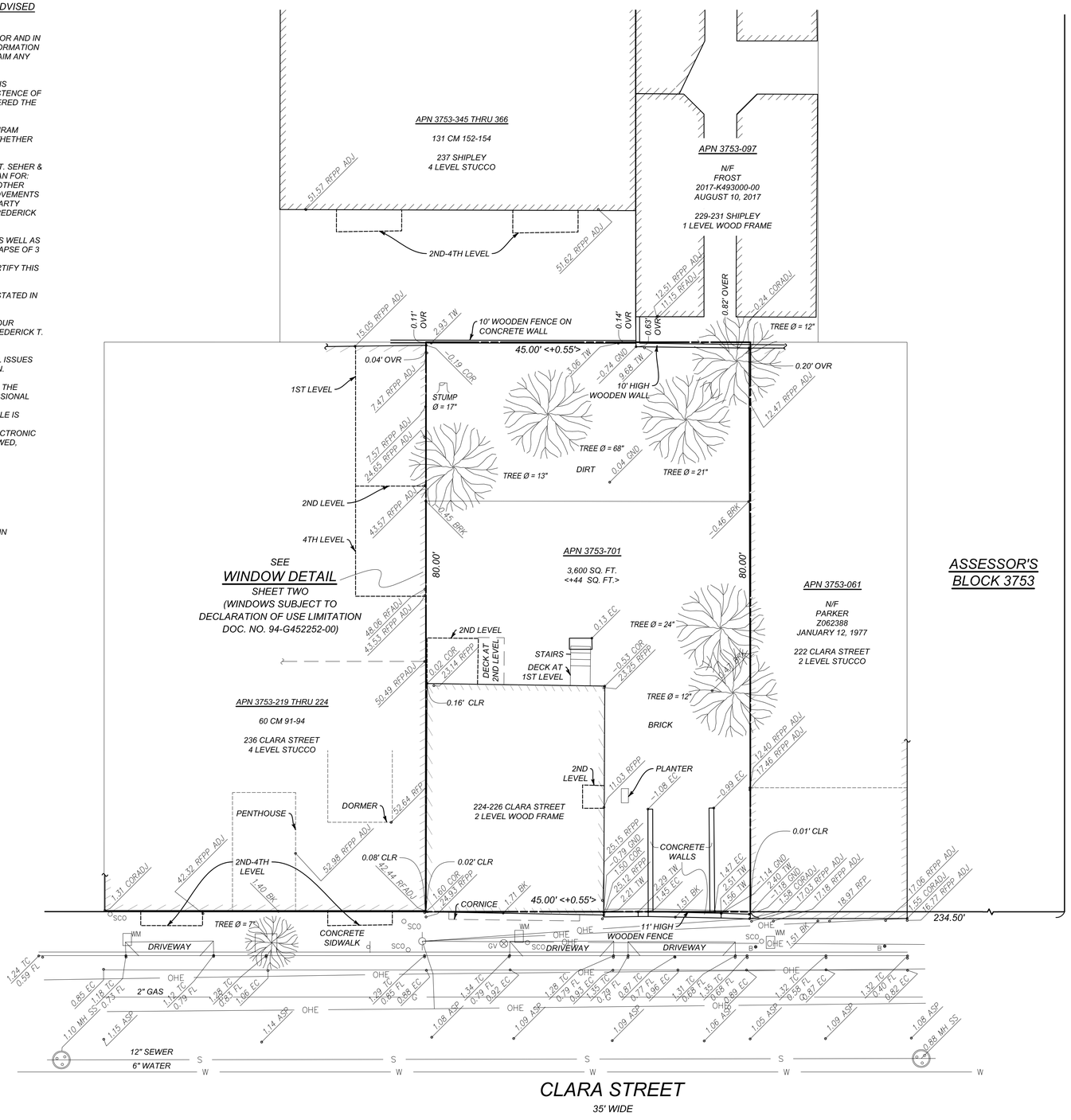
7. THAT THE USE OF THIS MAP BY OTHER CONSULTANTS OR CONTRACTORS ON BEHALF OF OUR CLIENT SHALL PROMPT THE IMMEDIATE FULFILLMENTS OF ALL CLIENT'S OBLIGATIONS TO FREDERICK T. SEHER & ASSOCIATES, INC. UNLESS OTHERWISE AGREED TO.

8. IT SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ALL ISSUES REGARDING PROPERTY DISPUTES WHICH MAY ARISE OUT OF INFORMATION SHOWN HEREON.

9. THIS MAP WILL BE PROVIDED IN AN ELECTRONIC FORMAT AS A COURTESY TO THE CLIENT. THE DELIVERY OF THE ELECTRONIC FILE DOES NOT CONSTITUTE THE DELIVERY OF OUR PROFESSIONAL WORK PRODUCT. A SIGNED PRINT DELIVERED TO THE CLIENT OR CLIENT REPRESENTATIVE CONSTITUTES OUR PROFESSIONAL WORK PRODUCT, AND IN THE EVENT THE ELECTRONIC FILE IS ALTERED, THE PRINT MUST BE REFERRED TO FOR THE ORIGINAL AND CORRECT SURVEY INFORMATION. WE SHALL NOT BE RESPONSIBLE FOR ANY MODIFICATIONS MADE TO THE ELECTRONIC FILE, OR FOR ANY PRODUCTS DERIVED FROM THE ELECTRONIC FILE WHICH ARE NOT REVIEWED, SIGNED AND SEALED BY US.

LEGEND

< >	INDICATES PORTION OF BLOCK SURPLUS FOUND IN SUBJECT PARCEL, NOT OF RECORD
ADJ	ADJACENT BUILDING
ASP	ASPHALT
BK	BACK OF WALK
BRK	BRICK
CLR	CLEAR OF PROPERTY LINE
COR	CORNER
FL	FLOW LINE
GND	GROUND
GV	GAS VALVE
MH	MANHOLE
OVR	OVER PROPERTY LINE
RF	ROOF
RFP	ROOF PEAK
RFPP	ROOF PARAPET
SCO	SEWER CLEAN OUT/VENT
SS	SANITARY SEWER
TC	TOP OF CURB
TW	TOP OF WALL
WM	WATER METER
G	GAS LINE
OHE	OVERHEAD ELECTRIC LINE
S	SEWER LINE
W	WATER LINE
B●	BOLLARD
Ø	DIAMETER
	POWER POLE
	SIGN
ELEV DESC	SPOT ELEVATION
	TREE
	TREE STUMP



ASSESSOR'S BLOCK 3753

5TH STREET
82.50' WIDE

1' 0 4' 8' 12' 16' 20' 24'
SCALE: 1/8"= 1'-0"

BOUNDARY NOTES:

PROPERTY AND RIGHT-OF-WAY LINES SHOWN HEREON ARE PREDICATED ON AN ANALYSIS OF EXISTING IMPROVEMENTS, RECORD DATA, FIELD TIES AND ASSESSOR'S PARCEL MAPS . IT IS NOT THE INTENT OF THIS MAP TO PROVIDE A FORMAL BOUNDARY RESOLUTION FOR THE SUBJECT PROPERTY SHOWN HEREON. SAID RESOLUTION WOULD REQUIRE THE SETTING OF PROPERTY CORNERS AND THE FILING OF A RECORD OF SURVEY UNDER CALIFORNIA STATE LAW. BOUNDARY INFORMATION SHOWN HEREON IS FOR PLANNING PURPOSES ONLY.

ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED

ALL DISTANCES ARE MEASURED IN FEET AND DECIMALS THEREOF.

DATE OF FIELD SURVEY:

TOPOGRAPHIC INFORMATION SHOWN HERE IS BASED UPON A FIELD SURVEY PERFORMED BY FREDERICK T. SEHER & ASSOCIATES INC. ON APRIL 24, 2020.

SURVEY REFERENCE:

THE SURVEY HEREON IS BASED ON THE LEGAL DESCRIPTION DESCRIBED IN THE FOLLOWING CERTIFICATE OF COMPLIANCE:
APN 3753-701: RECORDED DECEMBER 18, 2019, DOCUMENT NUMBER 2019-K878552-00.

UTILITY NOTE:

UNDERGROUND UTILITIES SHOWN HEREON WERE PLOTTED FROM A COMBINATION OF OBSERVED SURFACE EVIDENCE (CONDITIONS PERMITTING) AND RECORD INFORMATION OBTAINED FROM THE RESPECTIVE UTILITY COMPANIES, AND ARE NOT INTENDED TO REPRESENT THEIR ACTUAL LOCATIONS. THEREFORE, ALL UTILITIES MUST BE VERIFIED WITH RESPECT TO SIZES, HORIZONTAL AND VERTICAL LOCATIONS BY THE OWNER AND/OR CONTRACTOR PRIOR TO DESIGN OR CONSTRUCTION. NO RESPONSIBILITY IS ASSUMED BY THE SURVEYOR FOR THE LOCATION AND CAPACITY OF SAID UTILITIES.

PROJECT BENCHMARK - DESCRIPTION:

ELEVATIONS SHOWN HEREON WERE OBTAINED FROM A GROUP OF CITY BENCHMARKS, LOCATED AT THE INTERSECTION OF 5TH AND HOWARD STREETS; ELEVATIONS ARE BASED ON OLD CITY AND COUNTY OF SAN FRANCISCO DATUM. S.E. CORNER, CROW CUT OUTER RIM SWI.
ELEVATION = 11.581'

GENERAL NOTE:

THE FOLIAGE LINES OF ALL TREES PLOTTED HEREON ARE SHOWN IN A GRAPHICAL FORM ONLY, AND ARE NOT INTENDED TO REPRESENT ACTUAL DRIPLINES THEREOF.

SURVEYOR'S STATEMENT:

THIS MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION, AND IS BASED UPON A FIELD SURVEY.

DATE 6-25-20

Frederick T Seher

FREDERICK T. SEHER, PLS
LICENSE NO. 6216

PROFESSIONAL LAND SURVEYOR
FREDERICK T. SEHER
No. 6216
STATE OF CALIFORNIA

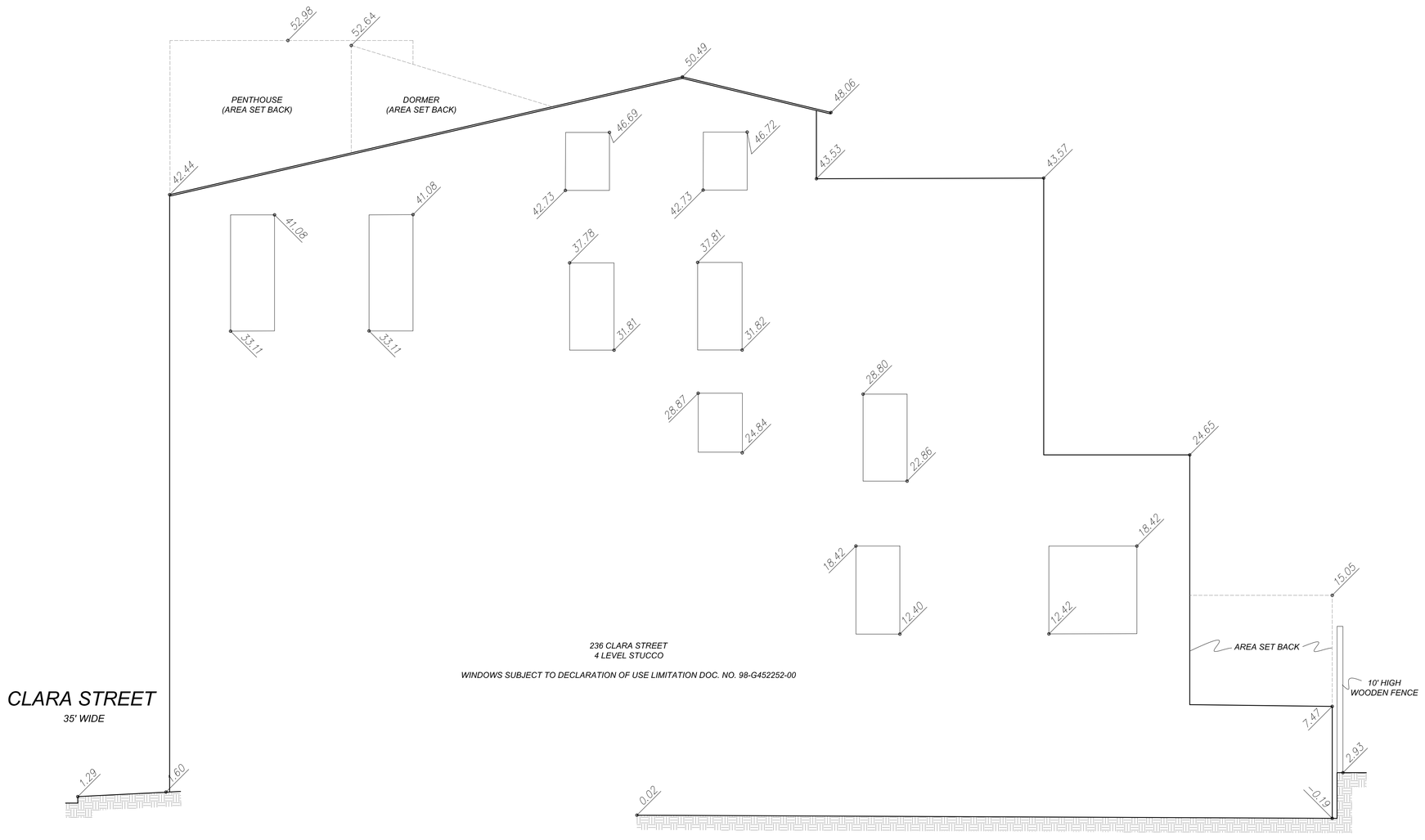
DATE: JUNE 18, 2020
SCALE: 1" = 8'
DRAWN BY: FG
DRAWING NAME: 2218-19
SURVEYED BY: FTS
CHECKED BY: JC
CHECKED BY:

NO.	BY	DATE	REVISIONS

FREDERICK T. SEHER & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
SURVEYING & MAPPING
841 LOMBARD STREET, SAN FRANCISCO, CA 94133
(415) 921-7690 FAX (415) 921-7655

ARCHITECTURAL SITE SURVEY
ASSESSOR'S PARCEL NUMBER 3753-701
224-228 CLARA STREET, SAN FRANCISCO, CA

SHEET 1 OF 2 SHEETS
JOB NO. : 2218-19



WINDOW DETAIL

236 CLARA STREET
NORTH EASTERLY ELEVATION LOOKING SOUTH WESTERLY

4' 0 4' 8'

SCALE: 1" = 4'

DATE: JUNE 18, 2020
SCALE: 1" = 8'
DRAWN BY: FG
DRAWING NAME: 2218-19
SURVEYED BY: FTS
CHECKED BY: JC
CHECKED BY:

NO.	BY	DATE	REVISIONS

FREDERICK T. SEHER & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
SURVEYING & MAPPING
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ARCHITECTURAL SITE SURVEY
ASSESSOR'S PARCEL NUMBER 3753-701
224-228 CLARA STREET, SAN FRANCISCO, CA

SHEET 2 OF 2 SHEETS
JOB NO. : 2218-19

San Francisco Planning

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San Francisco, CA 94103
628.652.7600
www.sfplanning.org

CERTIFICATE OF DETERMINATION
COMMUNITY PLAN EVALUATION

Record No.:	**2019-013951ENV, 224 Clara Street**
Zoning:	MUR (Mixed-Use Residential) 45-X Height and Bulk District
Plan Area:	Central SoMa Plan Area
Block/Lot:	3753/701
Lot Size:	3,600 square feet
Project Sponsor:	Jody Knight, (415) 567-9000, jknight@reubenlaw.com
Staff Contact:	Florentina Craciun, (628) 652-7510, florentina.craciun@sfgov.org

Project Description

The project site is a rectangular, 3,600 square-foot lot located midblock on Clara Street at 224-228 Clara Street, in San Francisco's South of Market neighborhood. It is on the block bound by 5th Street to the west, Harrison Street to the south, 6th Street to the east, and Shipley Street to the northwest (Figure 1). The project site is currently developed with one-story over garage vacant 800 square foot single-family residential building, constructed in 1916.

