San Francisco Planning

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EXECUTIVE SUMMARY
LARGE PROJECT AUTHORIZATION/OFFICE DEVELOPMENT AUTHORIZATION/VARIANCE

HEARING DATE: September 2, 2021

Record No.:	2019-023623ENX/OFA/OFA-02/VAR
Project Address:	130 Townsend Street
Zoning:	Central SoMa – Mixed Use Office (CMUO) Zoning District 65-X Height and Bulk District Central SoMa Special Use District
Block/Lot:	3788/008
Project Sponsor:	Presidio Bay Ventures c/o John Kevlin Reuben, Junius & Rose, LLP One Bush Street, Suite 600 San Francisco, CA 94104
Property Owner:	130 Townsend Property Owner, LLC attn: Cyrus Sanandaji 1160 Battery Street, Suite 100 San Francisco, CA 94111
Staff Contact:	Alex Westhoff – (628) 652-7314 alex.westhoff@sfgov.org

Recommendation: Approval with Conditions

Project Description

The Project includes a new four-story vertical addition to an existing one-story, double-height historic building (the Townsend Building), for a total height of 65-feet, and new construction of a five-story, 65-foot, separate and completely autonomous mixed-use building on the rear portion of the lot which is currently occupied by a surface parking lot (the Stanford Building; also addressed as 50 Stanford Street). The Townsend Building will include 34,737 square feet (sf) of office space, and 1,759 sf of retail space along the Townsend Street frontage. The Stanford Building will include 46,464 sf of office space and 711 sf of PDR space. The Project does not propose automobile parking spaces. The Project includes 17 Class 1 and 4 Class 2 bicycle parking spaces.

Required Commission Action

In order for the Project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Section 329, to allow new construction over 50,000 gross sf within the CMUO Zoning District, which is an Eastern Neighborhoods Mixed Use District.

The Commission must also grant two Office Development Authorizations, pursuant to Planning Code Sections 321 and 322, for two mixed-use buildings, each with up to 49,999 gross sf of Office Use as part of the Small Cap Office Allocation Program.

Issues and Other Considerations

- **Public Comment & Outreach.**
    - Support/Opposition: The Department has received seven emails or phone calls from members of the public to-date. Of the seven, four were largely questions on the project, not specifically expressing support or opposition. One member of the public expressed opposition to the project's lack of parking and its removal of a parking lot. Two members of the SOMA Rotary Club of District 5150 Chapter in San Francisco expressed support of the project, particularly its ground floor retail and preservation of the historic structure.
    - Outreach: The Sponsor completed the required pre-application meeting on October 31, 2019.
- **Transformer Vaults.** As compliance with the Better Streets Plan is a requirement pursuant to Planning Code 138.1, the project has been reviewed by the Department's Streetscape Design Advisory Team (SDAT). While the revised plans largely meet SDAT comments, the location of the transformer vaults is an outstanding issue which has not yet been finalized. As currently proposed, Department staff are supportive of the Townsend Street building's transformer vault along the Townsend Street sidewalk, to avoid locating the vault within the building which would require historic façade alterations. Department staff however, do not support the location of the Stanford Street building's transformer vault, as currently proposed along the Stanford Street sidewalk, and will continue to work with project sponsors a more ideal location not within the public right-of-way.
- **Certificate of Appropriateness.** Given the project falls within the South End Landmark District, a Certificate of Appropriateness is required for the vertical addition and adjacent new development. The proposal was heard before the Historic Preservation Commission on August 18, 2021, who unanimously approved the Project.
- **Variance.** The Project requires variances from the Zoning Administrator to address the following code sections, pursuant to Planning Code Section 305:
    - Active Use - Pursuant to Planning Code Section 249.78(c)(1)(B), office uses are not considered active uses on the ground floor in the Central SoMa Special Use District; thus, the Project requires a variance from the active use requirements in Planning Code Section 145.1.
    - Setbacks, Streetwall Articulation and Tower Separation in the Central SOMA Special Use District – The Stanford Building includes an entry niche roughly measuring 19 ft 6 in by 25 ft, which is not compliant

with Planning Code 132.4(d)(1), which requires buildings to be built up the street- or alley-facing property line up to 65 feet in Height. The Planning Code includes a provision for building façade architectural articulation and modulation up to a maximum depth of 8 feet. The Project includes façade articulation approximately 25 feet in depth. Therefore, the Project requires a variance from this Planning Code requirement.

Environmental Review

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on August 4, 2021, the Planning Department of the City and County of San Francisco determined that the proposed project was exempt from further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the Central SoMa Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Central SoMa Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with the Central SoMa Area Plan and the Objectives and Policies of the General Plan. The proposed two new office buildings with ground story retail and PDR will expand employment opportunities for city residents and help to retain existing comemrcial activity and attact new such activity which is a goal for the City and the Central SoMa Area Plan. No off-street automobile parking is included in the Project and both Class 1 and Class 2 bicycle parking spaces are being provided in addition to the in-lieu bicycle parking fee for the deficient number of Class 2 spaces; thus, promoting the City's transit-first goals. As noted by the Historic Preservation Commission, the overall design of the Project is compatible with the surrounding landmark district, while also sensitively rehabilitating an important historic building. The Department finds the project appears to be compatible with the surrounding neighborhood and not be detrimental to persons or adjacent properties in the vicinty.

Attachments:

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

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PLANNING COMMISSION DRAFT MOTION

HEARING DATE: September 2, 2021

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Staff Contact:	Alex Westhoff – (628) 652-7314 alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, FOR A PROJECT THAT WOULD CONSTRUCT A NEW FOUR-STORY VERTICAL ADDITION TO AN EXISTING ONE-STORY DOUBLE-HEIGHT HISTORIC BUILDING (KNOWN AS THE TOWNSEND BUILDING) FOR A TOTAL HEIGHT OF 65-FEET WITH 34,737 SQUARE FEET (SF) OF OFFICE SPACE, AND 1,759 SF OF RETAIL SPACE AND NEW CONSTRUCTION OF A FIVE-STORY, 65-FOOT, SEPARATE AND COMPLETELY AUTONOMOUS MIXED-USE BUILDING ON THE REAR PORTION OF THE LOT (KNOWNA AS THE STANFORD BUILDING) WITH 46,464 SF OF OFFICE SPACE AND 711 SF OF PRODUCTION, DISTRIBUTION AND REPAIR (PDR) SPACE, LOCATED AT 130 TOWNSEND STREET, LOT 008 IN ASSESSOR'S BLOCK 3788, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISCTRICT, CENTRAL SOMA SPECIAL USE DISTRICT AND A 65-X HEIGHT AND BULK DISTRICT, AND ADOPT FINDINGS UNDER THE CALIFORNIA ENVIORNMENTAL QUALITY ACT.

PREAMBLE

On December 2, 2019, John Kevlin, of Reuben, Junius and Rose (hereinafter "Project Sponsor") filed Application No. 2019-023623ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new four-story, vertical addition on top of an existing one-story historic building (resulting in a 65-ft tall mixed-use building), and a new 65-ft tall mixed-use building (hereinafter "Project") at 130 Townsend Street, Block 3788 Lot 008 (hereinafter "Project Site").

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on August 4, 2021, the Planning Department of the City and County of San Francisco determined that the proposed project was exempt from further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the Central SoMa Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Central SoMa Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

On August 18, 2021, the Historic Preservation Commission granted a Certificate of Appropriateness for the Project per Historic Preservation Commission Motion No. 0445.

On September 2, 2021, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2019-023623ENX.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2019-023623ENX 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 Large Project Authorization as requested in Application No. 2019-023623ENX, 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 proposed project includes construction of a four-story vertical addition to an existing double-height one-story historic building (the Townsend Building), and new construction of a new five-story mixed-use building (the Stanford Building) on the existing rear surface parking lot. Both buildings will largely be devoted to office use. The projects will be designed and constructed as two separate buildings. Specifically, the Project includes:

   - Townsend Building. The Townsend Building includes a four-story vertical addition to an existing double-height, one-story, former industrial brick building. The ground floor will remain retail for the first 25-ft from the Townsend Street frontage (totaling 1,759 sf of retail space), with the remainder proposed for office use. The vertical addition will be fully devoted to office use, for a total of 34,737 sf of office space. Other aspects of the Project include:

     - *Façade Changes*. Exterior changes to the existing historic facades are relatively minimal. While the front and visible side fenestration will remain as is, compatible new window frames and glazing are proposed to replace the existing non-original metal windows along both facades, including the metal garage door near the rear of the Stanford Street façade. Most of the Townsend Building's rear façade will be covered by the proposed Stanford Building. However, an entry niche, to be shared by both buildings, is proposed at the rear of the Townsend Building. New glass entry doors are proposed for the Townsend Building at this location, where a historic punched opening currently exists.

     - *Vertical Addition*. The four-story vertical addition, cubic in appearance, largely consists of clear insulated glazing bound by a terra cotta colored aluminum sunscreen. A second-floor hyphen provides a 25-ft front setback and a 6-ft 8-in side setback. Floors three through five are setback 14-ft 10-in from the front façade and 5-ft from the side façade with larger 4th and 5th floor setbacks near the rear of the building. Setbacks along floors two thru five, along with the roof, are largely devoted to exterior terraces and green roof areas.

     - *Interior*. The Project Sponsors provided a technical memo, dated July 17, 2020, from DCI Engineers, stating the vertical addition cannot be supported by existing wood roof tresses and wood columns. Thus the removal of interior wood framing and construction of concrete columns is proposed.

   - Stanford Building. The Stanford Building includes new construction of a five-story building on the project site's existing surface parking lot. The new building will consist mainly of office use, with some PDR on the ground floor. The first two stories will be built to the property lines, with increasing setbacks along Stanford street from floors three to five. Setbacks, as well as the roof, will be largely devoted to exterior terraces and green roofs. Exterior elements include glazed terra cotta and exposed concrete, with clear insulated glazing particularly dominant in floor three to five.

3. **Site Description and Present Use.** 130 Townsend Street is located on the north side of Townsend Street at the intersection with Stanford Street in the South of Market neighborhood. The subject property includes 80 feet of frontage along Townsend Street and 275 feet of frontage along Stanford Street. The lot includes the subject historic resource for the full length of the Townsend Street frontage and extending roughly 125 feet deep along Stanford Street. The remainder of the lot is devoted to surface parking, with a lot for the property's restaurant, plus a private lot.

   Constructed in 1906, 130 Townsend Street was originally developed for the Inglenook Vineyard Agency. While the architect is unknown, both the subject building and its predecessor housed the distribution center for Inglenook, an early Napa Valley winery established in 1879. The subject property was owned by Finnish Sea Captain Gustave Niebaum who founded Inglenook Winery and is credited as being a pioneer in Napa Valley wine production. Subsequent uses of the property have included an auto repair shop, a plumbing supply company, and most recently as Tres Restaurant.

4. **Surrounding Properties and Neighborhood.** To the left of the subject property is a two-story, 9,980 sf, wood-frame, metal clad industrial building, which is also a contributor to the South End Landmark District. The northwesterly building to the rear on Stanford Street is a contemporary four-story 185,602 sf masonry office building.

   The South End Landmark District consists of 55 contributing buildings including one- to multi-story masonry and reinforced concrete warehouses and light industrial structures. The District is particularly notable due to its extraordinary concentration of buildings from almost every period of San Francisco's maritime history, with a period of significance of 1867-1935. Contemporary development lies within the District including compatible new buildings with comparable heights, massing, and bulk to the historic structures.

   The surrounding buildings include residential, retail, and office uses. Other zoning districts in the vicinity of the project include: MUO (Mixed-Use Office), MB-RA (Mission Bay Redevelopment), M-2 (Heavy Industrial) and SPD (South Park).

5. **Public Outreach and Comments.** The Sponsor completed the required pre-application meeting on October 31, 2019. The Department has received seven emails or phone calls from members of the public to-date. Of the seven, four were largely questions on the Project, not specifically expressing support or opposition. One member of the public expressed opposition to the Project's lack of parking and its removal of a parking lot. Two members of the SOMA Rotary Club of District 5150 Chapter in San Francisco expressed support of the project, particularly its ground floor retail and preservation of the historic structure.

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

   A. Permitted Uses in the CMUO Zoning District. Planning Code Section 848 states that Office, Retail and Light Manufacturing uses are principally permitted within the CMUO Zoning District.

The Project would construct new General Office and Production, Distribution, Repair Use and retain Retail use all of which are principally permitted within the CMUO Zoning District; therefore, the Project complies with permitted uses in Planning Code Section 848.

B. Floor Area Ratio and Purchase of Transferrable Development Rights. Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts. However, Planning Code Section 848 states that the CMUO Zoning District has no maximum FAR limit.

Given there is no maximum FAR limit, this Project complies with Planning Code Section 848.

C. Setbacks, Streetwall Articulation and Towner Separation in the Central SOMA Special Use District. Per Planning Code Section 132.4(d)(1)), buildings to be built up the street- or alley-facing property line up to 65 feet in Height.

Given the Stanford Building proposes a 19-ft 6-in wide entry niche, this portion of the building is set back from the front property line by more than eight feet; therefore, the Project is not compliant with Planning Code Section 132.4(d)(1)). Thus, the Project requires a variance from this Planning Code requirement (See Record No. 2019-023623VAR).

D. Usable Open Space. Per Planning Code Section 135.3, within the Eastern Neighborhoods ("EN") Mixed Use Districts, office uses in the EN Mixed-Use Districts are required to provide 1 sf of open space per each 50 sf of occupied floor area of new, converted or added square footage. Open space is not required for manufacturing or light industrial uses, and in the case of retail, open space would only be required for new or added sf.

The Project is required to provide 730 sf of open space for the Townsend Building and 944 sf for the Stanford Building. The Project proposes 5,761 sf for the Townsend Building and 6,254 sf for the Stanford Building, thus complying with Planning Code Section 135.3.

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

The mechanical equipment at the rooftop level will be grouped at the rear portion of the roof area by the inner property line for both the Townsend and Stanford Buildings to minimize visibility from Stanford and Townsend Streets, in compliance with this requirement. These features will be enclosed by screens to further minimize visibility thus complying with Planning Code Section 141.

F. Active Uses. Per Planning Code Sections 145.1(c)(3) and 249.78(c)(1), with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, active uses—i.e. uses which by their nature do not require non-transparent walls facing a public street—must be located within the first 25 feet of building depth on the ground floor and 15 feet on floors above

facing a street at least 30 feet in width. Lobbies are considered active, so long as they are not longer than 40 feet or 25% of the building's frontage, whichever is larger. Within the Central SoMa SUD, PDR uses are considered as Active Commercial Uses and Office use is not considered an active use at the ground floor.

Office use is not considered active use on the ground floor. Therefore, the Stanford Building does not comply with this requirement and the Project requires a variance (See Record No. 2019-023623VAR).

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

For both buildings, the floors of the street fronting interior spaces are at sidewalk level. The Townsend Building's ground floor retail space opens directly onto the street. The Townsend Building's ground floor office space includes a lobby and office space, though with an open floor plan and thus meeting the requirements for ground-level street-facing spaces of Planning Code Section 145.1.

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

The Townsend Building is exempt from this requirement as it is a historic building. The Stanford Building has fenestration with transparent windows that meet this Planning Code requirement.

I. Ground Floor Heights. Planning Code Sections 145.1(c)(4) and 249.78(d)(10) require that all ground floor spaces in the CMUO Districts have a ground floor ceiling height of 14 feet.

Ground floor to ceiling heights are at least 14 feet for both buildings.

J. Off-Street Parking. Planning Code Section 151.1 states that off-street parking is not required for any use in the CMUO District and accessory parking is permitted up to certain limits. PDR uses may provide 1 space per each 1,500 sf of occupied floor area (OFA). Office uses may provide 1 space per each 3,500 sf of OFA.

Off street parking is not provided in either building. Therefore, the Project complies with the requirements of Planning Code Section 151.1.

K. Bicycle Parking. Planning Code Section 155.2 establishes bicycle parking requirements for new developments, depending on use. For office uses, one Class 1 space is required for every 5,000 occupied sf, and two Class 2 spaces are required for the first 5,000 gross sf; a minimum of two Class 2 spaces, plus one Class 2 space for each additional 50,000 occupied sf. For Light Manufacturing use, one Class 1 space is required for every 12,000 sf of OFA; a minimum of two Class 2 spaces, and four Class 2 spaces for any use larger than 50,000 occupied sf.

The Stanford Building will provide ten Class 1 bicycle parking spaces and will not any provide Class II bicycle parking spaces, as directed by the Streetscape Design Advisory Team, who stated that no bike parking would be permitted along the Stanford Street frontage. The Townsend Building will provide seven Class 1 bicycle parking spaces and four Class 2 bicycle parking spaces. For the portion of the Project that does not provide the required number of Class II bicycle parking spaces, the Project will obtain a waiver and pay the in-lieu fee as specified in Planning Code Section 430.

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

The Townsend Building will provide two showers and 12 lockers, and the Stanford Building will provide four showers and 24 lockers; thus, the Project meets Planning Code Section 155.4.

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

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

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

The Project submitted a completed Environmental Evaluation Application after September 4, 2016. Therefore, the Project must achieve 100% of the point target established in the TDM Program Standards, resulting in a required target of 13 points for office. As currently proposed, the Project will achieve its required target by providing 13 points for Office through the following TDM measures:

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

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

Pursuant to Planning Code Section 249.78, office use is not considered an active use on the ground floor in the Central SOMA Special Use District. Thus the project does not comply with this requirement and a variance is required.

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

Roof plans of both buildings indicate that 15% of the roof areas are set aside as "solar zone" and at least 50% of the roof areas are set aside as "green roof"; therefore, the Project meets this Planning Code requirement.

Q. 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.

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

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

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

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

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

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

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

The parcel is classified as Tier 3. Therefore, the Project will comply with the applicable Eastern Neighborhoods Infrastructure Impact fee by paying the applicable fee.

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

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

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

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

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

The parcel is classified as Tier B. Therefore, the Project will comply and will pay the applicable Central SoMa Infrastructure Impact Fee.

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

The parcel is classified as Tier B. Therefore, the Project will comply with this Section by participating in the Central SoMa Community Facilities District with the applicable rates applied, in order to exceed Prevailing Building Height and Density Controls.

7. **Large Project Authorization Design Review in Eastern Neighborhoods Mixed Use District.** Planning

Code Section 329(c) lists nine aspects of design review in which a project must comply; the Planning Commission finds that the project is compliant with these nine aspects as follows:

A. Overall building mass and scale. *The Project is designed as a five-story, 65-ft tall, mixed-use development with two separate buildings, which incorporates massing setbacks and a hyphen. This massing is appropriate given the larger neighborhood context, which includes one to multi-story historic masonry and reinforced concrete warehouses and light industrial structures as well as compatible newer development; with uses including residential, office, and retail. The buildings are built to the full lot width, consistent with the prevailing pattern found throughout the neighborhood. However, 19-ft 5-in wide entry niche is proposed for the Stanford Street frontage in order to provide a mass break. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.*

B. Architectural treatments, facade design and building materials. *The Project is designed in a way that is compatible with the Landmark District, while ensuring clear delineation between old and new development. The heavy use of glazing on the Townsend Building provides clear distinction between the vertical addition and the historic resource, thus avoiding any ambiguity between what is historic and what is not. Surrounding the glazing is a terracotta-colored aluminum sunscreen whose colors are compatible with the brick masonry prominent throughout the District, though sited and designed in a way which obviously reads as contemporary. The Stanford Building also includes a copious amount of glazing to ensure the new building to read as contemporary, and thus avoiding false historicism. Though through the incorporation of other materials such as exposed concrete, metal panels, and aluminum, the building is designed in a thoughtful was which is sensitive and compatible with the historic district.*

C. The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access. *The buildings are built to the full lot lines, consistent with the prevailing neighborhood pattern. However, an entry niche is proposed for the Stanford Street, as well as an easement to allow vehicular access to the adjacent parking lot. The Townsend Street frontage ground story will remain retail, and building lobbies are incorporated along the Stanford Street frontage for both properties. The Stanford Street development is fenestrated with transparent windows. Overall the project is designed in a thoughtful way which is compatible with the neighborhood while helping to support street activation and a safe pedestrian experience.*

D. The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site. *While no publicly accessible open space is required through the project, it provides the necessary amount of privately accessible open space through roof decks on both buildings as well as setbacks on the upper stories.*

E. The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2. *Neither of the buildings exceed 200 feet in length and thus are not required to meet this Planning Code section.*

F. Streetscape and other public improvements, including tree planting, street furniture, and lighting. *In*

compliance with Planning Code Section 138.1, the Project includes new streetscape elements, such as raised crosswalks, accessible curb ramps, new street trees, and class 2 bicycle parking. These improvements would vastly improve the public realm and surrounding streetscape.

G. Circulation, including streets, alleys and mid-block pedestrian pathways. *The Project provides ample circulation around the project site through the streetscape improvement and the incorporation of the entry niche. Automobile access to the adjacent parking lot is provided, though limited to the one entry/exit on Stanford Street.*

H. Bulk limits. *The Project is within an 'X' Bulk District, which does not restrict bulk.*

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

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

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 1:

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

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

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

OBJECTIVE 2:

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

Policy 1.1
Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location.

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

OBJECTIVE 3:

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

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

URBAN DESIGN ELEMENT

OBJECTIVE 1:

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

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

OBJECTIVE 2:

CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

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

Policy 2.7
Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

OBJECTIVE 3:

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

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

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

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

CENTRAL SOMA PLAN

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

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

OBJECTIVE 3.2:
SUPPORT THE GROWTH OF OFFICE SPACE

Policy 3.2.1:
Facilitate the growth of office.

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

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

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

Policy 4.1.2:
Ensure sidewalks on major streets meet Better Streets Plan standards.

OBJECTIVE 4.4:
ENCOURAGE MODE SHIFT AWAY FROM PRIVATE AUTOMOBILE USAGE

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

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

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

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

Policy 8.1.2:

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

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

Policy 8.1.4:
Minimize parking and loading entrances.

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

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

Policy 8.6.2:
Promote innovative and contextually-appropriate design.

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

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

The Project will create a total of 81,201 sf of new office space, 711 sf of new PDR space, and retain 1,759 sf of existing retail space, thus providing employment opportunities for city residents. These uses will help retain existing commercial activity and attract new such activity as users of the space can potentially patronize local retail establishments. The Project Sponsors have worked with City staff to develop a project that would incorporate a high-quality design. The Project features varied and engaged architecture and an improved public realm. The building materials are high quality and will promote visual relationships and new transitions with new buildings and older buildings in the central SoMa neighborhood. The Project will ensure an economically viable use of a historic structure, thus helping to preserve the character of the Central SoMa neighborhood and retain architectural and cultural gem important to San Francisco's unique history. Given the building's close proximity to ample public transportation, lack of automobile parking, removal of off-side vehicle parking, incorporation of Class 1 and Class 2 bicycle parking, and in-lieu bicycle parking fee, the project helps shift from automobile usage. The project has also developed a TDM program and will incorporate improvements to the pedestrian network that will comply with the City's Better Streets plans. On balance, the Project is consistent with the Objectives and Policies of the General Plan and Central SoMa Area Plan

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

A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

The proposed project will retain retail use which currently exists on site. Furthermore, the proposed project will include new office space, thus attracting a potential new base of patrons to the area to support the neighborhood's existing retail uses.

B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

The proposed project will strengthen neighborhood character by respecting the character-defining features of the historic building in conformance with the Secretary of the Interior's Standards. Furthermore the Project is providing an economically viable use for a historic building, thus helping to ensure its long-term vitality. The vertical addition and new development are designed in a way that is compatible with the district, thus helping to ensure the preservation of local character.

C) The City's supply of affordable housing will be preserved and enhanced:

The project will not affect the City's affordable housing supply.

D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 12, 30, 45, 47, 8, 81X, 82X, 83X, 8AX, 8BX, N and T MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The Project will serve the specific demand for transit-oriented office space due to its proximity to a multitude of public transportation options, including Muni bus lines, Muni metro lines, and Caltrain. The number of different public transit options makes the site easily accessible from all over the Bay Area without a car, while not overburdening one type of public transit. Furthermore the project includes both Class 1 and Class 2 bicycle parking spots, and well as an in-lieu bicycle parking fee for deficient spaces along Stanford Street frontage.

E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

While the proposed project is largely office use, it will retain the existing retail use along Townsend Street and it will not displace any existing industrial or service sector. In the past, the building has already been converted from an industrial use to a retail use. Most recently, the existing historic building was used as a restaurant. Furthermore, the Project includes new PDR space in the Stanford Building; thus, the opportunity for future employment and ownership is preserved.

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

The Project will be designed and constructed to conform to the structural and seismic safety requirements of the Building Code. As such, this Project will improve the property's ability to withstand an earthquake. This includes removing the interior wood framing from the existing 130 Townsend Street structure and constructing concrete columns to provide support for the new office building.

G) That landmark and historic buildings will be preserved:

The proposed project is in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards. Furthermore the project proposes an economically viable use for an existing historic building, thus helping to support its longevity.

H) Parks and open space and their access to sunlight and vistas will be protected from development:

The proposed project will not impact the access to sunlight or vistas for the parks and open space.

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

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

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2019-023623ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 13, 2021 and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Avenue, Suite 1475, San Francisco, CA 94103.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 2, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: September 2, 2021

EXHIBIT A

Authorization

This authorization is for a Large Project Authorization to allow a vertical addition on an existing historic resource with 34,737 sf of office space and 1,759 sf of retail space, and a new development with 46,464 sf of office space and 711 sf of PDR space located at 130 Townsend Street, Block 3788 Lot 008 pursuant to Planning Code Section 329 within the CMUO Zoning District and a 65-X Height and Bulk District; in general conformance with plans, dated July 13, 2021, and stamped "EXHIBIT B" included in the docket for Record No. 2019-023623ENX and subject to conditions of approval reviewed and approved by the Commission on September 2, 2021 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 XXXXXX under Motion No XXXXXX.

Printing of Conditions of Approval on Plans

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

Severability

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

Changes and Modifications

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

6. **Additional Project Authorization.** –The Project Sponsor must obtain two Office Development Authorizations under Planning Code Sections 321 and 322 to authorize new office square footage, a Variance under Planning Code Section 305 to address the Planning Code requirements for active use (Planning Code 145.1 and 249.78(c)(1)(E)) and streetwall (Planning Code 132.4(d)(1)), and a Certificate of Appropriateness under Planning Code Section 1006 for a vertical addition and new development within an Article 10 Landmark District, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

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

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

8. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

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

Design – Compliance at Plan Stage

9. **Internal Connection.** An internal connection cannot be added between the Townsend and Stanford Building unless a large cap office allocation is obtained in the future.

   For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

10. **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 628.652.7314, www.sfplanning.org

11. **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 628.652.7314, www.sfplanning.org

12. **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 628.652.7314, www.sfplanning.org

13. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

14. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department in consultation with Public Works shall require the following location(s) for transformer vault(s) for this project: Townsend St. sidewalk (Townsend Building), and in a room carved out along the ground floor (Stanford Building). Given the Townsend Building is historic, the Department would not support a transformer being placed in the building that would require façade alterations. However, given the Stanford Building is new, the project should be designed to include the transformer at ground level, to avoid it being placed along the sidewalk.

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

15. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

16. **Odor Control Unit.** In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the project is operational, the building permit application to implement the project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans if applicable as determined by the project planner. Odor control ducting shall not be applied to the primary façade of the building.

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7314. www.sfplanning.org

Parking and Traffic

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

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

    For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 628.652.7340, www.sfplanning.org

18. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1 and 155.4, the Project is required to provide no fewer than 10 Class 1 and 20 Class 2 bicycle parking spots for the Stanford Building and 7 Class 1 and 14 Class 2 for the Townsend Building. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

19. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than 2 showers and 12 clothes lockers in the Townsend Building and 4 showers and 24 clothes lockers in the Stanford Building.

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

20. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

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

Provisions

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

    For information about compliance, contact the First Source Hiring Manager at 415.581.2335, www.onestopSF.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

23. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

26. **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 628.652.7314, www.sfplanning.org

27. **Central SoMa Community Services Facilities Fee.** The Project is subject to the Central SoMa Community Services Facilities Fee, as applicable, pursuant to Planning Code Section 432.

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

28. **Central SoMa Community Infrastructure Fee.** The Project is subject to the Central SoMa Community Infrastructure Fee, as applicable, pursuant to Planning Code Section 433.

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

29. **Central SoMa Community Facilities District.** The Project is subject to the Central SoMa Community Facilities District, pursuant to Pursuant to Planning Code Sections 434 and 249.78(d)(1)(C), and shall participate, as applicable, in the Central SoMa CFD.

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

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

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

31. **Art.** The Project is subject to the Public Art Fee, as applicable, pursuant to Planning Code Section 429.

For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

32. **Art Plaques.** Pursuant to Planning Code Section 429(b), the Project Sponsor shall provide a plaque or cornerstone identifying the architect, the artwork creator and the Project completion date in a publicly conspicuous location on the Project Site. The design and content of the plaque shall be approved by Department staff prior to its installation.

For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

33. **Art.** Pursuant to Planning Code Section 429, the Project Sponsor and the Project artist shall consult with the Planning Department during design development regarding the height, size, and final type of the art. The final

art concept shall be submitted for review for consistency with this Motion by, and shall be satisfactory to, the Director of the Planning Department in consultation with the Commission. The Project Sponsor and the Director shall report to the Commission on the progress of the development and design of the art concept prior to the submittal of the first building or site permit application.

For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

34. **Art.** Pursuant to Planning Code Section 429, prior to issuance of any certificate of occupancy, the Project Sponsor shall install the public art generally as described in this Motion and make it available to the public. If the Zoning Administrator concludes that it is not feasible to install the work(s) of art within the time herein specified and the Project Sponsor provides adequate assurances that such works will be installed in a timely manner, the Zoning Administrator may extend the time for installation for a period of not more than twelve (12) months.

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7314, www.sfplanning.org

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

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

Monitoring - After Entitlement

36. **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

37. **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

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

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

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

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

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

    For information about compliance with construction noise requirements, contact the Department of Building Inspection at 628.652.3200, www.sfdbi.org.

    For information about compliance with the requirements for amplified sound, including music and television, contact the Police Department at 415.553.0123, www.sf-police.org

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

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

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

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

39. **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

40. **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

41. **Notices Posted at Bars and Entertainment Venues.** Notices urging patrons to leave the establishment and neighborhood in a quiet, peaceful, and orderly fashion and to not litter or block driveways in the neighborhood, shall be well-lit and prominently displayed at all entrances to and exits from the establishment.

For information about compliance, contact the Entertainment Commission, at 415 554-6678, www.sfgov.org/entertainment

42. **Other Entertainment.** The Other Entertainment shall be performed within the enclosed building only. The building shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance. Bass and vibrations shall also be contained within the enclosed structure. The Project Sponsor shall obtain all necessary approvals from the Entertainment Commission prior to operation. The authorized entertainment use shall also comply with all of the conditions imposed by the Entertainment Commission.

For information about compliance, contact the Entertainment Commission, at 628.652.6030, www.sfgov.org/entertainment

43. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk

area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

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

44. **Hours of Operation.** The subject establishment is limited to the following hours of operation: Sunday through Thursday from 10:00a.m. to 11:00p.m. and Friday through Saturday 10:00a.m. to midnight.

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

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

PLANNING COMMISSION DRAFT MOTION

HEARING DATE: September 2, 2021

Record No.:	2019-023623OFA
Project Address:	130 Townsend Street
Zoning:	Central SoMa – Mixed Use Office (CMUO) Zoning District 65-X Height and Bulk District Central SoMA Special Use District
Block/Lot:	3788/008
Project Sponsor:	Presidio Bay Ventures c/o John Kevlin Reuben, Junius & Rose, LLP One Bush Street, Suite 600 San Francisco, CA 94104
Property Owner:	130 Townsend Property Owner, LLC attn: Cyrus Sanandaji 1160 Battery Street, Suite 100 San Francisco, CA 94111
Staff Contact:	Alex Westhoff – (628) 652-7314 alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2020 – 2021 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTIONS 321 AND 322 THAT WOULD AUTHORIZE UP TO 34,737 SQUARE FEET OF OFFICE SPACE FOR THE PROJECT AT 130 TOWNSEND STREET, LOT 008 IN ASSESSOR'S BLOCK 3788, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND A 65-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On November 2, 2020, John Kevlin of Reuben, Junius and Rose (hereinafter "Project Sponsor") filed Application No. 2019-023623OFA (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to establish approximately 34,737 square feet (sf) in a five-story, 65-ft tall mixed-use building (hereinafter "Project") at 130 Townsend Street, Block 3788 Lot 008 (hereinafter "Project Site").

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on August 4, 2021, the Planning Department of the City and County of San Francisco determined that the proposed project was exempt from further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the Central SoMa Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Central SoMa Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

On September 2, 2021, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2019-023623OFA.

On September 2, 2021, the Commission adopted Motion No. XXXXX, approving a Large Project Authorization for the Proposed Project (Large Project Authorization Application No. 2019-023623ENX). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2019-023623OFA is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Office Development Authorization as requested in Application No. 2019-023623OFA, 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.** Overall, the proposed project (Project) includes a four-story vertical addition to the historic resource (the Townsend Building), as well as a new five-story building on the existing rear surface parking lot (the Stanford Building). Both buildings will largely be devoted to office use. The projects will be designed and constructed as two separate buildings.

   This Office Development Authorization focuses upon the Townsend Building, which would establish approximately 34,737 sf of office use. Specifically, the project includes a four-story vertical addition to an existing double-height, one-story, former industrial brick building. The ground floor will remain retail for the first 25 feet from the Townsend Street frontage (totaling 1,759 sf of retail space), with the remainder proposed for office use.

3. **Site Description and Present Use.** 130 Townsend Street is located on the north side of Townsend Street at the intersection with Stanford Street in the South of Market neighborhood. The subject property includes 80 feet of frontage along Townsend Street and 275 feet of frontage along Stanford Street. The lot includes the subject historic resource for the full length of the Townsend Street frontage and extending roughly 125 feet deep along Stanford Street. The remainder of the lot is devoted to surface parking, with a lot for the property's restaurant, plus a private lot.

   Constructed in 1906, 130 Townsend Street was originally developed for Inglenook Vineyard Agency. While the architect is unknown, both the subject building and its predecessor housed the distribution center for Inglenook, an early Napa Valley winery established in 1879. The subject property was owned by Finnish Sea Captain Gustave Niebaum who founded Inglenook Winery and is credited as being a pioneer in Napa Valley wine production. Subsequent uses of the property have included an auto repair shop, a plumbing supply company, and most recently as Tres Restaurant.

4. **Surrounding Properties and Neighborhood.** To the left of the subject property is a two-story, 9,980 sf, wood-frame, metal clad industrial building, which is also a contributor to the South End Landmark District. The northwesterly building to the rear on Stanford Street is a contemporary four-story 185,602 sf masonry office building.

   The South End Landmark District consists of 55 contributing buildings including one- to multi-story masonry and reinforced concrete warehouses and light industrial structures. The District is particularly notable due to its extraordinary concentration of buildings from almost every period of San Francisco's maritime history, with a period of significance of 1867-1935. Contemporary development lies within the District including compatible new buildings with comparable heights, massing, and bulk to the historic structures.