The proposed project would demolish the existing structure on-site and construct an approximately 13,300 gross square-foot, 44-foot tall (plus a 14-foot-tall elevator shaft), five-story building containing nine residential units. The project would include eight two bedroom and one – one-bedroom units. Pedestrian access would be provided via a lobby entrance on Clara Street. The project would provide approximately 700 square feet of private open space on the ground floor that would be directly accessible to the ground floor unit, and 640 square feet of common open space on the roof deck. The roof deck would be accessible to the remaining eight units. The rooftop would also contain an un-occupiable solar water heater area, provided in compliance with San Francisco Green Building Code. The proposed project would also include nine Class I bicycle parking spaces and one accessible van parking space on the ground level. No off-street vehicle parking spaces would be provided.

Approval Action: The Planning Commission approval of the Conditional Use Authorization for the demolition of the existing structure at 228 Clara Street and project construction at 224-228 Clara Street is the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

Community Plan Evaluation Overview

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

This determination evaluates the potential project-specific environmental effects of the 224 Clara Street project described above and incorporates by reference information contained in the programmatic EIR for the Central SoMa Programmatic Environmental Impact Report (PEIR)[1]. 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 prepared for the proposed project (Attachment A)[2]:

1. The proposed project is consistent with the development density established for the project site in the Central SoMa Plan[3];

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;

1 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?fieldenvironmental_review_categ_target_id=214&items_per_page=10, accessed June 3, 2020.

2 The initial study – community plan evaluation is available for review at the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. The file can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2019-013951ENV and then clicking on the "Related Documents" link.

3 San Francisco Planning Department. *Plan Check Letter #2 for 224 Clara Street*. February 21,2020.

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

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

Mitigation measures are included in this project and the project sponsor has agreed to implement these measures. See the attached Mitigation Monitoring and Reporting Program (MMRP) (Attachment B) for the full text of required mitigation measures.

CEQA Determination

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

Determination

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

Lisa Gibson
Environmental Review Officer

December 3, 2020
Date

Attachments

A. Initial Study – Community Plan Evaluation
B. Mitigation Monitoring and Reporting Program

CC: Jody Knight, Project Sponsor;
Supervisor Matt Haney, District 6
Xinyu Liang, Current Planning Division

San Francisco Planning

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San Francisco, CA 94103
628.652.7600
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Attachment A
Initial Study – Community Plan Evaluation Checklist

Case No.:	2019-013951ENV
Project Address:	224-228 Clara Street
Zoning:	MUR (Mixed-Use Residential) Central SoMa Special Use District 45-X Height and Bulk District
Block/Lot:	3753/701
Lot Size:	3,600 square feet
Plan Area:	Central SoMa Plan
Project Sponsor:	Jody Knight, (415) 567-9000, jknight@reubenlaw.com
Staff Contact:	Florentina Craciun, (628) 652-7510, florentina.craciun@sfgov.org

A. PROJECT DESCRIPTION

The project site is a rectangular, 3,600 square-foot lot located midblock on Clara Street at 224-228 Clara Street, in San Francisco's South of Market neighborhood. It is on the block bound by 5th Street to the west, Harrison Street to the south, 6th Street to the east, and Shipley Street to the northwest (Figure 1). The project site is currently developed with one-story over garage vacant 800 square foot single-family residential building, constructed in 1916.

The proposed project would demolish the existing structure on-site and construct an approximately 13,300 gross square-foot, 44-foot tall (plus a 14-foot-tall elevator shaft), five-story building containing nine residential units. The project would include eight two bedroom and one – one-bedroom units. Pedestrian access would be provided via a lobby entrance on Clara Street. The project plans are found in Attachment A-1.

The project would provide approximately 700 square feet of private open space on the ground floor that would be directly accessible to the ground floor unit, and 640 square feet of common open space on the roof deck. The roof deck would be accessible to the remaining eight units. The rooftop would also contain an un-occupiable solar water heater area, provided in compliance with San Francisco Green Building Code.

There are no existing street trees along the project frontage, and the sidewalk is not wide enough for plantings in the existing sidewalk. However, the project would plant new trees in the private rear courtyard and would include an at-grade planter bed on the ground floor. In addition, the proposed project would also include nine Class I bicycle parking spaces and one accessible van parking space on the ground level. No off-street vehicle parking spaces would be provided. The project would include one Class 2 bicycle parking space at the southwest corner of the project site on Clara Street. The project would remove the existing two curb cuts, approximately 10 feet each, with one nine-foot curb cut to accommodate the garage entry for the van accessible parking space.

Construction

The proposed project would result in ground disturbance of the entire project site. It would include the excavation of approximately 460 cubic yards of soil to an estimated depth of 6.5 feet below ground for the mat slab foundation and 19 feet for the soil grouting. Project construction is estimated to take approximately 16 months and includes the following phases: demolition, site preparation, grading, building construction, architectural coating, and paving. The proposed building would be supported by a mat slab foundation on compacted soil. No pile driving is proposed.

B. PROJECT APPROVALS

Approval Action: The Planning Commission approval of the Conditional Use Authorization for the demolition of the existing structure at 228 Clara Street and project construction at 224-228 Clara Street is the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

The proposed project would require the following approvals:

San Francisco Department of Building Inspection

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

San Francisco Department of Public Health

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

San Francisco Municipal Transportation Agency

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

San Francisco Public Utilities Commission

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

Figure 1 – Project Site Location

C. COMMUNITY PLAN EVALUATION OVERVIEW

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

This initial study evaluates the potential project-specific environmental effects of the proposed 224-228 Clara Street project described above and incorporates by reference information contained in the Central SoMa Programmatic Environmental Impact Report (PEIR).[1] The following project-specific studies and reviews were conducted for the proposed project, to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR:[2]

- Greenhouse Gas Compliance Checklist
- Geotechnical Report
- Historic Resource Evaluation Part 1
- Historical Resources Evaluation Response, Parts I
- Shadow Fan
- Archeology Review
- Transportation Demand Management Analysis

D. PROJECT SETTING

The project site is located midblock on Clara Street at 224-228 Clara Street, in San Francisco's South of Market neighborhood. The project site is currently occupied by a one-story over garage vacant residential building. The rear yard is largely covered with pervious surfaces and assorted debris. A variety of palms and trees are located along the rear property line.

The project vicinity is zoned MUR-Mixed Use Residential, within the Central SoMa Special Use District, and is characterized by a mix of residential, retail, commercial, and industrial uses. The project site is within a 45-X height and bulk district. The project vicinity includes an 85-X height and bulk district to the north, east and west and a 65-X south. The project vicinity is typified by low- to moderate-density development. The project site is bounded by the sidewalk along Clara Street to the southeast; a three-story-over-garage apartment building at 236 Clara Street to the southwest, a three-story-over-garage apartment building at 237 Shipley Street to the northwest, and a garage to the northeast. The buildings typically do not have front or side setbacks.

The Police Department Southern Station, located at 1251 3rd Street is approximately 1.4 miles southeast of the site and Fire Station 8, located at 36 Bluxome Street is approximately 0.50 miles north east of the project site. There are no hospitals or police stations located in the immediate vicinity of the project site. The closest

[1] San Francisco Planning Department. Central SoMa Plan Final Environmental Impact Report. Planning Department Case Number 2011.1356E. Available online at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10, accessed June 3, 2020.

[2] Project-specific studies prepared for the 224 Clara Street project are available for public review online as part of case file number 2019-013951ENV.

hospital is the UCSF Medical Center at Mission Bay, located at 1825 4th Street approximately 1.6 miles southeast of the project site.

The nearest open spaces to the project site are Columbia Square, approximately 0.2 miles south of the project site, and Victoria Manalo Draves Park approximately 0.7 miles south of the project site. There are no privately owned public open spaces in the project vicinity.

Cumulative Setting

CEQA Guidelines section 15130(b)(1)(A) defines cumulative projects as past, present, and reasonably foreseeable projects producing related or cumulative impacts. CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the "list-based approach" and the "projections-based approach." The list-based approach uses a list of projects that could combine with those of a proposed project for localized environmental impacts to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific CEQA analysis employs both the list-based and projections-based approaches to the cumulative impact analysis, depending on which approach best suits the resource topic being analyzed. The following is a list of projects within a 1/4 mile radius of the project site that may be included in the cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects) List:

- **1025 Howard Street (Case No. 2015-005200PRJ):** the project would consist of the demolition of an existing building and construction of a new eight story tall hotel building with a ground floor retail space and below ground parking.

- **1035 Howard Street (Case No. 2019-012604PRJ):** the project proposes to rehabilitate, expand and convert an existing 61,545 gross square foot (gsf), four-story building containing 12,796 gsf of office use, 43,996 gsf of PDR use, and 4,896 gsf of lab/research/library use. The project would demolish two storage structures south of the existing building and construct a five-story addition south of the existing building. The proposed project would construct a 86,544 gsf building containing 37,652 gsf office use (12,653 existing office + 24,999 new office), 43,003 gsf PDR use, 5,889 gsf lab use. A below-grade 8,740 gsf parking level accessed from Russ Street would accommodate 20 vehicles with car stackers.

- **219 6th Street (Case No. 2017-001590PRJ):** the project is seeking a Conditional Use Authorization to permit a change of use from a 2-unit dwelling with 19 guestrooms to a building with 30 SRO guest rooms.

- **377 6th Street (Case No. 2014.0832 PRJ):** the project would demolish the existing gas station and construct a new 8-story, 84-foot tall, 82,305 gross-square-foot residential building that includes 100 dwelling units, 8,720 square feet of common rooftop open space, 73 basement-level parking spaces, and 6,485 square feet of ground-floor commercial space along 6th Street. The ground floor would also contain the residential entry/lobby and a bicycle parking room with 134 Class spaces.

- **300 5th Street (Case No. 2019-006114PRJ):** the project would include the demolition of an existing commercial building and construction of a new Mixed-Use Residential high-rise building.

- **921 Howard Street (Case No. 2020-002079PRJ):** the project would be an 18 story, 203 affordable housing development at the corner of 5th & Howard. Non-residential spaces will include a community room,

open space including a community garden, laundry, property management and service provider offices, 3 parking spaces for staff, and ample bike parking. In addition, the project includes approximately 1,970 square feet of retail space. The project site is comprised of several parcels which will be combined and then split into two separate parcels one with a 921 Howard address, the other 206 5th Street. There is not currently a plan in place for developing 206 5th Street. The project does not require any special authorizations or changes to the Planning Code or Zoning Maps but does require code exceptions which will be granted as concessions and waivers under the State Density Bonus law.

- **397 5th Street (Case No. 2016-010782PRJ):** the project would be a new hotel that would feature 7 levels of guest rooms with a mezzanine for back of house spaces, lobby/bar, breakfast room and retail area as well as a fitness room and a small meeting room. A parking level as well as additional mechanical and building support spaces will be included on the basement level.

E. 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	

EVALUATION OF ENVIRONMENTAL EFFECTS

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

This initial study checklist evaluates whether the environmental impacts of the proposed project are addressed in the Central SoMa PEIR, certified on May 10, 2018.[3] This initial study checklist provides a project-specific and cumulative analysis of environmental effects to determine whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the Central SoMa PEIR; or (3) are previously identified significant effects that, as a result of substantial new information that was not known at the time that the Central SoMa PEIR was certified, are determined to have a greater adverse impact than discussed in the Central SoMa Plan PEIR. Such impacts, if any, will be evaluated in a project-specific mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Central SoMa PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

[3] 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.

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

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

Updates to the Initial Study Checklist

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

In addition, CEQA Section 21099CEQA Section 21099(d) states:"Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment."[4] 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.[5]

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.

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

[5] San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 224 Clara Street,* November 18, 2019. This document (and all other documents cited in this initial study checklist, unless otherwise noted), is available for review on the following website: https://sfplanning.org/resource/permits-my-neighborhood. Individual files related to environmental review can be accessed by entering project address into the search box, clicking on the blue dot on the project site, and clicking on the "Documents" button under the 2019-013951ENV application number on the right side of the screen. Project application materials can be viewed by clicking on the "Documents" button under the 2019-013951ENV case number.

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.[6] Specifically, implementation of the Plan would generate significant traffic-related noise on Howard Street under the two-way option for Howard and Folsom streets. In addition, the Plan would contribute to a cumulative impact related to traffic noise on several street segments in the Plan Area. Such an increase would 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[7] 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, and as discussed in Section E.6, Noise, would be required to ensure that noise generating uses are appropriately sited to reduce noise-related impacts to a less-than-significant level.

Project Analysis

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

E.1.a) The proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access. The proposed project would construct an approximately 13,300 square feet building of residential uses with nine residential units. The project would be consistent with existing surrounding uses, which include residential, retail, and commercial uses. The proposed project would not alter the established street grid or permanently close any streets or sidewalks. Therefore, the proposed project would not physically divide an established community.

E.1.b) The project site is zoned Mixed Use Residential (MUR), is within the Central SoMa Special Use District and within a Youth and Family Zone and is currently occupied by a vacant one-story -over garage single-family residential vacant building located at 228 Clara Street. The proposed project would increase residential uses on the project site to nine residential units. These uses were anticipated for the project site under the Central SoMa Plan. The height and bulk limitations of the project site are designated by the Central SoMa Plan as 45-X. The proposed project would be 44 feet tall (plus a 14-foot-tall elevator shaft) and would be consistent with the development density principally permitted for the project site under the

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

[7] 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 and zoning map provisions,[8] including the MUR District and Central SoMa Special Use District provisions. The proposed elevator shaft is considered a permitted obstruction under City PC 260(b), therefore the project is consistent with the height limits in the project area.

The project would be consistent with the uses and development density evaluated in the Central SoMa PEIR for the site, therefore, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigation an environmental effect.

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

Cumulative Analysis

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

Conclusion

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

E.2 Population and Housing

Central SoMa PEIR Analysis

A principal goal of the Plan is to accommodate anticipated population and job growth consistent with regional growth projections, and to support a greater mix of uses while also emphasizing office uses in designated portions of the Plan Area. The Central SoMa PEIR found that the development projects that could be proposed and approved pursuant to the zoning controls would accommodate population and job growth already identified for San Francisco, and projected to occur within city boundaries and, thus, would not induce substantial population growth.[9] The environmental effects of population and job growth resulting from the Plan are addressed in the PEIR and its initial study.

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[8] San Francisco Planning Department. *Plan Check Letter #2 for 224 Clara Street*. February 21,2020.
[9] Central SoMa PEIR, Appendix B, p. 84.

The Central SoMa PEIR stated that the estimated housing demand resulting from Plan-generated employment would be accommodated by increases in housing supply, primarily within the Plan Area and elsewhere in San Francisco, and development under the Plan would not generate housing demand beyond projected housing forecasts. Office and other non-residential development would be required to pay in-lieu fees pursuant to the jobs-housing linkage program. Therefore, effects of the Plan related to population and housing would be less than significant.[10]

Project Analysis

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

E.2.a) The project site is currently developed with a vacant residential structure. The proposed project would demolish the existing building on-site and construct an approximately 13,300 square feet of residential uses, with nine residential units. Based on the residential generation rate of 2.3 persons per household the project would generate approximately 21 new residents, which is a small percentage of the proposed growth under the Central SoMa PEIR of approximately 12,000 new households.[11] This direct effect of the proposed project on population growth was accounted for in the Central SoMa PEIR growth projections.

Further, the Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017. The growth projections for San Francisco County anticipate an increase of about 2.1 million residents between 2010 and 2040.[12]

The project's approximately 13,300 square feet of residential and 21 new residents would result in growth that is projected by ABAG. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas*, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Eastern Neighborhoods priority development area; thus, it would be implemented in an area where new population growth is anticipated.

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

[11] Central SoMA PEIR, Appendix B, p. 82-84.

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

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

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

Cumulative Analysis

The cumulative context for the population and housing topic is the City and County of San Francisco. The proposed project would result in new residential units. The City and County of San Francisco is anticipated to grow by 137,800 households and 295,700 jobs between 2010 and 2040. Between 2010 and 2017, San Francisco's population grew by approximately 13,000 households and 137,200 jobs, leaving approximately 124,839 households and 158,486 jobs projected for San Francisco through 2040.[13,14] As of the fourth quarter of 2019, approximately 73,819 net new housing units are in the pipeline, i.e., are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects.[15] Conservatively assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline would accommodate an additional 72,865 households. The pipeline also includes projects with land uses that would result in an estimated 94,179 new employees.[16,17]

Therefore, cumulative household and employment growth is below the ABAG projections for planned growth in San Francisco. In addition, the new total unites projected within a quarter mile of the project site are approximately 969, a small percentage of the overall projected growth.[18] As such, the proposed project in combination with citywide development would not result in significant cumulative environmental effects associated with inducing unplanned population growth or displacing substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere. The proposed project would not result in more severe cumulative population and housing impacts than previously identified in the Central SoMa PEIR.

Conclusion

The proposed project would contribute a small portion of the population growth anticipated within the Central SoMa plan area as well as for San Francisco under Plan Bay Area. The project's incremental contribution to this anticipated growth would not result in a significant individual or cumulative impact

[13] U.S. Census Bureau, American Fact Finder, 2010 Demographic Profile Data and 2010 Business Patterns, San Francisco County. Available online at: https://factfinder.census.gov/faces/nav/jsf/pages/programs.xhtml?program=dec. Accessed April 10, 2019.
[14] U.S. Census Bureau, Quick Facts, San Francisco County, California, Population Estimates July 1, 2017 and Households 2013-2017. Available online at: https://www.census.gov/quickfacts/sanfranciscocountycalifornia. Accessed April 10, 2019.
[15] San Francisco Planning Department, 2019 Q1. Housing Development Pipeline. Available online at: *https://sfplanning.org/project/pipeline-report*.Accessed August 19, 2019.
[16] Ibid.
[17] San Francisco Planning Department, Citywide Division, Information and Analysis Group, Scott Edmundson, March 19, 2019.
[18] San Francisco Planning Department. SF Development Pipeline Map. http://sfplanninggis.org/pipeline/. Accessed October 27, 2020.

related to population and housing. Therefore, the project would not result in significant project or cumulative impacts related to population and housing that were not identified in the Central SoMa PEIR.

E.3 Cultural Resources

Central SoMa PEIR Analysis Summary

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

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

Historic Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that Plan-level and cumulative impacts to individually identified historic architectural resources and/or contributors to a historic district or conservation district located in the Plan Area, including as-yet-unidentified resources, would be significant and unavoidable, even with implementation of Central SoMa PEIR Mitigation Measures M-CP-1a (Mandatory Consultation Regarding Avoidance or Minimization of Effects on Historical Resources); M-CP-1b (Documentation of Historical Resource(s)); M-CP-1c (Oral Histories); M-CP-1d (Interpretive Program); and M-CP-1e (Video Recordation).[19] The Central SoMa PEIR also determined that construction resulting from implementation of the plan could adversely affect historical resources through indirect damage to historic architectural

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

resources. However, implementation of Central SoMa PEIR Mitigation Measure M-CP-3a (Protect Historical Resources from Adjacent Construction Activities) and Mitigation Measure M-CP-3b (Construction Monitoring Program for Historical Resource**s)**, would reduce this impact to a less-than-significant level.

Project Analysis

E.3.a) The project site is currently developed with one 800 square feet residential building located at 228 Clara Street. 228 Clara Street is not listed in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), or as a San Francisco City Landmark. The property is located within the San Francisco SOMA Pilipinas – Filipino Cultural Heritage District.

According to the San Francisco Property Information Map, 228 Clara Street does not appear to have been previously evaluated and is assigned a Historic Resource Status of "B – Unknown/Age Eligible" by the San Francisco Planning Department. A State of California Department of Parks and Recreation (DPR) 523A (Primary Record) form was prepared for the property in 2009 as part of the South of Market Area Historic Resource Survey, but the property was not evaluated in a DPR 523B (Building, Structure, and Object Record) form.[20] In addition a Historic Resources Evaluation, Part I, was prepared by Page & Turnbull on May 15, 2020, which found that the existing structure is not individually eligible as a historic resources. The City of San Francisco, Planning Department, concurred with this finding in the Historic Resources Evaluation Response dated March 24, 2020.[21] The discussion below is based on these findings.

The existing structure at 228 Clara Street is associated with the redevelopment of the South of Market (SoMa) neighborhood after the 1906 earthquake and fires, but it is not the earliest residence constructed in the area or individually representative of the broad trend of development. In addition, the building is not significant for an association with the lives of persons important to local, state, or national history. Edward F. Helms, the structure's architect, is not identified as a master architect and does not appear to have an influential body of work. The residence is vernacular with very limited original decorative detailing and does not possess high artistic value. Based on available information, 228 Clara Street was not found to be eligible for individual inclusion in the California Register of Historic Resources and as such is not considered a historic resource under CEQA.[22] Therefore, demolition of the existing structure would result in a less-than-significant impact to individual historic resources and no mitigation measures are necessary.

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

As such, the proposed project would not cause a significant adverse impact to an individually eligible historic resource an eligible historic district.

Adjacent Historic Resources

The immediate vicinity on Clara Street is characterized by a mix of residential and light industrial uses, constructed between 1906 and the twenty-first century. Immediately west of the project site is a four-story

[20] Page & Turnbull. 228 Clara Street. Historic Resources Evaluation Part I. May 15, 2020.
[21] City of San Francisco, Planning Department. 228 Clara Street. Historic Resources Evaluation Response. March 24, 2020.
[22] Page & Turnbull. 228 Clara Street. Historic Resources Evaluation Part I. May 15, 2020.

condominium constructed in 2000 while a one-story industrial building constructed in 1924, is located at 222 Clara Street. At 218 Clara Street is a two-story industrial building constructed in 1922, which is now mixed-use residential building. Across the street from the subject property is a one-story industrial building constructed in 1988 at 928 Harrison Street. Adjacent 928 Harrison Street on Clara Street is a smaller one-story industrial building constructed in 1923 at 237 Clara Street, and a wood-frame courtyard apartment complex with four units constructed in 1916 at 241 Clara Street. According to the City of San Francisco, Property Information Map, none of the adjacent buildings are listed as historic resources.[23]

However, the structure located at 229 Shipley Street, immediately adjacent to the project site to the north, is identified as a Category A (Historic Resource Present) , buy the planning department. The structure consists of a one-story, wood frame, courtyard apartment complex of four small buildings constructed in 1916. Due to its proximity to the project site, immediately adjacent to the north, project-related construction activities have the potential to damage the structure located at 229 Shipley Street. The Central SoMa PEIR identified two mitigation measures that would reduce construction-related impacts on adjacent historic resources to a less-than-significant level: PEIR Mitigation Measures M-CP-3a (Protect Historical Resources from Adjacent Construction Activities) and M-CP-3b (Construction Monitoring Program for Historical Resources). These mitigation measures would be implemented as Project Mitigation Measures M-CR-1 and M-CR-2 respectively, as described below, and require the project sponsor, in consultation with the Planning Department, to determine whether historic buildings are present within 100 feet of the project site (if pile driving is proposed) or 25 feet of the site (if heavy equipment is proposed). If so, the project sponsor must ensure that construction contractors use all feasible means to avoid damage to those historic buildings during demolition and construction (as required by Project Mitigation Measure M-CR-5), and undertake a monitoring program to ensure that any such damage is documented and repaired (as required by Project Mitigation Measure M-CR-6).

- **Project Mitigation Measure M-CR-1:** Protect Historical Resources from Adjacent Construction Activities. (Implements PEIR Mitigation Measure M-CP-3a).
- **Project Mitigation Measure M-CR-2:** Construction Monitoring Program for Historical Resources. (Implements PEIR Mitigation Measure M-CP-3b).

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

Archeological Resources and Human Remains

Central SoMa PEIR Analysis

The Central SoMa PEIR found that development under the Plan could cause a substantial adverse change to the significance of archeological resources because the entire Plan Area is considered generally sensitive for both prehistoric and historical archeological resources, including human burials. Central SoMa PEIR Mitigation Measure M-CP-4a (Project-Specific Preliminary Archeological Assessment), which requires site specific archaeological review of individual projects for identification of appropriate archaeological assessment and data recovery measures, as needed, and Mitigation Measure M-CP-4b (Procedures for Accidental Discovery

[23] City of San Francisco, Historic Landmark Map.https://sfplanning.org/resource/historic-landmarks-map. Accessed October 29,2020.

of Archeological Resources) were found to reduce significant impacts to archaeological resources and human remains to less-than-significant levels.

Project Analysis

E.3.b) As required by Central SoMa PEIR Mitigation Measure M-CP-4a**,** a project-specific preliminary archeological assessment was conducted for the proposed project. The results of this assessment are described in this section. The proposed project would disturb the entire approximately 3,600 square-foot project site and excavate approximately 460 cubic yards of soil to an estimated depth of at least 6.5 feet below ground.

According to the preliminary archeological review for the project site, the project site has a very high level of sensitivity for prehistoric archaeological resources based on proximity to water sources and underlying geologic conditions. [24] The project site has potential for submerged prehistoric resources in the 6000-8000-year-old range based on modeled bay level elevations. A creek draining to Mission Bay ran within about 200 feet historically and the project site was within Sullivan Marsh in 1851 (USCS). However, the marsh was passable, as is indicated by the presence of a road or trail crossing it. By 1857 (USCS) the marsh was being developed as farmland and streets across it had been laid out. By 1869 (USCS), the entire area had been laid out on essentially the modern grid, and the project block, including the project site, was completely developed.

During project implementation there is potential to encounter near surface prehistoric materials in near surface fill and in mass excavation, and also potential for buried or submerged deposits in or under marsh deposits, which would be penetrated by the proposed grouting. As soil disturbance would extend to about 19 feet, it is unlikely that young bay mud deposits would be penetrated, so the potential for very old submerged deposits to be encountered is low.

Based on these results of preliminary archaeological review conducted under PEIR Mitigation Measure M-CP-4a, the project's proposed excavation and subsurface construction activity could potentially damage significant buried archeological resources, which would result in a significant impact to archeological resources. Therefore, the project would be required to implement archeological testing as **Project Mitigation Measure M-CR-3 (Archeological Testing)** to ensure that resources that might be affected by construction would be identified and appropriately treated. The full text of Project Mitigation Measure M-CR-7 is available in the Mitigation Monitoring and Reporting Program as Attachment C. This mitigation measure would require the project sponsor to retain the services of an archaeological consultant to prepare and implement an archaeological testing program prior to and/or during construction and be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to results of the testing program. With implementation of Project Mitigation Measure M-CR-3 (Archeological Testing), the project would have a less than significant impact on archaeological resources, including on human remains. The project would not result in more severe archeological impacts than identified in the Central SoMa PEIR.

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

[24] San Francisco Planning Department, Environmental Planning Preliminary Archeological Review for 224 Clara Street, prepared January 28,2020.

human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant to provide recommendations for the respectful treatment of Native American human remains.[25]

Cumulative Analysis

As discussed above, there are no existing historic resources on the project site. As such, the proposed project would not contribute considerably to the significant and unavoidable cumulative impact identified in the Central SoMa PEIR related to the setting of adjacent and nearby historic resources. Consequently, no further environmental study or analysis regarding cumulative historical resource impacts is required.

Although the proposed project would not contribute considerably to the significant and unavoidable cumulative impact related to the setting of adjacent and nearby historical resources, the proposed project, in combination with other cumulative projects could result in cumulative impacts related to indirect construction damage to historic resources. Given the project site's proximity to an identified historic resource and the potential for heavy equipment to be used during construction, project-related construction activities could contribute considerably to this cumulative impact. However, as discussed above, the proposed project's potential impacts to historic resources would be reduced to a less-than-significant level with implementation of Project Mitigation Measure M-CR-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 potential impacts to historical resources and would similarly adopt the PEIR Mitigation Measures M-CP-3a and M-CP-3b to minimize potential construction damage to adjacent historic architectural resources, as applicable. Therefore, the project would not result in more severe cumulative indirect impacts to nearby historic resource impacts than were previously identified in the Central SoMa PEIR.

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

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

[25] California Public Resources Code section 5097.98

Conclusion

The proposed project would not result in significant project-level or cumulative impacts on cultural resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts on cultural resources that are substantially more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site. Project Mitigation Measures M-CR-1, 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. The PEIR identified a potentially significant impact to tribal cultural resources as a result of Plan implementation and identified Central SoMa PEIR Mitigation Measure M-CP-5 (Project-Specific Tribal Cultural Resource Assessment) to reduce impacts to tribal cultural resources to less than significant levels. This mitigation applies to any project involving soil disturbance of 5 feet or greater below ground surface and requires the project to be reviewed as part of the project-specific preliminary archaeological review to determine if the project may have a significant effect on a tribal cultural resource and if so, to develop and implement an archaeological resource preservation plan. The Central SoMa PEIR concluded that with implementation of M-CP-5, impacts of subsequent development projects on tribal cultural resources would be reduced to less than significant levels.

Project Analysis

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

E.4.a) There are no previously-recorded prehistoric archaeological resources—which also would be considered tribal cultural resources—in the immediate vicinity of 224 Clara Street. As the project would disturb soils at greater than 5 feet depth, consistent with the requirements of Central SoMa PEIR Mitigation Measure M-CP-5 (Project-Specific Tribal Cultural Resource Assessment), the potential for tribal cultural resources was assessed in conjunction with the preliminary archaeological assessment for the project. Based on the preliminary archeological review,[26] the project site is sensitive for prehistoric archeological resources. In the event that a prehistoric archeological resource is encountered during soil disturbing activity, the proposed project would have a significant impact on tribal cultural resources. However, implementation of **Project Mitigation Measure M-CR-3 (Archeological Testing)** and **Project Mitigation Measure M-TCR-1 (Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program)** would mitigate potential impacts to tribal cultural resources to a less than significant level. The proposed project therefore would have a less than significant effect, with mitigation, on tribal cultural resources. As a result, the proposed project would not result in significant impacts on tribal cultural resources that were not identified in the Central SoMa PEIR, nor would it result in more severe impacts than identified in the Central SoMa PEIR or significant impacts that are peculiar to the project site.

[26] San Francisco Planning Department, Environmental Planning Preliminary Archeological Review for 224 Clara Street, prepared January 28, 2020.

Cumulative Analysis

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

Conclusion

As demonstrated above, impacts on tribal cultural resources would be less-than-significant with implementation of Project Mitigation Measures M-CR-3 and M-TCR-1. Therefore, the proposed project would not result in significant project or cumulative impacts on tribal cultural resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts to tribal cultural resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site.

E.5 Transportation and Circulation

Central SoMa PEIR Analysis

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

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

The Plan Area, including the project site, is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, this initial study topic is not applicable and is not addressed below.

Project Analysis

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

E.5.a to d) The Department estimated the number of trips and ways people would travel to and from the site using data and methodology in the department's 2019 transportation impact analysis guidelines (2019 guidelines).[27] Table 1, Person and Vehicle Trip Estimates – Daily, presents daily person and vehicle trip estimates.

[27] San Francisco Planning Department, *Transportation Calculations for 224 Clara Street*, December 19, 2019.

Table 1: Person and Vehicle Trip Estimates – Daily

Land Use	Daily Person Trips						Daily Vehicle Trips[1]	PM Peak Trips
	Automobile	For-Hire	Transit	Walking	Bicycling	Total		
Residential	20	5	23	30	2	81	20	7

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

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

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

Construction

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

Construction of the proposed project would last approximately 16 months. During construction, the project may result in temporary closures of the public right-of-way in the immediate vicinity. These closures may include portions of the sidewalk on Clara Street as well as adjacent parking lanes to maintain pedestrian access but would likely otherwise have little effect on roadway capacity and minimal effect on pedestrian safety and circulation. Such closures within the public right-of-way would be requested from the San Francisco Municipal Transportation Agency (SFMTA) and would be required to comply with the San Francisco Regulations for Working in San Francisco Streets (the blue book).[28] The blue book is prepared by the SFMTA under the authority derived from the San Francisco Transportation Code and serves as a guide for contractors working in San Francisco streets. The blue book establishes rules and guidance so that construction work can be done safely and with the least possible interference with pedestrians, bicycles, transit and vehicular traffic. Given the project site context, construction duration and magnitude, and implementation of Project Mitigation Measure M-TR-1, the project would have a less-than-significant construction-related transportation impact.