   The surrounding buildings include residential, retail, and office uses. Other zoning districts in the vicinity of the project include: MUO (Mixed-Use Office), MB-RA (Mission Bay Redevelopment), M-2 (Heavy

Industrial) and SPD (South Park).

5. **Public Outreach and Comments.** The Sponsor completed the required pre-application meeting on October 31, 2019. The Department has received seven emails or phone calls from members of the public to-date. Of the seven, four were largely questions on the project, not specifically expressing support or opposition. One member of the public expressed opposition to the project's lack of parking and its removal of a parking lot. Two members of the SOMA Rotary Club of District 5150 Chapter in San Francisco expressed support of the project, particularly its ground floor retail and preservation of the historic structure.

6. **Planning Code Compliance.** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Record No. 2019-023623ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.

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

   A. Apportionment of office space over the course of the approval period in order to maintain a balance between economic growth, on the one hand, and housing, transportation and public services, on the other.

      Currently, there are 489,006 gross sf of available "Small Cap" office space for allocation. The Project includes approximately 37,737 sf of office space. If this Project is approved, approximately 451,269 sf of space will remain in the Small Cap Allocation.

      The Project successfully balances between economic growth and other public benefits, including support for the City's transit-first goals and affordable housing. The Project includes seven Class 1 and four Class 2 bicycle parking spaces and does not include any automotive parking. The Project site's close proximity to Caltrain and MUNI lines, will facilitate and encourage the office tenants to use alternative means of transportation to travel to and from work. This is in line with one of the Central SoMa Plan's goals to provide safe and convenient transportation that prioritizes walking, bicycling, and transit. The Project will be approved in furtherance of the Central SoMa Area Plan, which specifically encourages new office development in this part of SoMa to create an economically diversified and lively jobs center. In addition, the Project is subject to various development impact fees that will benefit the surrounding community and the City, including fees that go towards the production/retention of affordable housing.

   B. The suitability of the proposed office development for its location, and any effects of the proposed office development specific to that location.

      Use. Office is a principally permitted in the CMUO Zoning District, as well as the Central SoMa Special Use District. The Central SoMa Plan expressly encourages new development in the Plan Area, including the development of office space. The Project's close proximity to public transit will provide employees and tenants with ample access to the Project site, making it a suitable location for office development. In addition to office, the proposed retail use is also in line with the development contemplated for the

Central SoMa Plan Area. By supporting the office-related component of San Francisco's economy, the Project will help strengthen local neighborhood businesses, offer new employment opportunities to San Francisco residents. The Project includes 37,737 sf of new office use, which can assist with the needs of small-to-medium sized companies that are essential to the City's economy.

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

Open Space. The Central SoMa Plan envisions creating new parks and open spaces. The Townsend Building will include approximately 5,761 sf of usable open space including the roof deck and upper story setbacks.

Historic Preservation. The subject property, built in 1906, is a contributor to the Article 10 South End Landmark District. Using the subject property as an office building will help ensure the building's long-term viability by providing a sound economic use. The proposal includes a compatible yet differentiated vertical addition which respects the character defining features of the property and District.

Urban Design. The proposed four-story vertical addition on top of the existing double-height one-story historic resource will result in a five-story, 65-ft tall mixed-use building, which is within the one to six story range of the surrounding Landmark District. The project is designed in a way that is compatible with the Landmark District, while ensuring clear delineation between old and new development. The heavy use of glazing on the vertical addition clearly distinguishes it from the historic resource, thus avoiding any ambiguity between what is historic and what is not. Surrounding the glazing is a terracotta- colored aluminum sunscreen whose colors are compatible with the brick masonry prominent throughout the District, though sited and designed in a way which obviously reads as contemporary.

Seismic Safety. The Project will be designed and constructed to conform to the structural and seismic safety requirements of the Building Code. As such, this Project will improve the property's ability to withstand an earthquake.

C. Whether the proposed project includes development of New Affordable Housing Units such that all of the following criteria are satisfied: (i) The New Affordable Housing units are on-site or located within a Community of Concern as designated by the Board of Supervisors; (ii) The New Affordable Housing Units will be developed pursuant to a requirement included in a development agreement authorized by Government Code Section 65865 or any successor section for the proposed office development; (iii) The number of New Affordable Housing Units is no less than 100% of the New Affordable Housing Units required to house the future employees of the proposed project's office development in

accordance with the City's Affordable Housing Demand Ratio.

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

D. The extent to which the project incorporates Community Improvements that exceed the requirements of zoning and City ordinances applicable to the project. "Community Improvement(s)" include construction, financing, land dedication, or land exchanges for the creation of any of the following facilities: community-serving facilities, including without limitation, childcare facilities, tot lots, community gardens, parks, indoor and outdoor neighborhood-oriented plazas and open space, neighborhood recreation centers, dog parks, public safety facilities, affordable space for community serving retail services and food markets, and affordable space for community arts and cultural activities.

The allocation of office space at this site does not include the creation of any specific facilities that would be considered community improvements. However, the Project will be required to pay the associated development impact fees, including the Eastern Neighborhoods Infrastructure Fee and Transportation Sustainability Fee, which will fund the development and construction of neighborhood amenities and benefits. Overall, the Project is appropriate for its location and size and contributes to various community improvements as envisioned by the Central SoMa Plan.

8. **General Plan Compliance.** The General Plan Consistency Findings set forth in Motion No. XXXXX, Record No. 2019-023623ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion and are incorporated herein as though fully set forth

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

A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

The proposed project will retain retail use which currently exists on site. Furthermore, the proposed project will include office space, thus attracting a potential new base of patrons to the area to support the neighborhood's existing retail uses.

B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

The proposed project will strengthen neighborhood character by respecting the character-defining features of the historic building in conformance with the Secretary of the Interior's Standards. Furthermore, the project is providing an economically viable use for a historic building, thus helping to ensure its long-term vitality. The vertical addition is designed in a way that is compatible with the district, thus helping to ensure the preservation of local character.

C) The City's supply of affordable housing will be preserved and enhanced:

The project will not affect the City's affordable housing supply. No housing exists on the project site.

D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 12, 30, 45, 47, 8, 81X, 82X, 83X, 8AX, 8BX, N and T MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The Project will serve the specific demand for transit-oriented office space due to its proximity to a multitude of public transportation options, including Muni bus lines, Muni metro lines, and Caltrain. The number of different public transit options makes the site easily accessible from all over the Bay Area without a car, while not overburdening one type of public transit. Furthermore, the project includes both Class 1 and Class 2 bicycle parking spots, and well as an in-lieu bicycle parking fee for deficient spaces along Stanford Street frontage.

E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

While the proposed project is largely office use, it will retain the existing retail use along Townsend Street. The Project will not displace any existing industrial or service sector.

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

The Project will be designed and constructed to conform to the structural and seismic safety requirements of the Building Code. As such, this Project will improve the property's ability to withstand an earthquake. This includes removing the interior wood framing from the existing historic structure and constructing concrete columns to provide support for the new office building.

G) That landmark and historic buildings will be preserved:

The proposed project is in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards. Furthermore, the project proposes an economically viable use for an existing historic building, thus helping to support its longevity.

H) Parks and open space and their access to sunlight and vistas will be protected from development:

The proposed project will not impact the access to sunlight or vistas for the parks and open space.

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

the neighborhood and would constitute a beneficial development.

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Office Development Authorization Application No. 2019-023623OFA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 13, 2021 and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 321 and 322 Office Development Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Avenue, Suite 1475, San Francisco, CA 94103.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 2, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: September 2, 2021

EXHIBIT A

Authorization

This authorization is for a Office Development Authorization to allow up to 34,737 sf of Office Use located at 130 Townsend Street, Block 3788 Lot 008 pursuant to Planning Code Sections 321 and 322 within the CMUO Zoning District and a 65-X Height and Bulk District; in general conformance with plans, dated July 13, 2021, and stamped "EXHIBIT B" included in the docket for Record No. 2019-023623OFA and subject to conditions of approval reviewed and approved by the Commission on September 2, 2021 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 September 2, 2021 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

6. **Additional Project Authorization - LPA.** The Project Sponsor must obtain a Large Project Authorization under Planning Code Section 329.. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7316, www.sfplanning.org

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

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7316, www.sfplanning.org

8. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said construction is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

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

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

PLANNING COMMISSION DRAFT MOTION

HEARING DATE: September 2, 2021

Record No.:	2019-023623OFA-02
Project Address:	50 Stanford Street
Zoning:	CMUO (Central SoMa – Mixed Use Office) Zoning District 65-X Height and Bulk District Central SoMa Special Use District
Block/Lot:	3788/008
Project Sponsor:	Presidio Bay Ventures c/o John Kevlin Reuben, Junius & Rose, LLP One Bush Street, Suite 600 San Francisco, CA 94104
Property Owner:	130 Townsend Property Owner, LLC Attn: Cyrus Sanandaji 1160 Battery Street, Suite 100 San Francisco, CA 94111
Staff Contact:	Alex Westhoff – (628) 652-7314 alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2020 – 2021 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTIONS 321 AND 322 THAT WOULD AUTHORIZE UP TO 46,464 SQUARE FEET OF OFFICE SPACE FOR THE PROJECT AT 50 STANFORD STREET, LOT 008 IN ASSESSOR'S BLOCK 3788, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND A 65-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On November 2, 2020, John Kevlin, of Reuben, Junius and Rose (hereinafter "Project Sponsor") filed Application No. 2019-023623OFA-02 (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to authorize up to 46,464 square feet (sf) of new office use within a new 65-ft tall, mixed-use building (hereinafter "Project") at 50 Stanford Street, Block 3788 Lot 008 (hereinafter "Project Site").

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on August 4, 2021, the Planning Department of the City and County of San Francisco determined that the proposed project was exempt from further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the Central SoMa Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Central SoMa Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

On September 2, 2021, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2019-023623OFA-02.

On September 2, 2021, the Commission adopted Motion No. XXXXX, approving a Large Project Authorization for the Proposed Project (Large Project Authorization Application No. 2019-023623ENX). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2019-023623OFA-02 is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Office Development Authorization as requested in Application No. 2019-023623OFA-02, 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.** Overall, the proposed project (Project) includes a four-story vertical addition to the historic resource (the Townsend Building), as well as a new five-story building on the existing rear surface parking lot (the Stanford Building). Both buildings will largely be devoted to office use. The projects will be designed and constructed as two separate buildings.

   This Office Development Authorization focuses upon the Stanford Building, which includes new construction of a five-story building on the project site's existing surface parking lot. The new building will consist mainly of office use, with some PDR use on the ground floor. The first two stories will be built to the property lines, with increasing setbacks along Stanford street from floors three to five. Setbacks, as well as the roof, will be largely devoted to exterior terraces and green roofs. Exterior elements include glazed terra cotta and exposed concrete, with clear insulated glazing particularly dominant in floors three to five.

3. **Site Description and Present Use.** 130 Townsend Street is located on the north side of Townsend Street at the intersection with Stanford Street in the South of Market neighborhood. The subject property includes 80 feet of frontage along Townsend Street and 275 feet of frontage along Stanford Street. The lot includes the subject historic resource for the full length of the Townsend Street frontage and extending roughly 125 feet deep along Stanford Street. The remainder of the lot, where the Stanford Building is proposed to be built, is devoted to surface parking, with a lot for the property's restaurant, plus a private lot.

4. **Surrounding Properties and Neighborhood.** To the left of the subject property is a two-story, 9,980 sf, wood-frame, metal clad industrial building, which is also a contributor to the South End Landmark District. The northwesterly building to the rear on Stanford Street is a contemporary four-story 185,602 sf masonry office building.

   The South End Landmark District consists of 55 contributing buildings including one- to multi-story masonry and reinforced concrete warehouses and light industrial structures. The District is particularly notable due to its extraordinary concentration of buildings from almost every period of San Francisco's maritime history, with a period of significance of 1867-1935. Contemporary development lies within the District including compatible new buildings with comparable heights, massing, and bulk to the historic structures.

   The surrounding buildings include residential, retail, and office uses. Other zoning districts in the vicinity of the project include: MUO (Mixed-Use Office), MB-RA (Mission Bay Redevelopment), M-2 (Heavy Industrial) and SPD (South Park).

5. **Public Outreach and Comments.** The Sponsor completed the required pre-application meeting on October 31, 2019. The Department has received seven emails or phone calls from members of the public

to-date. Of the seven, four were largely questions on the project, not specifically expressing support or opposition. One member of the public expressed opposition to the project's lack of parking and its removal of a parking lot. Two members of the SOMA Rotary Club of District 5150 Chapter in San Francisco expressed support of the project, particularly its ground floor retail and preservation of the historic structure.

6. **Planning Code Compliance.** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Record no. 2019-023623ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.

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

   A. Apportionment of office space over the course of the approval period in order to maintain a balance between economic growth, on the one hand, and housing, transportation and public services, on the other.

      Currently, there are 489,006 gross sf of available "Small Cap" office space for allocation. The Project includes approximately 46,464 sf of office space. If this Project is approved, approximately 442,542 sf of space will remain in the Small Cap Allocation. The Project successfully balances between economic growth and other public benefits, including support for the City's transit-first goals and affordable housing. The Project includes ten Class 1 bicycle parking spaces and does not include any automotive parking. The Project site's close proximity to Caltrain and MUNI lines, will facilitate and encourage the office tenants to use alternative means of transportation to travel to and from work. This is in line with one of the Central SoMa Plan's goals to provide safe and convenient transportation that prioritizes walking, bicycling, and transit. The Project will be approved in furtherance of the Central SoMa Area Plan, which specifically encourages new office development in this part of SoMa to create an economically diversified and lively jobs center. In addition, the Project is subject to various development impact fees that will benefit the surrounding community and the City, including fees that go towards the production/retention of affordable housing.

   B. The suitability of the proposed office development for its location, and any effects of the proposed office development specific to that location.

      Use. Office is a principally permitted in the CMUO Zoning District, as well as the Central SoMa Special Use District. The Central SoMa Plan expressly encourages new development in the Plan Area, including the development of office space. The Project's close proximity to public transit will provide employees and tenants with ample access to the Project site, making it a suitable location for office development. In addition to office, the proposed retail use is also in line with the development contemplated for the Central SoMa Plan Area. By supporting the office-related component of San Francisco's economy, the Project will help strengthen local neighborhood businesses, offer new employment opportunities to San Francisco residents. The Project includes 46,464 sf of new office use, which can assist with the needs of small-to-medium sized companies that are essential to the City's economy.

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

Open Space. The Central SoMa Plan envisions creating new parks and open spaces. The Stanford Building will include approximately 6,254 sf of usable open space including the roof deck and upper story setbacks.

Historic Preservation. The proposed project falls within the South End Article Landmark District. 50 Stanford Street will be built on a vacant lot, thus the Project is not demolishing any historic structures within the District. The proposal respects the character defining features of the existing historic building at 130 Townsend, which it is built next to, and will not obscure, alter, or remove any of the property's character defining features on its primary or secondary side façade. Through new office and PDR space, the new building will help support the economic vitality of the District.

Urban Design. The project will total a five-story 65-feet height building, which is within the one to six story range of the surrounding Landmark District. The project is designed in a way that is compatible with the Landmark District, while ensuring clear delineation between old and new development. The heavy use of glazing clearly distinguishes it from surrounding historical resources, thus avoiding any ambiguity between what is historic and what is not. Materials including exposed concrete and metal panels help ensure compatibility with the District.

Seismic Safety. The Project will be designed and constructed to conform to the structural and seismic safety requirements of the Building Code.

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

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

D. The extent to which the project incorporates Community Improvements that exceed the

requirements of zoning and City ordinances applicable to the project. "Community Improvement(s)" include construction, financing, land dedication, or land exchanges for the creation of any of the following facilities: community-serving facilities, including without limitation, childcare facilities, tot lots, community gardens, parks, indoor and outdoor neighborhood-oriented plazas and open space, neighborhood recreation centers, dog parks, public safety facilities, affordable space for community serving retail services and food markets, and affordable space for community arts and cultural activities.

The allocation of office space at this site does not include the creation of any specific facilities that would be considered community improvements. However, the Project will be required to pay the associated development impact fees, including the Eastern Neighborhoods Infrastructure Fee and Transportation Sustainability Fee, which will fund the development and construction of neighborhood amenities and benefits. Overall, the Project is appropriate for its location and size and contributes to various community improvements as envisioned by the Central SoMa Plan.

8. **General Plan Compliance.** The General Plan Consistency Findings set forth in Motion No. XXXXX, Case No. 2019-023623ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion and are incorporated herein as though fully set forth

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

   A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

   The proposed project includes office and PDR space, thus attracting a potential new base of patrons to the area to support the neighborhood's existing retail uses.

   B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

   The proposed project will strengthen neighborhood character by respecting the character-defining features of the adjacent historic building and the District which it lies in, in conformance with the Secretary of the Interior's Standards. The new building is designed in a way that is compatible with the district, thus helping to ensure the preservation of local character.

   C) The City's supply of affordable housing will be preserved and enhanced:

   The project will not affect the City's affordable housing supply. No housing exists on the project site.

   D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

   The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 12, 30, 45, 47, 8, 81X, 82X, 83X, 8AX, 8BX, N and T MUNI bus lines, as well as the Central

Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The Project will serve the specific demand for transit-oriented office space due to its proximity to a multitude of public transportation options, including Muni bus lines, Muni metro lines, and Caltrain. The number of different public transit options makes the site easily accessible from all over the Bay Area without a car, while not overburdening one type of public transit. Furthermore the project includes both Class 1 and Class 2 bicycle parking spots, and well as an in-lieu bicycle parking fee for deficient spaces along Stanford Street frontage.

E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

While the proposed project is largely office use, it will also include PDR use and it will not displace any existing industrial or service sector.

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

The Project will be designed and constructed to conform to conform to the structural and seismic safety requirements of the Building Code. As such, the Project will be prepared to protect against injury and loss of life in an earthquake.

G) That landmark and historic buildings will be preserved:

The proposed project does not include the demolition of any historic resources and is designed in a way to be compatible with the Landmark District which it lies in, thus in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards. Furthermore, through providing an economically viable use, the project will help support the District's long-term vitality.

H) Parks and open space and their access to sunlight and vistas will be protected from development:

The proposed project will not impact the access to sunlight or vistas for the parks and open space.

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Office Development Authorization Application No. 2019-023623OFA-02** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 13, 2021 and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 321 and 322 Office Development Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Avenue, Suite 1475, San Francisco, CA 94103.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 2, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: September 2, 2021

EXHIBIT A

Authorization

This authorization is for a Office Development Authorization to allow up to 46,464 sf of Office Use located at 50 Stanford Street, Block 3788 Lot 008 pursuant to Planning Code Section 321 and 322 within the CMUO Zoning District and a 65-X Height and Bulk District; in general conformance with plans, dated July 13, 2021, and stamped "EXHIBIT B" included in the docket for Record No. 2019-023623OFA-02 and subject to conditions of approval reviewed and approved by the Commission on September 2, 2021 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 XXXXXX under Motion No XXXXXX.

Printing of Conditions of Approval on Plans

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

Severability

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

Changes and Modifications

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

6. **Additional Project Authorization - LPA & VAR.** The Project Sponsor must obtain a Large Project Authorization under Section 329, and a Variance under Section 305. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7316, www.sfplanning.org

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

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7316, www.sfplanning.org

8. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said construction is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

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

Exhibit B:

Plans and Renderings

PARCEL ADDRESS

PARCEL:	BLOCK 3788 / LOT 008
ADDRESS:	130 TOWNSEND STREET SAN FRANCISCO, CA, 94107

ZONING DISTRICTS

CMUO: CENTRAL SOMA MIXED USE OFFICE
CENTRAL SOMA MIXED USE - OFFICE DISTRICT CONTROLS

SPECIAL USE DISTRICTS CENTRAL SOMA

OCCUPANCY

EXISTING USE:	A (RESTAURANT)
PROPOSED USE:	B (OFFICE)

HEIGHT & BULK DISTRICT

CURRENT ZONING:	65-X
PROPOSED HEIGHT:	65'-0"

PARCEL SIZE

LOT AREA: 22,000 SF

HISTORIC RESOURCE STATUS A

FAR RATIO NONE

SITE ZONING INFORMATION | 9

SHEET LIST | 10

EXCAVATION DETAILS:
MAX EXCAVATION DEPTH: APPROXIMATELY 21 FEET
AREA OF EXCAVATION: 3085 SF
AMOUNT OF EXCAVATION IN CUBIC YARDS: 1668 CY
UTILITY EXCAVATION: 185 CY

USABLE OPEN SPACE REQUIREMENTS (SECTION 135.3):
OFFICE USE: 1 SF PER 50 SF OF GROSS FLOOR AREA

REQUIRED: 47175 SF / 50 SF = 944 SF
PROPOSED: 6254 SF

POPOS REQUIREMENTS (SECTION 138):
NONE

PARKING REQUIREMENTS:
NONE

BIKE PARKING (SECTION 155.2):
OFFICE USE:
CLASS I: 1 SPACE PER 5000 SF OF OCCUPIED FLOOR AREA
REQUIRED PARKING: 46464 SF / 5000 SF = 10 SPOTS
PROPOSED PARKING: **10 CLASS I SPOTS**

CLASS II: MINIMUM OF 2 SPACES PER 5000 SF. 1 SPACE PER ADDITIONAL 50,000 SF.
REQUIRED PARKING: (46464 SF / 5000 SF) X 2 = 20 SPOTS
PROPOSED PARKING: **0 CLASS II SPOTS**
(SDAT REQUIRES NO BIKE PARKING ALONG STANFORD FRONTAGE. WAIVER/IN-LIEU FEE WILL BE REQUIRED)

PDR USE (INDUSTRIAL):
CLASS I: 1 SPACE PER 12000 SF OF OCCUIED FLOOR AREA.
REQUIRED PARKING: **NONE** (PDR SPACE BELOW 12000 SF)

CLASS II: MINIMUM 2 SPOTS. 4 SPOTS FOR SPACES LARGER THAN 50000 SF
REQUIRED PARKING: 2 SPOTS
PROPOSED: **0 CLASS II SPOTS**
(SDAT REQUIRES NO BIKE PARKING ALONG STANFORD FRONTAGE. WAIVER/IN-LIEU FEE WILL BE REQUIRED)

SHOWERS AND LOCKERS (SECTION 155.4)
REQUIRED FACILITIES: 4 SHOWERS AND 24 LOCKERS
PROPOSED FACILITIES: **4 SHOWERS AND 24 LOCKERS**

CODE SUMMARY - STANFORD BUILDING | 8

EXCAVATION DETAILS:
MAX EXCAVATION DEPTH: APPROXIMATELY 21 FEET
AREA OF EXCAVATION: 3443 SF
AMOUNT OF EXCAVATION IN CUBIC YARDS: 1854 CY
UTILITY EXCAVATION: 160 CY

USEABLE OPEN SPACE REQUIREMENTS (SECTION 135.3):
OFFICE USE: 1 SF PER 50 SF OF GROSS FLOOR AREA

REQUIRED: 36496 SF / 50 SF = 730 SF
PROPOSED: 5761 SF

POPOS REQUIREMENTS (SECTION 138)
NONE (ADDITION IS UNDER 50,000 SF)

PARKING REQUIREMENTS
NONE

BIKE PARKING (SECTION 155.2)
OFFICE USE:
CLASS I: 1 SPACE PER 5000 SF OF OCCUPIED FLOOR AREA
REQUIRED PARKING: 34737 SF / 5000 SF = 7 SPOTS
PROPOSED PARKING: **7 CLASS I SPOTS**

CLASS II: MINIMUM OF 2 SPACES FOR EVERY 5000 SF. 1 SPACE PER ADDITIONAL 50,000 SF.
REQUIRED PARKING: (34737 SF / 5000 SF) X 2 = 14 SPOTS
PROPOSED PARKING: **1 CLASS II SPOT**
(SDAT REQUIRES NO BIKE PARKING ALONG STANFORD FRONTAGE. WAIVER/IN-LIEU FEE WILL BE REQUIRED)

RETAIL USE:
CLASS I: 1 SPACE PER 7500 SF OF OCCUPIED FLOOR AREA
REQUIRED PARKING: **NONE** (RETAIL SPACE BELOW 7500 SF)

CLASS II: MINIMUM 2 SPACES. 1 PER 750 SF.
REQUIRED PARKING: 1759 SF / 750 = 3
PROPOSED PARKING: **3 CLASS II SPOTS**

SHOWERS AND LOCKERS (SECTION 155.4)
REQUIRED FACILITIES: 2 SHOWERS AND 12 LOCKERS
PROPOSED FACILITIES: **2 SHOWERS AND 12 LOCKERS**

CODE SUMMARY - TOWNSEND BUILDING | 7

RENDERING | 2

PROJECT NARRATIVE

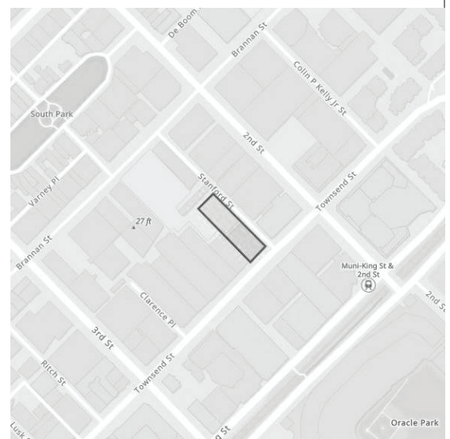
THE PROPOSED PROJECT WILL CREATE A VERTICAL ADDITION TO AN EXISTING BUILDING, RESULTING IN AN OFFICE BUILDING WITH GROUND FLOOR RETAIL AND WILL ALSO CONSTRUCT A SECOND NEW, 5 LEVEL OFFICE BUILDING ON THE EXISTING SURFACE PARKING ON THE NORTH SIDE OF THE PROPERTY. THE EXISTING BUILDING IS A HISTORIC RESOURCE, AND THE PROPOSED DESIGN INCORPORATES THE STREET FACING FACADES OF THE EXISTING STRUCTURE.

THE SITE IS A CORNER LOT WITH 80'-0" OF FRONTAGE ALONG TOWNSEND STREET AND 27'5"-0" OF FRONTAGE ALONG STANFORD STREET. THE SITE IS LOCATED WITH CLOSE PROXIMITY TO TRANSIT HUBS.

THE PROPOSED OFFICE PROJECT WILL BE DESIGNED AND CONSTRUCTED AS TWO SEPARATE BUILDINGS, EACH UNDER THE LIMIT OF THE SMALL OFFICE ALLOCATION OF 49,999 SF. THE BUILDINGS WILL BE DESIGNED AND BUILT TO BE ENTIRELY AUTONOMOUS. AS SUCH, THEY WILL EACH HAVE SEPARATE MEP SYSTEMS, STRUCTURAL SYSTEMS, ENTRANCES AND EGRESS, WALLS, AND DESIGNS. THE BUILDINGS WILL BE CONSTRUCTED CONCURRENTLY, WITH AN OVERALL CONSTRUCTION ESTATION OF 16 MONTHS FOR THE ENTIRE PROPERTY.

THESE BUILDINGS ARE ADDRESSED INDIVIDUALLY IN THIS APPLICATION PACKAGE, REFERRED TO AS THE TOWNSEND BUILDING OR BUILDING 1 (FRONTING TOWNSEND STREET), AND THE STANFORD BUILDING OR BUILDING 2 (FRONTING STANFORD STREET).

PROJECT NARRATIVE | 4



VICINITY MAP | 1

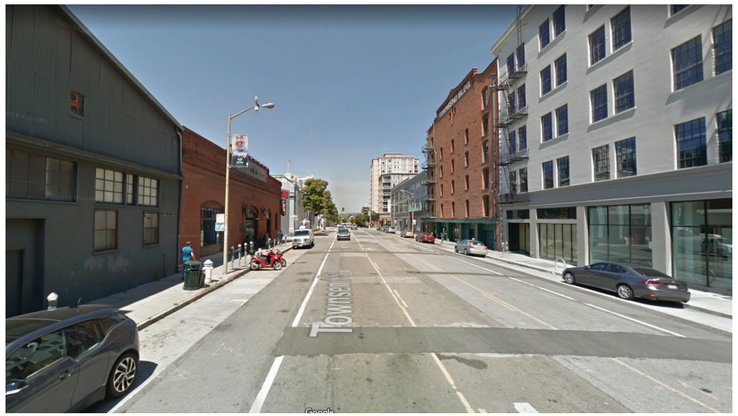
PRESIDIO BAY VENTURES
STANTON ARCHITECTURE
PAGE & TURNBULL

130 TOWNSEND ST

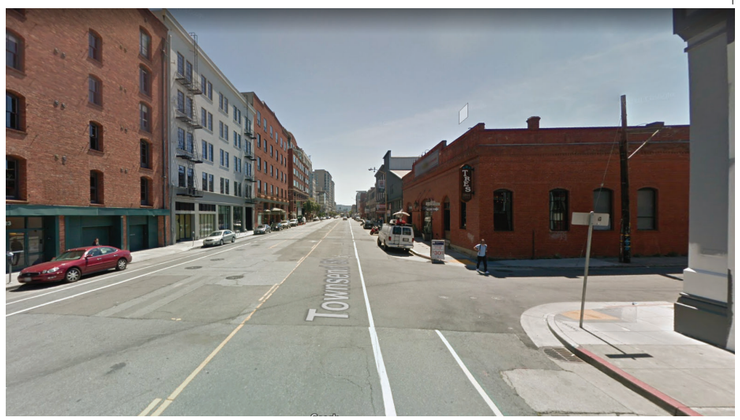
07/13/2021

COVER, CODE

A00



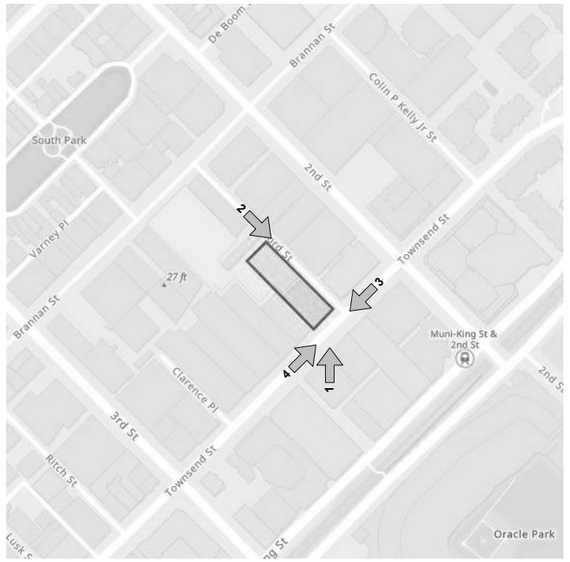
VIEW ALONG TOWNSEND STREET - LOOKING EAST | 4



VIEW ALONG TOWNSEND STREET - LOOKING WEST | 3

VIEW ALONG STANFORD STREET - LOOKING SOUTH | 2

VIEW ALONG TOWNSEND STREET - LOOKING AT FACADE | 1



KEY MAP | 0

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

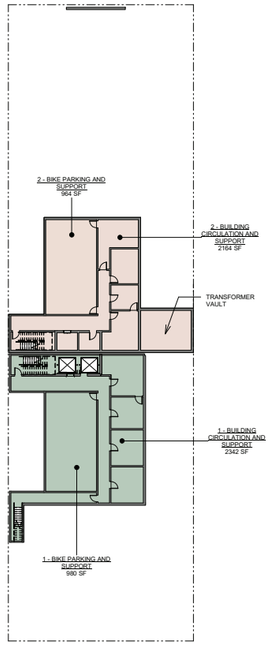
PAGE & TURNBULL

130 TOWNSEND ST

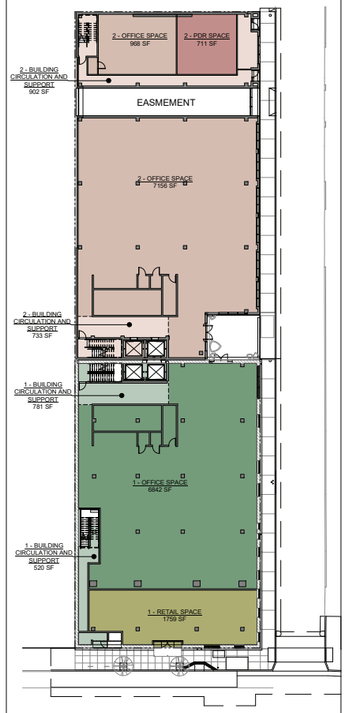
07/13/2021

SITE PHOTOGRAPHS

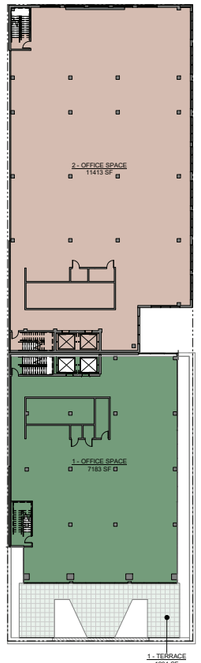
A01



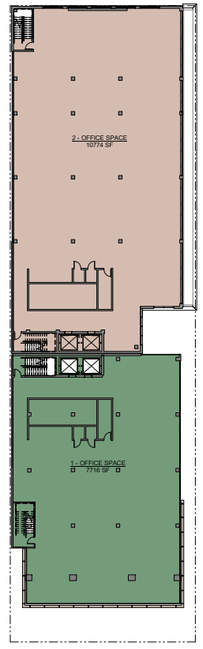
BASEMENT
1" = 30'-0"
B



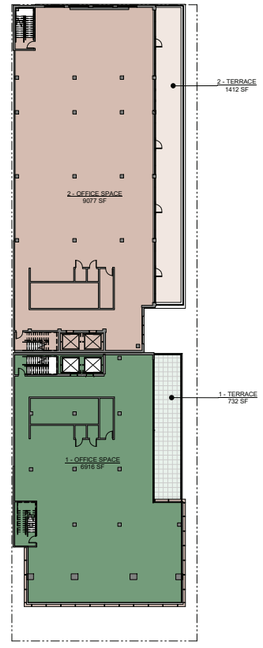
LEVEL 1
1" = 30'-0"
1



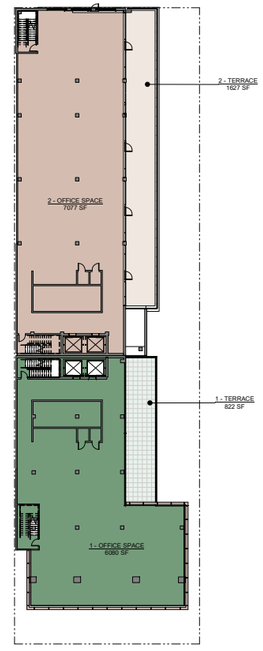
LEVEL 2
1" = 30'-0"
2



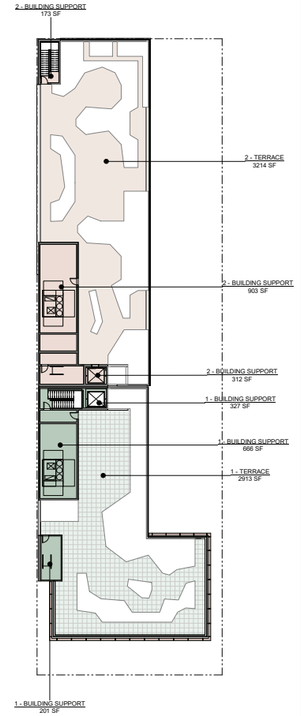
LEVEL 3
1" = 30'-0"
3



LEVEL 4
1" = 30'-0"
4



LEVEL 5
1" = 30'-0"
5



ROOF
1" = 30'-0"
6

BUILDING AREA - TOWNSEND BUILDING

BASEMENT	1 - BIKE PARKING AND SUPPORT	980 SF
BASEMENT	1 - BUILDING CIRCULATION AND SUPPORT	2342 SF
LEVEL 1	1 - OFFICE SPACE	6842 SF
LEVEL 1	1 - RETAIL SPACE	1759 SF
LEVEL 1	1 - BUILDING CIRCULATION AND SUPPORT	781 SF
LEVEL 1	1 - BUILDING CIRCULATION AND SUPPORT	520 SF
LEVEL 2	1 - OFFICE SPACE	7183 SF
LEVEL 3	1 - OFFICE SPACE	7716 SF
LEVEL 4	1 - OFFICE SPACE	6916 SF
LEVEL 5	1 - OFFICE SPACE	6080 SF
ROOF	1 - BUILDING SUPPORT	327 SF
ROOF	1 - BUILDING SUPPORT	201 SF
ROOF	1 - BUILDING SUPPORT	666 SF
		42313 SF

OUTDOOR SPACE - TOWNSEND BUILDING

LEVEL 2	1 - TERRACE	1294 SF
LEVEL 4	1 - TERRACE	732 SF
LEVEL 5	1 - TERRACE	822 SF
ROOF	1 - TERRACE	2913 SF
		5761 SF

GROSS SQUARE FOOTAGE - TOWNSEND BUILDING

LEVEL 1	1 - OFFICE SPACE	6842 SF
LEVEL 1	1 - RETAIL SPACE	1759 SF
LEVEL 2	1 - OFFICE SPACE	7183 SF
LEVEL 3	1 - OFFICE SPACE	7716 SF
LEVEL 4	1 - OFFICE SPACE	6916 SF
LEVEL 5	1 - OFFICE SPACE	6080 SF
		36496 SF

TOWNSEND BUILDING SQUARE FOOTAGE BREAKDOWN
2

BUILDING AREA - STANFORD BUILDING

BASEMENT	2 - BIKE PARKING AND SUPPORT	964 SF
BASEMENT	2 - BUILDING CIRCULATION AND SUPPORT	2164 SF
LEVEL 1	2 - OFFICE SPACE	7156 SF
LEVEL 1	2 - OFFICE SPACE	968 SF
LEVEL 1	2 - BUILDING CIRCULATION AND SUPPORT	902 SF
LEVEL 1	2 - BUILDING CIRCULATION AND SUPPORT	733 SF
LEVEL 1	2 - PDR SPACE	711 SF
LEVEL 2	2 - OFFICE SPACE	11413 SF
LEVEL 3	2 - OFFICE SPACE	10774 SF
LEVEL 4	2 - OFFICE SPACE	9077 SF
LEVEL 5	2 - OFFICE SPACE	7077 SF
ROOF	2 - BUILDING SUPPORT	173 SF
ROOF	2 - BUILDING SUPPORT	903 SF
ROOF	2 - BUILDING SUPPORT	312 SF
		53326 SF

OUTDOOR SPACE - STANFORD BUILDING

LEVEL 4	2 - TERRACE	1412 SF
LEVEL 5	2 - TERRACE	1627 SF
ROOF	2 - TERRACE	3214 SF
		6253 SF

GROSS SQUARE FOOTAGE - STANFORD BUILDING

LEVEL 1	2 - OFFICE SPACE	7156 SF
LEVEL 1	2 - OFFICE SPACE	968 SF
LEVEL 1	2 - PDR SPACE	711 SF
LEVEL 2	2 - OFFICE SPACE	11413 SF
LEVEL 3	2 - OFFICE SPACE	10774 SF
LEVEL 4	2 - OFFICE SPACE	9077 SF
LEVEL 5	2 - OFFICE SPACE	7077 SF
		47175 SF

STANFORD BUILDING SQUARE FOOTAGE BREAKDOWN
1

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

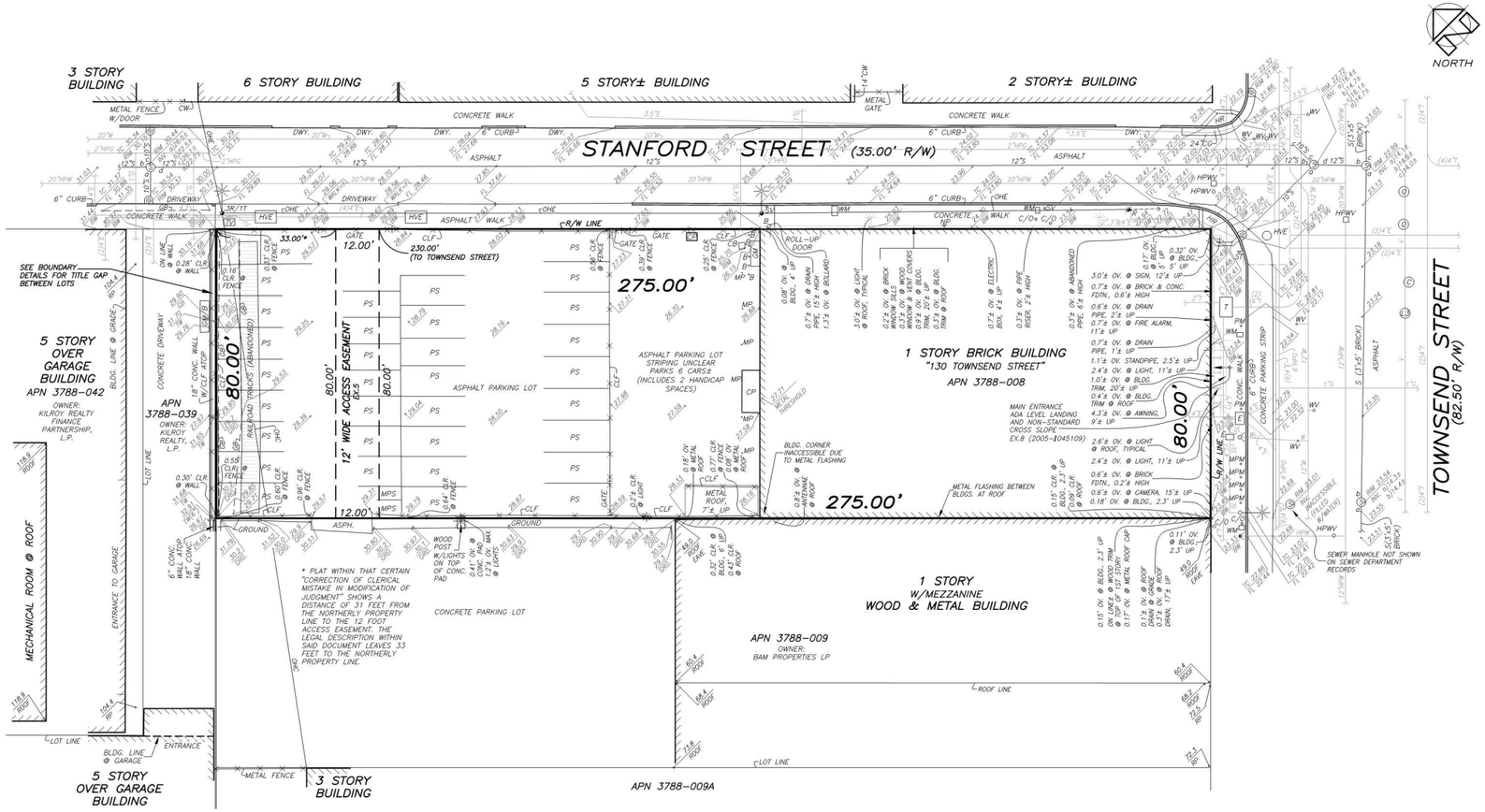
PAGE & TURNBULL

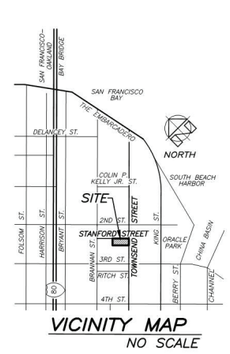
130 TOWNSEND ST

07/13/2021

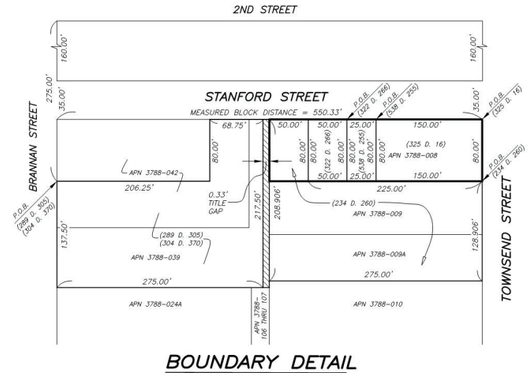
PROGRAM - BLDG 1 & 2

A02



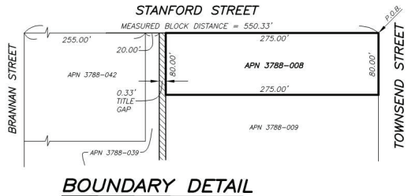


VICINITY MAP
NO SCALE



BOUNDARY DETAIL
(McENERNY DEEDS)
NO SCALE

SITE AREA = 22,000 SQ.FT.



BOUNDARY DETAIL
(VESTING DEEDS)
NO SCALE

0 8 16 32
GRAPHIC SCALE

S-9788A_SITE SURVEY.dwg

LEGEND

CLR.	CLEAR OF PROPERTY LINE
OV.	OVER PROPERTY LINE
MAX.	MAXIMUM
BLDG.	BUILDING
APN	ASSESSOR'S PARCEL NUMBER
FDTN.	FOUNDATION
R/W	RIGHT OF WAY
P.O.B.	POINT OF BEGINNING
P.	PARCEL
O.R.	OFFICIAL RECORDS
D.	DEEDS
HR	HANDICAP RAMP
DWY.	DRIVEWAY
CW	CONCRETE WALL
CG	CONCRETE GUTTER
PS	PARKING SPACE
MPS	MOTORCYCLE PARKING SPACE
CONC.	CONCRETE
ASPH.	ASPHALT
CLF	CHAIN LINK FENCE
TC	TOP OF CURB
FL	FLOW LINE
BW	BACK OF WALK
GB	GRADE BREAK
INV.	INVERT
RP	ROOF PARAPET
TW	TOP OF WALL
ST	STREET SIGN
PM	PARKING METER
MPM	MOTORCYCLE PARKING METER
T	TELEPHONE PULLBOX
WM	WATER METER
E	ELECTRIC PULLBOX
E	ELECTRIC PULLBOX
	LOW PRESSURE FIRE HYDRANT
	HIGH PRESSURE FIRE HYDRANT
C/O	SEWER CLEANOUT
C/O	SEWER CLEANOUT
	POWER POLE
R	RISER
	GUY WIRE/ANCHOR
	ELECTROLIER
	POWER POLE & ELECTROLIER
3R/1T	POWER POLE & ELECTROLIER W/3 RISERS & 1 TRANSFORMER
SV	SEWER VENT
NP	NO PARKING SIGN
B	BOLLARD
MP	METAL POLE, 14'± HIGH
TV	TELEVISION PULLBOX
HVE	HIGH VOLTAGE ELECTRIC VAULT COVER
	LIGHT POLE
GM/B	GAS METERS W/BOLLARDS
CB	CATCH BASIN
GM	GAS METERS
CP	CONCRETE PAD
	CATCH BASIN
HPWV	HIGH PRESSURE WATER VALVE
HPWVo	HIGH PRESSURE WATER VALVE
WV	WATER VALVE
S	SEWER MANHOLE
HVE	HIGH VOLTAGE ELECTRIC MANHOLE
O	QWEST MANHOLE
C	COMMUNICATION MANHOLE
L3	LEVEL 3 MANHOLE
OHE	OVERHEAD ELECTRIC WIRES
OHC	OVERHEAD COMMUNICATION WIRES
E	ELECTRIC LINE
G	GAS LINE
HPG	HIGH PRESSURE GAS LINE
S	SEWER LINE
SL	STREET LIGHT LINE
T	TELEPHONE LINE
TV	TELEVISION LINE
V	VERIZON (COMMUNICATION) LINE
W	WATER LINE
HPW	HIGH PRESSURE WATER LINE

LEGAL DESCRIPTION

ALL THAT REAL PROPERTY SITUATED IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHWESTERLY LINE OF TOWNSEND STREET WITH THE SOUTHWESTERLY LINE OF STANFORD STREET AND RUNNING THENCE SOUTHWESTERLY ALONG SAID LINE OF TOWNSEND STREET 80 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 275 FEET; THENCE AT A RIGHT ANGLE NORTHEASTERLY 80 FEET TO THE SAID SOUTHEASTERLY LINE OF STANFORD STREET; AND RUNNING THENCE SOUTHEASTERLY ALONG THE SAID LINE OF STANFORD STREET 275 FEET TO THE SAID NORTHWESTERLY LINE OF TOWNSEND STREET AND THE POINT OF BEGINNING.

BEING A PORTION OF 100 VARA BLOCK NO. 360.

APN: LOT 008, BLOCK 3788

SURVEY REFERENCE

CHICAGO TITLE COMPANY AMENDED PRELIMINARY REPORT NO. 60600247-606-TEO-JM DATED JUNE 21, 2019, AMENDED: JULY 9, 2019, AMENDMENT NO. C.

THE FOLLOWING ARE EXCEPTIONS TO TITLE WITHIN THE ABOVE REFERENCED PRELIMINARY REPORT:

5. AN EASEMENT FOR ACCESS AND INCIDENTAL PURPOSES AS DISCLOSED BY THAT CERTAIN MODIFICATION OF JUDGEMENT RECORDED APRIL 13, 1981 IN BOOK D180, PAGE 777, OFFICIAL RECORDS. AN UNRECORDED "MODIFICATION OF JUDGEMENT DATED OCTOBER 13, 1977" FILED NOVEMBER 24, 1980 AND ENTERED ON NOVEMBER 25, 1980. AN UNRECORDED "CORRECTION OF CLERICAL MISTAKE IN MODIFICATION OF JUDGEMENT DATED OCTOBER 13, 1977", FILED MAY 7, 1981 AND ENTERED MAY 8, 1981. PLOTTED HEREON.

6. "NOTICE OF DESIGNATION OF AN HISTORIC DISTRICT" RECORDED AUGUST 6, 1990 IN REEL F183, IMAGE 625, OFFICIAL RECORDS. NOT PLOTTABLE.

7. "NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE" RECORDED AUGUST 8, 2005, DOCUMENT NO. 2005-1004885, OFFICIAL RECORDS. NOT PLOTTABLE.

8. "DECLARATION OF USE" – MINOR SIDEWALK ENCROACHMENT PERMIT FOR ADA LEVEL LANDING AND NON-STANDARD CROSS SLOPES ALONG THE TOWNSEND STREET FRONTAGE, RECORDED SEPTEMBER 30, 2005, DOCUMENT NO. 2005-1045109, OFFICIAL RECORDS. PLOTTED HEREON.

BASIS OF SURVEY

1. CITY OF SAN FRANCISCO MONUMENT MAP NO. 319 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.
2. BLOCK DIAGRAM OF 100 VARA BLOCK 360 DATED NOVEMBER 3, 1909 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.

BENCHMARK

CCSF BENCHMARK 10296, A BRASS DISK IN THE CONCRETE CURB BETWEEN TWO HANDICAP RAMPS AT THE NORTHEAST CORNER OF 2ND AND TOWNSEND STREETS. ELEVATION = 21.477 FEET CCSF 2013 NAVD88 VERTICAL DATUM.

GENERAL NOTES

1. DETAILS NEAR PROPERTY LINES MAY NOT BE TO SCALE.
2. ALL PROPERTY LINE ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.
3. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

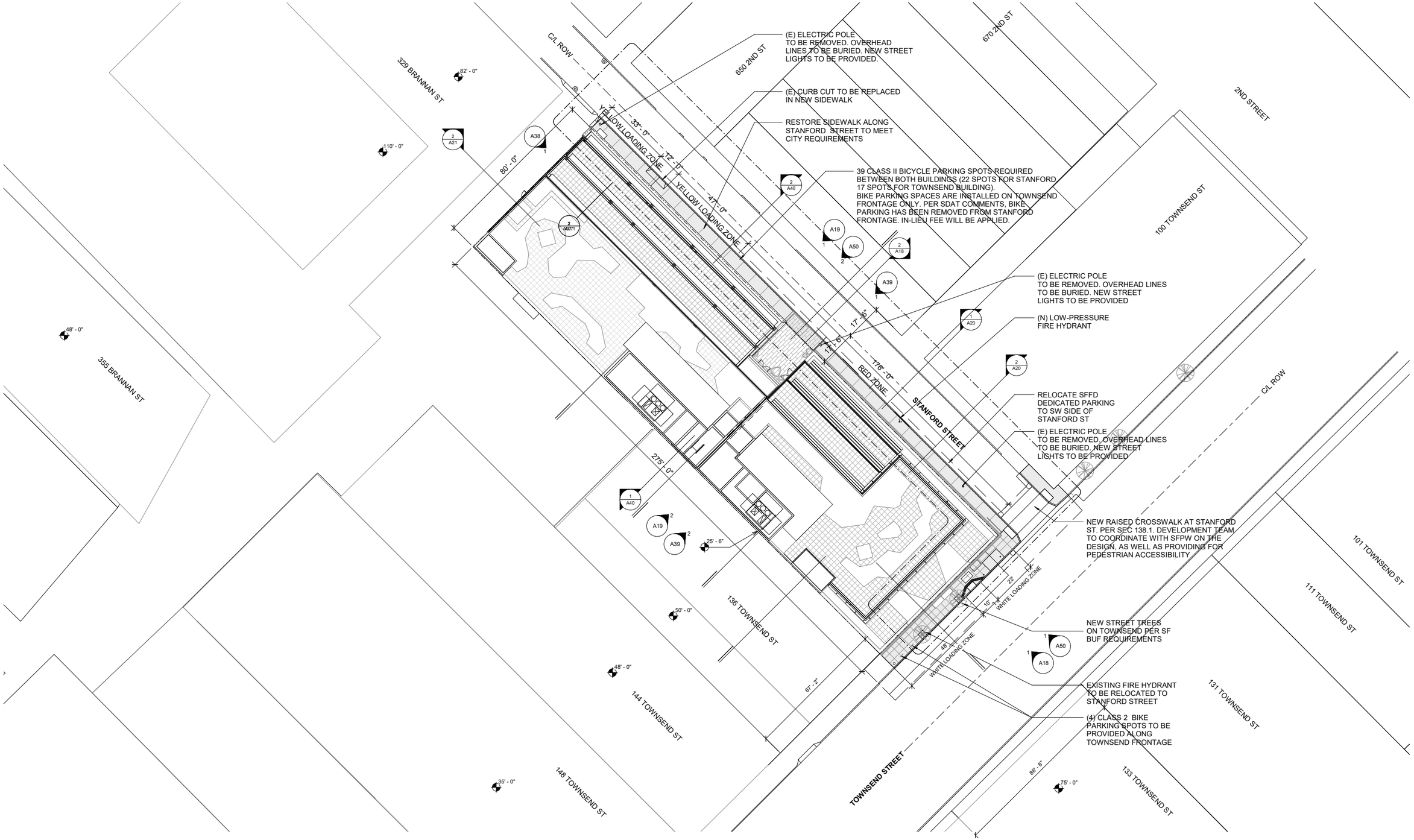
UTILITY NOTE

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS, INDICATED LOCATION OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY. DUE TO THE PROLIFERATION OF TELECOMMUNICATION COMPANIES, NOT ALL UNDERGROUND RECORDS ARE AVAILABLE. THEREFORE, THERE MAY BE TELECOMMUNICATION LINES NOT SHOWN HEREON.
MUNI UNDERGROUND DUCT INFORMATION IS NOT AVAILABLE. THERE IS NO SURFACE EVIDENCE OF UNDERGROUND MUNI LINES FRONTING THE SUBJECT PROPERTY.

SITE SURVEY

OF A PORTION OF ASSESSOR'S BLOCK NO. 3788
FOR
130 TOWNSEND PROPERTY OWNER, LLC
SAN FRANCISCO CALIFORNIA

SCALE: 1" = 16'	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 (415) 543-4500	SURV: MV
DATE: 7/24/19		DES:
SHEET: 1 OF: 1		DRW: JP
JOB NO. S-9788		CHK: BR
		REV. NO.



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

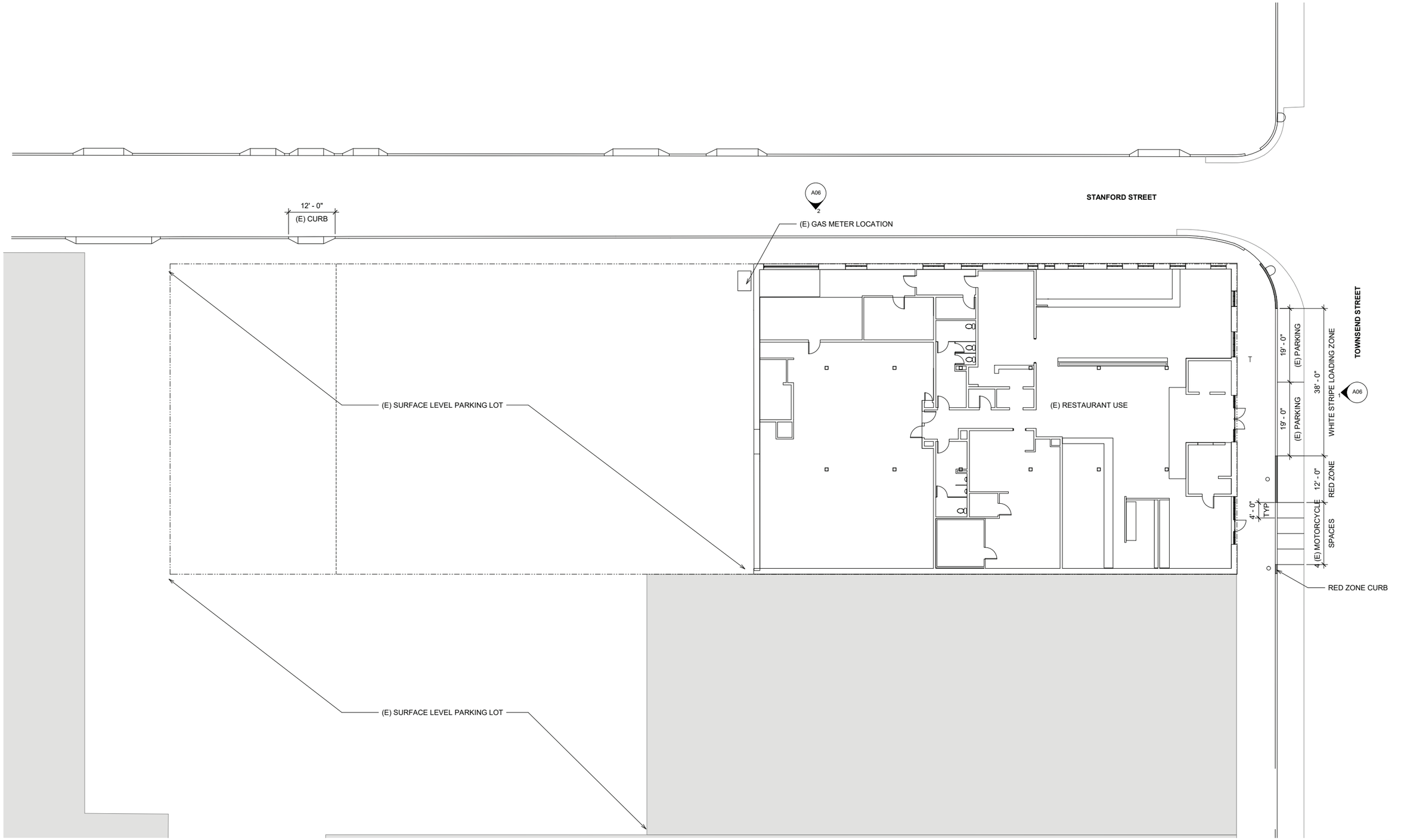
130 TOWNSEND ST

07/13/2021

0 30 60

SITE PLAN

A04



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

EXISTING PLAN

A05

DEMOLITION INCLUDES ALL EXISTING INTERIOR PARITIONS, DOORS, FIXTURES, FLOOR SLABS AND FOOTINGS, EXTERIOR GLAZING, ROOF, AND ALL INTERIOR STRUCTURAL ELEMENTS. THE BRICK FACADE AND ITS PERIMETER FOUNDATION ARE TO REMAIN, UON. SEE DEMOLITION CALCULATIONS BELOW.

STANFORD STREET

(E) OPENINGS TO REMAIN, (N) GLAZING TO BE INSTALLED, TYP AT ALL OPENINGS IN EXISTING FACADE

CREATE NEW OPENING IN (E) WALL FOR ENTRY INTO GROUND LEVEL SPACE (115 SF)

THIS PORTION OF WALL TO BE OBSCURED BY THE ADJACENT STRUCTURE

(E) SURFACE LEVEL PARKING LOT

(E) RESTAURANT USE

TOWNSEND STREET

(E) SURFACE LEVEL PARKING LOT

BUILDING DEMOLITION CALCULATIONS:

TOWNSEND STREET ELEVATION: 2,115 SF
STANFORD STREET ELEVATION: 2,837 SF
NORTH ELEVATION: 1,520 SF
AREA OF (E) NORTH ELEVATION OBSCURED BY (N) STANFORD BUILDING: 1,083 SF
AREA OF (E) NORTH ELEVATION DEMOLISHED FOR NEW OPENING: 115 SF

TOTAL EXTERIOR WALLS OF (E) TOWNSEND BUILDING: 6,472 SF
TOTAL EXTERIOR WALLS TO BE REMOVED/OBSCURED BY (N) STANFORD BUILDING: 1,198 SF

1,198 / 6,472 = ~18.5% OF EXTERIOR WALLS TO BE REMOVED/OBSCURED

*NOTE: CALCULATIONS DO NOT INCLUDE WESTERN (E) WALL, CURRENTLY ABUTTING / OBSCURED BY ADJACENT PROPERTY

LEVEL 1 - (E) Demolition Plan
3/32" = 1'-0"

1

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

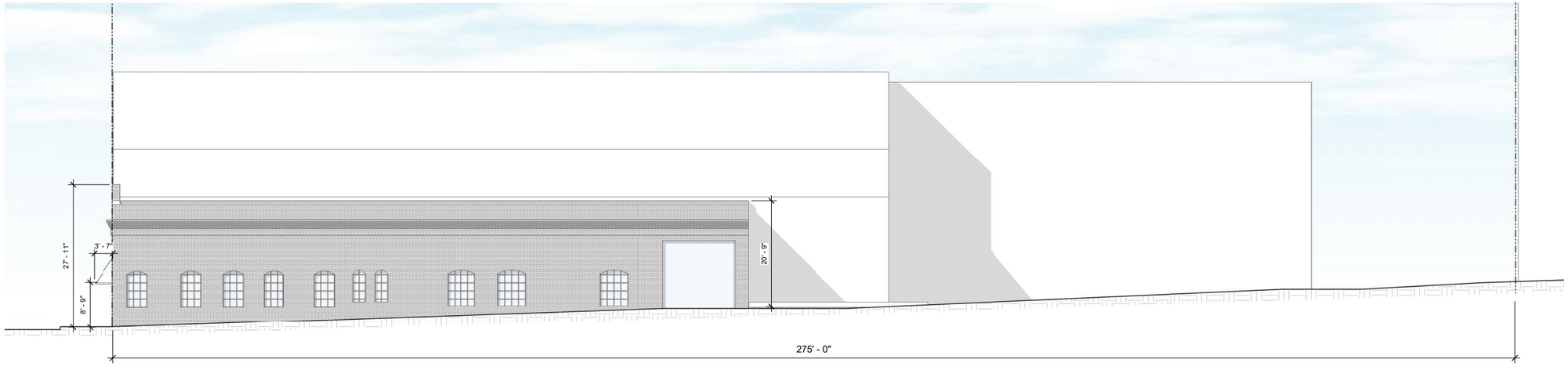
130 TOWNSEND ST

07/13/2021

0 8' 16'

DEMOLITION PLAN

A05.1



SE ELEVATION (STANFORD ST)
3/32" = 1'-0" 2

NE ELEVATION (TOWNSEND ST)
3/32" = 1'-0" 1

0 8' 16'

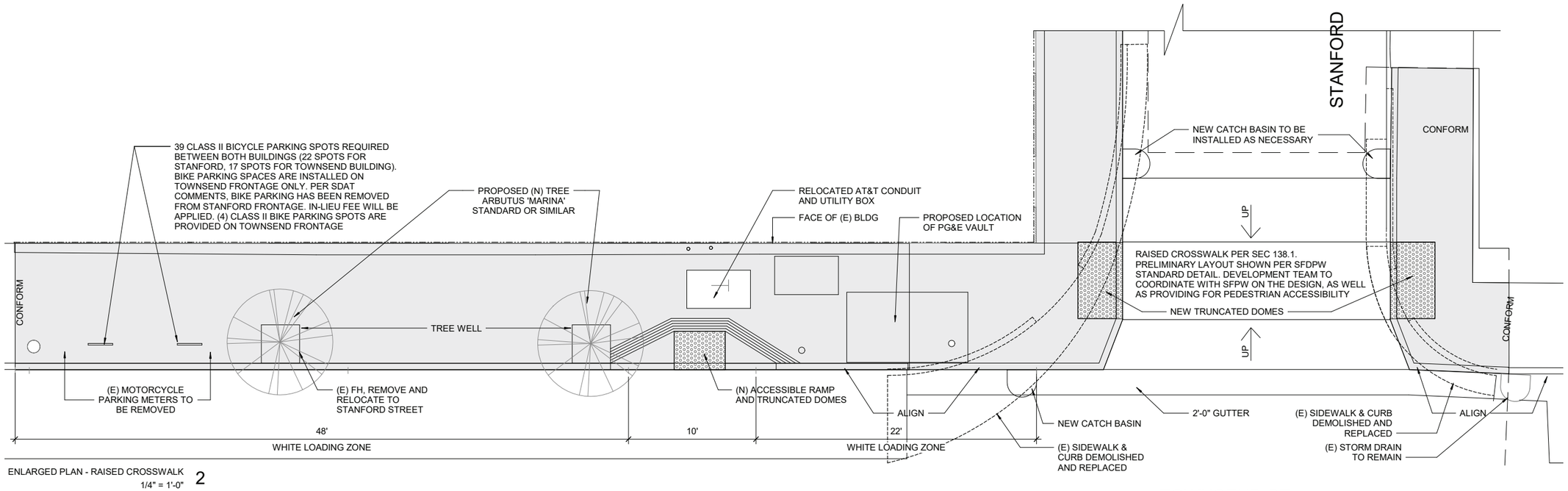
PRESIDIO BAY VENTURES
STANTON ARCHITECTURE
PAGE & TURNBULL

130 TOWNSEND ST

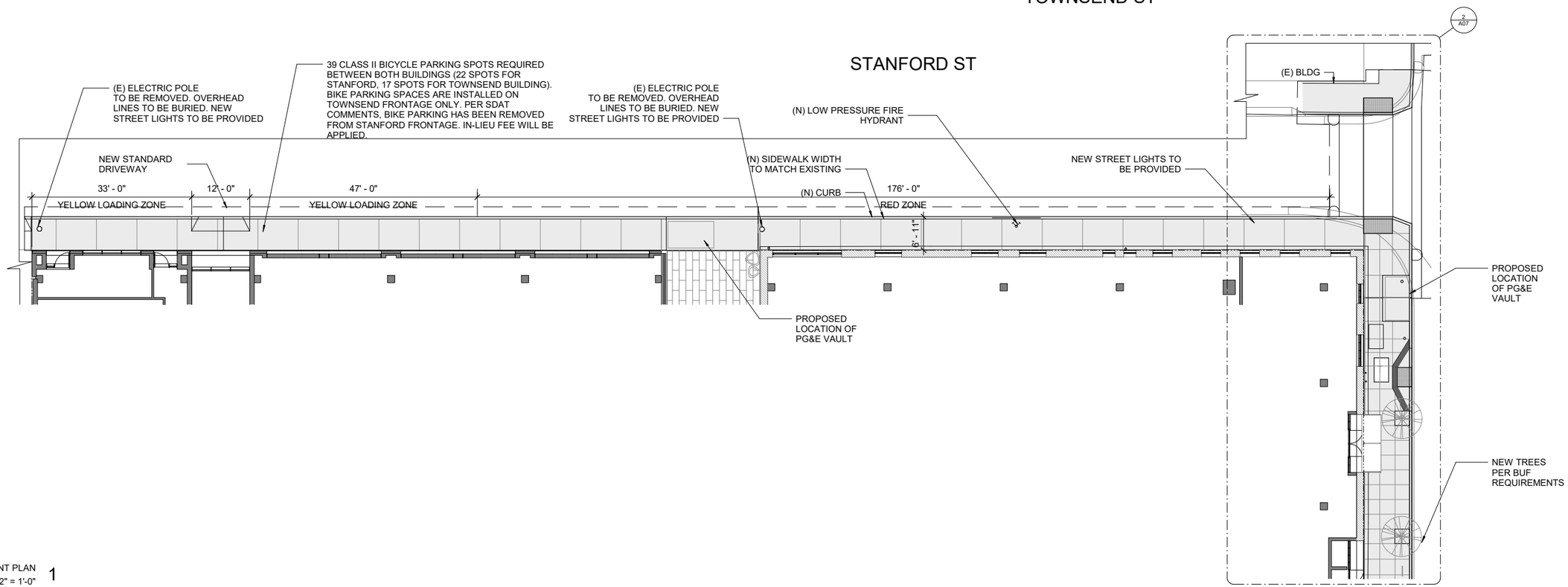
07/13/2021

EXISTING ELEVATIONS

A06



ENLARGED PLAN - RAISED CROSSWALK 2
1/4" = 1'-0"



PROPOSED SITE IMPROVEMENT PLAN 1
3/32" = 1'-0"