Potentially Hazardous Conditions and Accessibility

The proposed project would not include off-street vehicle parking, and the existing curb cuts along the project frontage on Clara Street would be removed and replaced with a curb cut for the proposed van accessible parking space. In addition, there are no existing or proposed bicycle lanes on Clara Street in the project vicinity. The project would add approximately 7 p.m. Peak hour vehicle trips, which is not a substantial amount and the trips would be dispersed among nearby streets in the site vicinity.

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

In general, an increase in traffic would not be considered a traffic hazard. Traffic hazards would generally result, for example, from the introduction of design features such as sharp roadway curves that may increase conflicts, none of which would result from the proposed project. Vehicles may occasionally encounter pedestrians crossing Clara Street. However, Clara Street is a narrow roadway. Vehicles traveling on Clara Street would be discouraged from traveling at high speeds due to the roadway design. Furthermore, the proposed project would be subject to review by the San Francisco Municipal Transportation Agency, San Francisco Public Works, and the San Francisco Fire Department along with other City agencies to ensure that the project is in compliance with city standards. For these reasons, the proposed project would result in less-than-significant impacts related to potentially hazardous conditions and accessibility.

Transit

The project site is well served by both local and regional transit service, including Muni stops for the 12-Folsom/Pacific, 30-Stockton, 45-Union/Stockton, and 47-Van Ness bus routes. The 2019 guidelines set forth a screening criterion of 300 p.m. peak hour project vehicle trips to screen out projects that would typically not result in significant public transit delay effects.[29] The proposed project would add approximately 23 transit trips, as shown in Table 1 above, which is substantially less than the screening criterion of 300. Therefore, the project meets the screening criterion and the project would have a less than significant transit delay impact.

Vehicle Miles Traveled

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled (VMT) impacts. As shown in Table 2 below, 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. Therefore, the project meets this locational screening criterion and the project would have a less-than-significant vehicle miles traveled impact.

Table 2: Vehicle Miles Traveled in TAZ 631

Land Use	Existing		Cumulative 2040	
	Bay Area Regional Average minus 15%	TAZ 631	Bay Area Regional Average minus 15%	TAZ 641
Residential	14.6	2.2	113.7	1.8

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

Pedestrians

The project would not generate any activities or include any design or features that would create hazards for pedestrians or interfere with pedestrian access or circulation. The proposed project would replace existing sidewalks along the project frontage with new paving and replace existing curb cuts along the project frontage on Clara Street. Given existing traffic levels and the estimates of project-generated vehicle

[29] San Francisco Planning Department. *Transportation Impact Analysis Guidelines.* February 2019. Available at: http://default.sfplanning.org/publications_reports/TIA_Guidelines.pdf. Accessed December 4, 2019.

traffic, the project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian access or circulation. Therefore, the project would result in less-than-significant impacts to pedestrian safety and access.

Bicycles

There are no existing bicycle lanes or facilities in the project vicinity. Consistent with city bicycle parking requirements, the project would include nine Class I bicycle parking spaces and one Class 2 bicycle parking space at the southwest corner of the project site. Project-generated bicycle traffic would likely be distributed amongst surrounding streets and on the city's bike network. Protected bikeways and bicycle lanes in the project vicinity include 5th Street, Folsom Street, 7th Street, and Townsend Street.[30] Given existing traffic levels and the estimates of project-generated vehicle traffic, the project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for people bicycling or otherwise interfere with access or circulation for people bicycling. Therefore, impacts to people bicycling would be less than significant.

Cumulative Analysis

Construction

Cumulative construction impacts typically occur when another project occurs on the same block or in the immediate vicinity of the project site. Based on the list of cumulative development projects, there are several projects currently under construction in the project vicinity. Although none of the projects are located on the same block on Clara Street as the proposed project, the project, in combination with cumulative projects, could result in a significant cumulative construction impact. All projects would be subject to Central SoMa PEIR Mitigation Measure M-TR-9 (implemented as Project Mitigation Measure M-TR-1 for this project), SFMTA blue book regulations and be required to request permission from the SFMTA in order to close a portion of the public right-of-way. Adherence to blue book requirements and coordination with the SFMTA would ensure that both projects result in the least possible interference with pedestrians, bicycles, transit, and vehicular traffic. For these reasons and with implementation of Project Mitigation Measure M-TR-1, the proposed project, in combination with cumulative projects, would not result in a significant cumulative construction impact.

Potentially Hazardous Conditions and Accessibility

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

The proposed project would contribute a small percentage of vehicle activity on surrounding streets and 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

[30] San Francisco Municipal Transportation Agency. *San Francisco Bike Network Map (version May 31, 2019)*. Available at: https://www.sfmta.com/maps/san-francisco-bike-network-map. Accessed October 29, 2020.

cumulative impacts related to traffic hazards that were not identified in the Central SoMa PEIR, nor would the project result in an increase in severity of traffic hazards that were not discussed in the Central SoMa PEIR.

Transit

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

Pedestrians and Bicycles

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

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 as well as street network changes. Although this impact would be reduced by Central SoMa PEIR Mitigation Measure M-NO-1a (Transportation Demand Management for New Development Projects),[31] the PEIR concluded that existing sensitive receptors (residences, schools, and childcare centers) would be adversely affected by increased traffic noise generated by Central SoMa Plan traffic, street network changes, and under cumulative conditions, and that the impact would remain significant and unavoidable. The PEIR concluded that impacts associated with new noise-generating uses, now enabled under the Plan, could result in significant noise impacts. However, implementation of Central SoMa PEIR Mitigation Measure M-NO-1b (Siting of Noise-Generating Uses) would reduce this impact to be less than significant.

With respect to construction noise and vibration, the Central SoMa PEIR determined that although construction activities in the Plan Area could expose people to temporary increases in noise and vibration levels substantially in excess of ambient levels, these impacts could be mitigated to less than significant for

[31] Central SoMa PEIR Mitigation Measure M-NO-1a is now implemented by Planning code section 169.

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

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

Project Analysis

Topics	*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?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒

E.6.a)

Construction Noise

The proposed project would not include impact pile-driving or any type of drilled piers. 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.

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

and implementation of noise control measures would reduce construction noise impacts to a less than significant level.

The Department of Building Inspection (building department) is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the approximately 16-month construction period for the proposed project, sensitive receptors and occupants of nearby properties could be disturbed by construction noise. The closest sensitive receptors are residents located adjacent to the project site at 236 and 250 Clara Street, as well as other residential developments on Clara Street.

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

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

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

Operational Noise

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

The proposed residential project would not include excessive noise-generating land uses. The proposed project would not include a backup diesel generator, as such Central SoMa PEIR Mitigation Measure M-NO-1b related to new noise-generating uses would apply would not apply.

In addition, the proposed project would contribute vehicle trips onto the local and regional roadway network. Consequently, traffic noise levels would increase with the project's contribution of additional vehicles. However, the proposed project would not add a substantial number of new vehicle trips (approximately 7 p.m. Peak hour trips) to the local roadway network. As such, the proposed project would not result in a new project-specific traffic-related noise impact and no further analysis is required.

Furthermore, the proposed project would include bicycle parking and would not provide on-site vehicle parking spaces, which would reduce the number of vehicle trips to the project site. Thus, the project would not result in significant traffic noise levels or contribute considerably to plan-level or cumulative traffic noise impacts identified in the Central SoMa PEIR.

E.6.b) Pile-driving typically generates the greatest amount of vibration during construction. As discussed above, the proposed project does not propose pile-driving activities. However, other construction equipment can also result in construction vibration that may affect certain types of buildings, in particular historic and older buildings. As discussed in the Cultural Resources topic, the project site is adjacent to Category A building (Historic Resource Present). However, as previously noted, Central SoMa PEIR Mitigation Measures M-CP-3a (Protect Historical Resources from Adjacent Construction Activities) and M-CP-3b (Construction Monitoring Program for Historical Resources) were identified to reduce Plan impacts to a less-than-significant level by 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 equipment would not result in vibration at levels that could damage adjacent buildings and construction-related building damage impacts would be considered less than significant. Additionally, residential development projects, such as the proposed project, are not typically sources of operational vibration. Therefore, the proposed project would not result in significant impacts related to vibration.

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

Cumulative Analysis

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

The cumulative context for point sources of noise such as building heating, ventilation and air condition systems and construction noise are typically confined to nearby noise sources (usually not further than 900 feet from the project site).[32] Based on the list of identified cumulative development projects, the following projects are within 900 feet of the project site and could combine with the proposed project's construction noise impacts: 225 Shipley Street and 363 6th Street. However, with the exception of projects located on Shipley Street, these projects would not have a direct line-of-sight to the subject site and construction noise at these sites would be attenuated by existing buildings in between. In addition, these projects would also

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

be required to comply with the Noise Ordinance, which establishes noise limits from stationary sources and construction equipment.

Construction of the proposed project could overlap with construction of the cumulative development projects identified above, including projects that are proposed or under construction. The Central SoMa PEIR determined that plan-level construction impacts could be significant and unavoidable because of the possibility of multiple projects under construction at the same time. If construction of the proposed project overlaps with construction of projects located within the same line of sight, nearby sensitive receptors could be exposed to substantial cumulative construction noise. Although the proposed project and all cumulative development projects would be required to comply with the Noise Ordinance, and while the proposed project would implement Project Mitigation Measure M-NO-1 to minimize construction-related noise impacts to the extent possible, the proposed project could contribute to a significant cumulative construction noise impact. However, this significant and unavoidable cumulative construction noise impact was disclosed in the Central SoMa Plan PEIR. Thus, the proposed project in combination with cumulative projects would not result in more severe cumulative construction noise impacts than disclosed in the Central SoMa PEIR.

Conclusion

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

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[33] 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 previously discussed, Central SoMa PEIR Mitigation Measure M-NO-1a is implemented by Planning Code section 169.

[33] 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).

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

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

Project Analysis

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

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

E.7.b) In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter ($PM_{2.5}$, and PM_{10}[34]), 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 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.[35] 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),[36] 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.[37]

Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. The proposed project does not exceed the Air Quality Guidelines screening criteria for criteria air pollutant emissions during either construction or operation. The project

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[34] 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.

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

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

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

proposes to construct approximately 13,300 square feet of residential, or nine units, and would therefore meet both the operational and construction screening criteria for multifamily housing units. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.[38]

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

Health Risk

The project site is within an air pollution exposure zone. As defined in Health Code Article 38, an air pollution exposure zone consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative $PM_{2.5}$ concentration or cumulative excess cancer risk. The zone also incorporates health vulnerability factors and proximity to freeways. For sensitive use projects (e.g. residences and hospitals) within the air pollutant exposure zone, Article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the health department that achieves protection from $PM_{2.5}$ (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 MERV filtration.[39] As the proposed project includes sensitive uses it is subject to enhanced ventilation requirements.

Construction Health Risks

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

Project Mitigation Measure M-AQ-1 would require that diesel engines powering construction equipment meet all of the following minimum standards: (1) comply with U.S. Environmental Protection Agency (U.S. EPA) Tier 2 emissions standards, (2) be equipped with a level 3 diesel particulate filter[40], 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

[38] The screening level for a "General office building" is 346,000 square feet for operations and 277,000 square feet for construction. The screening level for a "Fast food restaurant without a drive through" is 8,000 square feet for operations and 277,000 square feet for construction.

[39] Application for Article 38 Compliance Assessment 224 and 228 Clara Street. June 1, 2019.

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

emission standards and without a VDECS.[41] 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.[42] Therefore, with implementation of Project Mitigation Measure M-AQ-1 (Construction Emissions Minimization Plan), health risk impacts to sensitive receptors from the project's construction activities would be reduced to less than significant.

Siting New Sources

The proposed project would not include a backup generator, nor would it include any new sources of diesel particulate matter. In addition, the proposed project would not generate more than 10,000 vehicle trips per day or 1,000 truck trips per day and would not include sensitive receptors. For these reasons, the proposed project would result in less than significant health risk impacts and no mitigation is necessary.

Cumulative Analysis

As discussed above, regional air pollution is by its nature a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[43] The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Because the proposed project's construction and operational (Topic E.7.b) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

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

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[41] 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).

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

[43] BAAQMD, CEQA Air Quality Guidelines, May 2017, page 2-1.

a less than significant level, the cumulative health risk would not be more severe than the significant and unavoidable with mitigation impact disclosed in the Central SoMa PEIR.

Conclusion

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

E.8 Greenhouse Gas Emissions

Central SoMa PEIR Analysis

The Central SoMa PEIR concluded that adoption of the Central SoMa Plan would not directly result in operational greenhouse gas (GHG) emissions; however, implementation of development projects in the Plan Area, including the proposed project, would result in GHG emissions. The Central SoMa Plan includes goals and policies that would apply to the proposed project, and these policies are generally consistent with the City's Strategies to Address Greenhouse Gas Emissions.[44] 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,[45] exceeding the 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,[46] Executive Order S-3-05,[47] and Assembly Bill 32 (also known as the Global Warming Solutions Act).[48,49] In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive

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

[45] ICF International. 2015. *Technical Review of the 2012 Community-wide GHG Inventory for the City and County of San Francisco*. January 21, 2015. From: http://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf Accessed December 19, 2019

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

[47] 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.

[48] California Legislative Information, *Assembly Bill 32*, September 27, 2006. http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf. Accessed December 19, 2019.

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

than, the long-term goals established under Executive Orders S-3-05[50] and B-30-15,[51,52] and Senate Bill (SB) 32.[53,54] Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

Project Analysis

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

E.8.a) and b) The project site is currently developed with an 800 square-foot vacant residential building. The proposed project would demolish existing structures on-site and construct an approximately 13,300 square-foot building with nine residential units. As a result, the proposed project would increase the intensity of uses at the site and contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) from residences. More specifically, the project would result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

[50] 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.

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

[52] 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.

[53] 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.

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

disposal and wood burning. The project sponsor submitted a checklist demonstrating compliance with the GHG reduction strategy.[55]

Compliance with the City's 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.[56] Additionally, the proposed project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[57] and reducing the energy required to produce new materials.

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

Other regulations would reduce emissions of GHGs and black carbon. In particular, regulations requiring low-emitting finishes would reduce VOCs.[58] Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[59]

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

[55] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 224 Clara Street, X, X, 2020. – Provide date

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

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

[58] 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.

[59] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 224 Clara Street, 2020.

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.

E.9 Wind

Central SoMa PEIR Analysis

Wind is analyzed as part of CEQA review in San Francisco with respect to potential pedestrian hazards, based on the criteria in Planning Code section 148, Reduction of Ground-Level Wind Currents in C-3 (Downtown Commercial) Districts. Although the project site is outside the C-3 Use Districts, Section 148 was the City's first codification of wind standards, and its hazard criterion remains the foundation of wind analysis in San Francisco. For wind hazards, Section 148 requires that buildings do not cause an equivalent wind speed of 26 miles per hour (mph) as averaged for a single full hour of the year.[60,61] Although Section 148 applies only within the C-3 Use Districts, the hazard criterion of Section 148 is used by the Planning Department as a CEQA significance threshold for the determination of whether pedestrian winds would "substantially affect public areas." This significance criterion was also used as the basis for determining whether the Central SoMa Plan would result in significant wind impacts.

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

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[60] 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.

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

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

Project Analysis

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

E.9.a) To reduce wind impacts from subsequent development within the Plan Area, the Central SoMa Plan EIR requires a project-specific wind evaluation (with wind-tunnel testing, if needed) for projects taller than 85 feet. The proposed project would be 44 feet tall (plus a 14-foot-tall elevator shaft). As the proposed project's roof height would not exceed 85 feet, PEIR Mitigation Measure M-WI-1 would not apply to the proposed project and wind tunnel testing is not required. The proposed building would be similar in height to existing buildings in the surrounding area, which includes four- to five-story buildings. In addition, there are no terrain features within the project vicinity, nearby large structures or site exposure that might suggest that hazardous winds would occur near the project site. Therefore, the proposed project would have a less-than-significant wind impact.

Cumulative Analysis

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

Conclusion

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

E.10 Shadow

Central SoMa PEIR Analysis

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

necessarily result in a significant impact under CEQA; the City's significance criteria used in CEQA review asks whether a project would "create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas."[62]

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

Project Analysis

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

E.10.a) The proposed project would construct a 44 feet tall (plus a 14-foot-tall elevator shaft) building at 224 Clara Street. The Planning Department prepared a preliminary shadow fan analysis[63,64] to determine whether the proposed project would have the potential to cast new shadow on nearby public parks or open spaces. Based on this preliminary shadow fan, the proposed project would not shade outdoor recreation facilities or other publicly accessible open spaces.

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

Cumulative Analysis

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

[62] 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.

[63] 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.

[64] San Francisco Planning Department. *Shadow Fan Analysis for 224 Clara Street.* December 18, 2019.

not result in new or more severe cumulative shadow impacts than were previously identified in the Central SoMa PEIR.

Conclusion

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

E. 11 Recreation

Central SoMa PEIR Analysis

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

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

Project Analysis

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

E.11.a) The nearest open spaces to the project site are Columbia Square, approximately 0.2 miles south of the project site, and Victoria Manalo Draves Park approximately 0.7 miles south of the project site; each of these facilities are under the jurisdiction of the Recreation and Park Commission. There are no privately owned public open spaces in the project vicinity.

The proposed project would provide approximately 1,340 square feet of private open space on-site, consisting of an approximately 700 square-foot rear courtyard at the ground level and 640 square-foot roof-top open space.

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

E.11.b) The proposed project would not include new recreational facilities. As discussed in section E.2 Population and Housing, the proposed project would generate approximately 21 residents on-site and would provide open space accessible to residents. As such, the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities.

Cumulative Analysis

Cumulative development in the project vicinity would result in an intensification of land uses and an increase in the use of nearby recreational resources and facilities. The Recreation and Open Space Element of the General Plan provides a framework for providing a high-quality open space system for its residents, while accounting for expected population growth through year 2040. In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there are several parks, open spaces, or other recreational facilities within walking distance of the project site. In addition, the Central SoMa Plan proposes a network of new open spaces, including a potential new neighborhood park, several new and expanded linear open spaces and plazas, new mid-block pedestrian/bicycle connections, and privately-owned public open space, and continued Planning Code requirements for new residential open space. Existing and planned parks and recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects without

resulting in physical degradation of recreational resources. For these reasons, the proposed project would not combine with other projects in the vicinity to create a significant cumulative impact on recreational facilities. The proposed project is within the scope of development projected under the Central SoMa Plan and would not result in more severe recreation impacts than previously identified in the Central SoMa PEIR.

Conclusion

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

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.[65,66]

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.[67] 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.[68] 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

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65 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.

66 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.

67 SFPUC, 2013 Water Availability Study for the City and County of San Francisco, May 2013.

68 *Ibid*.

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).[69]

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

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

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

[69] *Ibid*.

Project Analysis

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

E.12.a and c) The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site. Project-related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. The NPDES standards are set and regulated by the Regional Water Quality Control Board. The Southeast Plant is designed to treat up to 85 million gallons per day of average dry weather wastewater flows and up to 250 million gallons per day of wet weather combined wastewater and stormwater flows. Average dry weather flows to the Southeast Plant ranged from 58 to 61 million gallons per day for the years 2012 to 2014 and are projected to increase to 69 million gallons per day by 2045.[70]

The proposed project would not substantially increase the amount of stormwater entering the combined sewer system as the project would comply with the city's Stormwater Management Ordinance and the Stormwater Management Requirements and Design Guidelines. Compliance with City standards 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

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

existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm and therefore would not contribute additional volume of runoff to the city's stormwater infrastructure.

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

E.12.b) Water would be supplied to the proposed project from the SFPUC's Hetch-Hetchy regional water supply system. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.[71] The proposed project does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1); therefore a water supply assessment has not been prepared for the project. The SFPUC estimates that a typical development project in San Francisco comprised of either 100 dwelling units, 100,000 square feet of commercial use, 50,000 square feet of office, 100 hotel rooms, or 130,000 square feet of PDR use would generate demand for approximately 10,000 gallons of water per day, which is the equivalent of 0.011 percent of the total water demand anticipated for San Francisco in 2040 of 89.9 million gallons per day.[72] Because the proposed project would result in approximately 13,300 square feet of residential use, the proposed project would generate less than 0.011 percent of water demand for the city as a whole in 2040, which would constitute a negligible increase in anticipated water demand.

The SFPUC uses population growth projections provided by the planning department to develop the water demand projections contained in the urban water management plan. As discussed in the Population and Housing Section above, the proposed project would be encompassed within planned growth in San Francisco and is therefore also accounted for in the water demand projections contained in the urban water management plan. Because the proposed project would comprise a small fraction of future water demand that has been accounted for in the city's urban water management plan, sufficient water supplies would be available to serve the proposed project in normal, dry, and multiple dry years, and the project would not require or result in the relocation or construction of new or expanded water supply facilities the

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[71] 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.

[72] 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

construction or relocation of which could cause significant environmental effects. This impact would be less than significant, and no mitigation measures are necessary.

E.12.d and e) The city disposes of its municipal solid waste at the Recology Hay Road Landfill, and that practice is anticipated to continue until 2025, with an option to renew the agreement thereafter for an additional six years. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported to a facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and persons in the city to separate their recyclables, compostables, and landfill trash.

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

Cumulative Analysis

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

Conclusion

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

E.13 Public Services

Central SoMa PEIR Analysis

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

Project Analysis

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

E.13.a) Project residents would be served by the San Francisco Police Department and Fire Department. The project site is served by the Police Department Southern Station, located at 1251 3rd Street approximately 1.4 miles southeast of the site and Fire Station 8, located at 36 Bluxome Street approximately 0.50 miles north east of the project site. The increased population at the project site could result in more calls for police, fire, and emergency response. However, the marginal increase in demand for these services would not be substantial given the overall demand for such services on a citywide basis. Moreover, the proximity of the project site to police and fire stations would help minimize the response time for these services should incidents occur at the project site.

The San Francisco Unified School District (school district) maintains a property and building portfolio that has capacity for 63,400 students.[73] Between 2000 and 2010, overall enrollment in the SFUSD experienced a large decline but the district has experienced a gradual increase in enrollment during the past decade.[74] Total enrollment in the district increased to about 52,763 in the 2017–2018 school year.[75] In addition, for the 2018–2019 school year, approximately 4,502 students enrolled in public charter schools that are operated by other organizations but located in school district facilities.[76] Thus, even with increasing enrollment, the school district currently has more classrooms district-wide than needed.[77] Based on the SFUSD rate of 0.203 students per housing unit, the project would generate approximately 1.82 students, which is a very small percentage of the projected student growth.[78]

The Leroy F. Greene School Facilities Act of 1998, or SB 50, restricts the ability of local agencies to deny land use approvals on the basis that public-school facilities are inadequate. SB 50, however, permits the levying of developer fees to address local school facility needs resulting from new development. Local jurisdictions

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

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

[75] Lapkoff & Gobalet Demographics Research, Inc., Demographic Analyses and Enrollment Forecasts, San Francisco Unified School District, January 2020.

[76] Ibid.

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

[78] Central SoMa PEIR, Appendix B, p. 122.

are precluded under state law from imposing school-enrollment-related mitigation beyond the school development fees. The school district collects these fees, which are used in conjunction with other school district funds, to support efforts to complete capital improvement projects within the city. The proposed project would be subject to the school impact fees.

Lapkoff & Gobalet Demographic Research, Inc. conducted a study in 2010 for the school district that projected student enrollment through 2040.[79] This study is being updated as additional information becomes available. The study considered several new and ongoing large-scale developments (Mission Bay, Candlestick Point, Hunters Point Shipyard/San Francisco Shipyard, and Treasure/Yerba Buena Islands, Parkmerced, and others) as well as planned housing units outside those areas.[79] In addition, it developed student yield assumptions informed by historical yield, building type, unit size, unit price, ownership (rented or owner-occupied), whether units are subsidized, whether subsidized units are in standalone buildings or in inclusionary buildings, and other site-specific factors. For most developments, the study establishes a student generation rate of 0.80 Kindergarten through 12th grade students per residential unit in a standalone affordable housing site, 0.25 students per unit for inclusionary affordable housing developments, and 0.10 students per unit for market-rate housing. Based on the generation rate of .10 students per unit for market-rate housing, the proposed project would generate 0.9 students. Therefore, the project would not contribute demand that would result in new or expanded school facilities in the city as there would be sufficient capacity to accommodate this minor increase in demand.

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

Cumulative Analysis

The proposed project, combined with projected citywide growth through 2040, would increase demand for public services, including police and fire protection but not substantially. In addition, the project would not contribute considerably to demand for school facilities under cumulative conditions as it would only generate 0.9 students. The proposed project is within the scope of development anticipated under the Central SoMa Plan and would not result in more severe public services impacts than were previously identified in the Central SoMa PEIR.

Conclusion

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

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

[79] Lapkoff & Gobalet Demographics Research, Inc., Demographic Analyses and Enrollment Forecasts, San Francisco Unified School District, January 2020.

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

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

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

Project Analysis

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

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

The project would include the demolition of a structure that has been vacant for over six months, as such Central SoMa **PEIR Mitigation Measure M-BI-1(Pre-Construction Bat Surveys)** would be applicable as **Project Mitigation Measure M-BI-1 (Pre-Construction Bat Surveys).** The mitigation measure requires that a pre-construction survey be conducted for structures that have been vacant for over six months, and outlines procedures if any roosts are identified. In addition, the project does not provide habitat for any candidate, sensitive or special status species. With implementation of Mitigation Measure M-BI-1 the proposed project would not result in any new or more-severe individual or cumulative significant impacts to biological resources not identified in the Central SoMa PEIR. The full description of Project Mitigation Measure M-BI-1(Pre-Construction Bat Surveys) is available in the Mitigation Monitoring and Reporting Program as Attachment C.

The project site is not in a location subject to location-related hazard minimization requirements under Planning Code section 139, Standards for Bird-Safe Buildings, which establishes building design standards to reduce avian mortality rates associated with bird strikes.[80] Therefore, this impact would be less than significant. However, the project sponsor proposes to consider incorporation of bird-safe features such as 100 percent window glazing in the project in addition to other bird safe features when selecting building materials,[81] in conjunction with energy efficiency and overall building design. Implementation of these measures would further reduce the project's less than significant impacts to birds.

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

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

[80] See http://sf-planning.org/standards-bird-safe-buildings.
[81] San Francisco Planning Department. *Plan Check Letter #2 for 224 Clara Street Response*. February 25,2020.

Cumulative Analysis

As the proposed project would have no impact on special status species or sensitive habitats, the project would not have the potential to contribute to cumulative impacts to special status species or sensitive habitats. All projects within San Francisco are required to comply with the Urban Forestry Ordinance, Public Works Code section 801 et.seq., which would ensure that any cumulative impact resulting from conflicts with the city ordinance protecting trees would be less than significant. In addition, the project would implement M-BI-1, which would avoid significant impacts to potential bat populations. Therefore, the project would not result in more severe biological resource impacts than previously identified in the Central SoMa PEIR.

Conclusion

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

E.15 Geology and Soils

Central SoMa PEIR Analysis

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

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

With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable, or could

become unstable as a result of such construction, would be less than significant. Thus, the Central SoMa PEIR concluded that implementation of the Central SoMa Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

The Central SoMa PEIR found that there is low potential to uncover unique or significant fossils within the Plan Area or vicinity.

Project Analysis

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

E.15.a, c, and d) The proposed project involves construction of a new five-story, 44-foot-tall (including 14-foot-tall elevator shaft) residential building in a seismic hazard zone for liquefaction hazard. A geotechnical investigation was prepared for the proposed project.[82]

[82] John Campbell + Associates. Geotechnical Investigation for 224 Clara Street. November 18, 2019.

The results of the subsurface investigation indicate the site is underlain by about 10 feet of heterogeneous fill that consists primarily of very loose to medium dense sand with variable amounts of clay, gravel, and debris (i.e. brick and asphalt rubble). The fill is underlain by marsh deposits consisting of loose sand with varying amounts of silt that extends to a depth about 19 feet below ground surface (bgs). Beneath the marsh deposits is very soft to soft, highly compressible, high-plasticity clay with organics, locally known as Bay Mud. Where explored, the Bay Mud extends to a depth of approximately 51.3 feet bgs. Beneath a depth of 51.3 feet bgs, older bay and alluvial deposits that extend to the maximum depth explored for 91 feet bgs were encountered. The older bay and alluvial deposits consist of medium dense to dense sand with clay between depths of about 51.3 and 58 feet bgs; beneath a depth of about 58 feet bgs, the older bay and alluvial deposits consist of dense clayey sand and very dense sand. Available subsurface information indicates the depth to bedrock in the site vicinity is about 200 feet bgs (Pease and O'Rourke, 1993).[83]

Based on underlying site conditions, the geotechnical investigation concluded that the most appropriate foundation type for the proposed building would be a mat slab foundation system, resting on compacted soil. Due to the high-water table the geotechnical report concluded that drilled piers, driven concrete or steel piles, torque-down piles and auger cast in place piles would not be appropriate for the proposed project. As such, the project construction would include injecting concrete under high pressure to a depth of approximately 19 feet, using the injection locations on a grid of 5 feet on the centers. This grid would increase the density of the sands, even with water present, to a density which would abate the risk of liquefaction. The compaction grouting would be done to within approximately 4 feet of the surface, the upper 6.5 feet of material would be removed, and the upper 2 feet would be replaced with compacted fill. The reinforced matt slab would be constructed as a floor and structural foundation unit to support the structure above the compacted soil.

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

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

Seismic Hazards

[83] ibid

There are no known active faults in the project vicinity. The closest fault is the San Andreas fault, approximately 8 miles west of the project site. However, during a major earthquake on a segment of a nearby fault, strong to very strong shaking is expected to occur at the project site, which can result in ground failure associated with fault rupture, soil liquefaction,[84] lateral spreading,[85] and differential compaction.[86] As the project site is not located on a known active fault, is relatively flat, and there is a lack of historical evidence of lateral spreading at the site, the geotechnical investigation concluded that the potential for fault rupture and lateral spreading at the site is low. According to the geotechnical investigation, pockets of potentially liquefiable soil that exist within the underlying soils below the groundwater table are likely to liquefy during strong ground shaking during a moderate to large earthquake on a nearby fault.

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

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

E.15.b) The project site is occupied by one existing building with a backyard of pavers and soil. As the site is approximately 3,600 square feet proposed project construction would not result in the loss of substantial topsoil. In addition, the project would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. Therefore, the proposed project would not result in significant impacts related to soil erosion or the loss of topsoil.

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

E.15.f) The project site is located within the Central SoMa Plan Area and the PEIR evaluated the potential for subsequent development projects to result in impacts to paleontological resources and ultimately concluded that subsequent development projects would not likely result in significant impacts to unique paleontological resources. No basement is proposed as part of the project, and excavation for the project would be to a depth of 6.5 feet below ground surface which would be within existing fill at the site. Therefore, the proposed project is not anticipated to result in significant impacts to paleontological resources and no mitigation is required.

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

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

[86] Differential compaction is a phenomenon in which non-saturated, cohesionless soil is compacted by earthquake vibrations, causing differential settlement.

The proposed project would not result in significant impacts to paleontological resources that were not identified in the Central SoMa PEIR, nor would it result in more-severe impacts than identified in the Central SoMa PEIR or significant impacts that are peculiar to the project site.