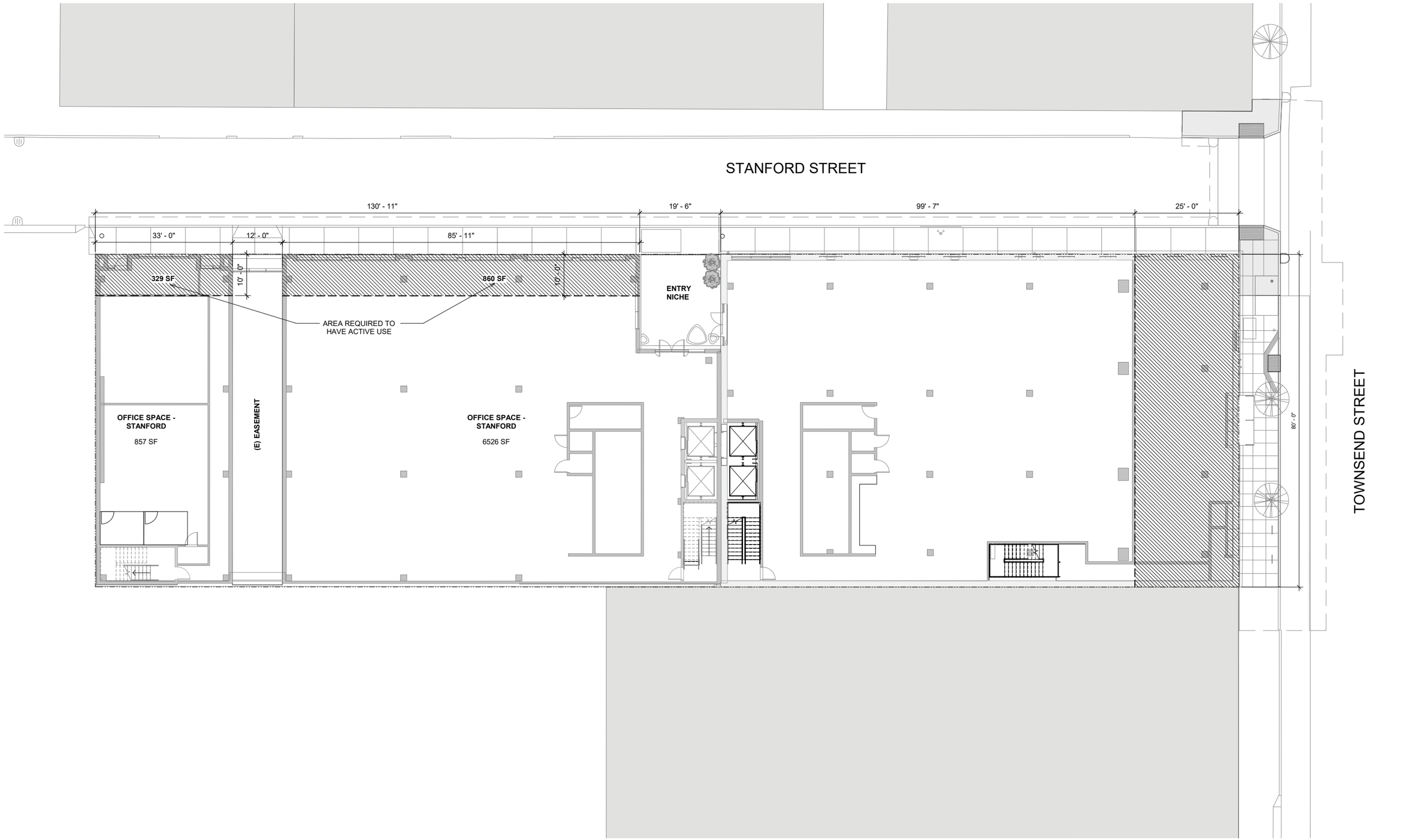
PRESIDIO BAY VENTURES
STANTON ARCHITECTURE
PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

STREETSCAPE IMPROVEMENTS

A07



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

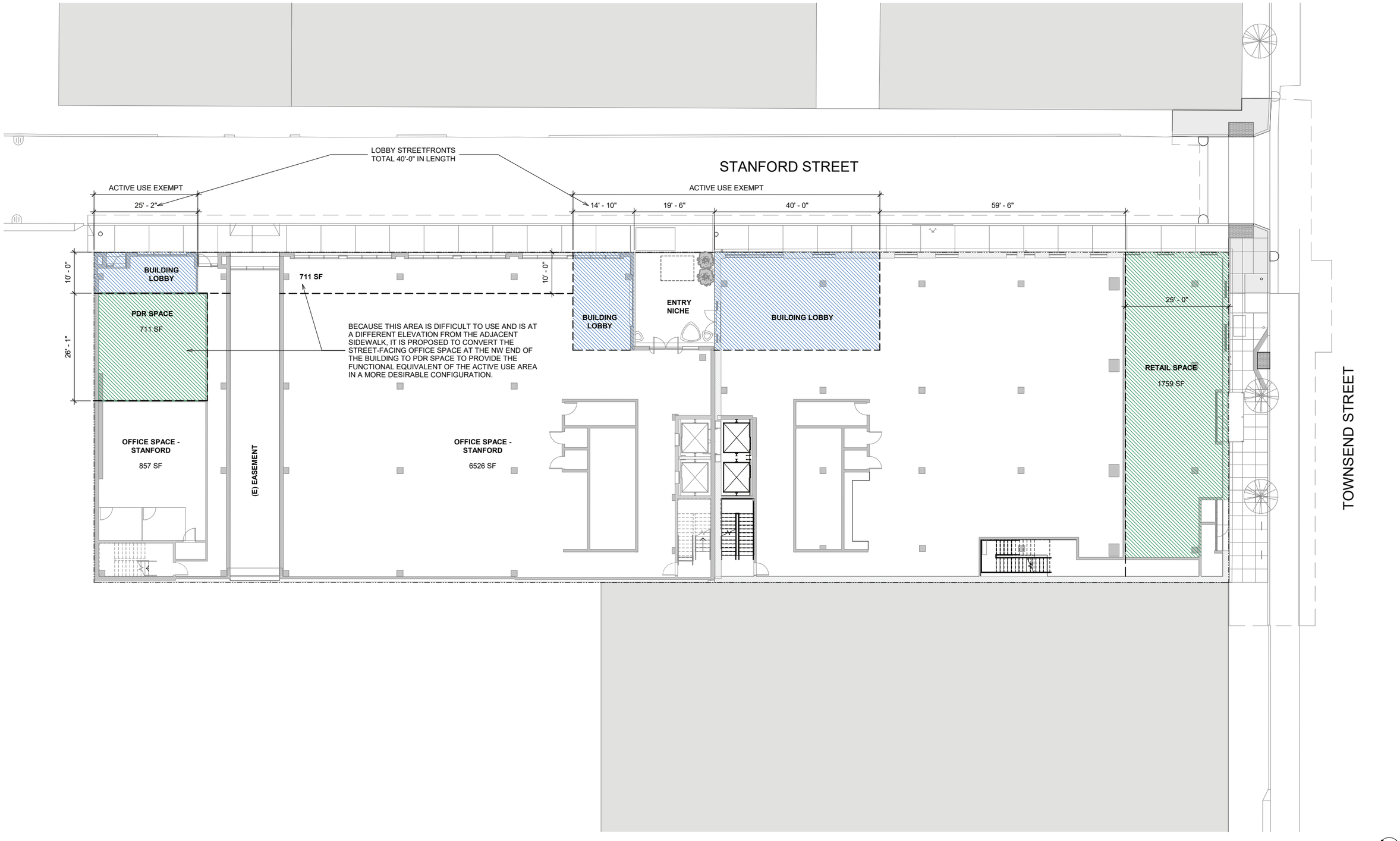
PAGE & TURNBULL

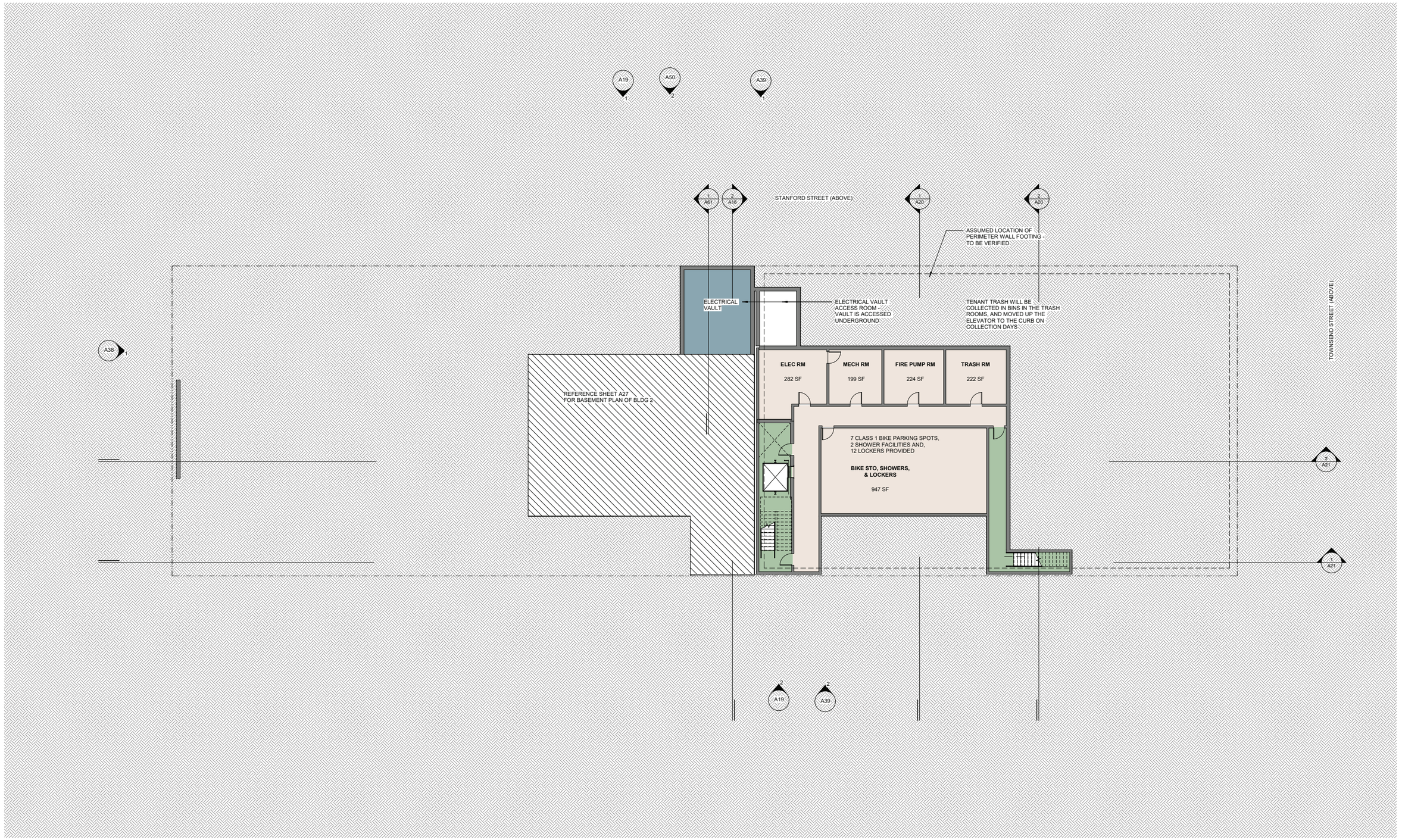
130 TOWNSEND ST

07/13/2021

ACTIVE SPACE DIAGRAM REQUIRED

A08


LOBBY STREETFRONTS
TOTAL 40'-0" IN LENGTH
STANFORD STREET
ACTIVE USE EXEMPT
25' - 2"
ACTIVE USE EXEMPT
14' - 10"
19' - 6"
40' - 0"
59' - 6"
10' - 0"
26' - 1"
BUILDING LOBBY
711 SF
10' - 0"
PDR SPACE
711 SF
BECAUSE THIS AREA IS DIFFICULT TO USE AND IS AT A DIFFERENT ELEVATION FROM THE ADJACENT SIDEWALK, IT IS PROPOSED TO CONVERT THE STREET-FACING OFFICE SPACE AT THE NW END OF THE BUILDING TO PDR SPACE TO PROVIDE THE FUNCTIONAL EQUIVALENT OF THE ACTIVE USE AREA IN A MORE DESIRABLE CONFIGURATION.
BUILDING LOBBY
ENTRY NICHE
BUILDING LOBBY
25' - 0"
RETAIL SPACE
1759 SF
OFFICE SPACE - STANFORD
857 SF
(E) EASEMENT
OFFICE SPACE - STANFORD
6526 SF
TOWNSEND STREET



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

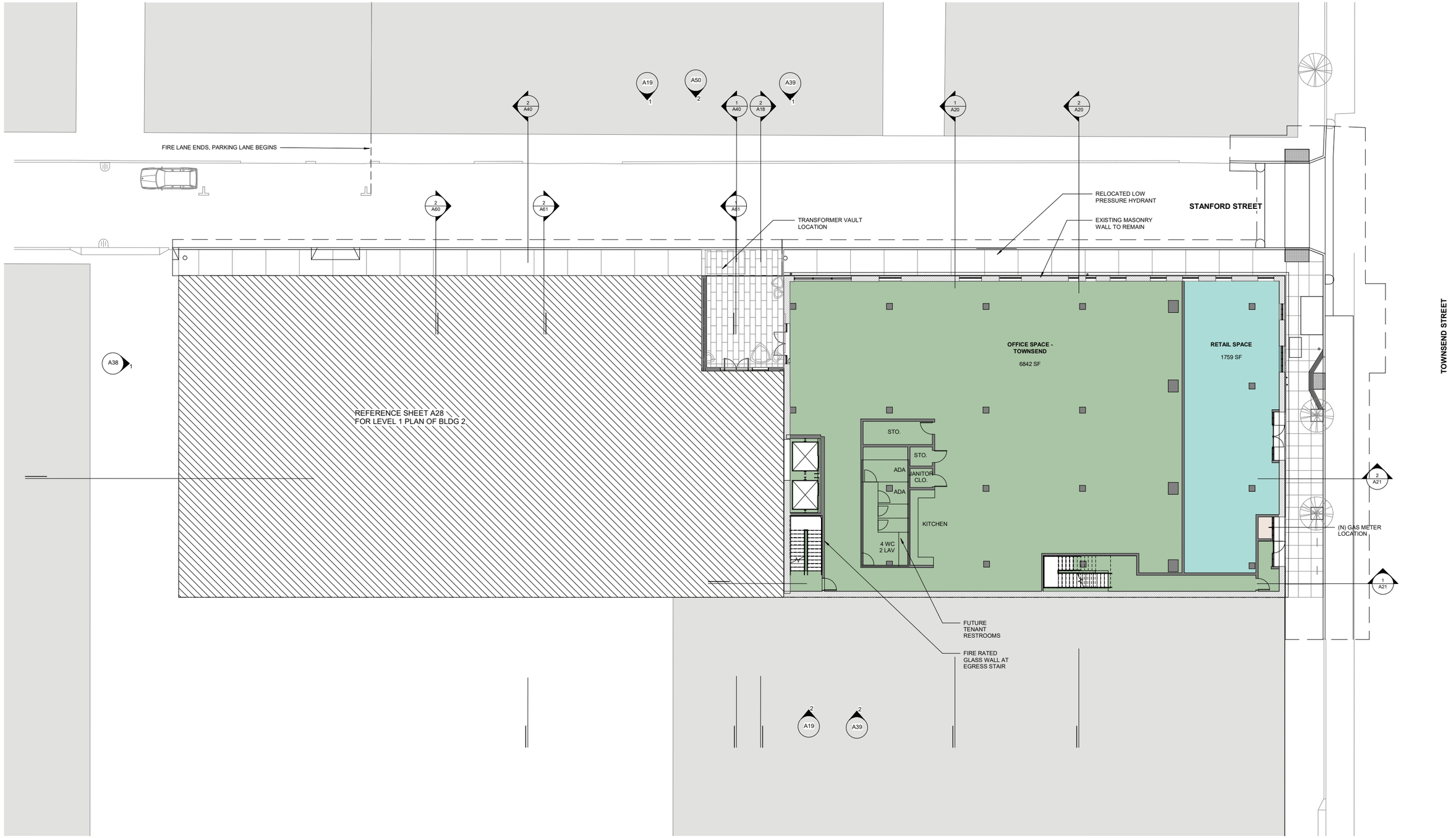
PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

TOWNSEND BLDG - BASEMENT

A10



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

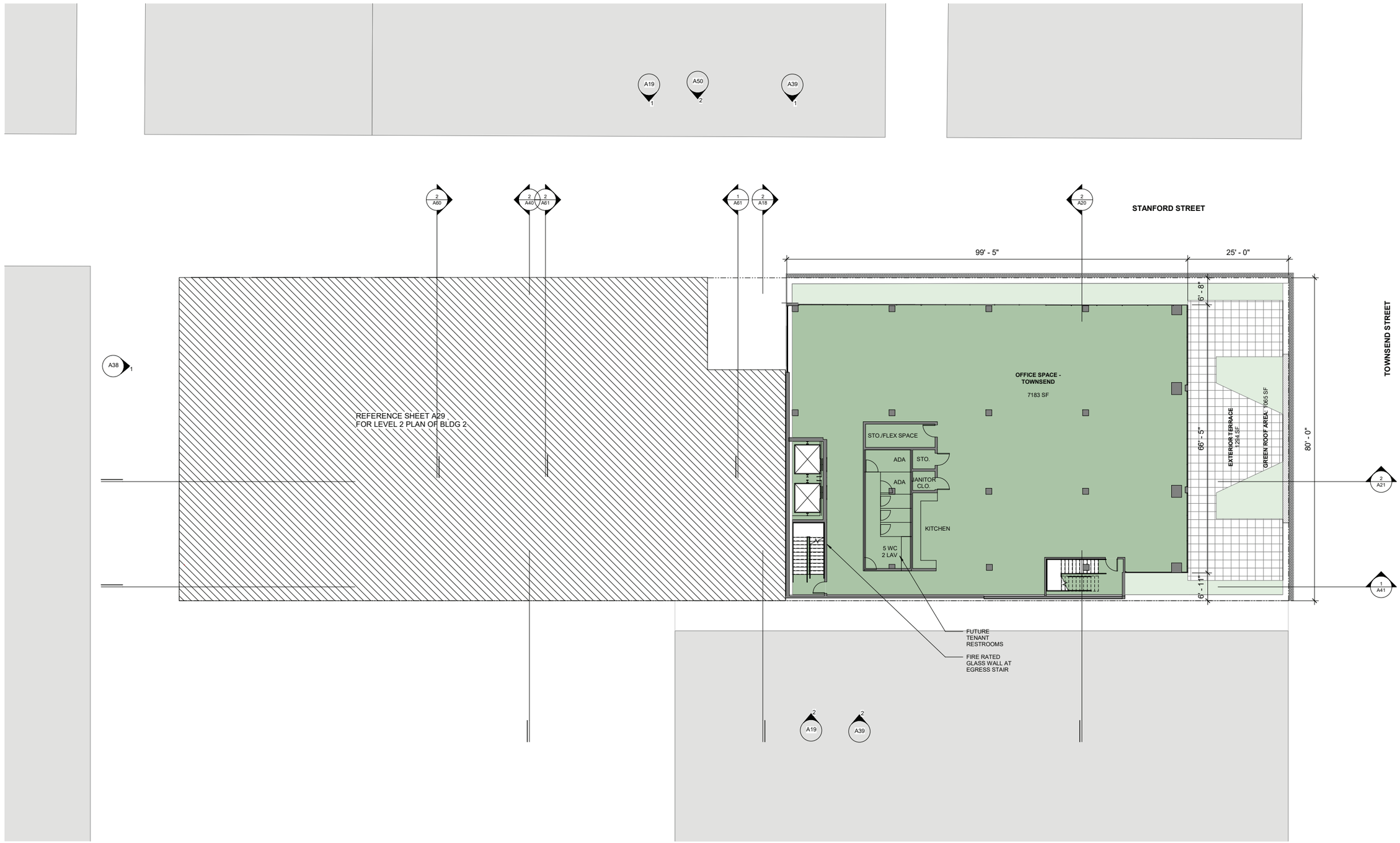
130 TOWNSEND ST

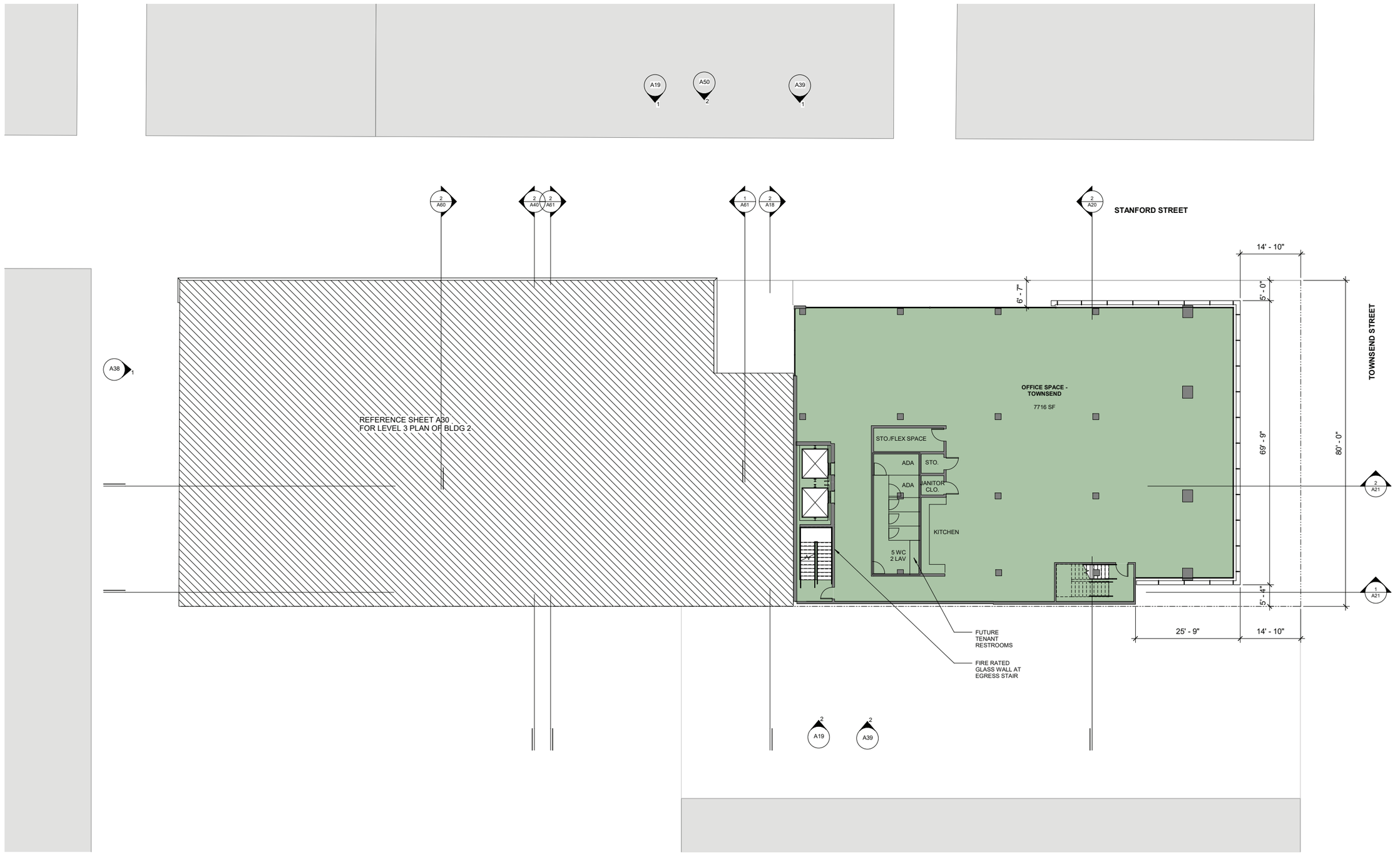
07/13/2021

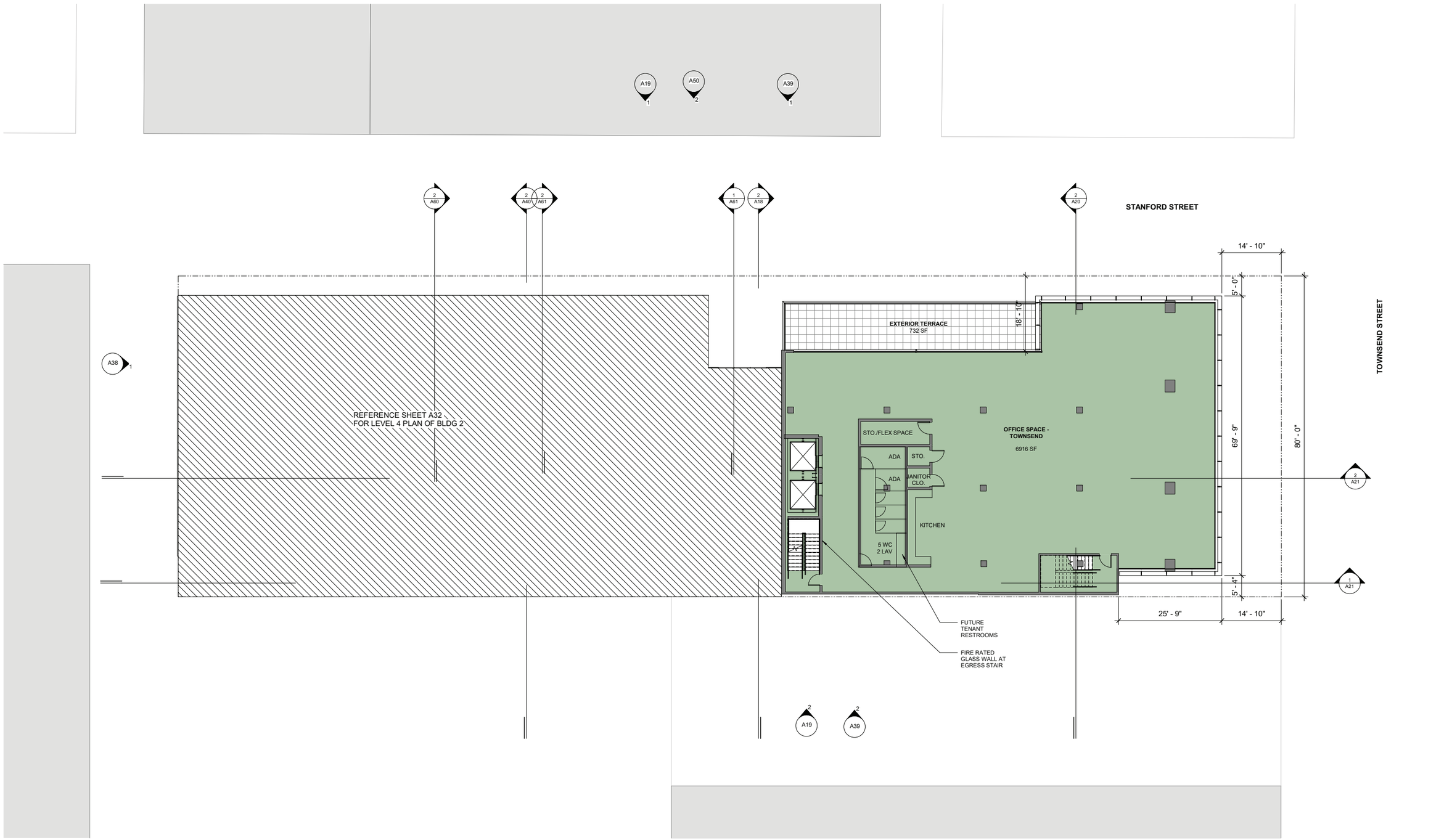
0 8' 16'

TOWNSEND BLDG - LEVEL 1

A11


A19
1
A50
2
A39
1
2
A60
2
A40
2
A61
1
A61
2
A18
2
A20
STANFORD STREET
99' - 5"
25' - 0"
6' - 8"
TOWNSEND STREET
A38
1
REFERENCE SHEET A29
FOR LEVEL 2 PLAN OF BLDG 2
OFFICE SPACE -
TOWNSEND
7183 SF
STO./FLEX SPACE
ADA
STO.
ADA
JANITOR
CLO.
KITCHEN
5 WC
2 LAV
EXTERIOR TERRACE
1294 SF
GREEN ROOF AREA: 1065 SF
66' - 5"
80' - 0"
6' - 11"
2
A21
1
A41
FUTURE
TENANT
RESTROOMS
FIRE RATED
GLASS WALL AT
EGRESS STAIR
2
A19
2
A39


A19
1
A50
2
A39
1
2
A60
2
A40
2
A61
1
A61
2
A18
2
A20
STANFORD STREET
14' - 10"
6' - 7"
5' - 0"
TOWNSEND STREET
A38
1
REFERENCE SHEET A30
FOR LEVEL 3 PLAN OF BLDG 2
OFFICE SPACE -
TOWNSEND
7716 SF
STO./FLEX SPACE
ADA
STO.
ADA
JANITOR
CLO.
KITCHEN
5 WC
2 LAV
69' - 9"
80' - 0"
2
A21
1
A21
5' - 4"
25' - 9"
14' - 10"
FUTURE
TENANT
RESTROOMS
FIRE RATED
GLASS WALL AT
EGRESS STAIR
2
A19
2
A39



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

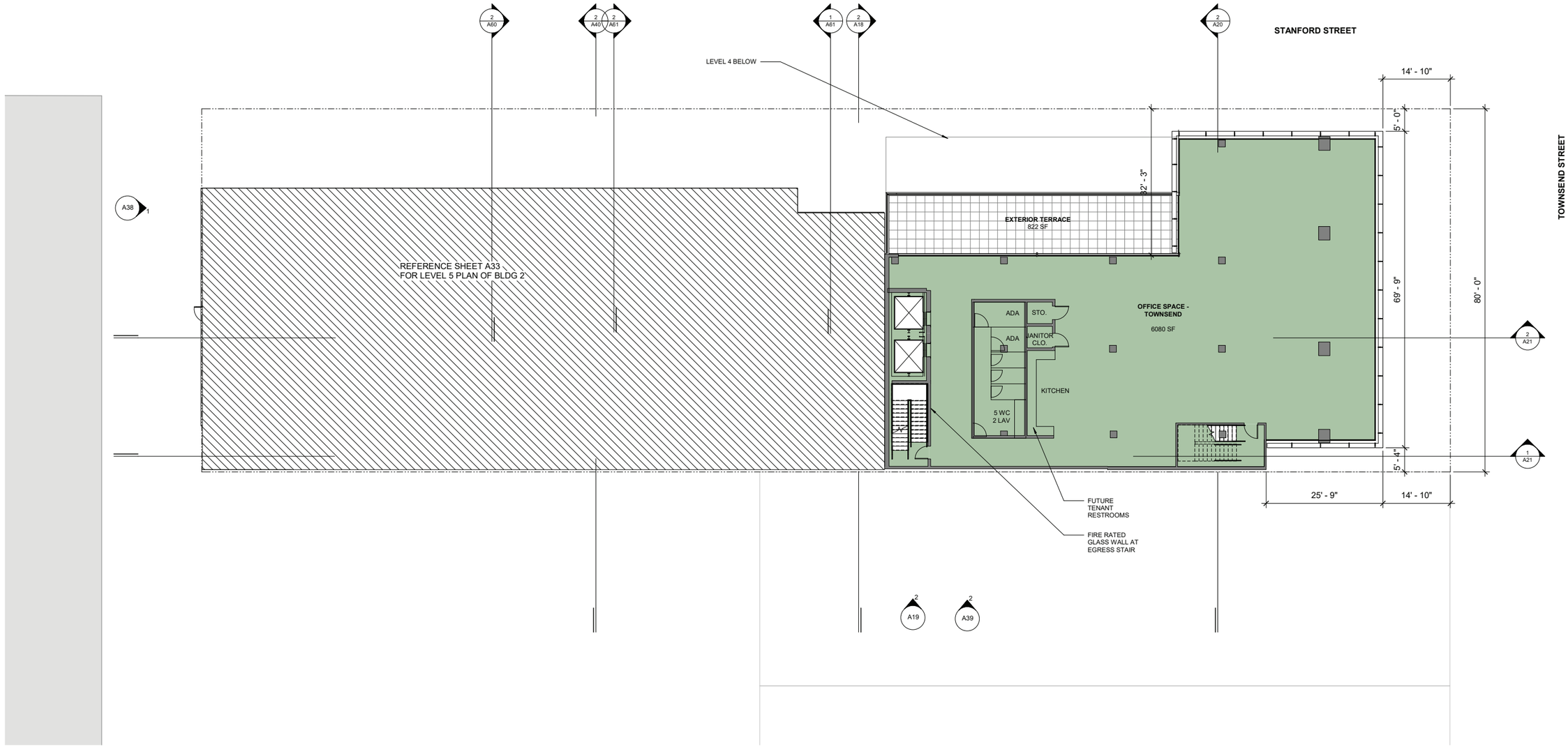
130 TOWNSEND ST

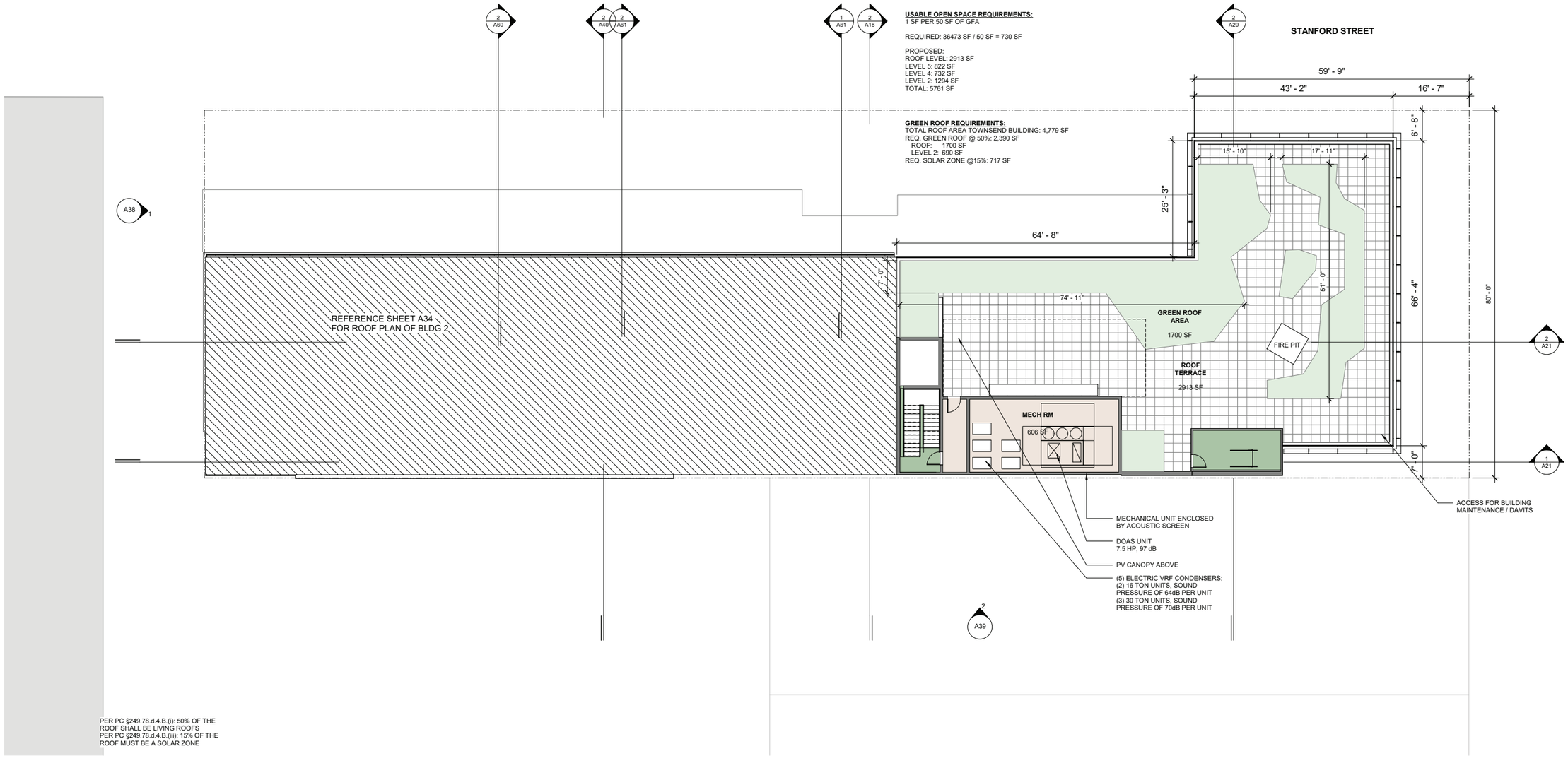
07/13/2021

0 8' 16'