Cumulative Analysis

Environmental impacts related to geology and soils are generally site-specific. All development within San Francisco would be subject to the same seismic safety standards and design review procedures of the California and local building codes and be subject to the requirements of the Construction Site Runoff Ordinance. These regulations would ensure that cumulative effects of development on seismic safety, geologic hazards, and erosion are less than significant. The project would not have impacts on paleontological resources or unique geologic features. Therefore, the proposed project would not have the potential to combine with effects of cumulative projects to result in cumulative impacts to those topics.

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

Conclusion

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

E.16 Hydrology and Water Quality

Central SoMa PEIR Analysis

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

(Continues on next page)

Project Analysis

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 inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

E.16.a) During construction and pursuant to Public Works Code sections 146 and 147, the proposed project would be required to implement and maintain best management practices to minimize surface runoff erosion. Construction site runoff discharges to the City's combined sewer system and would be subject to the requirements of Public Works Code Article 4.1 (supplemented by San Francisco Department of Public Works Order No. 158170), which incorporates and implements the City's National Pollutant Discharge Elimination System (NPDES) permit and the federal Combined Sewer Overflow Control Policy. Stormwater drainage during construction would flow to the City's combined sewer system, where it would receive treatment at the Southeast Plant or other wet-weather facilities and would be discharged through an existing outfall or overflow structure in compliance with the existing NPDES permit. The project would disturb approximately 3,400 sf and thus would need to comply with the City's Construction Site Runoff Control Ordinance Compliance best management practices during construction. As such, the proposed project would not result in new or more severe impacts than those identified in the Central SoMa PEIR related to violation of water quality standards or degradation of water quality due to discharge of construction-related stormwater runoff.

During operation, the project would generate wastewater and stormwater discharges typical of residential uses. The project site is currently developed with impervious surfaces consisting of an existing building and unpaved areas. The proposed building's footprint, including rear courtyard, would cover approximately 80% of the site, an increase compared to current site conditions. As such, the project is required to submit a Stormwater Control Plan in accordance Stormwater Management Ordinance and would do so as part of the building permit review process. Therefore, even though the proposed project would result in an increase in the amount of impervious surface area on the project site, it would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems

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

E. 16.b) As discussed under topic E.15 Geology and Soils, groundwater was encountered at approximately 6.5 feet below ground surface at the time of the geotechnical investigation.[87] Groundwater depths are expected to vary based on seasonal rainfall. As the project proposes excavation activities are at a minimum 6.5 feet deep and grouting at 19 feet, project construction activities may encounter groundwater. Any groundwater encountered during construction of the proposed project would be subject to the requirements of Article 4.1 of the San Francisco Public Works Code (Industrial Waste), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system.

The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified of projects necessitating dewatering and may require water analysis before discharge. Regarding groundwater supplies, the proposed project would use potable water from the SFPUC. 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.[88] For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant, and no mitigation measures are necessary.

E.16.c) No streams or rivers exist in the vicinity of the project site. Therefore, the proposed project would

not alter the course of a stream or river, or substantially alter the existing drainage pattern of the project site or area. For the reasons discussed in Topics E.12.a (Wastewater and Storm Drainage Facilities) and E.15.b (Topsoil Erosion) above, the proposed project would not substantially increase the rate or amount of surface runoff such that substantial flooding, erosion, or siltation would occur on or offsite.

E.16.d) The proposed project would not expose people or structures to flooding risks or hazards, or impede or redirect flood flows in a 100-year flood hazard area, because the project site is not located within a 100-year flood zone.[89] The project site is not located in a dam failure area.[90] The project site is not within an area

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87 Rockridge Geotechnical Engineers. Geotechnical Investigation for 224 Clara Street. November 18,2019.

88 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 June 15, 2020.

89 San Francisco Water Power Sewer (Public Utilities Commission). *Flood Maps: 100-Year Storm Flood Risk Map.* Available at: < https://sfplanninggis.org/floodmap/>. Accessed June 15, 2020.

90 San Francisco Planning Department. *San Francisco General Plan, Community Safety Element Map 6.* October 2012. Available online at: https://sfplanning.org/resource/community-safety-elementf. Accessed June 15, 2020.

determined to be vulnerable to sea level rise without any adaptation measures or actions.[91] Therefore, the project would not result in flood hazards that would endanger people or result in structural damage.

Because the project site is not located near a water reservoir with a dam or levee, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. Similarly, the project site also is not located within a tsunami hazard zone and would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche or tsunami.[92]

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

Cumulative Analysis

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

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

Conclusion

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

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

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

[92] San Francisco Planning Department. 2012. *San Francisco General Plan Community Safety Element; Map 05, Tsunami Hazard Zones, page 15.* October 2012. Available at: <http://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf.>. Accessed June 15, 2020.

environmental contamination. In addition, transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials associated with Central SoMa Plan implementation would be less than significant.

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

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

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

(Continues on next page)

Project Analysis

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

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

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

Hazardous Building Materials

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

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

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

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

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

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

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

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

E.17.d) The proposed project is not located on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5.[93] The project site is located within the Maher Area and subject to the provisions of the Maher Ordinance (Health Code Article 22A). Properties subject to the Maher Ordinance denote properties where there is potential to encounter hazardous materials (primarily industrial zoning districts), sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in proximity to freeways or underground storage tanks. The overarching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal, and, when necessary, remediation of contaminated soils that are encountered in the building construction process.

Accordingly, the project sponsor has submitted a Maher Application to the Department of Public Health.[94]Potential project impacts related to asbestos-containing materials and lead-based paints are addressed above. For the reasons described in the analysis of Topic E.17.b and c, above, the proposed project would not create a significant hazard to the public or environment.

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

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

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[93] Department of Toxic Substances Control Envirostor, *Hazardous Waste and Substances Site List,* https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=224+clara+street%2C+san+francisco, accessed October 29, 2020.

[94] Department of Public Health. SFHC Article 22A Compliance for 224 Clara Street, EHB-SAM Case Number 11332.01. July 1, 2019.

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

Cumulative Analysis

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

Conclusion

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

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,[95] thus the area is not one designated to have significant mineral deposits. In addition, no significant mineral resources exist in San Francisco.[96] 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.

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

Project Analysis

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

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

Cumulative Analysis

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

Conclusion

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

E.19 Energy Resources

Central SoMa PEIR Analysis

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

Project Analysis

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

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

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

E.19.b) In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. In November 2008, Executive Order S-14-08 was signed requiring all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. In 2015, Senate Bill 350 codifies the requirement for renewables portfolio standard to achieve 50 percent renewable by 2030, and in 2018, Senate

Bill 100 requires 60 percent renewable by 2030 and 100 percent by 2045.[97] 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.[98] CleanPowerSF is the city's Community Choice Aggregation Program operated by the SFPUC, which provides renewable energy to residents and businesses.

As discussed above in Topic E.19.a, the project would comply with the energy efficiency requirements of the state and local building codes and would not conflict with or obstruct implementation of city and State

plans for renewable energy and energy efficiency. For these reasons, the project would result in a less-than-significant impact on energy resources.

[97] California Energy Commission, California Renewable Energy Overview and Programs. Available at: https://www.energy.ca.gov/renewables/. Accessed December 17, 2019.

[98] San Francisco Mayor's Renewable Energy Task Force Recommendations Report, September 2012. Available at: https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf. Accessed December 17, 2019.

Cumulative Analysis

All cumulative projects in the city are required to comply with the transportation demand management ordinance and the same energy efficiency standards set forth in the California Code of Regulations Title 24 and the San Francisco Green Building Ordinance. The majority of San Francisco is located within a transportation analysis zone that experiences low levels of VMT per capita compared to regional VMT levels. Therefore, the proposed project, in combination with other reasonably foreseeable cumulative projects would not encourage activities that result in the use of large amounts of fuel, water, or energy or use these in a wasteful manner. The cumulative impacts on energy resources would be less than significant.

Conclusion

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

(Continues on next page)

E. 20 Agriculture and Forest Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that the plan area and the surrounding areas do not contain agricultural or forest uses and are not zoned for such uses. Therefore, implementation of the Central SoMa Plan would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. In addition, the Central SoMa Plan would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. The Central SoMa Plan would not result in the loss of forest land or conversion of forest land to non-forest uses.

Project Analysis

Topics		*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in Central SoMa PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in Central SoMa PEIR*
20.	**AGRICULTURE AND FOREST RESOURCES—Would the project:**				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

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

Conclusion

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

E.21 Wildfire

Central SoMa PEIR Analysis

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

Project Analysis

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

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

Conclusion

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

H. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on November 9, 2020to adjacent occupants and owners of properties within 300 feet of the project site, South of Market, and citywide neighborhood group lists. No comments were received to date on the proposed project.

I. COMMUNITY PLAN EVALUATION PREPARERS

Report Authors

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ATTACHMENT B

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Record No.:	**2019-013951ENV**		
Project Title:	**224-228 Clara Street**	*Lot Size:*	3,600 square feet
Zoning:	MUR Use District 45Height and Bulk District	*Project Sponsor:*	Jody Knight, (415) 567-9000, jknight@reubenlaw.com
Block/Lot:	3753/701	*Lead Agency:*	San Francisco Planning Department
		Staff Contact:	Florentina Craciun, (628) 652-7510, florentina.craciun@sfgov.org

The table below indicates when compliance with each mitigation measure must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure's requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program.

	Period of Compliance			
Adopted Mitigation Measure	**Prior to the start of Construction***	**During Construction****	**Post-Construction or Operational**	**Compliance with MM completed?**
Project Mitigation Measure M-CR-1: Protect Structures from Adjacent Construction Activities (Implements Central SoMa PEIR M-CP-3a).	X	X		
Project Mitigation Measure M-CR-2: Construction Monitoring Program for Adjacent Structures (Implements Central SoMa PEIR M-CP-3b).	X	X		
Project Mitigation Measure M-CR-3: Archeological Testing (Implements Central SoMa PEIR Mitigation Measure M CP 4a)	X	X		
Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resource Assessment (Implements Central SoMa PEIR Mitigation Measure M-CP-5)	X	X		

Project Mitigation Measure M-TR-1: Construction Management Plan and Construction Coordination (Implements Central SoMa PEIR Mitigation Measure M-TR-9)	X	X		
Project Mitigation Measure M-NO-1: General Construction Noise Control Measures (Implements Central SoMa PEIR Mitigation Measure M-NO-2a)		X		
Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implements Central SoMa PEIR Mitigation Measure M-AQ-5a)		X	X	
Project Mitigation Measures M-BI-1: Pre-Construction Bat Surveys	X			

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

_____ I agree to implement the attached mitigation measure(s) as a condition of project approval.

Property Owner or Legal Agent Signature

Date

Note to sponsor: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection.

ATTACHMENT B

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING REPORTING PROGRAM[1]				
ADOPTED MITIGATION MEASURES	**IMPLEMENTATION RESPONSIBILITY**	**MITIGATION SCHEDULE**	**MONITORING/REPORT RESPONSIBILITY**	**MONITORING ACTIONS / COMPLETION CRITERIA**
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
Cultural Resources				
Project Mitigation Measure M-CR-1: Protect Structures from Adjacent Construction Activities (Implements Central SoMa PEIR M-CP-3a). 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.

1 [1] *Definitions of MMRP Column Headings:*
Adopted Mitigation Measures: Full text of the mitigation measure(s) copied verbatim from the final CEQA document.
*Implementation Responsibility***:** Entity who is responsible for implementing the mitigation measure. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.
Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure need to be implemented.
Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor, their contractor, or consultant are responsible for any reporting requirements.
Monitoring Actions/Completion Criteria: Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.

MITIGATION MONITORING REPORTING PROGRAM[1]				
ADOPTED MITIGATION MEASURES	**IMPLEMENTATION RESPONSIBILITY**	**MITIGATION SCHEDULE**	**MONITORING/REPORT RESPONSIBILITY**	**MONITORING ACTIONS / COMPLETION CRITERIA**
Project Mitigation Measure M-CR-2: Construction Monitoring Program for Adjacent Structures (Implements Central SoMa PEIR M-CP-3b). For those resources identified in Project Mitigation Measure M-CR-5, and where heavy equipment would be used, the project sponsor of such a project shall undertake a monitoring program to minimize damage to historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 25 feet, shall include the following components, subject to access being granted by the owner(s) of adjacent properties, where applicable. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 25 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a standard maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should owner permission not be granted, the project sponsor shall employ alternative methods of vibration monitoring in areas under control of the project sponsor. 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 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.

MITIGATION MONITORING REPORTING PROGRAM[1]				
ADOPTED MITIGATION MEASURES	**IMPLEMENTATION RESPONSIBILITY**	**MITIGATION SCHEDULE**	**MONITORING/REPORT RESPONSIBILITY**	**MONITORING ACTIONS / COMPLETION CRITERIA**
Project Mitigation Measure M-CR-3: Archeological Testing (Implements Central SoMa PEIR Mitigation Measure M-CP-4a) Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the 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).	Project sponsor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department Environmental Review Officer (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.
Consultation with Descendant Communities: On discovery of an archeological site[2] associated with descendant Native Americans, the Overseas Chinese, or	Project sponsor and archeological	In the event that an archeological	Planning Department.	Considered complete after Final Archeological

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

MITIGATION MONITORING REPORTING PROGRAM[1]				
ADOPTED MITIGATION MEASURES	**IMPLEMENTATION RESPONSIBILITY**	**MITIGATION SCHEDULE**	**MONITORING/REPORT RESPONSIBILITY**	**MONITORING ACTIONS / COMPLETION CRITERIA**
other potentially interested descendant group an appropriate representative[3] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.	consultant at the direction of the ERO.	site associated with a particular descendant group is uncovered during the construction period.		Resources Report is approved and provided to descendant group.
Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department	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.

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

MITIGATION MONITORING REPORTING PROGRAM[1]				
ADOPTED MITIGATION MEASURES	**IMPLEMENTATION RESPONSIBILITY**	**MITIGATION SCHEDULE**	**MONITORING/REPORT RESPONSIBILITY**	**MONITORING ACTIONS / COMPLETION CRITERIA**
archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.				
Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions: • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;	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.

MITIGATION MONITORING REPORTING PROGRAM[1]				
ADOPTED MITIGATION MEASURES	**IMPLEMENTATION RESPONSIBILITY**	**MITIGATION SCHEDULE**	**MONITORING/REPORT RESPONSIBILITY**	**MONITORING ACTIONS / COMPLETION CRITERIA**
• If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.				
Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.	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.

MITIGATION MONITORING REPORTING PROGRAM[1]				
ADOPTED MITIGATION MEASURES	**IMPLEMENTATION RESPONSIBILITY**	**MITIGATION SCHEDULE**	**MONITORING/REPORT RESPONSIBILITY**	**MONITORING ACTIONS / COMPLETION CRITERIA**
• *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies. • *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • *Final Report*. Description of proposed report format and distribution of results. • *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.				

Human Remains, Associated or Unassociated Funerary Objects. If human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State and Federal Laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)) within six days of the discovery of the human remains. This proposed timing shall not preclude the PRC 5097.98 requirement that descendants make recommendations or preferences for treatment within 48 hours of being granted access to the site. The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).	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 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.	Archeological consultant at the direction of the ERO.	Following completion of additional measures by archeological consultant as	Planning Department.	Considered complete upon distribution of approved FARR.