TOWNSEND BLDG - LEVEL 4

A14


A19
1
A50
2
A39
1
2
A60
2
A40
2
A61
1
A61
2
A18
2
A20
STANFORD STREET
LEVEL 4 BELOW
14' - 10"
5' - 0"
12' - 3"
TOWNSEND STREET
A38
1
REFERENCE SHEET A33
FOR LEVEL 5 PLAN OF BLDG 2
EXTERIOR TERRACE
822 SF
OFFICE SPACE -
TOWNSEND
6080 SF
ADA
STO.
ADA
JANITOR
CLO.
KITCHEN
5 WC
2 LAV
69' - 9"
80' - 0"
2
A21
1
A21
5' - 4"
25' - 9"
14' - 10"
FUTURE
TENANT
RESTROOMS
FIRE RATED
GLASS WALL AT
EGRESS STAIR
2
A19
2
A39



PER PC §249.78.d.4.B.(i): 50% OF THE ROOF SHALL BE LIVING ROOFS
PER PC §249.78.d.4.B.(iii): 15% OF THE ROOF MUST BE A SOLAR ZONE

0 8' 16'

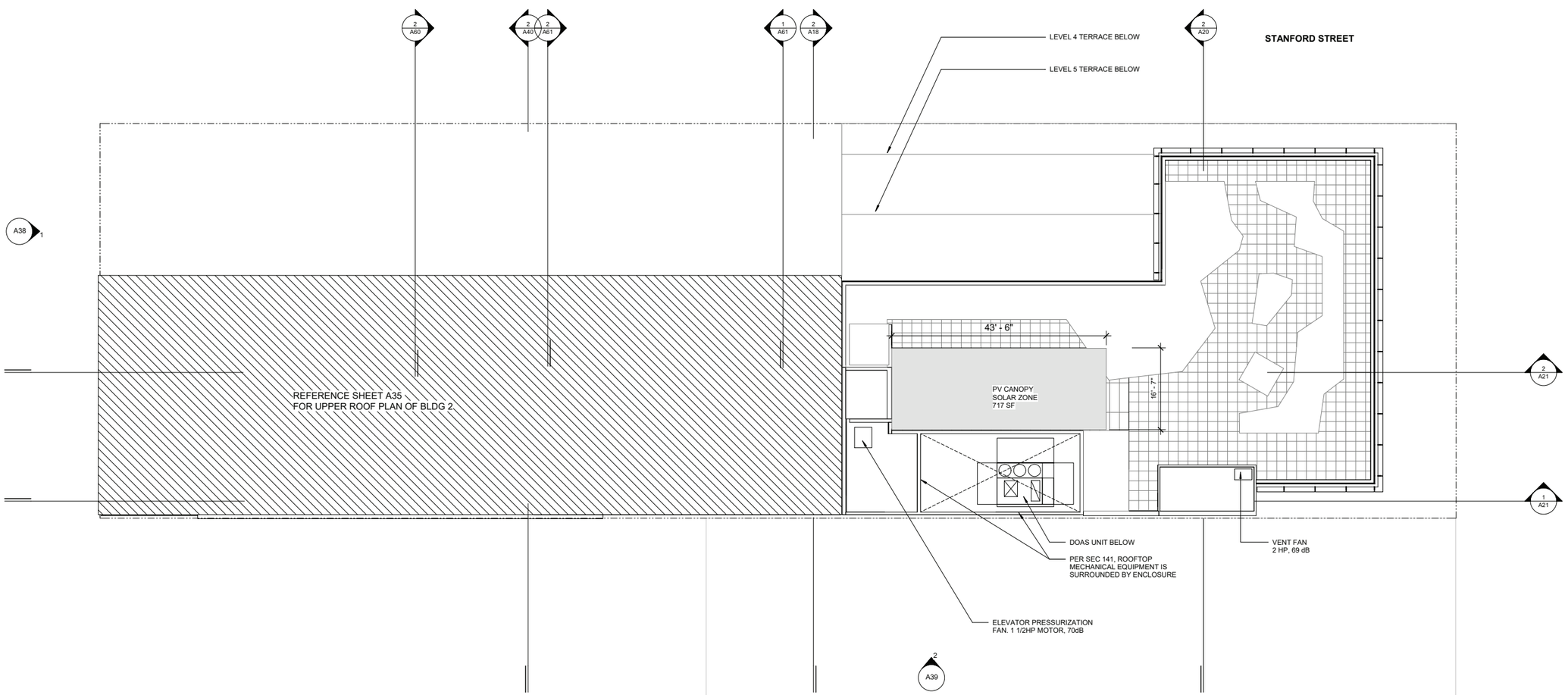
PRESIDIO BAY VENTURES
STANTON ARCHITECTURE
PAGE & TURNBULL

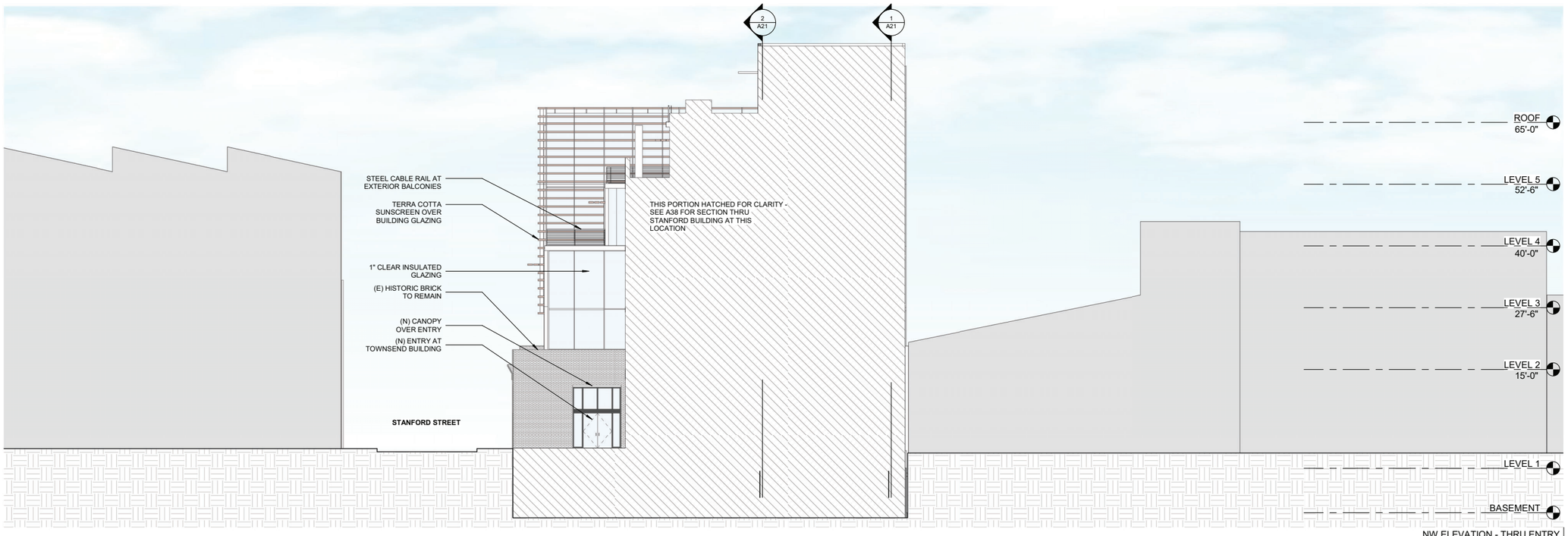
130 TOWNSEND ST

07/13/2021

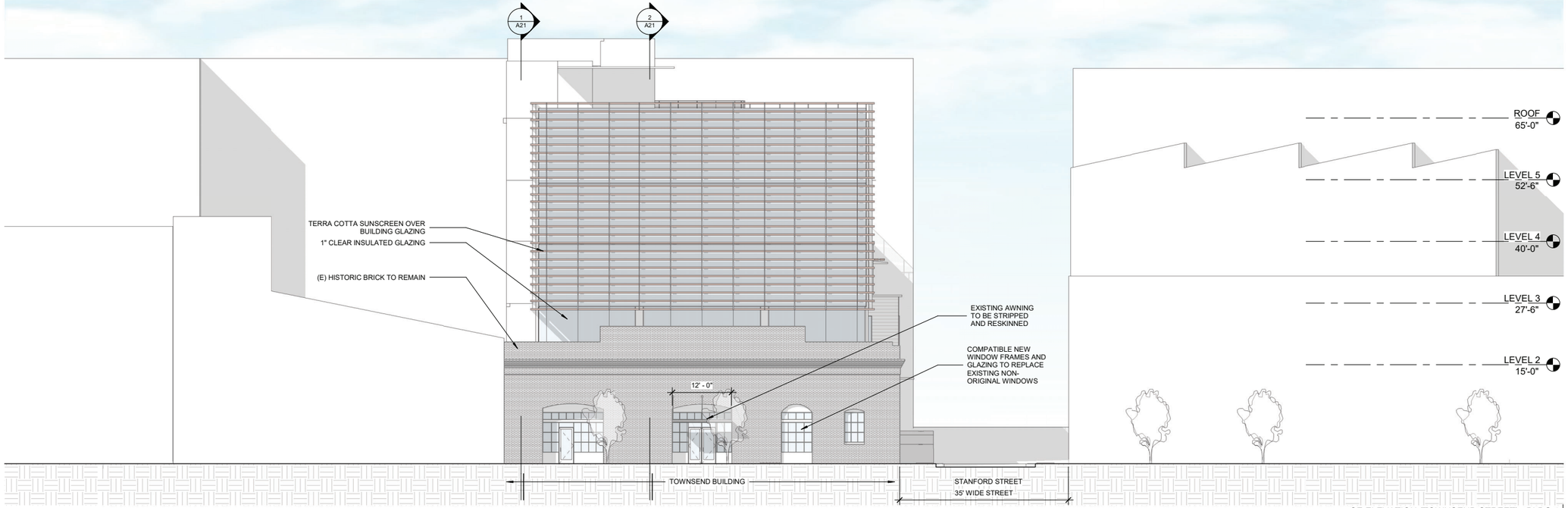
TOWNSEND BLDG - ROOF

A16


A19
1
A50
2
A39
1
2
A60
2
A40
2
A61
1
A61
2
A18
2
A20
STANFORD STREET
LEVEL 4 TERRACE BELOW
LEVEL 5 TERRACE BELOW
TOWNSEND STREET
A38
1
REFERENCE SHEET A35
FOR UPPER ROOF PLAN OF BLDG 2
43' - 6"
PV CANOPY
SOLAR ZONE
717 SF
16' - 7"
2
A21
1
A21
DOAS UNIT BELOW
PER SEC 141, ROOFTOP
MECHANICAL EQUIPMENT IS
SURROUNDED BY ENCLOSURE
VENT FAN
2 HP, 69 dB
ELEVATOR PRESSURIZATION
FAN. 1 1/2HP MOTOR, 70dB
2
A39



NW ELEVATION - THRU ENTRY
3/32" = 1'-0" 2



SE ELEVATION (TOWNSEND STREET) - BLDG 1
3/32" = 1'-0" 1

0 8' 16'

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

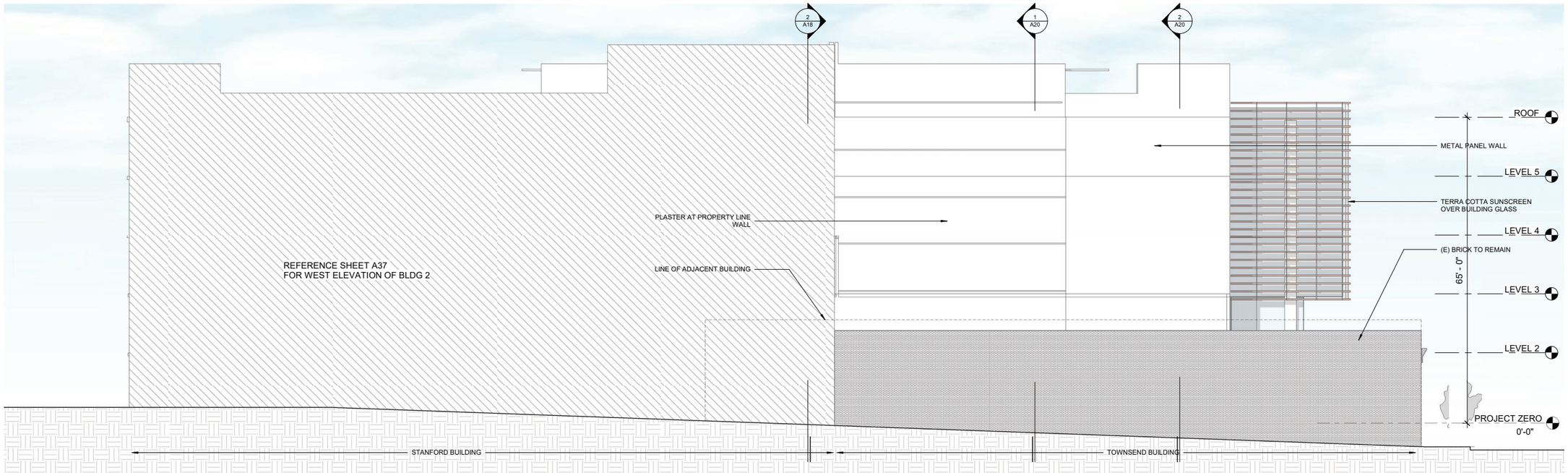
PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

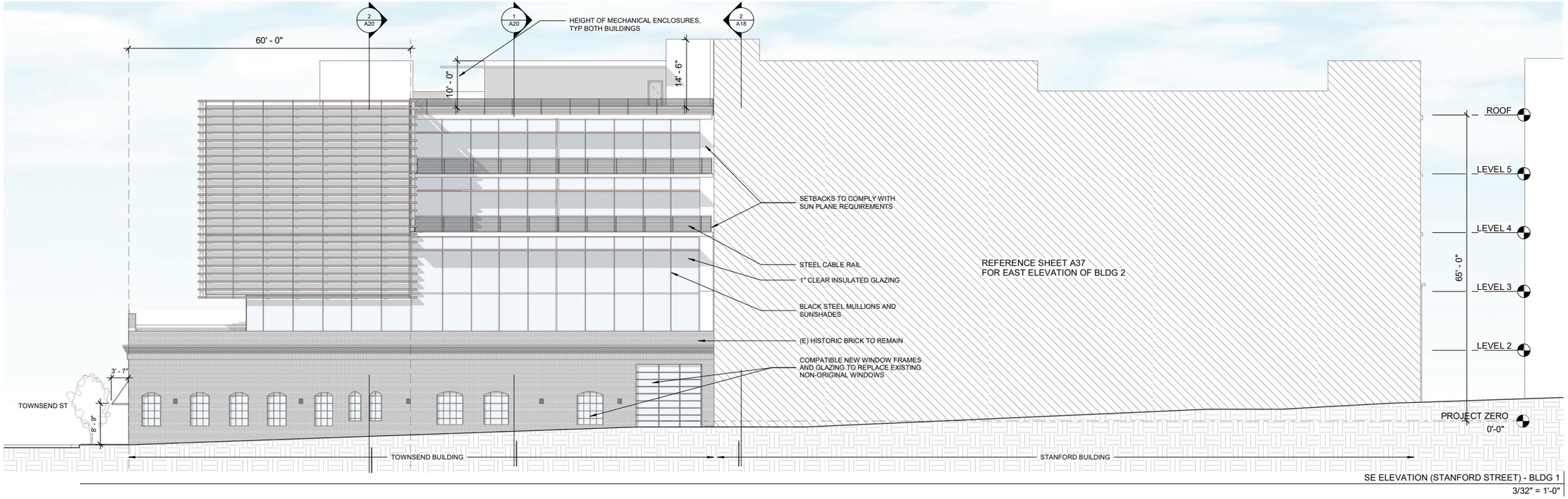
TOWNSEND BLDG - NORTH/SOUTH ELEVATIONS

A18



NW ELEVATION - BLDG 1
3/32" = 1'-0"

2



SE ELEVATION (STANFORD STREET) - BLDG 1
3/32" = 1'-0"

1

0 8' 16'

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

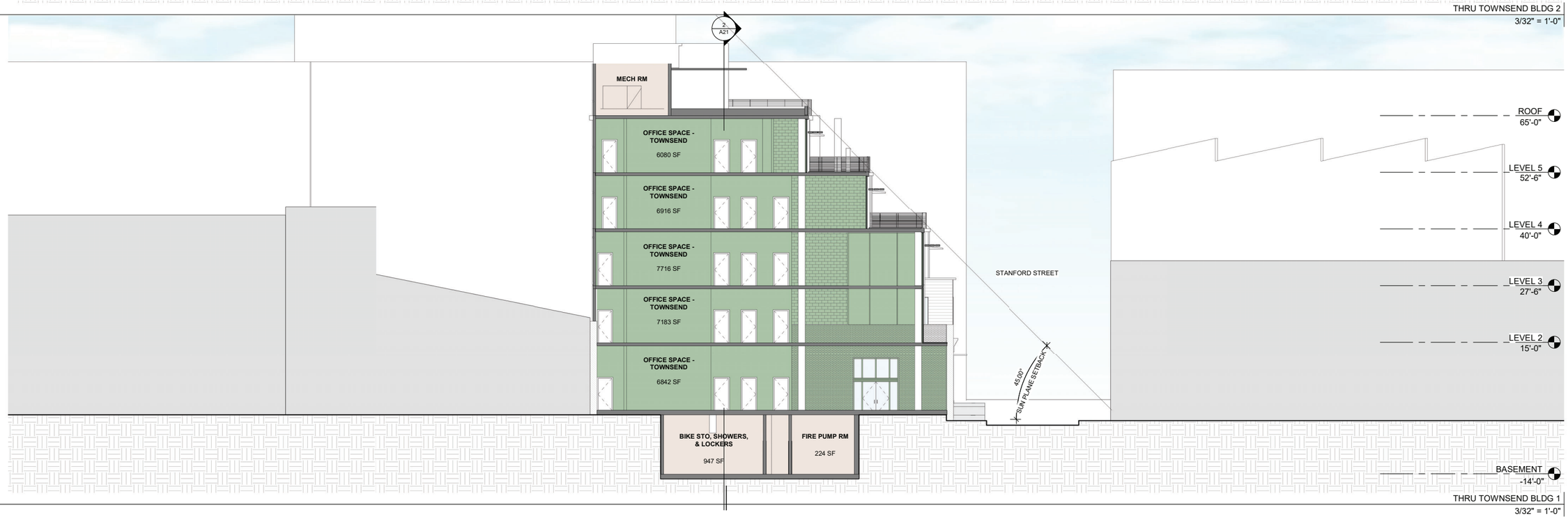
130 TOWNSEND ST

07/13/2021

TOWNSEND BLDG - EAST/WEST ELEVATIONS

A19

THRU TOWNSEND BLDG 2
3/32" = 1'-0" 2



THRU TOWNSEND BLDG 1
3/32" = 1'-0" 1

0 8' 16'

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

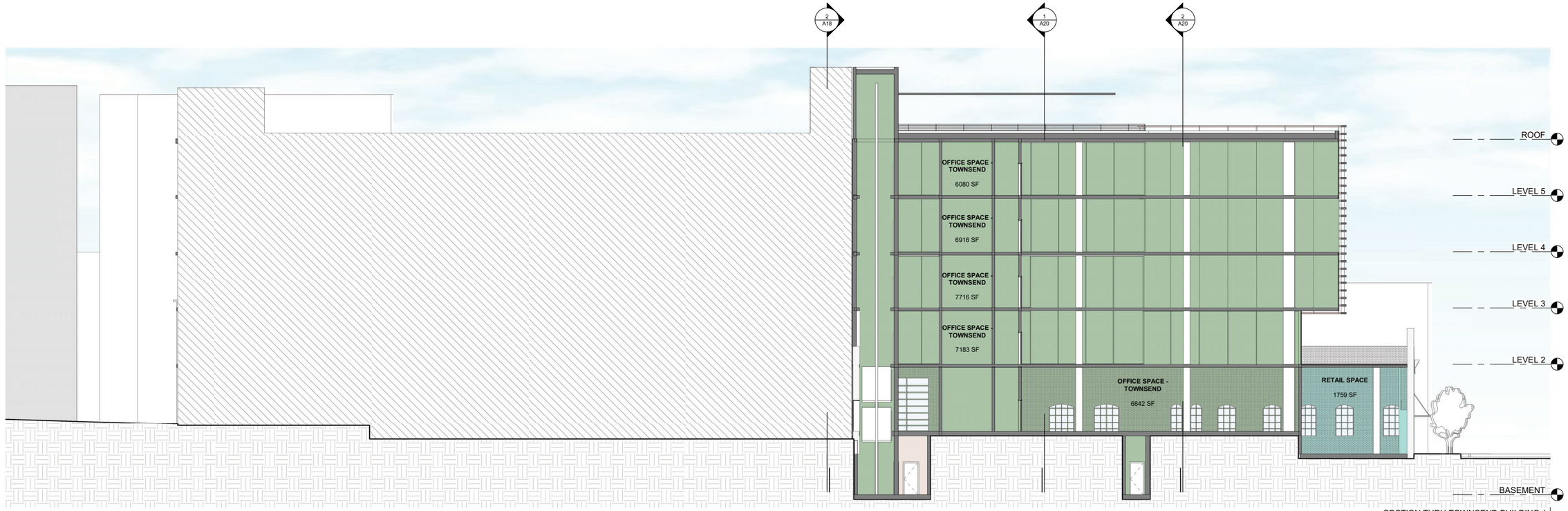
PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

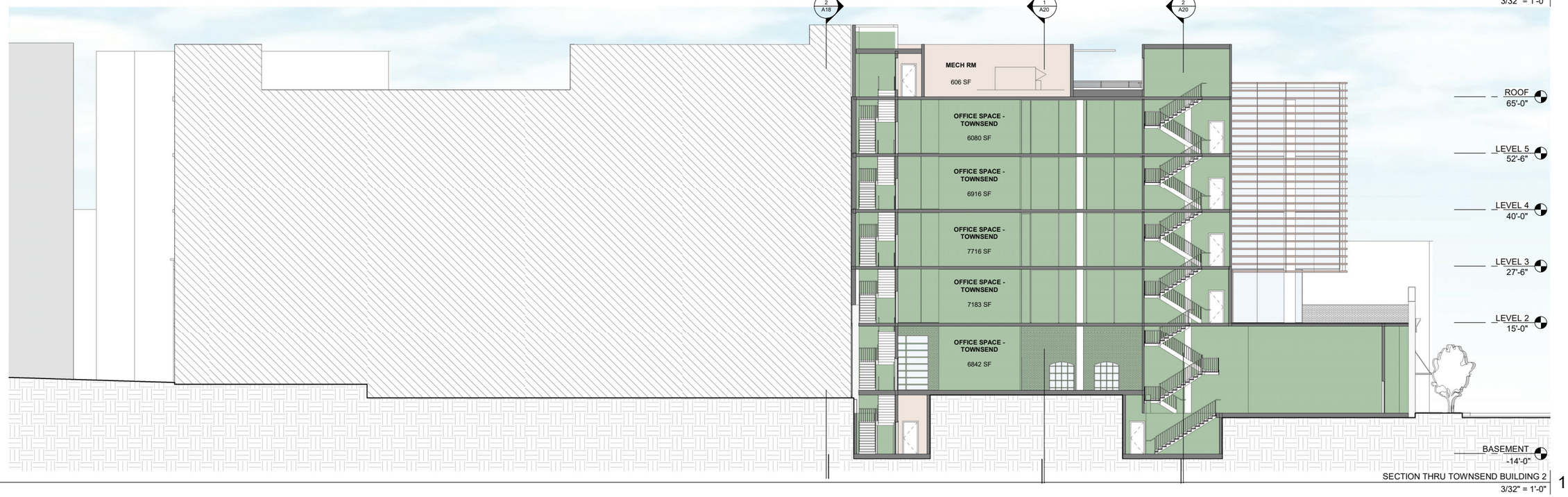
TOWNSEND BLDG - SECTIONS

A20



SECTION THRU TOWNSEND BUILDING 1
3/32" = 1'-0"

2



SECTION THRU TOWNSEND BUILDING 2
3/32" = 1'-0"

1

0 8' 16'


TOWNSEND BLDG.

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL


TOWNSEND BLDG.

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

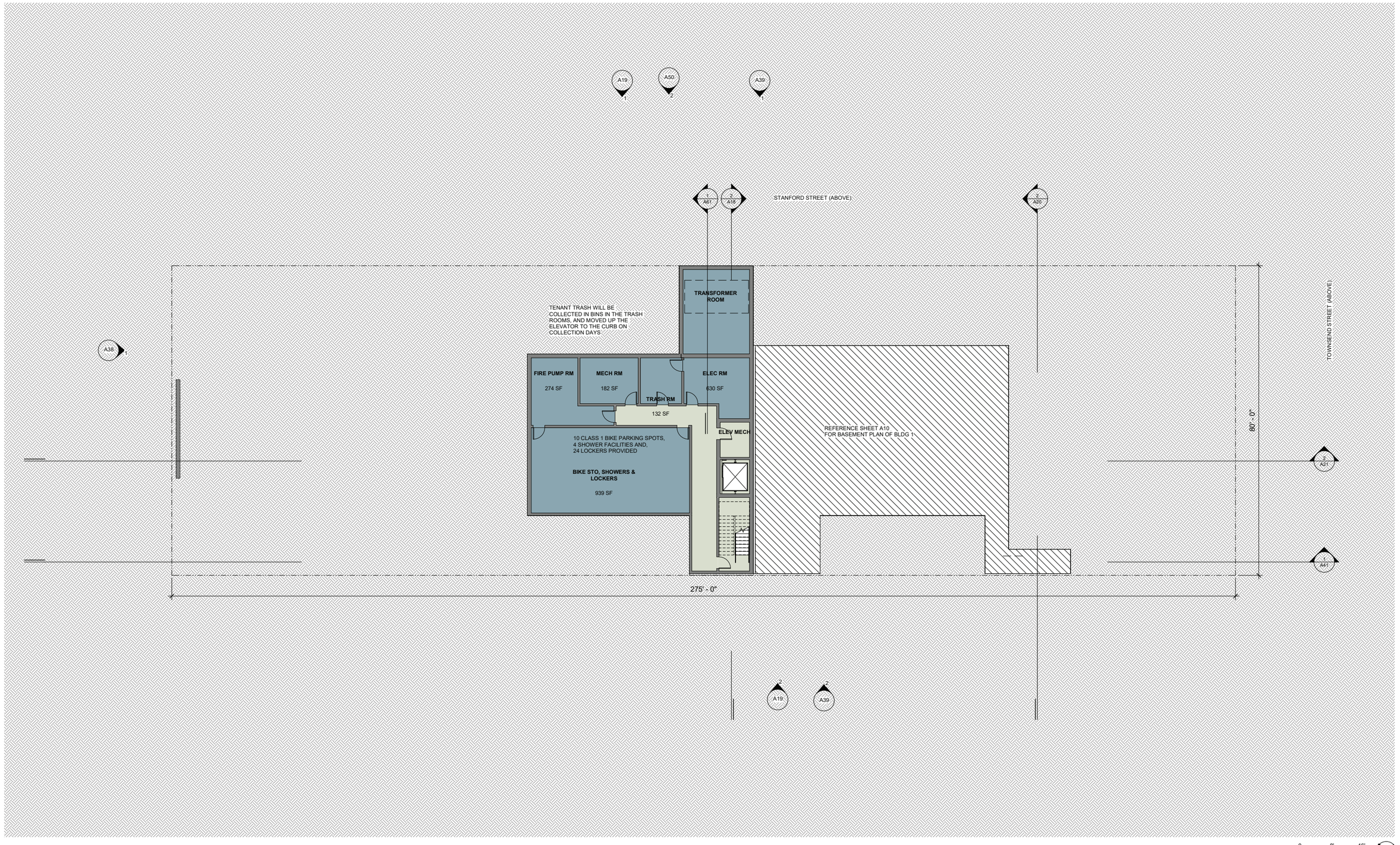
PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

TOWNSEND BLDG - RENDERING

A29



0 8' 16'

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

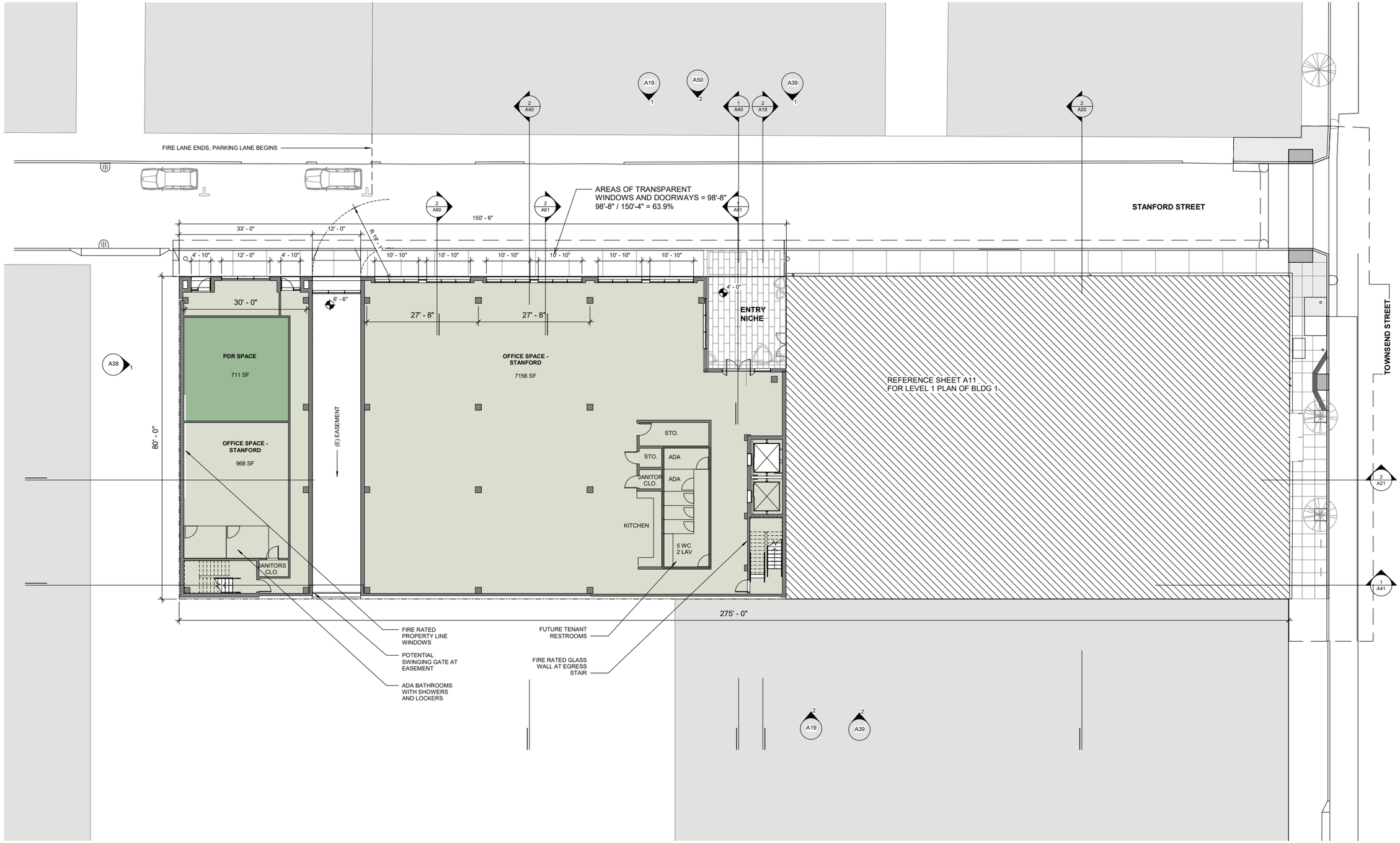
PAGE & TURNBULL

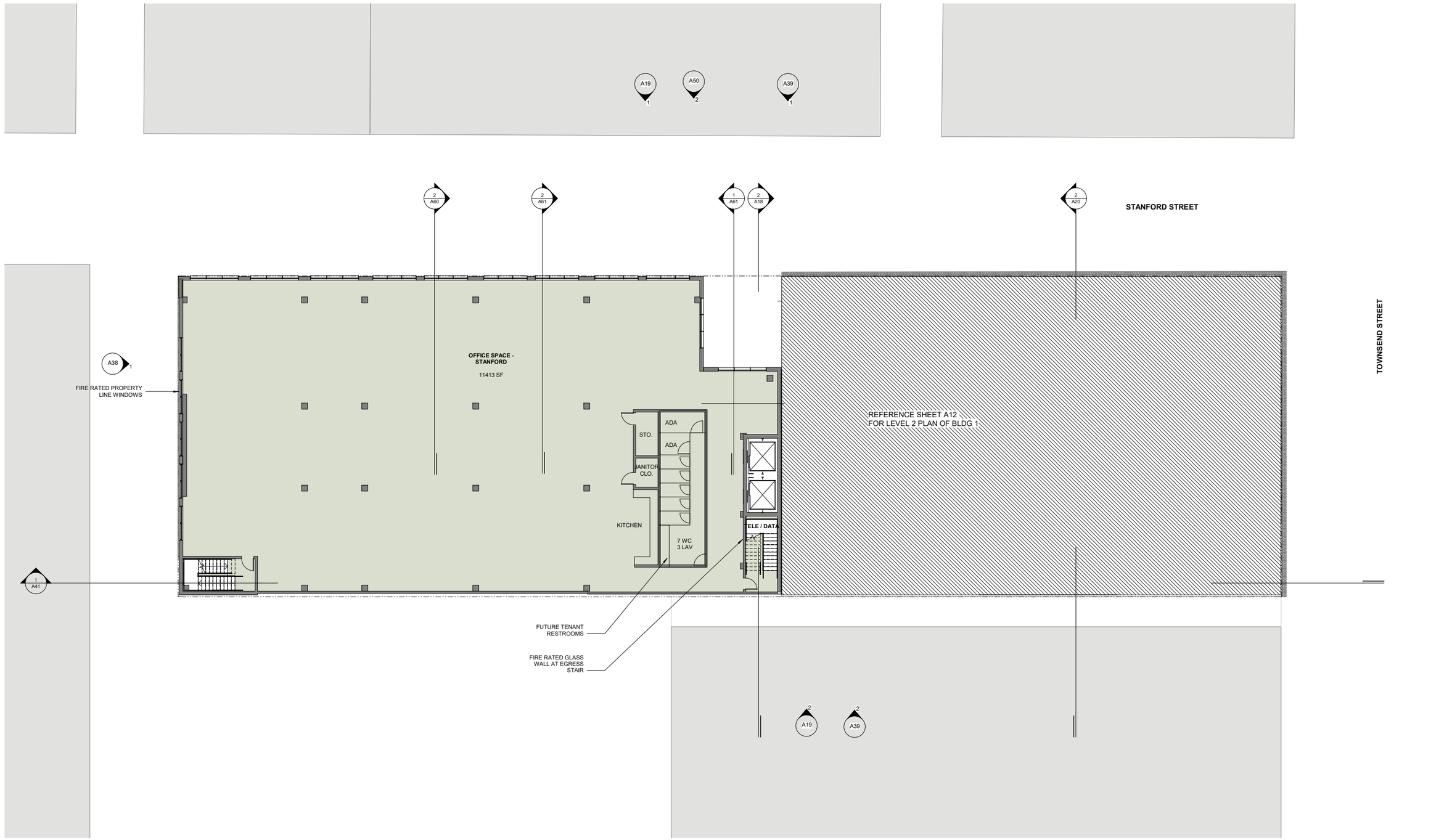
130 TOWNSEND ST

07/13/2021

STANFORD BLDG - BASEMENT

A30


FIRE LANE ENDS, PARKING LANE BEGINS
AREAS OF TRANSPARENT WINDOWS AND DOORWAYS = 98'-8"
98'-8" / 150'-4" = 63.9%
STANFORD STREET
TOWNSEND STREET
150' - 6"
33' - 0"
12' - 0"
R 19' - 7"
4' - 10"
12' - 0"
4' - 10"
10' - 10"
10' - 10"
10' - 10"
10' - 10"
10' - 10"
10' - 10"
30' - 0"
6' - 6"
27' - 8"
27' - 8"
4' - 0"
ENTRY NICHE
PDR SPACE
711 SF
OFFICE SPACE - STANFORD
7156 SF
OFFICE SPACE - STANFORD
968 SF
80' - 0"
(E) EASEMENT
STO.
STO.
ADA
JANITOR CLO.
ADA
KITCHEN
5 WC
2 LAV
JANITORS CLO.
REFERENCE SHEET A11
FOR LEVEL 1 PLAN OF BLDG 1
275' - 0"
FIRE RATED PROPERTY LINE WINDOWS
POTENTIAL SWINGING GATE AT EASEMENT
ADA BATHROOMS WITH SHOWERS AND LOCKERS
FUTURE TENANT RESTROOMS
FIRE RATED GLASS WALL AT EGRESS STAIR
A19
A50
A39
A40
A18
A20
A60
A61
A41
A38
A21
A41
A19
A39