The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.		determined by the ERO.		
Tribal Cultural Resources				
Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resource Assessment (Implements Central SoMa PEIR Mitigation Measure M-CP-5) 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.	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

If a tribal cultural resource is discovered during construction and/or staff determines that a resource is present on the project site and if preservation-in-place of the tribal cultural resource is both feasible and effective, based on information provided by the applicant regarding feasibility and other available information, then the project archeological consultant shall prepare an archeological resource preservation plan. Implementation of the approved plan by the archeological consultant shall be required when feasible. If staff determines that preservation–in-place of the tribal cultural resource is not a sufficient or feasible option, then the project sponsor shall implement an interpretive program of the resource in coordination with affiliated Native American tribal representatives. An interpretive plan produced in coordination with affiliated Native American tribal representatives, at a minimum, and approved by the ERO shall be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.				Planning Department approved interpretive program.
Transportation				
Project Mitigation Measure M-TR-1: Construction Management Plan and Construction Coordination (Implements Central SoMa PEIR Mitigation Measure M-TR-9) Construction Management Plan—For projects within the Plan Area, the project sponsor shall develop and, upon review and approval by the SFMTA and Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, any manual, regulations, or	Project sponsor	Prior to the start of project construction and throughout the construction period.	SFMTA, SF Public Works, and Planning Department	Considered complete upon approval of the construction management plan and completion of the project's construction activities.

provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. If construction of the proposed project is determined to overlap with nearby adjacent project(s) as to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various City departments such as the SFMTA and Public Works, and other interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and the Planning Department, to develop a Coordinated Construction Management Plan. The Coordinated Construction Management Plan, to be prepared by the contractor, would be reviewed by the SFMTA and would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Based on review of the construction logistics plan, the project may be required to consult with SFMTA Muni Operations prior to construction to review potential effects to nearby transit operations. The Construction Management Plan and, if required, the Coordinated Construction Management Plan, shall include, but not be limited to, the following: • *Restricted Construction Truck Access Hours* — Limit construction truck movements during the hours between 7:00 and 9:00 a.m. and between 4:00 and 7:00 p.m., and other times if required by the SFMTA, to minimize disruption to vehicular traffic, including transit during the a.m. and p.m. peak periods. • *Construction Truck Routing Plans* — Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network. • *Coordination of Temporary Lane and Sidewalk Closures* — The project sponsor shall coordinate travel lane closures with other projects requesting concurrent lane and sidewalk closures through interdepartmental meetings, to minimize the extent and duration of requested lane and sidewalk closures. Travel lane closures shall be minimized especially along transit and bicycle routes, so as to limit the impacts to transit service and bicycle circulation and safety. • *Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access* — The project sponsor/construction contractor(s) shall meet with Public Works, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Coordinated				

Construction Management Plan to maintain access for transit, vehicles, bicycles and pedestrians. This shall include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project. • *Carpool, Bicycle, Walk and Transit Access for Construction Workers* — The construction contractor shall include methods to encourage carpooling, bicycling, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers, providing secure bicycle parking spaces, participating in free-to-employee ride matching program from www.511.org, participating in emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers). • *Construction Worker Parking Plan* — The location of construction worker parking shall be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. All construction bid documents shall include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site shall be required. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between off-site facility and project site shall be required. • *Project Construction Updates for Adjacent Businesses and Residents* — To minimize construction impacts on access for nearby institutions and businesses, the project sponsor shall provide nearby residences and adjacent businesses with regularly updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.				

Noise				
Project Mitigation Measure M-NO-1: General Construction Noise Control Measures (Implements Central SoMa PEIR Mitigation Measure M-NO-2a) To ensure that project noise from construction activities is reduced to the maximum extent feasible, the project sponsor shall undertake the following: • 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. • 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). • 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. • Limit construction to the hours of 7 a.m. to 8 p.m. per San Francisco Police Code article 29. • Unless proven to be infeasible, select "quiet" construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures). • 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. • 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. • 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.	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.

Air Quality				
Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implements Central SoMa PEIR Mitigation Measure M-AQ-6a) The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable. The Plan shall detail project compliance with the following requirements: 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards (or Tier 3 off-road emissions standards if NOx emissions exceed applicable thresholds), and ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), and iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99). c) Exceptions: i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation. ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS (1) is technically not feasible, (2) would not	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.

produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of 1(c)(iii).

iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next-cleanest piece of off-road equipment as provided by the step down schedule in Table M-AQ-4:

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

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

* How to use the table. If the requirements of 1(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

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

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.

3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications. 4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used. 5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested. 6. *Reporting.* Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used. Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used. 7. *Certification Statement and On-site Requirements.* Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.				

Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implements Central SoMa PEIR Mitigation Measure M-AQ-5a) 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 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.	Project Sponsor	For equipment specifications: prior to issuance of building permit for diesel generator or fire pump. For maintenance: ongoing.	Planning Department (ERO, Air Quality technical staff).	Equipment specifications portion considered complete when equipment specifications approved by ERO. Maintenance portion is ongoing and records are subject to Planning Department review upon request.
Biological Resources				
M-BI-1: Pre-Construction Bat Surveys: Conditions of approval for building permits issued for construction within the Plan Area shall include a requirement for pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been 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 and qualified biologist, CDFW.	Prior to issuance of demolition or building permits when trees would be removed, or buildings demolished as part of an individual project.	Planning Department; CDFW if applicable	Considered complete upon issuance of demolition or building permits.

IMPROVEMENT MEASURE AGREED TO BY THE PROJECT SPONSOR				
Improvement Measures	**Responsibility for Implementation**	**Implementation Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
Project Improvement Measure I-BI-1: Night Lighting Minimization (Implementation of Central SoMa PEIR Improvement Measure I-BI-2) The project sponsor should implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures: • Reduce building lighting from exterior sources by: o Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features; o Installing motion-sensor lighting; o Utilizing minimum wattage fixtures to achieve required lighting levels. • Reduce building lighting from interior sources by: o Dimming lights in lobbies, perimeter circulation areas, and atria; o Turning off all unnecessary lighting by 11 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October); o Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present; o Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting; o Scheduling nightly maintenance to conclude by 11 p.m.; 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. Planning Department may engage in follow-up discussions with project sponsor, as applicable.

[1] *Definitions of MMRP Column Headings:*
Adopted Mitigation Measures: Full text of the mitigation measure(s) copied verbatim from the final CEQA document.
*Implementation Responsibility***:** Entity who is responsible for implementing the mitigation measure. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.
Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure need to be implemented.
Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor, their contractor, or consultant are responsible for any reporting requirements.
Monitoring Actions/Completion Criteria: Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.

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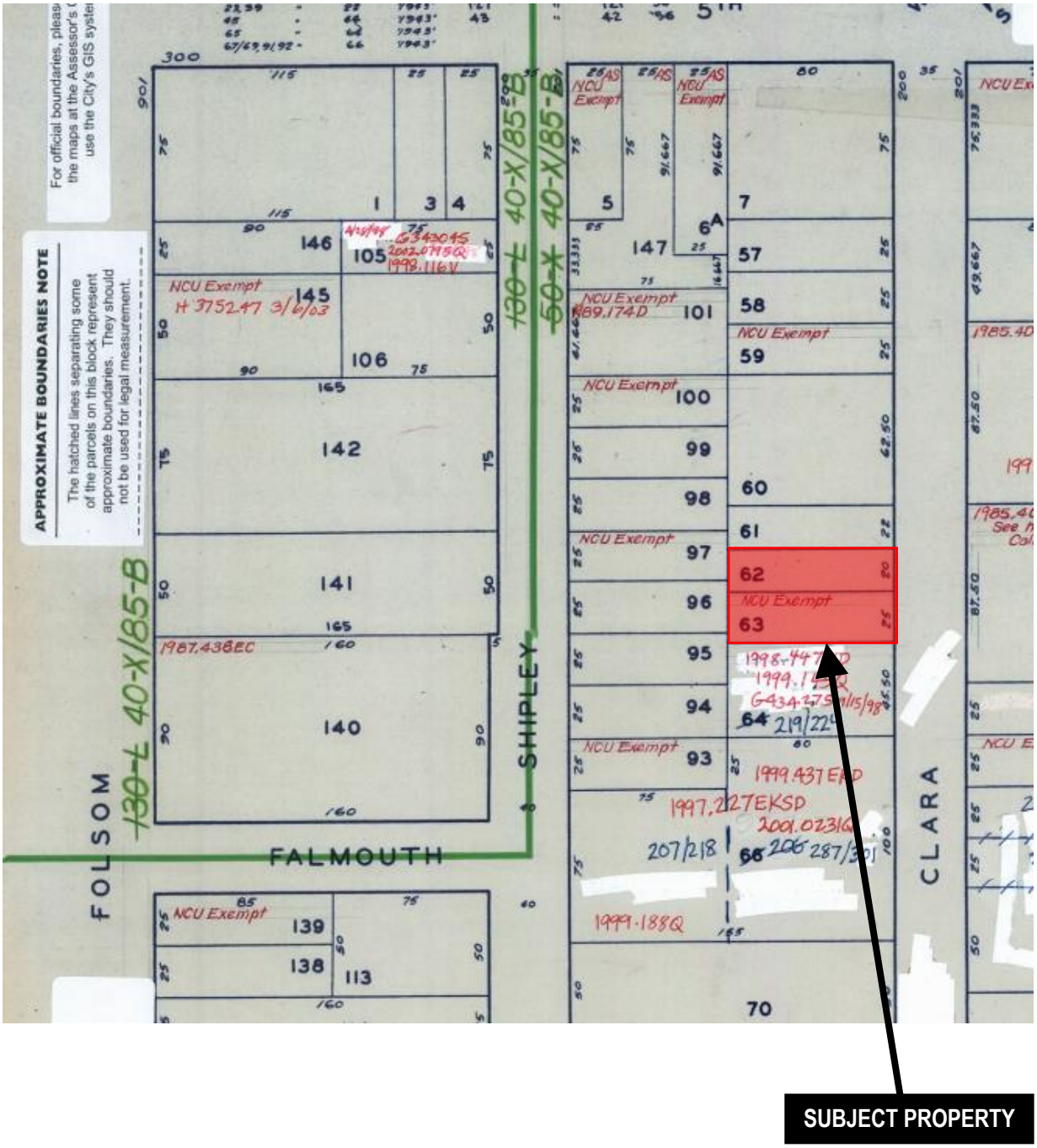
Land Use Information

PROJECT ADDRESS: 224-228 CLARA STREET
RECORD NO.: 2019-013951CUA

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	Approx. 800	0	-800
Residential GSF	Approx. 1,000	Approx. 13,265	Approx. 12,265
Retail/Commercial GSF	N/A	N/A	N/A
Office GSF	N/A	N/A	N/A
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	Approx. 1,000	Approx. 1,360	Approx. 360
Public Open Space	N/A	N/A	N/A
Other	N/A	N/A	N/A
TOTAL GSF	1,800	13,265	11,465
	EXISTING	NET NEW	**TOTALS**
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	0	0
Dwelling Units - Market Rate	1	8	9
Dwelling Units - Total	1	8	9
Hotel Rooms	0	0	0
Number of Buildings	1	0	1
Number of Stories	2	3	5
Parking Spaces	1	-1	0
Loading Spaces	0	0	0
Bicycle Spaces	0	11	11
Car Share Spaces	0	0	0
Other	0	0	0

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units	0	0	0
One Bedroom Units	1	1	0
Two Bedroom Units	0	8	8
Three Bedroom (or +) Units	0	0	0
Group Housing - Rooms	0	0	0
Group Housing - Beds	0	0	0
SRO Units	0	0	0
Micro Units	0	0	0
Accessory Dwelling Units	0	0	0

Parcel Map



Conditional Use Authorization
Case Number 2019-013951CUA
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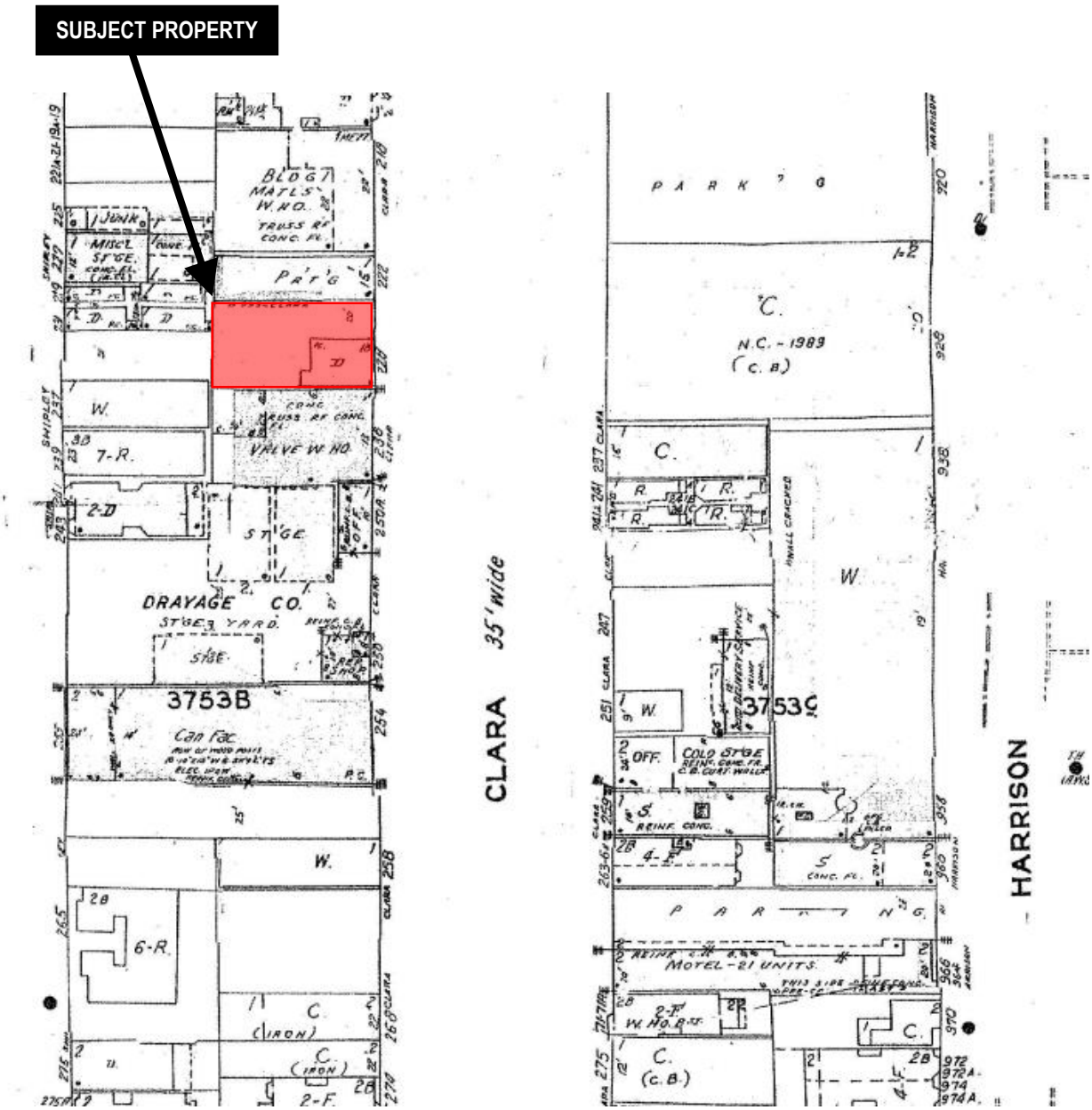
Sanborn Map*