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

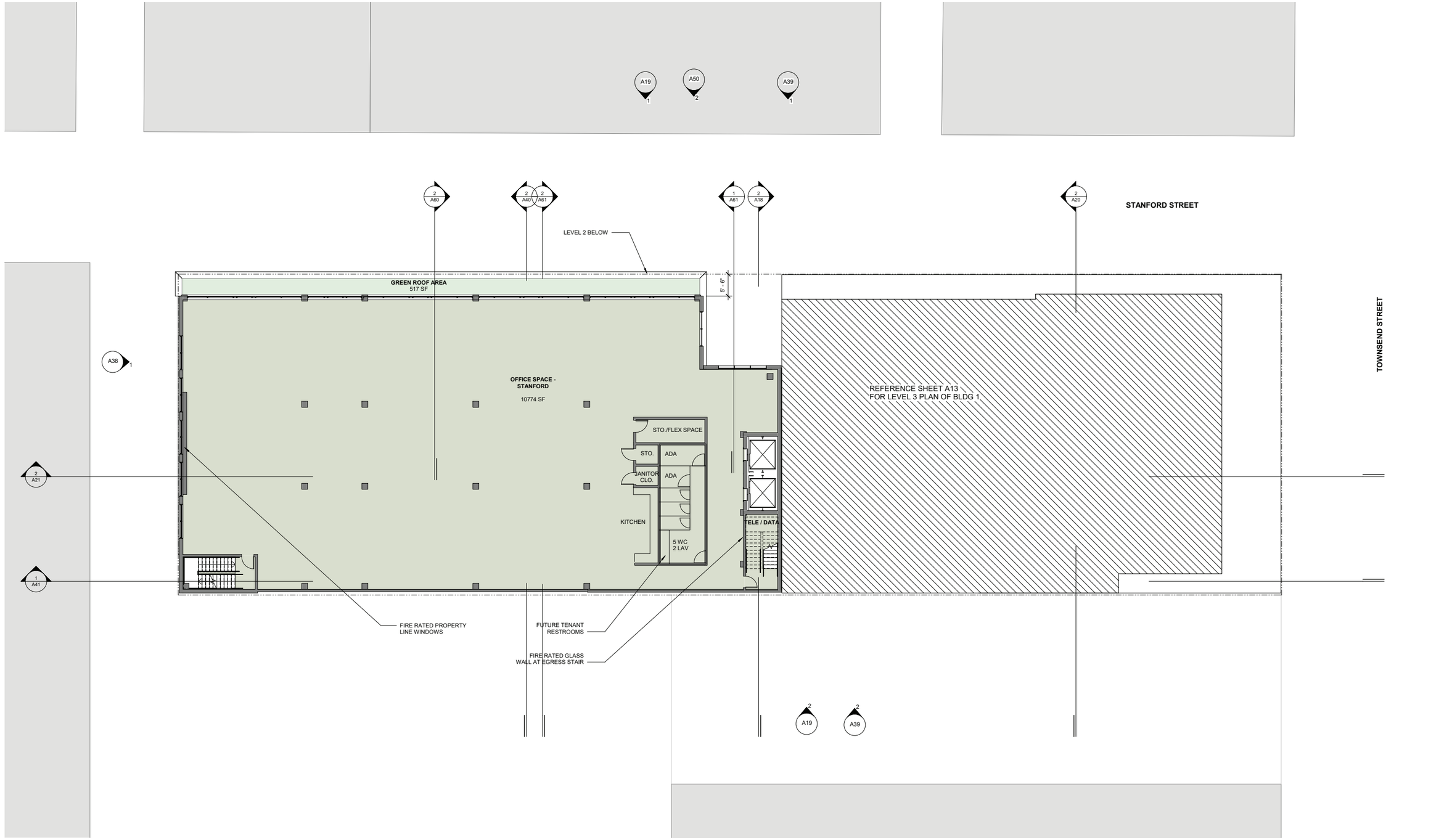
130 TOWNSEND ST

07/13/2021

0 8' 16'

STANFORD BLDG - LEVEL 2

A32



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

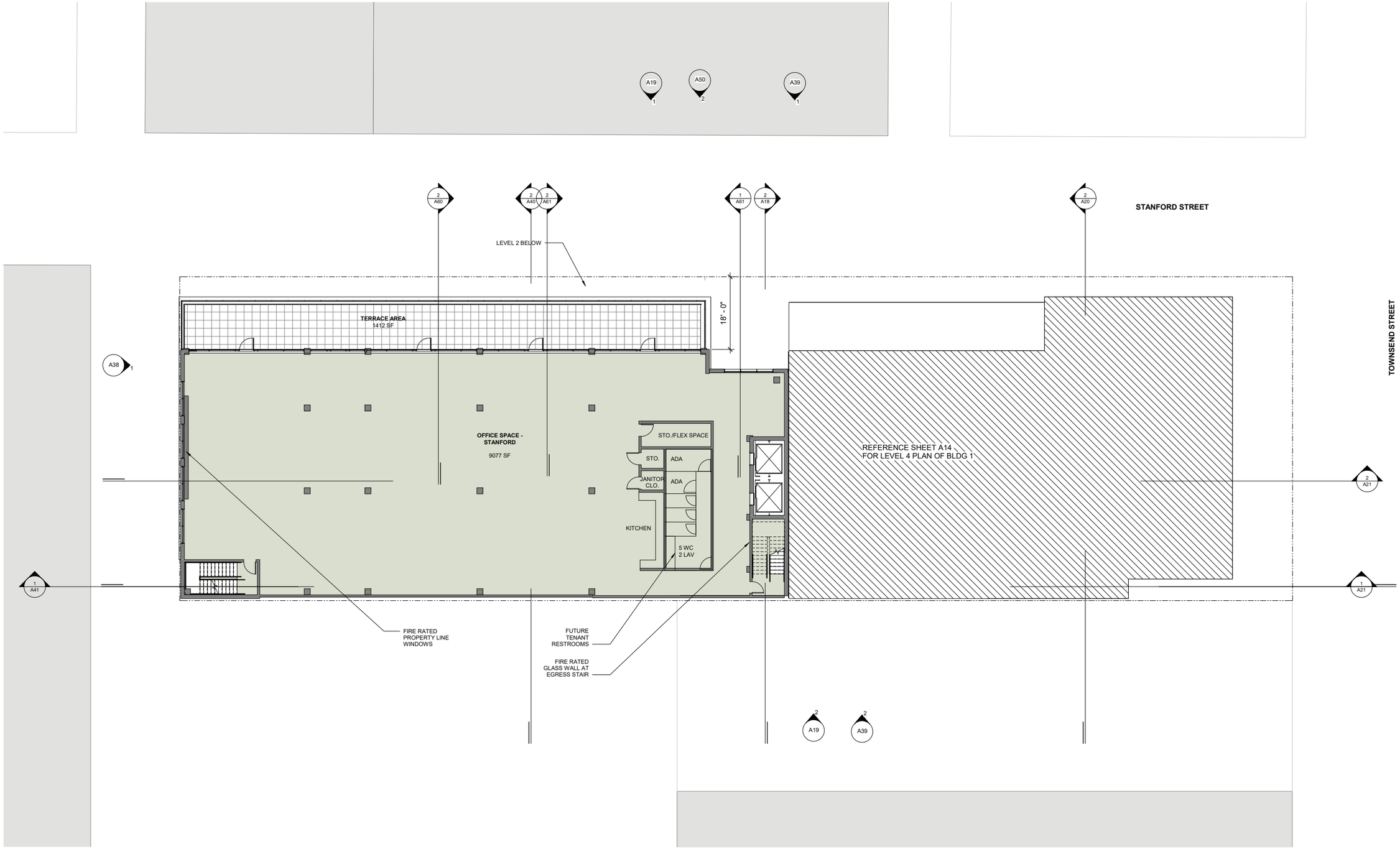
130 TOWNSEND ST

07/13/2021

0 8' 16'

STANFORD BLDG - LEVEL 3

A33



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

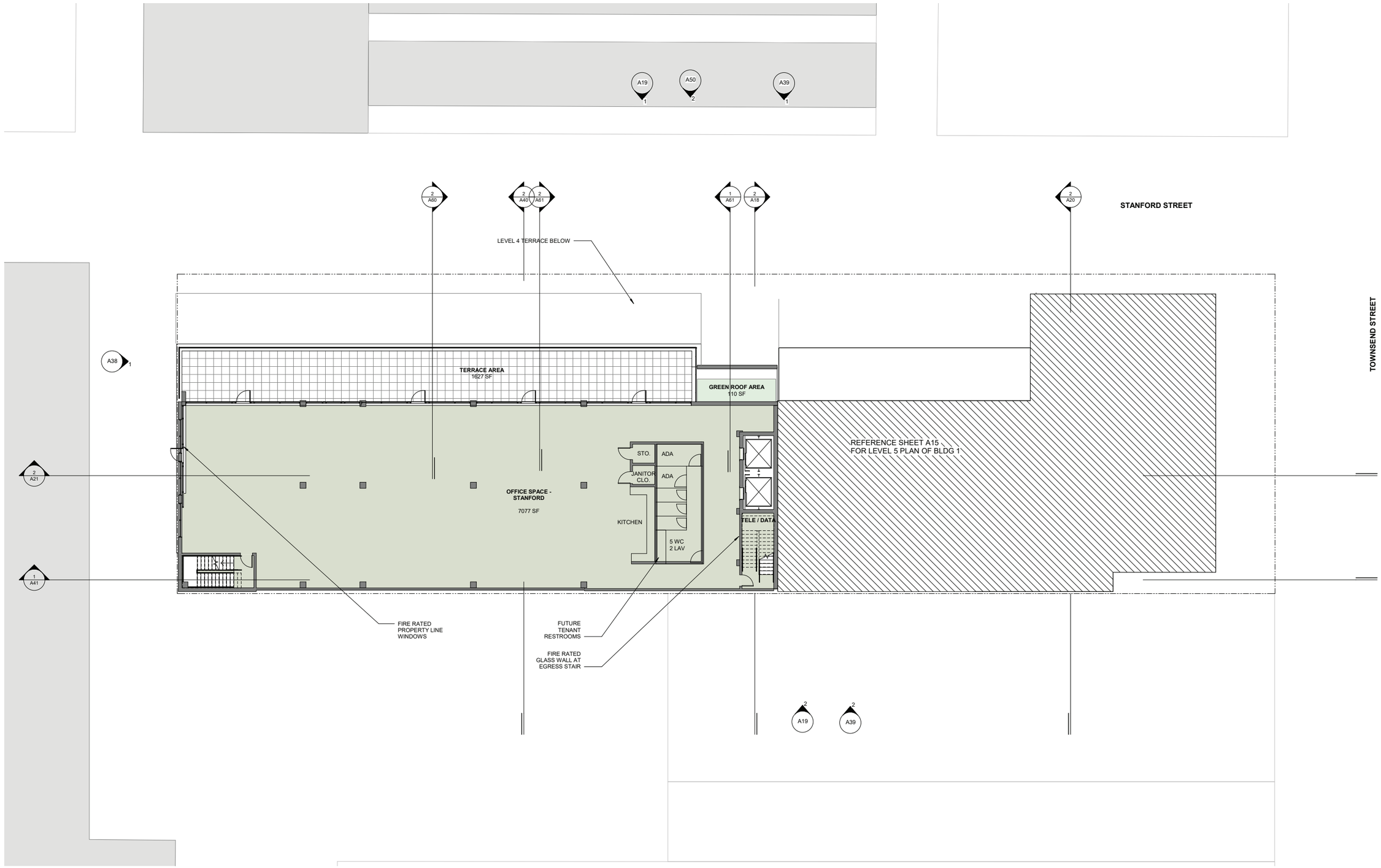
130 TOWNSEND ST

07/13/2021

0 8' 16'

STANFORD BLDG - LEVEL 4

A34



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

0 8' 16'

STANFORD BLDG - LEVEL 5

A35

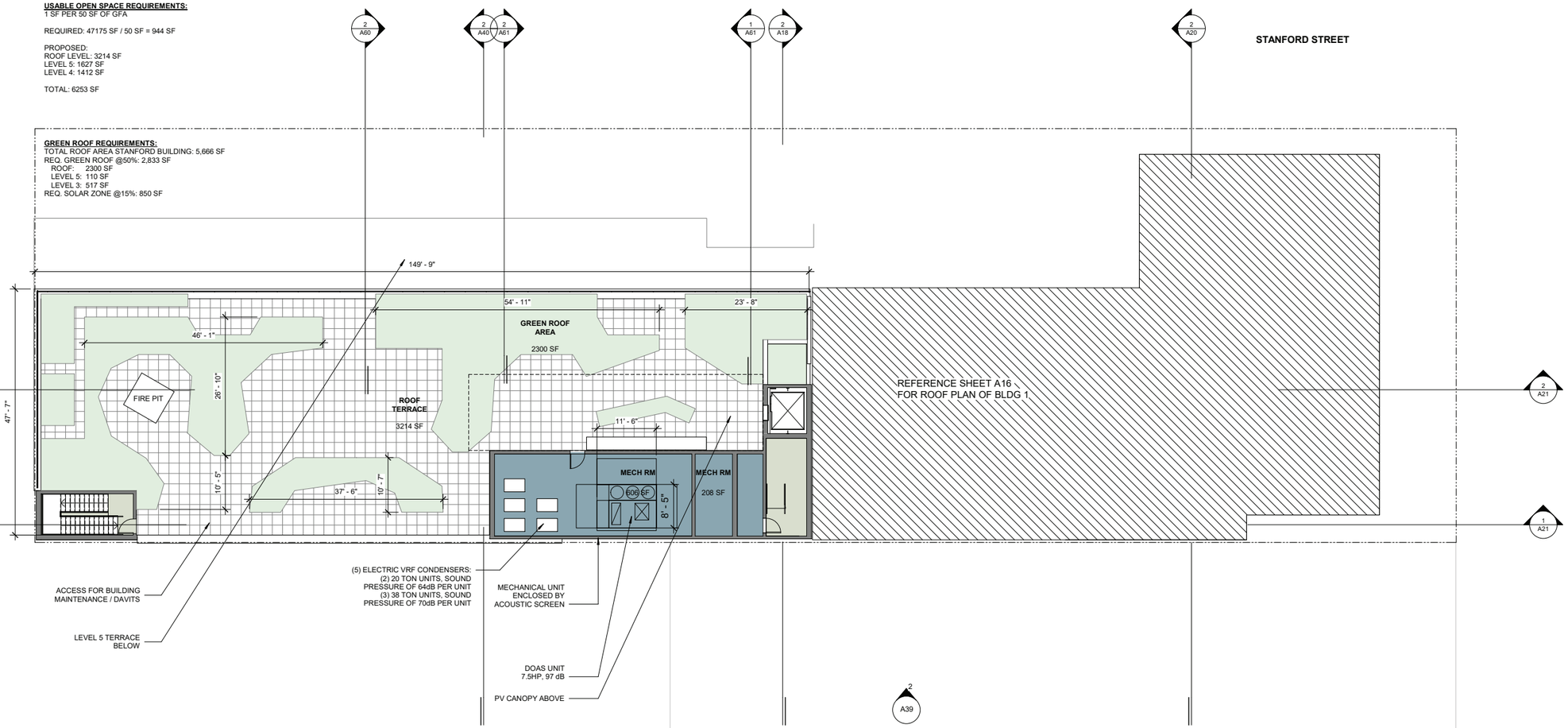
USABLE OPEN SPACE REQUIREMENTS:
1 SF PER 50 SF OF GFA

REQUIRED: 47175 SF / 50 SF = 944 SF

PROPOSED:
ROOF LEVEL: 3214 SF
LEVEL 5: 1627 SF
LEVEL 4: 1412 SF

TOTAL: 6253 SF

GREEN ROOF REQUIREMENTS:
TOTAL ROOF AREA STANFORD BUILDING: 5,666 SF
REQ. GREEN ROOF @50%: 2,833 SF
ROOF: 2300 SF
LEVEL 5: 110 SF
LEVEL 3: 517 SF
REQ. SOLAR ZONE @15%: 850 SF



PER PC §249.78.d.4.B.(i): 50% OF THE ROOF SHALL BE LIVING ROOFS
PER PC §249.78.d.4.B.(iii): 15% OF THE ROOF MUST BE A SOLAR ZONE

0 8' 16'

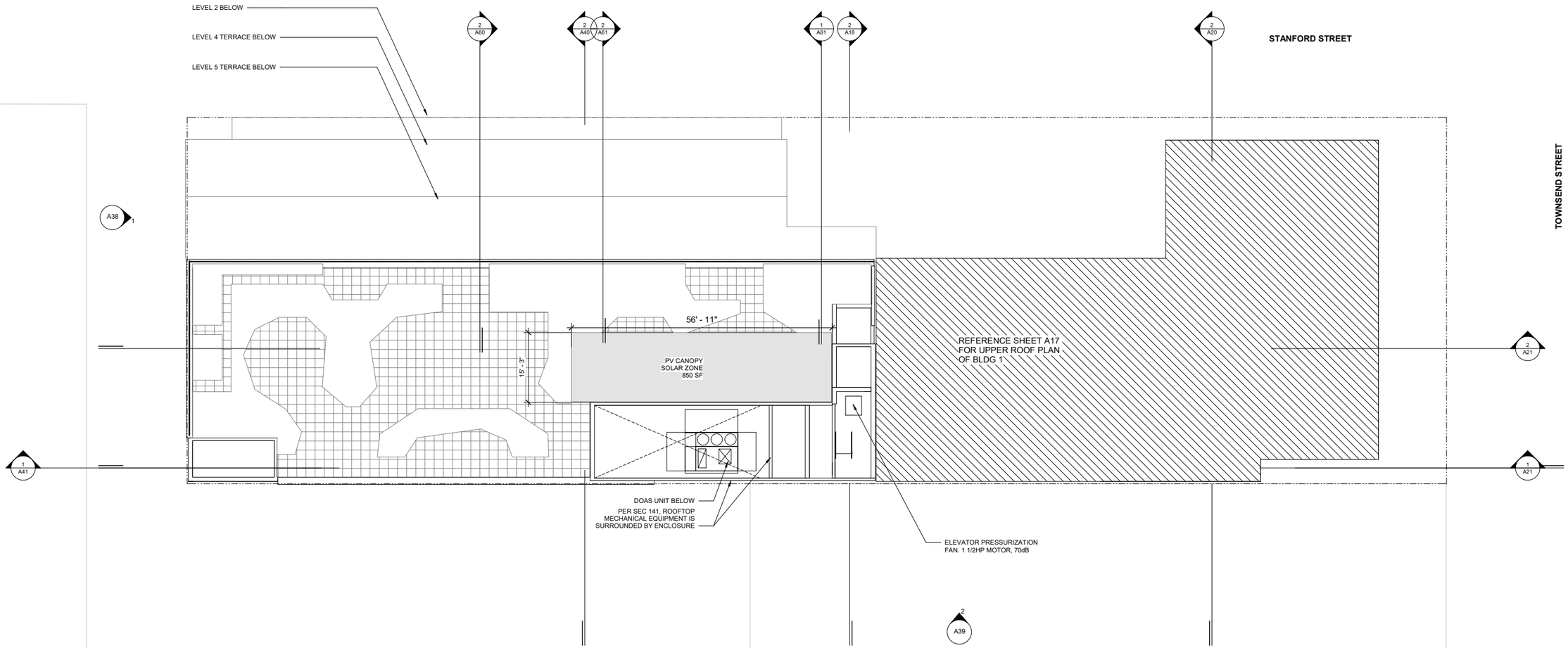
PRESIDIO BAY VENTURES
STANTON ARCHITECTURE
PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

STANFORD BLDG - ROOF

A36



PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

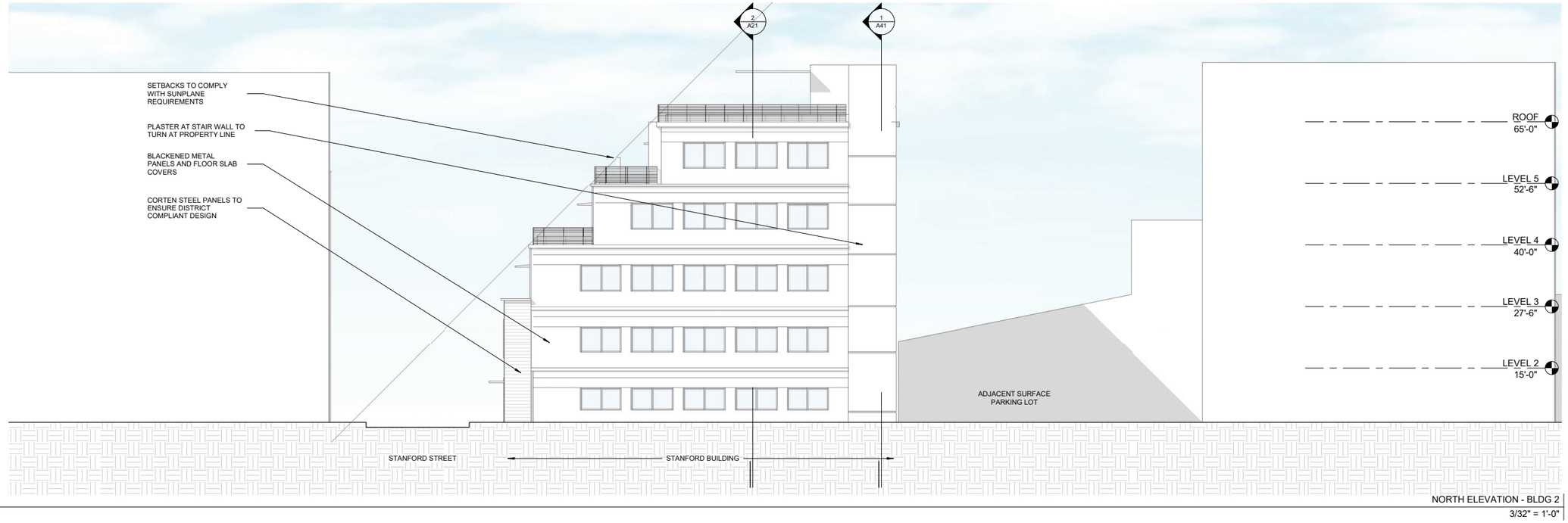
130 TOWNSEND ST

07/13/2021

0 8' 16'

STANFORD BLDG - UPPER ROOF

A37



NORTH ELEVATION - BLDG 2 | 1
3/32" = 1'-0"

0 8' 16'

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

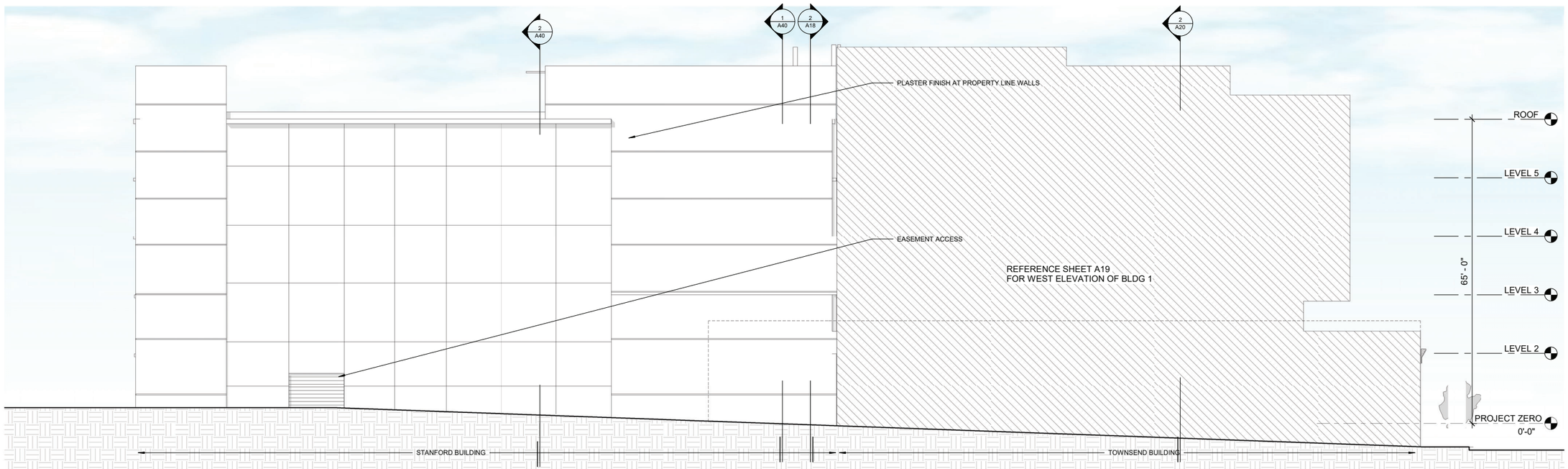
PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

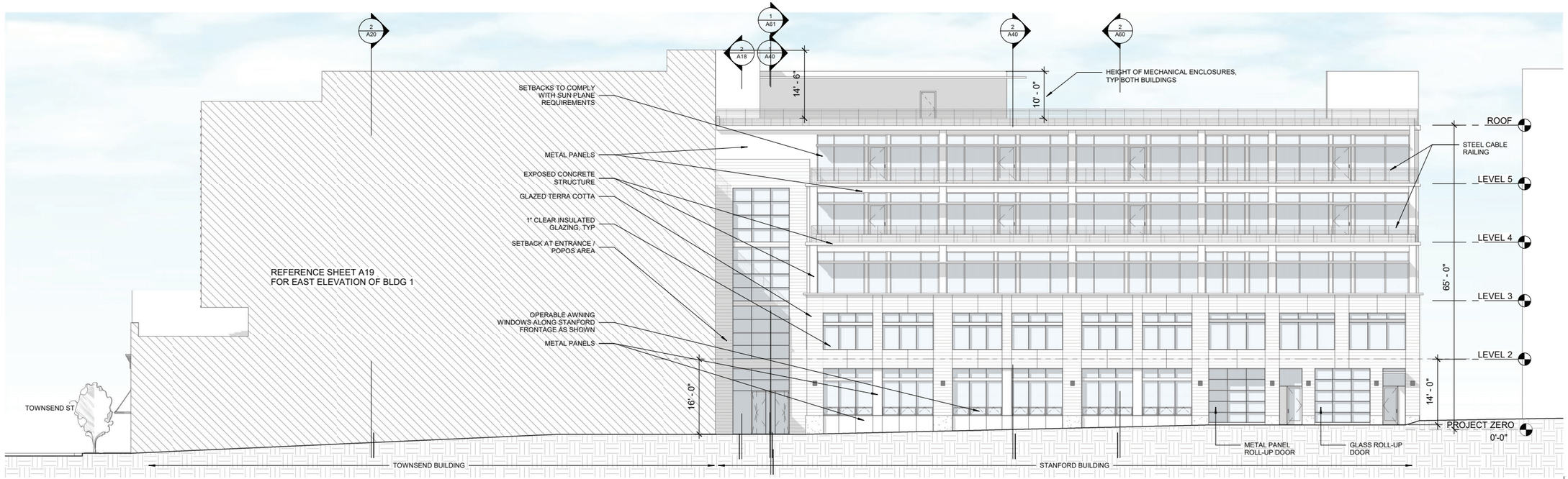
STANFORD BLDG - NORTH ELEVATION

A38



WEST ELEVATION - BLDG 2
3/32" = 1'-0"

2



STANFORD STREET ELEVATION (EAST) - BLDG 2
3/32" = 1'-0"

1

0 8' 16'

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

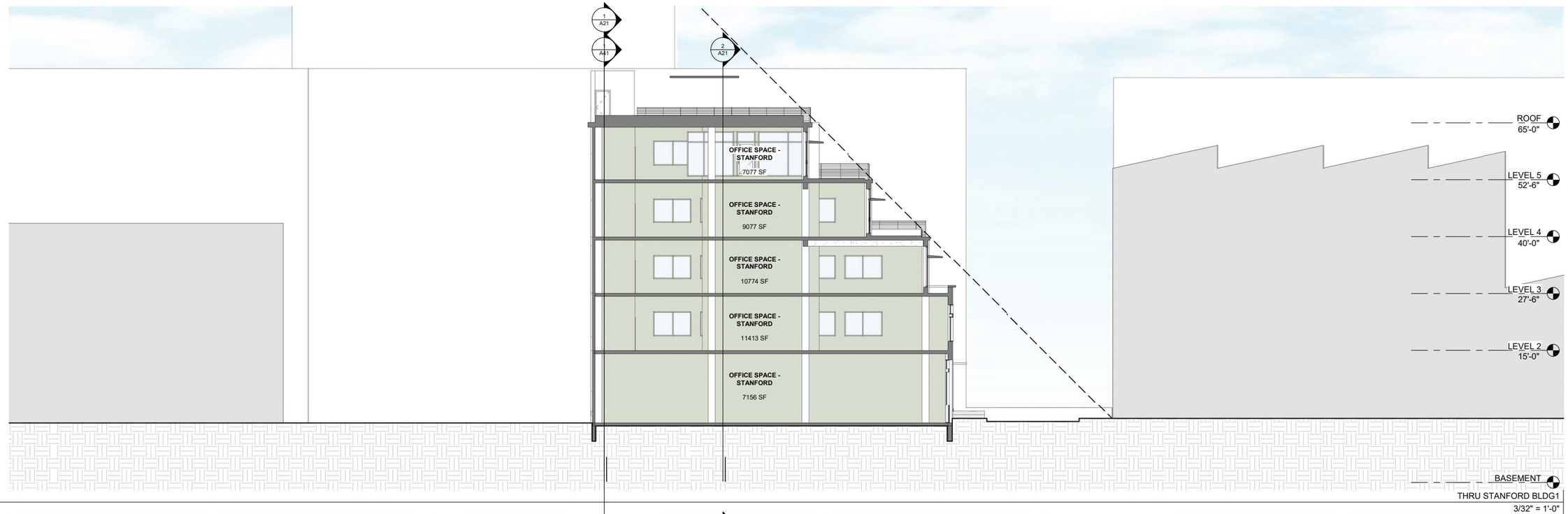
PAGE & TURNBULL

130 TOWNSEND ST

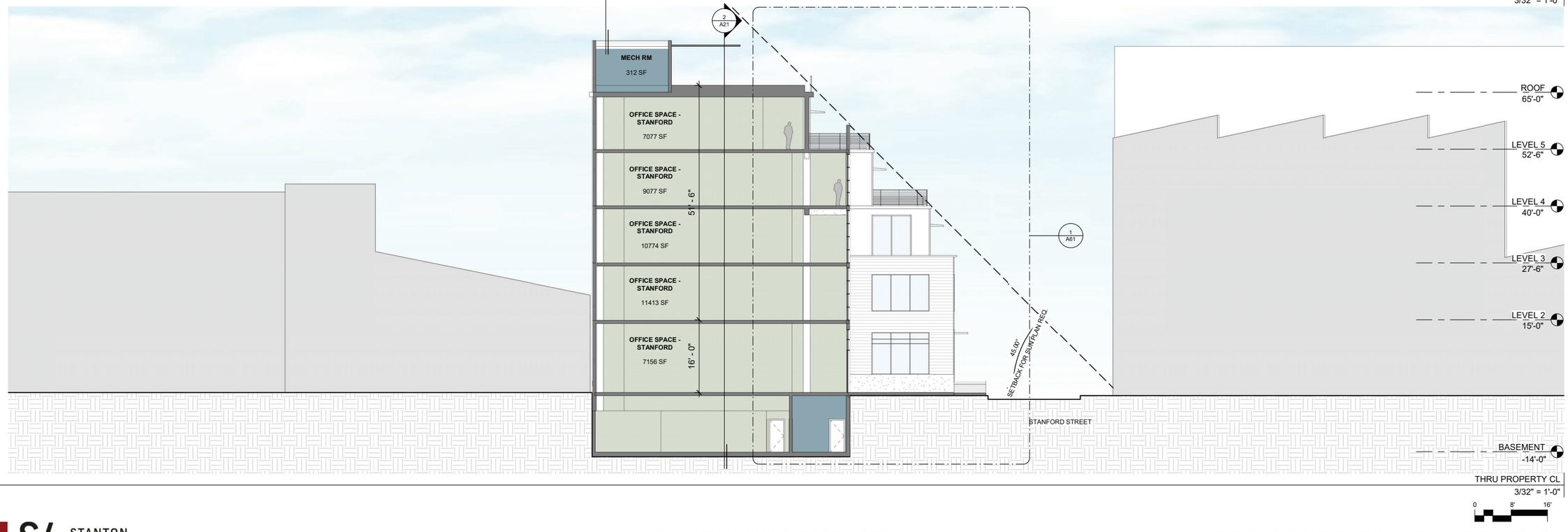
07/13/2021

STANFORD BLDG - EAST/WEST ELEVATIONS

A39



THRU STANFORD BLDG1
3/32" = 1'-0" 2



THRU PROPERTY CL
3/32" = 1'-0" 1

0 8' 16'

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

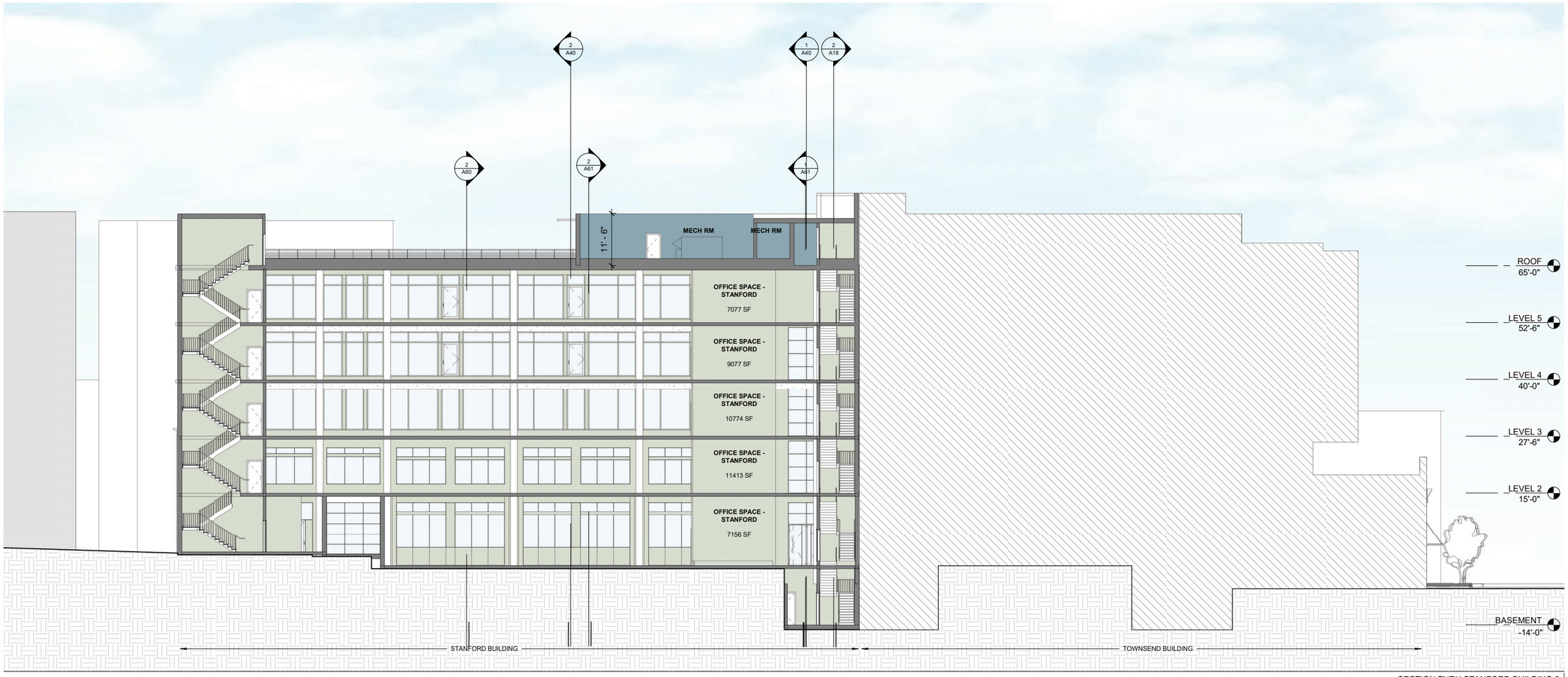
PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

STANFORD BLDG - SECTIONS

A40



SECTION THRU STANFORD BUILDING 2 | 1

3/32" = 1'-0"

0 8' 16'

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

STANFORD BLDG - SECTIONS

A41

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

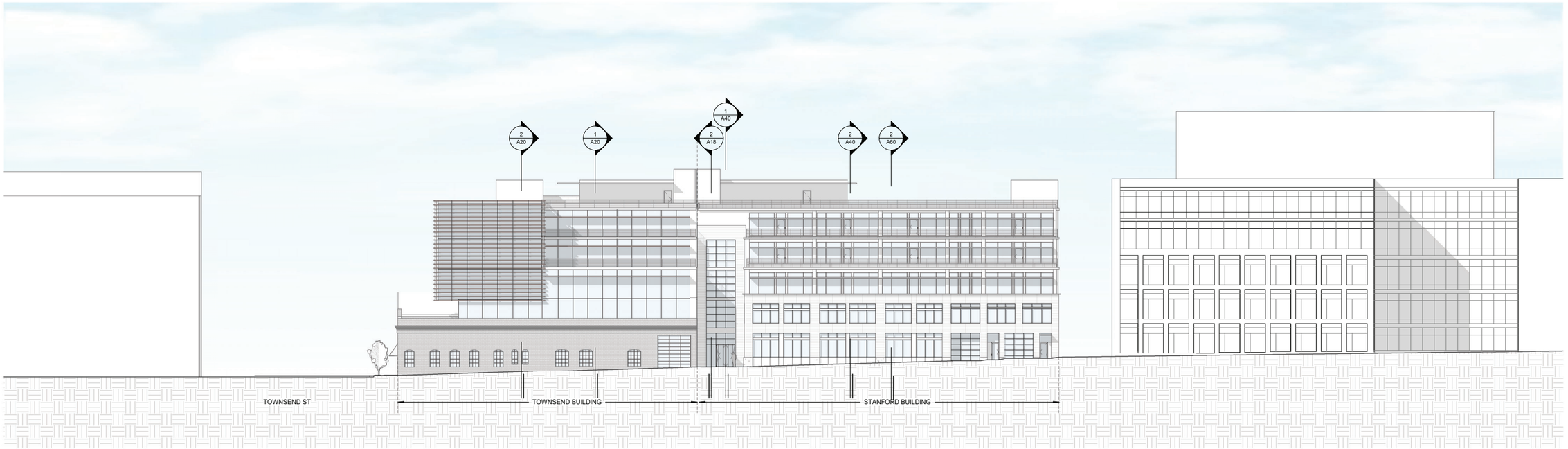
PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

STANFORD BLDG - RENDERING

A43



STANFORD STREET CONTEXT
1" = 20'-0"

2

TOWNSEND STREET CONTEXT
1" = 20'-0"

1

0 30 60

PRESIDIO BAY VENTURES

STANTON ARCHITECTURE

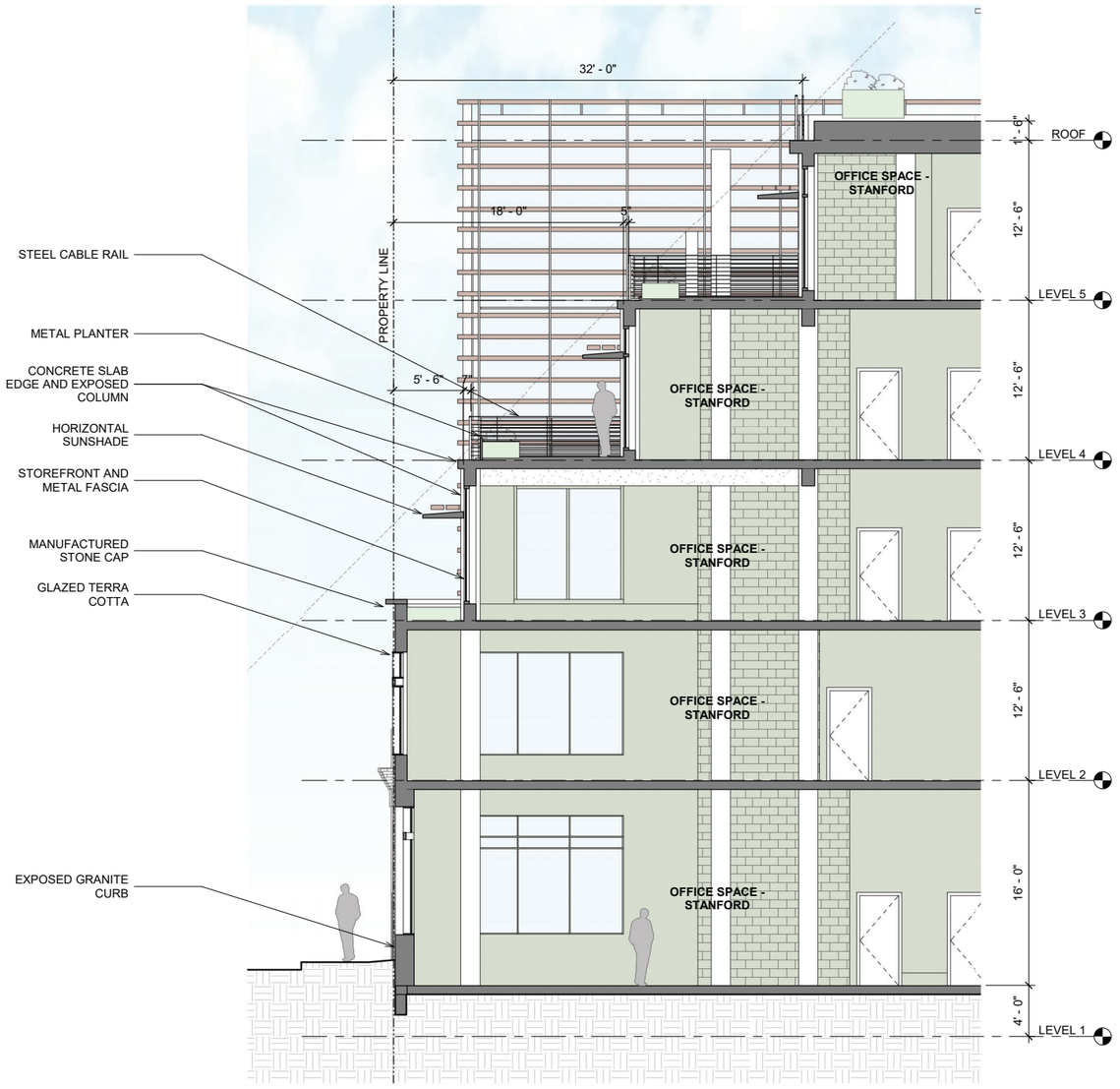
PAGE & TURNBULL

130 TOWNSEND ST

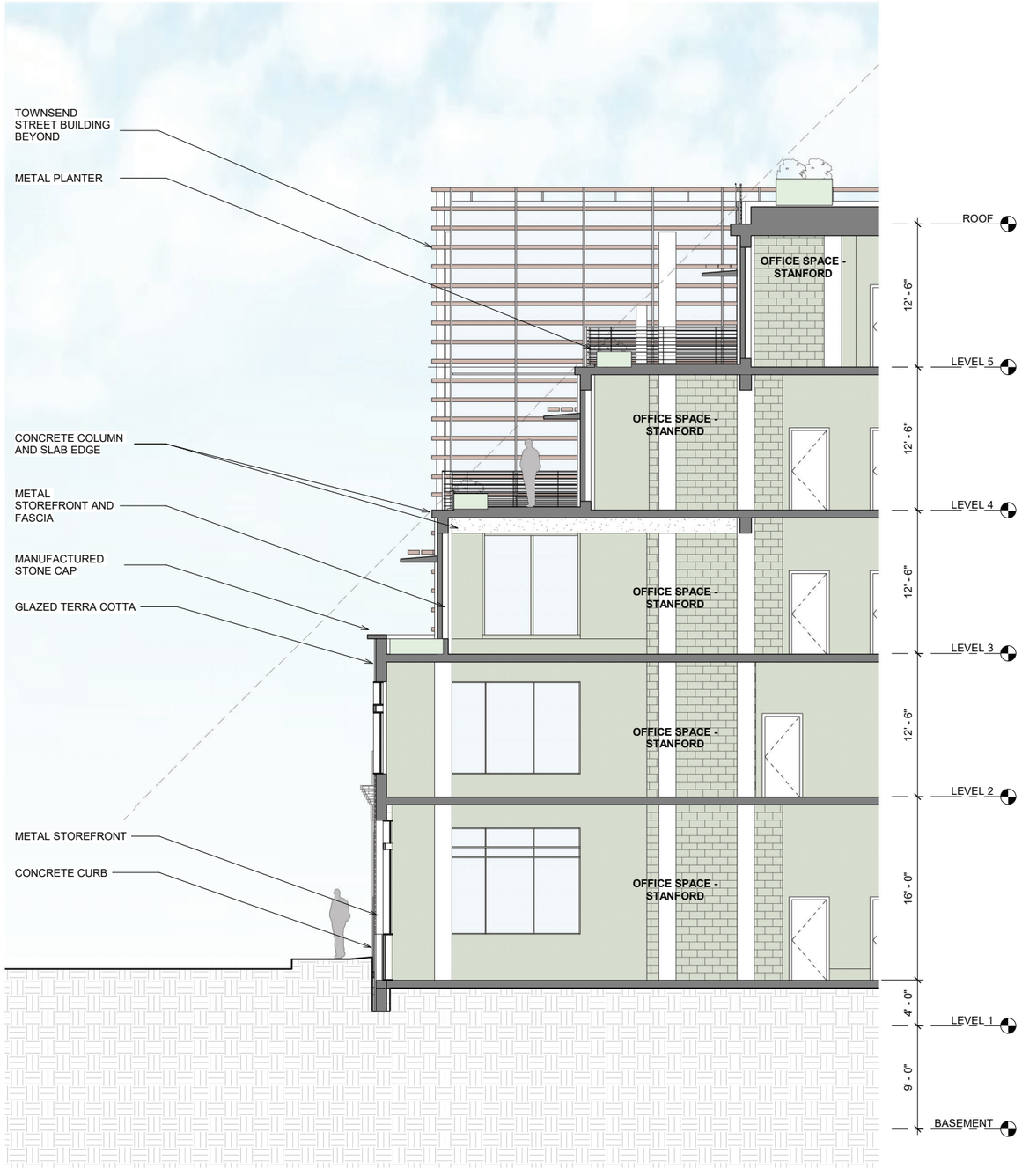
07/13/2021

STREET ELEVATIONS

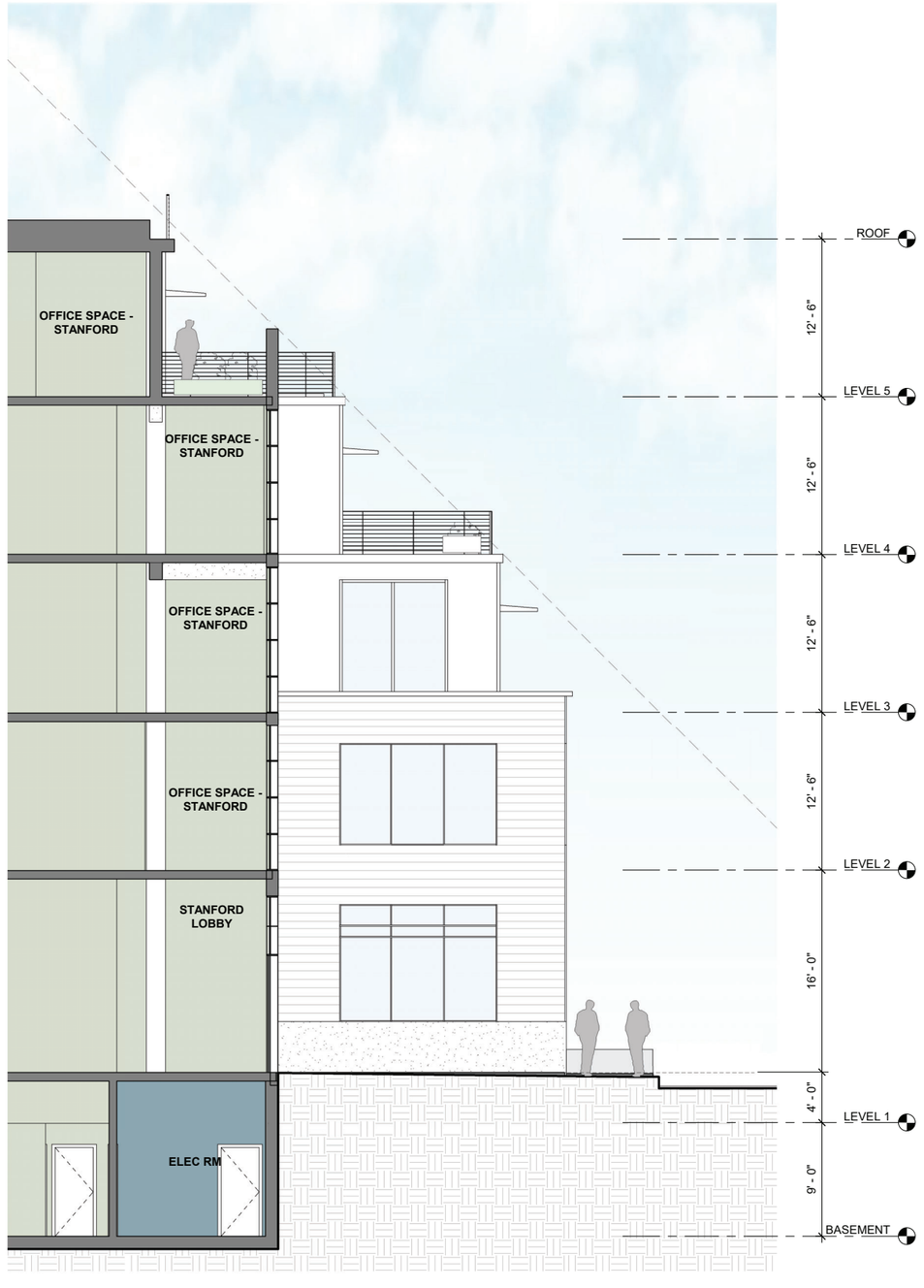
A50



2 STANDFORD WALL SECTION THRU RECESS
3/16" = 1'-0"



2 STANDFORD WALL SECTION THRU BAY
3/16" = 1'-0"



1 STANDFORD WALL SECTION - THRU ENTRANCE
3/16" = 1'-0"

PRESIDIO BAY VENTURES
STANTON ARCHITECTURE
PAGE & TURNBULL

130 TOWNSEND ST

07/13/2021

WALL SECTIONS

A61

Exhibit C:

Environmental Determination

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

CERTIFICATE OF DETERMINATION
COMMUNITY PLAN EVALUATION

Record No.:	2019-023623ENV, 130 Townsend Street
Zoning:	CMUO(Central SoMa-Mixed Use Office) Use District Central SoMa Mixed Use-Office District Controls South End Landmark District 65-X Height and Bulk District
Plan Area:	Central SoMa
Block/Lot:	3877/008
Lot Size:	22,000
Project Sponsor:	John Kevlin, Reuben, Junius & Rose (415) 567-9000
Staff Contact:	Jeanie Poling, jeanie.poling@sfgov.org, (628) 652-7559

Project Description

The project sponsor proposes to add a four-story vertical addition to an existing one-story building fronting Townsend Street (the Townsend Building) and construct a new five-story building on an existing surface parking lot (the Stanford Building). The buildings would be 65-feet tall, with an additional 10-foot-tall mechanical enclosures and 14.5-foot-tall elevator and stair penthouse above the roof level. The Townsend Building would contain office and ground-floor retail uses (36,537 total gross square feet), and the Stanford Building would contain office and ground-floor PDR uses (47,214 total gross square feet).

Approval Action: Approval of the large project authorization under Planning Code section 329 by the planning commission 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 130 Townsend Street project described above and incorporates by reference information contained in the programmatic EIR for the Central SoMa Plan (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;

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

1 Planning Department Case No. 2011.1356E and State Clearinghouse No. 2013042070. Available at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10. Accessed June 7, 2021.

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 2019-023623ENV and then clicking on the "Related Documents" link.

3 San Francisco Planning Department, 130 Townsend Street Preliminary Project Assessment, Case No. 2019-014330PPA, September 20, 2019.

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.

Wade Wietgrefe for
_____

Lisa Gibson
Environmental Review Officer

8-4-2021
_____

Date

Attachments

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

CC: John Kevlin, Project Sponsor
Supervisor Matt Haney, District 6
Alex Westhoff, Current Planning Division

ATTACHMENT A

INITIAL STUDY - COMMUNITY PLAN EVALUATION

Case No.:	**2019-023623ENV, 130 Townsend Street**
Zoning:	CMUO (Central SoMa-Mixed Use Office) Use District Central SoMa Mixed Use-Office District Controls South End Landmark District 65-X Height and Bulk District
Plan Area:	Central SoMa
Block/Lot:	3788/008
Lot Size:	22,000 square feet
Project Sponsor:	John Kevlin, Reuben, Junius & Rose (415) 567-9000
Staff Contact:	Jeanie Poling, jeanie.poling@sfgov.org, (628) 652-7559

A. Project Description

The project site is a rectangular, 22,000-square-foot lot located on the northwest corner of Townsend and Stanford streets on the block bound by Brannan Street to the north, 2nd Street to the east, Townsend Street to the south, and 3rd Street to the west in the city's South of Market neighborhood (see **Figure 1**, Location Map, in Section H below).[1] The project site fronts Stanford Street, which bisects the block and is a one-way northbound street. The project site contains a one-story 9,900-square-foot building, currently used as a restaurant, on the south side of the lot fronting Townsend Street, and surface parking for 40 vehicles on the north side of the lot fronting Stanford Street. The existing building is a contributor to the San Francisco Planning Code Article 10 South End Historic District.

The site's 80-foot-long Townsend Street frontage includes a 38-foot-long passenger loading zone, a red zone for fire hydrant access, and four motorcycle parking spaces. The site's 275-foot-long Stanford Street frontage has no curbs (the sidewalk rises gently from street level) and contains a 12-foot -wide garage entrance to the existing building and an approximately 12-foot-wide fence gate entrance to the surface parking lot. Parking exists along the east side of Stanford Street, on the opposite side of Stanford Street from the project site frontage.

1 The street grid in the South of Market area is on a northwest/southeast axis. Throughout this document "north" is actually northwest. Streets that run in the northwest/southeast direction are generally considered north-south streets, whereas streets that run in the southwest/northeast direction are generally considered east-west streets.

The project sponsor proposes to add a four-story vertical addition to the existing building fronting Townsend Street (the Townsend Building) and construct a new five-story building on the existing surface parking lot (the Stanford Building). The buildings would be 65-feet tall, with an additional 10-foot-tall mechanical enclosures and 14.5-foot-tall elevator and stair penthouse above the roof level. Each building would have a dedicated air handler and associated condenser units within an acoustic rooftop mechanical enclosure. Primary building utility spaces, such as mechanical and electrical rooms, would be located in the basement level.

The Townsend Building would contain office and ground-floor retail uses, and the Stanford Building would contain office and ground-floor PDR uses. Project components are summarized in Table 1. Project plans are shown Figures 2 to 10 in Section H below.[2]

The Townsend Building would contain open space on the roof and at the second, fourth, and fifth floor levels. The Stanford Building would contain open space on the roof and on the fourth and fifth floor levels. Both buildings would contain a new partial basement level for bicycle parking and mechanical services.

The project would include the following right-of-way changes:

- along Townsend Street, extend the existing 38-foot passenger loading zone to 70-feet, add an accessible curb ramp, remove the four existing motorcycle parking spaces, and relocate the existing fire hydrant to Stanford Street;
- relocate parking from the east to the west side along the entire length of Stanford Street, which would include new 33-foot-long and 47-foot-long commercial loading zones and a red zone for new San Francisco Fire Department parking spaces;
- along Stanford Street, restore the sidewalk along the project frontage to City standards, including adding new street lights and removal of existing electrical pole and burying of existing overhead lines;
- add a raised crosswalk across Stanford Street at Townsend Street; and
- add street trees along Townsend Street.

Each of the two buildings would be supported by a foundation consisting of a reinforced concrete mat or footings. The Townsend Building would require approximately 3,443 square feet of excavation to a maximum depth of 21 feet, totaling 1,854 cubic yards of excavation. The Stanford Building would require approximately 3,085 square feet of excavation to a maximum depth of 21 feet, totaling 1,668 cubic yards of excavation. In total, the project would involve approximately 3,522 cubic yards of excavation.

Project construction is anticipated to last approximately 18 months in phases to include demolition, shoring, excavation and subgrading, constructing the foundation, erecting the structure, exterior skin installation, and interior framing and finishes. Equipment used during construction would include cranes, loaders, backhoes, concrete boom pumps, concrete mixer trucks, excavators, rollers, drill rigs, jackhammers, forklifts, and construction delivery vehicles.

2 A full set of project plans is available at https://citypln-m-extnl.sfgov.org/SharedLinks.aspx?accesskey=b42eaf0899129fca41b01d95aaf7e12f35032b0e6676c8c557395f0585880f53&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0.

Table 1: 130 Townsend Street Project Characteristics

Project Components	*Existing*	*Proposed*
Building Stories Townsend Building Stanford Building	 1 N/A	 5 5
Building Height (feet) Townsend Building Stanford Building	 24' 9"	 65 65
Office (gross square feet) Townsend Building Stanford Building	 0 N/A	 34,737 46,464
Retail (gross square feet) Townsend Building Stanford Building	 9,900 N/A	 1,800 0
PDR (gross square feet) Townsend Building Stanford Building	 0 N/A	 0 750
Open space (gross square feet) Townsend Building Stanford Building	 0 N/A	 5,761 6,254
Vehicle parking spaces	40	0
Bicycle parking spaces* (both buildings) Class 1 Class 2		 17 4
Source: Stanton Architecture/Page & Turnbull, 130 Townsend Street plan submittal, July 14, 2021. *Class 1 bicycle parking spaces are for employees within the building and Class 2 spaces are in publicly accessible areas and are for visitor use.		

Project Approvals

The proposed 130 Townsend Street project would require the following approvals:

Action by the Historic Preservation Commission

- Certificate of Appropriateness

Actions by the Planning Commission

- Section 329 large project authorization
- Section 321 office allocations

Action by the Planning Department

- Section 305 variance from active use at first 10 feet of building depth fronting Stanford Street per section 249.78(c)(1)(E), and from streetwall requirements per section 132.4(d)(1).
- Section 307 modification to Class 2 bike parking requirement

Actions by other City Departments

- Demolition, grading/excavation, site, and building permits for new construction from the Department of Building Inspection
- Site mitigation plan approval by the Department of Public Health

- Stormwater control plan approval by the San Francisco Public Utilities Commission
- Street improvement permit approval by the Department of Public Works
- Color curb permit approval by the San Francisco Municipal Transportation Agency

Approval Action

Approval of the large project authorization under Planning Code section 329 by the planning commission is the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) exemption determination, pursuant to section 31.04(h) of the San Francisco Administrative Code.

B. Community Plan Evaluation Overview

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

This initial study evaluates the potential project-specific environmental effects of the proposed 130 Townsend Street project described above and incorporates by reference information contained in the programmatic EIR for the Central SoMa Plan Final Programmatic Environmental Impact Report (PEIR).[3] The following 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:[4]

Project-Specific Studies

Historic resource evaluation response	Greenhouse gas analysis checklist
Preliminary archeology review	Preliminary geotechnical report
Noise and vibration study	Phase 1 environmental site assessment

C. Project Setting

Site Vicinity

The parcels adjacent to the project site, on the block bounded by Brannan Street to the north, 3rd Street to the west, Townsend Street to the south, and 2nd Street to the east, are within the CMUO (Central SoMa-Mixed Use

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

4 Project-specific studies prepared for the 130 Townsend Street project are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental case number 2019-023623ENV and then clicking on the "Related Documents" link.

Office) Zoning District and the 85-X Height and Bulk District. North of the project site, across Brannan Street on the block bounded by Bryant, 2nd, Brannan, and 3rd streets, is South Park.

Existing development within the project vicinity consists of one- to 12-story commercial, residential, and mixed-use buildings. The Oracle Park baseball stadium is approximately 500 feet south of the project site fronting King Street between 2nd and 3rd streets.

Residential and live/work uses near the project site include 650 2nd Street, across Stanford Street from the project site (35 feet east); 21 Clarence Street within the project block (275 feet west); 178 Townsend St residences across Townsend Street (285 feet southwest), and 88 King Street across Townsend and 2nd Streets (285 feet southeast). A hotel at 701 3rd St across Townsend Street is 450 feet southwest from the project site.

The project site is well served by public transit. The San Francisco Municipal Railway (Muni) T-Third and N-Judah light rail lines run along King Street and stop in front of Oracle Park approximately 650 feet south of the project site. The 30-Stockton and the 45-Union/Stockton lines run along 3rd Street with a stop at Townsend and 3rd streets approximately 575 feet west of the project site. The 10-Townsend runs along 2nd Street with a stop approximately 200 feet east of the project site at 2nd and Townsend streets. The 8-Bayshore and 8X-Bayshore express lines run along 3rd Street with a stop approximately 1,875 feet northwest of the project site at 3rd and Bryant streets. The Caltrain station with trains running south to the Peninsula is approximately 1,550 feet southwest of the project site at 4th and King streets.

Cumulative Setting

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

The proposed project is located within the area of the city addressed under the Central SoMa Plan. The Central SoMa Plan PEIR evaluated the physical environmental impacts resulting from the rezoning of this plan area, including impacts resulting from population and employment growth of 14,400 new households, 25,500 new residents, and 63,600 new jobs under the plan.[5] The cumulative impact analysis provided in this initial study uses projections as needed for certain topics to evaluate whether the proposed project could result in new or substantially more severe cumulative impacts than were anticipated in the Central SoMa PEIR.

The cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects) uses the list-based approach. The following is a list of reasonably foreseeable projects within the project vicinity (approximately one-quarter mile). These projects are included in the list-based approach, and growth from these projects was likely also anticipated in the Central SoMa Plan PEIR:

- **424 Brannan Street (Case No. 2019-020057ENV**): the proposed project would demolish the existing surface parking lot and subdivide the property into two lots to construct two new buildings: 258 Ritch Street and 298 Ritch Street. The 258 Ritch Street structure would be a seven-story, 85-foot-tall mixed-

5 Central SoMa PEIR Table IV-1. Assumed growth in the plan area between 2010 and 2040.

use building with 47,521 square feet of office space and 3,550 square feet of ground-floor PDR uses that would also include a basement garage with 18 vehicular parking space. The 298 Ritch Street structure would be a seven-story, 85-foot-tall mixed-use building with 47,090 square feet of office space, 2,350 square feet of ground-floor retail space, and 14,175 total square feet of PDR space on the ground floor and basement level.

- **462 Bryant Street (Case No. 2015-010219ENV):** the proposed project would add five stories of office use to a single-story office building. The proposed project would result in a six-story, 85-foot-tall building with 57,405 square feet of office use and 1,920 square feet of PRD use.
- **474 Bryant Street/77 Stillman Street (Case No. 2020-005255ENV):** the proposed project would demolish two existing one- and two-story PDR buildings and construct two seven-story, 85-foot-tall buildings, each containing office over ground-floor PDR use.
- **531 Bryant Street (Case No. 2016-004392ENV):** the proposed project would demolish existing buildings on site and new construct a six-story, 65-foot-tall, office building with 46,390 square feet of office use and 2,900 square feet of retail, sales and service use.
- **212-218 Ritch Street (2021-001565ENV).** Demolish three existing two-story buildings containing a total of 2,400 square feet of commercial use, merge lots, and construct one new five-story, 55-foot-tall building with 9,915 square feet of office use and 1,875 square feet of retail use.
- **555-585 Bryant Street (Case No. 2019-020057ENV:** the project proposes new construction of a 160-foot-tall mixed-use residential building with 500 dwelling units and 20,605 square feet of PDR use space.

The following public projects are planned near the project site.

- **Downtown Rail Extension Project,** would extend the Caltrain commuter rail line, primarily underground, from its current terminus at Fourth and King streets to the Salesforce Transit Center. The project would include a new underground station at Fourth and Townsend streets. The goal is to complete the project by the early 2030s.
- **Port Waterfront Plan Project** (Case No. 2019-023037ENV): the boundary of the plan area is approximately 500 feet south of the project site. The project would update and amend the 1997 Waterfront Land Use Plan, which sets long-term goals and policies to guide the use, management, and improvement of 7.5 miles of properties under the San Francisco Port's jurisdiction, from Fisherman's Wharf to India Basin.

D. Summary of Environmental Effects

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

☐ Land Use and Land Use Planning ☐ Greenhouse Gas Emissions ☐ Geology and Soils

☐ Population and Housing	☐ Wind	☐ Hydrology and Water Quality
☒ Cultural Resources	☐ Shadow	☐ Hazards and Hazardous Materials
☒ Tribal Cultural Resources	☐ Recreation	☐ Mineral Resources
☐ Transportation and Circulation	☐ Utilities and Service Systems	☐ Energy Resources
☒ Noise	☐ Public Services	☐ Agriculture and Forestry Resources
☒ Air Quality	☐ Biological Resources	☐ Wildfire

E. Evaluation of Environmental Effects

The Central SoMa PEIR identified significant and unavoidable with mitigation 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. The Central SoMa PEIR also identified less-than-significant impacts with mitigation impacts for other topic areas.

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.[6] 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. 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.

6 San Francisco Planning Department, Central SoMa Plan Final EIR, Case No. 2011.1356E, State Clearinghouse No. 2013042070, May 2018.

In accordance with CEQA section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets 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 and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[7]

E.1 Land Use and Land Use Planning

Central SoMa PEIR Land Use and Planning Findings

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

The Central SoMa PEIR determined that adoption of the Central SoMa Plan would result in a significant and 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.[8] Specifically, the PEIR found that implementation of the plan would generate significant traffic-related noise 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, under both the two-way and one-way options for Howard and Folsom streets. Such an increase would exceed the noise standards in the general plan's environmental protection element and therefore would conflict with 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,[9] which requires transportation demand management for new development projects, would substantially reduce traffic noise, but not to a less-than-significant level. In addition, Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses, would be required so that noise-generating uses are appropriately sited to reduce noise-related impacts to a less-than-significant level.

7 San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 130 Townsend Street, July 14, 2021.

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

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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; it would add four stories of commercial use to a one-story commercial building and replace a surface parking with a five-story office building within the boundaries of an established lot. 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 proposed project is consistent with the development density established in Central SoMa Plan Area and must be compliant with applicable regulations. The general plan noise-related conflicts identified in the area plan PEIR are not applicable to the proposed project, as the project site is not located along the significantly impacted roadways.[10] Therefore, the project would not cause a significant physical environmental impact due to a conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Cumulative Analysis

The proposed project would have no impact with respect to physically dividing a community. In addition, because the project site is not located along the significant cumulatively impacted roadways identified in the Central SoMa PEIR, the proposed project would not contribute considerably to the significant cumulative impact related to general plan noise-related conflicts.

Conclusion

The proposed project would not result in a significant project-level or cumulative land use impact. Therefore, the proposed project would not result in significant physical environmental land use impacts not previously identified in the Central SoMa PEIR.

E.2 Population and Housing

Central SoMa PEIR Population and Housing Findings

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

10 Refer to section E.6 for analysis and applicability of noise-generating uses and associated Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses.

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.[11] The environmental effects of population and job growth resulting from the plan are addressed in the PEIR and its initial study.