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

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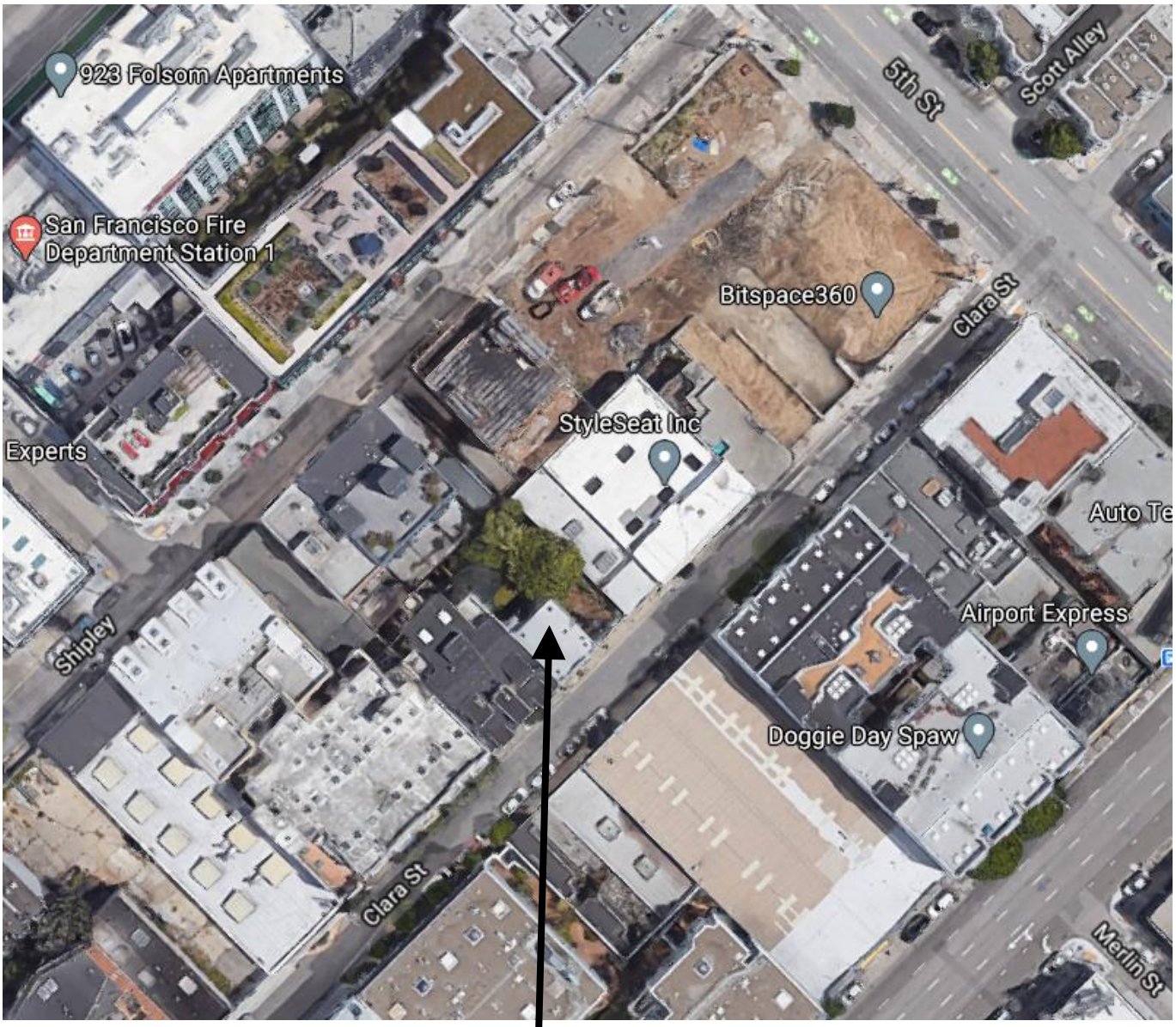
Aerial Photo – View 1



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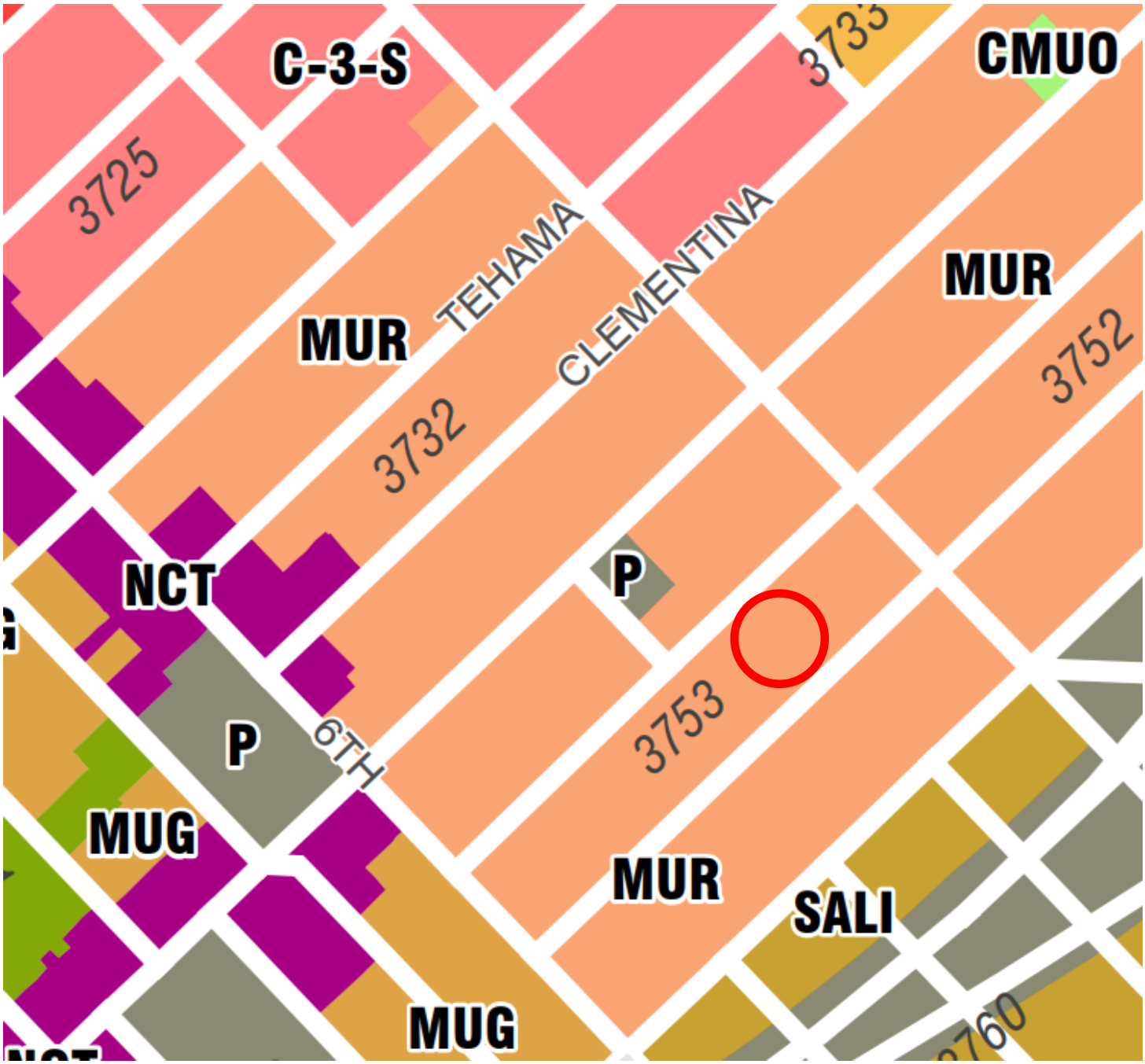
Zoning Use District Map



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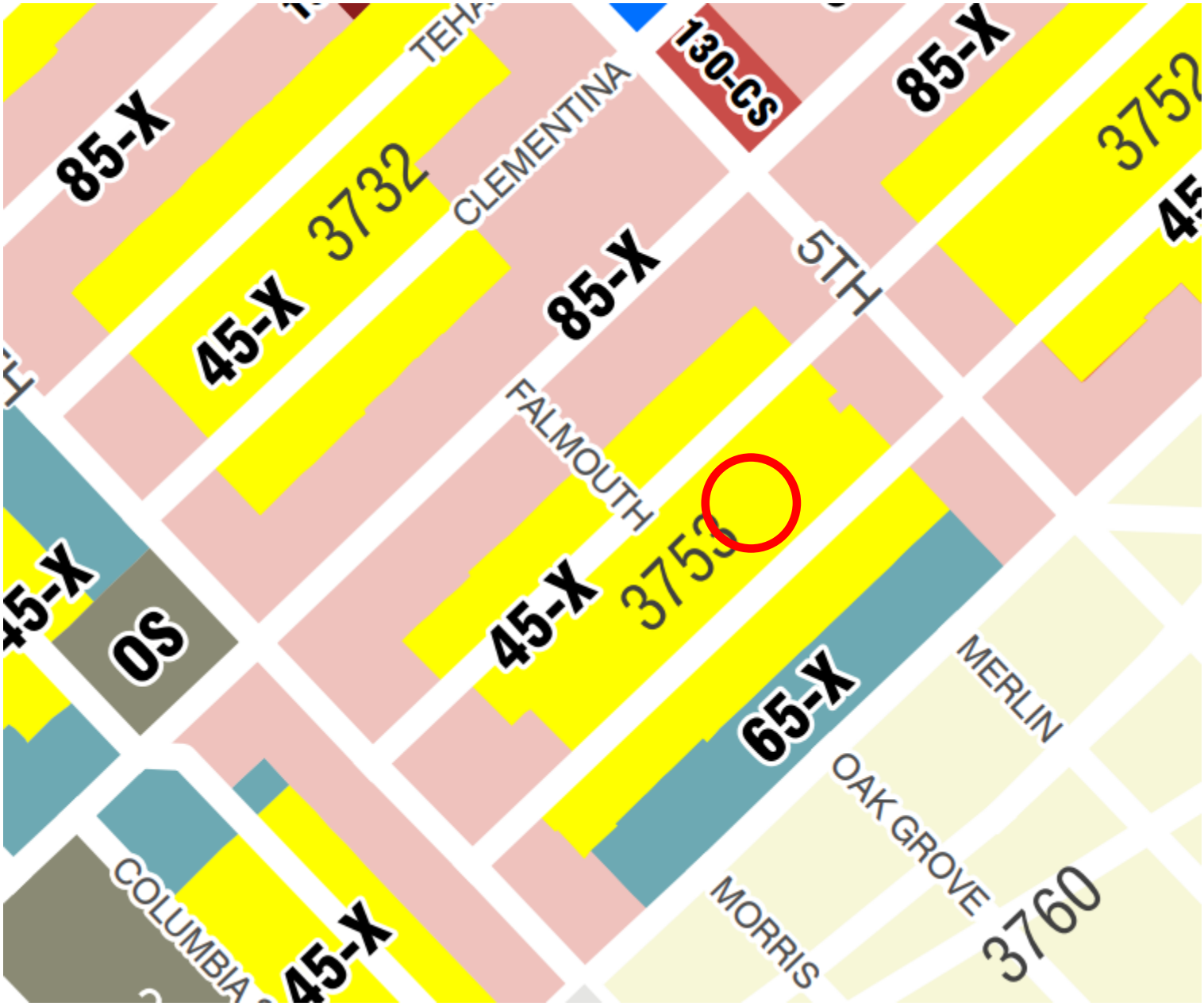
SAN FRANCISCO
PLANNING DEPARTMENT

Height and Bulk District Map



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SAN FRANCISCO
PLANNING DEPARTMENT

Site Photo

Conditional Use Authorization
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224-228 Clara Street
Block 3753 Lots 062 & 063

REUBEN, JUNIUS & ROSE, LLP

Jody Knight
jknight@reubenlaw.com

November 30, 2020

Delivered via Email (xinyu.liang@sfgov.org)

Joel Koppel, Commission President
San Francisco Planning Commission
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

Re: 224-228 Clara Street
Block/Lot: 3753/062, 063
Planning Case Number: 2019-013951
Hearing Date: December 10, 2020
Our File: 11332.01

Dear President Koppel and Commissioners:

This office represents Shahram Bijan ("**Bijan**"), who seeks to build a new nine-unit residential building at 224-228 Clara Street in SoMa. (the "**Property**"). The Project proposes removing a non-historic one-bedroom house and replacing it with one one-bedroom unit and eight two-bedroom units (the "**Project**"). The Project provides much-needed housing in an area that is highly accessible by transit and is walking distance from the employment centers of the City, including the Financial District and SoMa. The Project would provide family-size units in a neighborhood where much of the recent construction consists of small units not suitable for families. The Project has removed the originally proposed six ground floor vehicle parking spaces and replaced them with a ground floor dwelling unit in order to maximize dwelling units in the Project.

Bijan seeks conditional use approval to demolish the existing house at 228 Clara Street. The building is in poor condition and has been vacant since the prior owner was murdered in the house in 2018. Demolition would allow Bijan to merge the two parcels and construct well designed much-needed housing.

I. Property Location

The Property, on Clara Street between 5th and 6th Streets in SoMa, is in a transit rich area. It is .7 miles from the Powell Street Station and is near numerous bus lines and bike routes on Folsom Street and 5th Street. Although it is in an area with easy access to jobs and other activities, the block has limited foot traffic, which creates quality of life problems.

The block on which the Property is located contains a mix of building heights of between one and five stories, varied architectural styles, and both industrial and residential uses. The Site is currently underutilized, with a single dwelling unit on one lot and vacant area with a tall fence at the streetfront on the other lot. The existing house has been determined by the Planning Department to not be a historic resource. It was in poor condition outside and inside when purchased by Bijan, with rotting siding and an interior that is in disrepair. As a single family home, it is not subject to rent control, and there are no tenants to be displaced.

The Project would be compatible with the mix of surrounding buildings. The adjacent residential building to the west is taller than the proposed building, and several of the residential buildings on the block are five stories. In addition, it is anticipated that more lots may be developed to add residential units to the block over time. The Project would provide well-designed housing and greenery to improve the street and provide additional street life, including pedestrians, cyclists, children and families.

II. Project Description

The Project proposes a five-story, 43.75-foot-high building with eight two-bedroom units and one one-bedroom unit. The proposed building has been reduced from the 45-foot height limit in order to comply with narrow street height controls under Planning Code Section 261. Although the Project originally proposed six vehicle parking spaces, parking has been removed to add an additional dwelling unit. This allows the Project to maximize dwelling units and eliminate the existing two curb cuts to provide an inviting streetscape with planter beds and street trees. The Project proposes a wide glass front residential lobby to further activate and provide security to the street. The Project includes a 700 square-foot rear yard, which provides more mid-block open space than surrounding buildings, many of which provide no mid-block open space. Open space for the units would be provided by a 640 square-foot common roof deck.

The Project is a residential building that is also compatible with the industrial style of the neighborhood. The façade contains a balance of vertical and horizontal elements, including two-inch wide horizontal sunshades and nine-inch wide vertical mullions. The design allows light into the units, while protecting them from heat with sunshades. The blind wall facing the adjacent building to the east at 222 Clara Street will be painted bright white to reflect light into that building's skylights. An 11'4" by 3'10" lightwell is proposed adjacent to bedroom property line windows at 236 Clara Street to the west.

The two-bedroom units proposed for 224-228 Clara provide attractive open living space. The second bedrooms would have full height sliding pocket doors, allowing the room to remain open to the unit or be closed for bedroom use. The proposed round bathrooms contribute to the sense of openness of the units. Each unit also has direct elevator access to enhance the sense of being an individual home. The two-bedroom units provide attractive open living space modeled on modernist masterpieces like Mies van der Rohe's Villa Tugendhat and Philip Johnson's Glass House, providing unique contemporary homes in a market of mostly uniform options.

The units stack so that the plumbing can line up between floors. Any addition of units would disrupt this stacking, making construction prohibitively expensive. It would also eliminate much-needed family-size units. As discussed above, the Project eliminated ground floor vehicle parking and added a ground floor dwelling unit in order to maximize units, while providing an economically feasible project that would benefit the neighborhood.

III. Benefits of the Project

Approval is supported by the following substantial benefits.

- **Provides Desirable Infill Development**. The Project proposes to transform two underutilized lot into well-designed housing in an area of the City that is highly accessible by public transportation and near job centers.

- **Provides Family-Size Housing**. The Project proposes eight family-size two-bedroom units in an area of the City which has seen development of primarily small units not suitable for families.

- **Brings New Life to the Neighborhood**. The Project will add new life and greenery to a block with little pedestrian activity by providing attractive family housing and a wide glass lobby that is compatible with the scale and character of the surrounding area.

IV. Conclusion

The Project seeks to transform two underutilized lots in an area desperately in need of additional pedestrian activity into much needed family housing. Please let me know if you have any questions. I look forward to presenting this Project to you on December 10, 2020.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP

Jody Knight

cc: Kathrin Moore, Commission Vice-President
Deland Chan, Commissioner
Sue Diamond, Commissioner
Frank S. Fung, Commissioner
Theresa Imperial, Commissioner
Rachael Tanner, Commissioner