The Central SoMa PEIR stated that the estimated housing demand resulting from plan-generated employment would be accommodated by increases in housing supply, primarily within the plan area and elsewhere in San Francisco, and development under the plan would not generate housing demand beyond projected housing forecasts. Office and other non-residential development would be required to pay in-lieu fees pursuant to the jobs-housing linkage program. Therefore, effects of the plan related to population and housing would be less than significant.[12]

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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 necessitating the construction of replacement housing?	☐	☐	☐	☒

E.2.a) The proposed would add a four-story vertical addition to an existing one-story commercial building and construct a new five-story office building. The project would add approximately 81,201 gross square feet of office use and 750 gross square feet of PDR use to the project site and reduce retail use to approximately 750 gross square feet. Based on the size of the commercial space, the project would employ approximately 316 new employees.[13]

This direct effect of the proposed project on employment increase was accounted for in the Central SoMa PEIR growth projections, which found that the Plan would result in an increase of about 32,000 employees in the Plan Area. Further, the Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017. The growth projections for San Francisco

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

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

13 Estimated number of new employees based on the San Francisco Planning Department, Citywide Division, *Current Employment Density Factors,* May 24, 2019. Number of employees calculated as follows: 338 office employees (81,201 gsf @ 240 gsf/employee) + 1 PDR employee (750 gsf @ 570 gsf/employee) + 5 retail employees 1,800 gsf @ 350 gsf/employee) = 344 employees. Minus 28 existing restaurant employees (9,900 gsf @ 350 gsf/employee). Total= 316 new employees.

County anticipate an increase of 137,800 households and 295,700 jobs between 2010 and 2040,[14] which is consistent with the housing element and other adopted plans.

The project's new office, PDR, and retail uses would contribute to 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 a priority development area; thus, it would be implemented in an area where new population growth is both anticipated and encouraged.

The project would also be located in a developed urban area with available access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). The project site is located in an established urban neighborhood and is not an infrastructure project, and thus, it would not indirectly induce substantial population growth. The physical environmental impacts resulting from housing and employment growth generated by the project are evaluated in the relevant resources topics in this initial study.

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

Cumulative Analysis

The cumulative context for the population and housing topic is the City and County of San Francisco. The proposed project would provide commercial space that would result in increases in jobs. As discussed above, San Francisco is anticipated to grow by 137,800 households and 295,700 jobs between 2010 and 2040. Between 2010 and 2017, San Francisco's population grew by approximately 13,000 households and 137,200 jobs, leaving approximately 124,839 households and 158,486 jobs projected for San Francisco through 2040.[15,16] As of the fourth quarter of 2020, approximately 72,414 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.[17], [18] Conservatively assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline (which includes the proposed project) would accommodate an additional 72,414 households. The pipeline also includes projects with land uses that would result in an estimated 73,288 new employees.[19] As such, cumulative household and

14 Metropolitan Transportation Commission and Association of Bay Area Government, Plan Bay Area 2010 Final Supplemental Report: Land Use and Modeling Report. July 2017. This document is available online at: http://2040.planbayarea.org/reports. Accessed November 7, 2018.

15 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.

16 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.

17 San Francisco Planning Department, 2020 Q4. Housing Development Pipeline. Available online at: 2021https://sfplanning.org/project/pipeline-report. Accessed June 28, .

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

19 *Ibid*.

employment growth is below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with citywide development would not result in significant cumulative environmental effects associated with inducing unplanned population growth or displacing substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere.

Conclusion

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

E.3 Cultural Resources

Central SoMa PEIR Cultural Findings

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.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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?	☐	☐	☐	☒

E.3.a) Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. In evaluating whether the proposed project would cause a substantial adverse change in the significance of a historical resource, the planning department must first determine whether the existing

building on the project site is a historical resource. A property may be considered a historical resource if it meets any of the California Register criteria related to (1) events, (2) persons, (3) architecture, or (4) information potential that make it eligible for listing in the California register, or if it is considered a contributor to a potential historic district.

The existing building is a historic resource pursuant to the CEQA guidelines. The project site is within the South End Historic District. The Article 10 Landmark District is a concentrated district of warehouses and light industrial buildings within a few block radius, including fifty-five contributors, of which the subject property is one of.

Preservation staff prepared a "part 1" historic resource evaluation that addresses the subject property's status within the district.[20]

The one-story brick masonry building at 130 Townsend Street was constructed in 1906 after its predecessor was destroyed in the 1906 earthquake and fires. The primary façade includes a centered arched entryway with transom leading to a recessed glass doorway. Three sets of archtop windows of varying sizes adorn the front façade, one to the left of the doorway, and two to the right. Prominent cornice lines with decorative brick patterns extend along the front façade and visible side façade. The visible side façade includes a series of archtop windows, also of varying sizes, with a garage door at the northwest end. The rear façade also includes several archtop windows, as well as a flush rear doorway.

The subject building housed the distribution center for Inglenook, an early Napa Valley winery established in 1879. The subject property was owned by Finnish Sea Captain Gustave Niebaum who founded Inglenook and is credited as being a pioneer in Napa wine production. The subject property remained in the family after Niebaum's death in 1908. Preceding his wine entrepreneurship, Niebaum was a prominent fur trader and sea captain, producing early maps of the Alaska coastline which eventually led to the Alaska purchase. However, it does not appear that this work bears any association with the subject property. Arnohld Company, the building's original tenants who served as agents for Inglenook, remained on the property until the 1920s. After the 1920s the site went through several ownership changes; subsequent uses included an auto repair shop, plumbing supply company, office, and restaurant (current). Research has not uncovered that any significant events or persons were associated with the site through these subsequent ownerships (Criterion 2).

While the subject property is part of an historic district, it does not appear to be historically or aesthetically significant such that it would rise to the level of individual eligibility. Its history as a transfer warehouse aligns with the historical context of the South End District as an important seaport connection between California and the outside world, thus is affiliated with a historic event (Criterion 1). The one-story brick warehouse was constructed during the historic district's period of significance, and its architectural character is similar to other contributing properties within the district (Criterion 3). However, no additional historical or architectural context was uncovered to merit individual significance of the subject property. Therefore, the subject property is not eligible for individual listing in the California Register under any criterion individually.

Based upon a review of information in the department's records, the subject property is also not significant under Criterion 4 (Information Potential), which is typically associated with rare construction types when involving the built environment.

20 San Francisco Planning Department, *130 Townsend Street Historic Resource Evaluation Response Part 1,* May 29, 2020.

Project Impacts on Historic Resources

The proposed project would alter a known contributor to historic district; therefore, **Project Mitigation Measure 1, Avoidance or Minimization of Effects on Identified Historical Resources**, is applicable to the proposed project. The mitigation measure has been completed through the planning department's "part 2" historic resource evaluation.[21] The evaluation found that the proposed would not result in an impact to the historic character of the property, and that the character of the surrounding landmark district as a whole would be retained and preserved through the project.

The project would be within the six-story range that characterizes the landmark district. The project would not involve demolition of any structures, and the new Stanford Street building would replace a parking lot with no historical significance. The vertical addition has been sculpted in a manner to minimize the loss of historic fabric and to minimize its visual impact on the historic character of the subject resource and landmark district as a whole. The project would avoid removal of historic materials and features that characterize the district. The project is designed in a way that is compatible with the landmark district, while not creating a false sense of historical development. The buildings would extend the full width of the lots; thus it will be compatible with the general massing and scale of buildings throughout the landmark district.

Through compliance with Project Mitigation Measure 1 (implementing Central SoMa PEIR Mitigation Measure M-CP-1a), impacts on historic resources would be reduced to less than significant.

Construction Impacts on Historic Resources

Construction activity can generate vibration that can cause structural damage to nearby historic buildings. The proposed project would involve a four-story addition to an existing one-story historic building (130 Townsend Street), new construction near historic buildings, and excavation to a depth of 21 feet. A noise and vibration study identified 136 Townsend Street, a one-story parking garage adjacent and directly west of the project site, as a historic building within 25 feet of the project site. The study identified the potential for the project construction to exceed building damage criterion at 136 Townsend Street.[22] Thus, project construction would result in significant impacts on historic resources.

Project Mitigation Measure 2, Protect Structures from Adjacent Construction Activities, requires identification of nearby historic resources and states that if vibration-generating construction equipment is used, construction specification must incorporate all feasible means to avoid damage to nearby historic buildings. **Mitigation Measure 3, Construction Monitoring Program for Historical Resources**, requires a monitoring program to minimize damage to historic buildings, including a pre-construction survey of nearby historic buildings by a qualified historic preservation professional, monitoring of vibration levels during construction, and a requirement that any vibration-related damage is documented and repaired.

The proposed project would incorporate Project Mitigation Measure 2 (implementing Central SoMa PEIR Mitigation Measure M-CP-3a) and Project Mitigation Measure 3 (implementing Central SoMa PEIR Mitigation Measure M-CP-3b), which would reduce impacts on adjacent historic resources to less than significant. Therefore, with implementation of these mitigation measures, the proposed project's contribution to the significant historic resource impact identified in the Central SoMa PEIR would be less than significant.

21 San Francisco Planning Department, *130 Townsend Street, Historic Resource Evaluation Response Part 2,* July 22, 2021.
22 Salter, *Environmental Noise and Vibration Impact Assessment, 130 Townsend Street, San Francisco, CA,* July 15, 2021.

E.3.b) As required by Central SoMa PEIR Mitigation Measure M-CP-4a**,** the department conducted a project-specific preliminary archeological assessment for the proposed project. The Townsend Building would require approximately 3,443 square feet of excavation to a maximum depth of 21 feet, totaling 1,854 cubic yards of excavation. The Stanford Building would require approximately 3,085 square feet of excavation to a maximum depth of 21 feet, totaling 1,668 cubic yards of excavation. In total, the project would involve approximately 3,522 cubic yards of excavation.

Modeling indicates that the project site has high sensitivity for surface prehistoric resources; however, later grading of the project site would have likely removed soils that contained prehistoric deposits. Therefore, the prehistoric sensitivity is low. The project site is also moderately sensitive for late nineteenth century resources based on a review historical maps and lack of post-depositional disturbance. The Second Street Cut of 1869 and/or construction of the existing brick building on Townsend (no basement, built between 1887 and 1899) may have disturbed deposits associated with earlier structures on the project area. Deposits may be present associated with dwellings and horse stable fronting Stanford during the late nineteenth century. The preliminary archeological assessment concludes that the project has the potential to disturb archeological resources. However, because the fill above the bedrock is shallow (0.5 to 1.5 feet), the project would have a low potential to adversely affect archeological resources. This is considered a significant impact. **Project Mitigation Measure 4, Archeological Accidental Discovery**, requires construction activities to suspend and notify the department if construction workers notice any indication of an archeological resource, including human remains. Therefore, with implementation of Project Mitigation Measure 4, Archeological Accidental Discovery, (implementing Central SoMa PEIR Mitigation Measure M-CP-4a), the project would have a less-than-significant impact on archeological resources sources.

E.3.c) Archeological resources may include human burials. Human burials outside of formal cemeteries often occur in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials is addressed above under E.3.b. Furthermore, the treatment of human remains and of associated or unassociated funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner) and, in the event of the coroner's determination that the human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant.[23]

Cumulative Analysis

The Central SoMa PEIR identified the potential for significant impacts on historical architectural resources within the South End Historic District; this would be significant cumulative impact. The project would contribute considerably to this impact during construction. With implementation of Project Mitigation Measures 2 and 3, the project's cumulative impact on historical architectural resources would be reduced to less than significant.

The cumulative context for archeological resources and human remains is generally site specific and limited to the immediate construction area. For these reasons, the proposed project, in combination with other

23 California Public Resources Code section 5097.98

cumulative projects, would not result in a cumulatively considerable impact on archeological resources or human remains.

Conclusion

The proposed project's impacts on cultural resources would be mitigated to less-than-significant levels with implementation of Project Mitigation Measures 1 through 4. Therefore, the proposed project would not result in significant impacts on cultural resources that were not previously identified in the Central SoMa PEIR.

E.4 Tribal Cultural Resources

Central SoMa PEIR Cultural Findings

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
(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 this subdivision, the lead agency shall consider the significance of the resource to a California Native American tribe.				

E.4.a) As required by Central SoMa PEIR Mitigation Measure M-CP-5**,** the department conducted a project-specific tribal cultural resource assessment with the preliminary archeological assessment for the proposed project. The project site is sensitive for prehistoric resources. Based on Planning Department consultations with local Native American representatives, prehistoric archaeological sites are assumed to be potential tribal cultural resources. Therefore, the project would potentially affect tribal cultural resources, which would be a significant impact. **Project Mitigation Measure 5, Tribal Cultural Resources Program** (implementing Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal Cultural Resource Assessment) must be implemented. This mitigation measure requires consideration of preservation in place, inclusion of a Native American /monitor in any subsequent archeological monitoring, testing or data recovery, and public interpretation of finds. With implementation of Project Mitigation Measure 5, the proposed project would have a less-than-significant impact on tribal cultural resources.

Cumulative Analysis

The cumulative context for tribal cultural resources is generally site specific and limited to the immediate construction area. For this reason, the proposed project, in combination with other cumulative projects, would not result in cumulative impacts to tribal cultural resources.

Conclusion

The proposed project's impact to tribal cultural resources would be mitigated to less-than-significant levels with the implementation of Project Mitigation Measure 5. Therefore, the proposed project would not result in significant impacts to archaeological resources that constitute tribal cultural resources that were not previously identified in the Central SoMa PEIR.

E.5 Transportation and Circulation

Central SoMa PEIR Transportation and Circulation Findings

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 eight 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 a mitigation measure to reduce these impacts to a less-than-significant level.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Involve construction that would require a substantially extended duration or intensive activity, the effects of which would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit?	☐	☐	☐	☒
b) Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations?	☐	☐	☐	☒
c) Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access?	☐	☐	☐	☒
d) Substantially delay public transit?	☐	☐	☐	☒
e) Cause substantial additional vehicle miles travelled or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network?	☐	☐	☐	☒
f) Result in a loading deficit, the secondary effects of which would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit?	☐	☐	☐	☒
g) Result in a substantial vehicular parking deficit, the secondary effects of which would create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles; or substantially delay public transit?	☐	☐	☐	☒

E.5.a to d) The department estimated the number of trips and ways people would travel to and from the site. The department estimated these trips using data and methodology in the department's 2019 guidelines.[24] **Table 2** presents daily person and vehicle trip estimates. **Table 3** presents p.m. peak hour estimates.

24 San Francisco Planning Department, *Transportation Calculations for 130 Townsend Street*.

Table 2: Person and Vehicle Trip Estimates – Daily

	DAILY PERSON TRIPS						Daily Vehicle Trips[1]
Land Use	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Office/PDR	239	79	374	550	48	1299	318
Retail	31	12	69	148	10	270	43
Total	270	91	443	366	58	1569	361

Automobile person trips, accounting for average vehicle occupancy data.

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

Table 3: Person and Vehicle Trip Estimates – P.M. Peak Hour

	P.M. PEAK HOUR PERSON TRIPS						P.M. Peak Hour Vehicle Trips[1]
Land Use	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Office/PDR	21	7	33	49	4	116	28
Retail	3	1	6	13	1	24	4
Total	24	8	40	62	5	140	32

Automobile person trips, accounting for average vehicle occupancy data.

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

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

Construction

The 2019 guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects based on project site context[25] and construction duration and magnitude. Construction of the proposed project would last approximately 18 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 Townsend and Stanford streets as well as adjacent parking lanes to maintain pedestrian access but would likely otherwise have little effect on roadway capacity and minimal effect on pedestrian safety and circulation. Given the project site context and construction duration and magnitude, the project meets the screening criteria.

Further, 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). 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.

25 "Site context" in relation to construction transportation analysis refers to how people travel to and around the project area and how that may be affected by construction activities. Site context is further defined in the Appendix N of the 2019 guidelines (see Attachment A of Appendix N) available at: https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines. Accessed December 16, 2020.

Project construction activities could disrupt nearby streets, transit services, and pedestrian and bicycle circulation, resulting in a significant impact. Therefore, the project would have a less-than-significant construction-related transportation impact.

Operation

Potentially Hazardous Conditions and Accessibility

The proposed project would extend the existing 38-foot passenger loading zone on Townsend Street to 70 feet, add an accessible curb ramp, provide 80 feet of commercial loading along Stanford Street, improve sidewalks along Stanford Street, and add a raised crosswalk across Stanford Street at Townsend Street. The project would not include on-site vehicle parking and would remove an existing vehicle entry to the surface parking lot on Stanford Street.

The project would add 32 p.m. peak hour vehicle trips. Vehicle trips to and from the project's loading zones would be dispersed along nearby streets. This number of vehicle trips that would access the project site's loading zones and cross a bike lane would not be substantial. In addition, the project would not include a driveway that would interfere with people walking within the sidewalk adjacent to the project site. Drivers accessing the project site would have adequate visibility of people walking and bicycling, and of transit and private vehicles. The addition of 32 project-related vehicle trips would not be substantial and the project would include changes to the public right-of-way that would lessen impacts. Thus, the project would result in less-than-significant impacts on pedestrians, bicyclists, and transit and emergency services and on potentially hazardous conditions and accessibility impacts.

Public Transit Delay

The 2019 guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects. The project would add 32 p.m. peak hour vehicle trips, which is less than the screening criterion of 300. Therefore, the project meets the screening criterion and the project would have a less-than-significant public transit delay impact.

Vehicle Miles Traveled

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

The project also meets the proximity to transit screening criterion. The project site is within one-half mile of several existing major transit stops, including the 30 Stockton and the 12 Folsom/Pacific lines at Third and Harrison streets. This screening criterion also indicates the project would not cause substantial additional vehicle miles traveled.

Loading

During the p.m. peak period, the project's freight and delivery loading demand is two trips, which would be met by the 80 feet of commercial loading along Stanford Street. During the p.m. peak period, the project's passenger loading demand is one trip, which would be met by the 70-foot passenger loading zone along Townsend Street. Therefore, the project would have a less-than-significant loading impact.

Cumulative Analysis

Construction

There are no cumulative projects within the project block or nearby that would affect truck routing in the project vicinity. The cumulative projects would be subject to the blue book. Given the context and temporary duration and magnitude of the cumulative projects' construction and the regulations that each project would be subject to, the project, in combination with cumulative projects, would not result in a significant cumulative construction-related transportation impact.

Potentially Hazardous Conditions and Accessibility

Under cumulative conditions, vehicle activity on the surrounding street network would likely increase as a result of development projects within Central SoMa and background growth elsewhere in the city and the region. This would generally be expected to lead to an increase in the potential for vehicle–vehicle and vehicle–pedestrian or –bicycle conflicts (e.g., permitted left-turn movements).

The vehicle trips from these cumulative projects would not combine to result in a potentially hazardous condition at any nearby vehicular turning movement. These cumulative projects would also not block access to a substantial number of people walking within the sidewalk and bicycling within the bicycle lane. As described above, the project would include several changes to the public right-of-way that would lessen potentially hazardous conditions for people driving, walking, bicycling, or public transit operations. Cumulative projects would also include several changes to the public right-of-way that would lessen impacts. These changes include an improved bicycle network, improvements to sidewalks and other pedestrian amenities, and infrastructure improvements to minimize conflicts between vehicles, pedestrians, and bicycles. Therefore, the project, in combination with cumulative projects, would not contribute considerably to the significant cumulative impacts identified in the Central SoMa PEIR and would not result in new or more severe cumulative impacts related to potentially hazardous conditions and accessibility than were identified in the Central SoMa PEIR.

Transit

Public transit delay typically occurs as a result of traffic congestion, including transit reentry, and passenger boarding delay. The Central SoMa PEIR identified a 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.

Vehicle Miles Traveled

Vehicle miles traveled (VMT) by its nature is largely a cumulative impact. As described above, the project would meet the project-level screening criteria and therefore would not result in a significant VMT impact. Furthermore, the project site is an area where projected year 2040 VMT per capita is more than 15 percent below the future regional per employee average. Therefore, the project, in combination with cumulative projects, would not result in a significant cumulative VMT impact.

Loading

Given that there are no cumulative projects within the immediate vicinity of the proposed project, cumulative projects would not result in a loading deficit, and the project would not result in a significant cumulative loading impact.

Conclusion

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

E.6 Noise

Central SoMa PEIR Noise Findings

The Central SoMa PEIR determined that implementation of the Central SoMa Plan would result in a substantial permanent increase in ambient roadway traffic noise levels due to the increase in jobs and residents and street network changes 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, under both the two-way and one-way options for Howard and Folsom street. Implementation of Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects,[26] which requires transportation demand management for new development projects, would substantially reduce traffic noise, but not to a less-than-significant level.

The PEIR concluded that impacts associated with new noise-generating uses, now enabled under the plan, could result in significant noise impacts. However, implementation of Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise-Generating Uses, would render this impact less than significant.

The Central SoMa PEIR determined that, although construction activities in the plan area could expose people to temporary increases in noise levels substantially in excess of ambient levels, these impacts could be mitigated to less than significant for individual building construction with implementation of Central SoMa PEIR Mitigation Measures M-NO-2a, General Construction Noise Control Measure, and M-NO-2b, Noise and Vibration Control Measures during Pile Driving. However, the Central SoMa PEIR found that if construction of multiple buildings were to simultaneously occur near the same receptors, the impact could be significant and unavoidable.

The Central SoMa PEIR also determined that construction activities could expose people and buildings to temporary increases in vibration levels that would be substantially in excess of ambient levels, which would result in significant vibration impacts. The Central SoMa PEIR determined that these impacts could be mitigated to a less-than-significant level with implementation of Central SoMa PEIR Mitigation Measures M-NO-2b; M-CP-3a, Protect Historical Resources from Adjacent Construction Activities; and M-CP-3b, Construction Monitoring Program for Historical Resources.

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

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

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
Would the project:				
a) Generate 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) Generate 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?	☐	☐	☐	☒

Construction Noise

E.6.a) The project's geotechnical investigation[27] recommends that the proposed buildings' foundations should consist of a mat or footings bearing in the Franciscan Complex bedrock. Regardless of the foundation ultimately selected, the proposed project would not require impact pile-driving. Therefore, Central SoMa PEIR Mitigation Measure M-NO-2b related to noise and vibration control measures during pile-driving would not apply to the proposed project.

An environmental noise and vibration impact assessment was prepared for the proposed project.[28] Project construction is anticipated to last approximately 18 months, and construction equipment is anticipated to include cranes, loaders, backhoes, concrete boom pumps, concrete mixer trucks, excavators, rollers, drill rigs, jackhammers, forklifts, and construction delivery vehicles. Final foundation and reinforcement design would be determined by the project engineers at the time of engineering design (construction documents); therefore, this analysis conservatively assumes the possibility of particularly noisy construction activities during foundation construction.

The closest sensitive receptors are residential uses at 650 2nd Street, approximately 35 feet away from the project. There may be times during the project's 18-month construction period when the use of heavy construction equipment could result in substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards in the general plan or noise ordinance for noise- sensitive uses near the project site. This would be a significant impact. Therefore, **Project Mitigation Measure 6, General Construction Noise Control Measures** (implementing Central SoMa PEIR Mitigation Measure M-NO-2a) would apply to the project. This mitigation includes, but is not limited to, the following measures:

27 Rollo & Ridley, *Geotechnical Investigation, 130 Townsend Street, San Francisco, California*, November 7, 2019.

28 Salter, *Environmental Noise and Vibration Impact Assessment*, July 15, 2021.

- 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.

Implementation of Project Mitigation Measure 6 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 technical noise analysis completed for the proposed project demonstrated with reasonable certainty that the proposed project would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant concern about noise levels that would be generated by the proposed use.[29]

The project would be required to comply with the San Francisco Noise Ordinance (Police Code sections 2909(b) and 2909(d)). The noise ordinance restricts noise levels in commercial and industrial properties to less than 8 dBA above the local ambient noise level at any point outside of the property plane, and limits fixed noise sources at residential interiors to less than 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open except where building ventilation is achieved through mechanical systems that allow windows to remain closed. The 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.

The proposed project would not include excessive noise-generating land uses; it does not propose any diesel-powered emergency generators (rather, a back-up battery system would be used), fire pumps, or other noisier-than-typical mechanical equipment, or facilities that generate substantial nighttime truck and/or bus traffic. Based on the locations of rooftop mechanical equipment, the noise levels were also calculated at the nearest indoor receiver with respect to Police Code Section 2909(d). Interior noise levels at 650 2nd Street (the nearest residence, approximately 35 feet away from the project site, and therefore the nearest noise-sensitive receptor) were calculated to be approximately 33 dBA (assuming open windows). These noise levels would meet the Noise Ordinance nighttime goal of 45 dBA.

[29] Salter, *op cit.*

Given the dense urban environment in which the project site is located and the variety of surrounding uses, it is not anticipated that the uses proposed by the project would generate noise above existing ambient noise levels in the project site vicinity.

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 32 p.m. peak hour trips) to the local roadway network. Further, the project site is not located along the significantly impacted roadways in the area plan PEIR. As such, the proposed project would not result in a new project-specific traffic-related noise impact and no further analysis is required.

Further, for informational purposes, pursuant to Planning Code section 169, the proposed project has prepared a transportation demand management (TDM) plan to reduce the project's vehicle trips and therefore transportation impacts to the surrounding area. The proposed 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 that may otherwise occur.

E.6.b) Pile driving, usually during construction, generates the greatest amount of vibration. As discussed above, the proposed project does not propose pile driving activities. However, other construction equipment can also result in construction vibration that may affect certain types of buildings, in particular historic and older buildings. As discussed in section E.3, Cultural Resources, project construction would result in vibration impacts on adjacent historic resources; however **Project Mitigation Measure 2, Protect Structures from Adjacent Construction Activities,** and **Project Mitigation Measure 3, Construction Monitoring Program for Historical Resources,** would reduce vibration impacts to less than significant.

Cumulative Analysis

Construction of the proposed project could overlap with construction of the cumulative development projects identified above, but no cumulative development projects are within the project block or immediately adjacent blocks to the project site. Thus, the project, in combination with cumulative projects, would not result in a significant cumulative construction noise impact. For informational purposes, the proposed project and all cumulative development projects would be required to comply with the Noise Ordinance, and the proposed project would implement Project Mitigation Measure 6 to minimize construction-related noise impacts.

The cumulative context for traffic noise analyses is 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. In addition, the project site is not located along the significant cumulatively impacted roadways. 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). 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: 531 Bryant Street, 462 Bryant Street, 108 South Park, 598 Bryant Street, 400 Second Street, 424 Brannan Street, 744 Harrison Street, and 701 Harrison Street. However, with the exception of 462 Bryant Street, these projects would not have a direct line-of-sight to the subject site and construction noise at these sites would be attenuated by existing buildings in between. In addition, these projects would also be required to comply with the Noise Ordinance, which establishes noise limits from stationary sources and construction equipment. Therefore, no significant cumulative operational point source impact would occur.

Conclusion

With implementation of Project Mitigation Measure 6, General Construction Noise Control Measures, Project Mitigation Measure 2, Protect Structures from Adjacent Construction Activities, and Project Mitigation Measure 3, Construction Monitoring Program for Historical Resources, the proposed project would not result in significant project-specific or cumulative noise or vibration impacts that were not identified in the Central SoMa PEIR, nor would the project result in noise or vibration impacts that are substantially more severe than those identified in the Central SoMa PEIR.

E.7 Air Quality

Central SoMa PEIR Air Quality Findings

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[30] 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 six 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 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.

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.

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

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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 modes, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. The compact development of the proposed project and the availability of non-auto transportation options in the project area would result in the project avoiding 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 a priority development area. Focusing 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.6.b and c, 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}[31]), 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

31 PM10 is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM2.5, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

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.[32] 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 project would comply with regulations and procedures set forth by the San Francisco Construction Dust Control Ordinance and would result in the project having less-than-significant impacts related to construction dust.

Criteria Air Pollutants

The Bay Area Air Quality Management District prepared updated 2017 CEQA Air Quality Guidelines,[33] which provide methodologies for analyzing air quality impacts. These guidelines also provide thresholds of significance for ozone and particulate matter. The planning department uses these thresholds to evaluate air quality impacts under CEQA.

The air district has developed screening criteria to determine whether to undertake detailed analysis of criteria pollutant emissions for construction and operations of development projects. Projects that are below the screening criteria would result in less-than-significant criteria air pollutant impacts, and no further project-specific analysis is required. The proposed project's 82,000 square feet of office use, 1,800 square feet of retail use, and 750 square feet of PDR use would be below the construction screening criteria of 277,000 square feet of office uses and 259,000 square feet of PDR uses, and the project would not result in extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export). In addition, the proposed project would be below the operational screening criteria of 346,000 square feet of office uses and 541,000 square feet of PDR uses. Therefore, because the proposed project is below the construction and operational screening levels for criteria air pollutants, the proposed project would not result in a significant impact with regards to violating an air quality standard or resulting in a cumulatively considerable net increase in criteria air pollutants.

Since construction and operation of the proposed project would generate criteria air pollutant emissions below applicable thresholds, no PEIR mitigation measures would apply to the proposed project.

32 Bay Area Air Quality Management District (BAAQMD), California Environmental Quality Act Air Quality Guidelines, May 2017, page 2-1.

33 BAAQMD, CEQA Air Quality Guidelines, updated May 2017.

E.7.c) In addition to regional criteria air pollutants analyzed above, the following air quality analysis evaluates localized health risks to determine whether sensitive receptors would be exposed to substantial pollutant concentrations. The project site is within the *air pollutant exposure zone*. As defined in Health Code Article 38, the air pollutant 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.

Projects within the air pollutant exposure zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. As discussed above in the setting section, the nearest sensitive receptors to the project site are residents of 650 2nd Street, across Stanford Street from the project site (35 feet away), and 1 Clarence Street within the project block (275 feet away).

Construction Health Risk

The project site is located within an identified air pollutant exposure zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during the 18-month construction period. This is considered a significant impact. Thus, **Project Mitigation Measure 7, Construction Emissions Minimization Plan** (implementing Central SoMa PEIR Mitigation Measure M-AQ-4b) would apply to reduce emissions exhaust by requiring construction equipment with lower emissions. This measure would reduce diesel particulate matter exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.[34] Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 7, Construction Emissions Minimization Plan.

Operational Health Risks

With respect to siting new sources of air pollutant emissions, the project would include battery back-up power system in the basements of both buildings. The project would not include a back-up diesel generator or fire pumps. Therefore, Central SoMa PEIR Mitigation Measure M-AQ-5a (Best Available Control Technology for Diesel Generators and Fire Pumps), which requires the engine of such equipment to meet higher emission standards, would not be applicable. With the use of the battery back-up power system, project operations would result in less-than-significant health risk impacts.

E.7.d) Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities,

34 PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the U.S. 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).

fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. The proposed project includes office and PDR uses that would not be expected to create significant sources of new odors. Therefore, odor impacts would be less than significant.

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.[35] The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction and operational (Topic E.6.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.

As discussed above, the project site is located in an area that already experiences poor air quality. The project would add new sources of TACs (e.g., through the use of off-road construction equipment) within an area already adversely affected by poor air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. This would be a significant cumulative impact. The proposed project would be required to implement Project Mitigation Measure 7, Construction Emissions Minimization Plan, which could reduce construction period emissions by as much as 94 percent. Implementation of this mitigation measure would reduce the project's contribution to cumulative localized health risk impacts to a less-than-significant level.

Conclusion

With implementation of Project Mitigation Measure 7, 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

Central SoMa PEIR Greenhouse Gas Emissions Findings

The Central SoMa PEIR concluded that adoption of the Central SoMa Plan would not directly result in operational greenhouse gas (GHG) emissions; however, implementation of development projects in the plan area, including the proposed project, would result in GHG emissions. The Central SoMa Plan includes goals and policies that would apply to the proposed project, and these policies are generally consistent with the City's Strategies to Address Greenhouse Gas Emissions.[36] The Central SoMa PEIR concluded that emissions

35 BAAQMD, CEQA Air Quality Guidelines, May 2017, page 2-1.

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

resulting from development under the Central SoMa Plan would be less than significant, and no mitigation measures were required.

The Bay Area Air Quality Management District (air district) has issued guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district's guidelines and CEQA Guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2017 compared to 1990 levels,[37] exceeding the 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,[38] Executive Order S-3-05,[39] and Assembly Bill 32 (also known as the Global Warming Solutions Act).[40,41] In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05[42] and B-30-15,[43,44] and Senate Bill (SB) 32.[45,46] Therefore, projects that are consistent with San

37 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

38 BAAQMD. 2017. Clean Air Plan. September 2017. http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans. Accessed December 19, 2019.

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

40 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.

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

42 Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalent (MT CO2e)); by 2020, reduce emissions to 1990 levels (approximately 427 million MT CO2e); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MT CO2e). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

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

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

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

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

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 PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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 following analysis of the proposed project's GHG impact focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on global climate, this analysis is in a cumulative context only, and the analysis of this resource topic does not include a separate cumulative impact discussion.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy and demonstrated in the GHG checklist completed for the proposed project.[47] The proposed project would comply with applicable regulations that would reduce the project's GHG emissions related to transportation, energy efficiency, renewable energy, waste reduction, and conservation. Therefore, the proposed project would not generate significant GHG emissions and would not conflict with state, regional, and local GHG reduction plans and regulations.

Conclusion

For the reasons described above, the proposed project would not result in significant GHG impacts that were not identified in the Central SoMa PEIR.

E.9 Wind

Central SoMa PEIR Wind Findings

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 threshold of significance or hazard criterion (equivalent wind speed of 26 miles per hour (mph) as average for

47 San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 130 Townsend Street*, July 16, 2021.

a single full hour of the year) [48,49] would increase from three to five, and the hours during which the wind hazard criterion would be exceeded would increase from four hours per year to 81 hours per year. 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). Thus, the PEIR 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 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 PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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 buildings would be 65 feet tall at the rooflines and 75 feet tall at the top of the mechanical enclosures. As the proposed project's roof height would not exceed 85 feet, PEIR Mitigation Measure M-WI-1 would not apply to the proposed project and wind tunnel testing is not required. Although the proposed buildings would be taller than the one- to four-story buildings west of the project site on the project block, it would be similar in height to the six-story building immediately south of the project site, the five-story building immediately adjacent and across Stanford Street, and five- and six-story buildings across Townsend Street from the project site. 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.

48 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" refers to equivalent wind speeds that are exceeded 10 percent of the time.

49 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).

Cumulative

The Central SoMa PEIR determined that subsequent development projects could exceed the wind hazard criterion. However, in the cumulative context of this project site, there are no planned development projects near the project site greater than 85 feet in height that could combine with the proposed project to generate significant cumulative wind impacts. The Central SoMa PEIR modeled findings of the project block support this finding.

Conclusion

The proposed project would not result in significant wind impacts, either individually or cumulatively. Therefore, the proposed project would not result in significant wind impacts that are substantially more severe than those identified in the Central SoMa PEIR.

E.10 Shadow

Central SoMa PEIR Shadow Findings

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 PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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 result in two 65-foot-tall buildings (75 feet tall with rooftop mechanical enclosures); therefore, a preliminary shadow fan analysis was prepared to determine whether the project would have the potential to cast new shadow on nearby parks.[50] The shadow fan analysis determined the proposed project does not have the potential to affect public parks or privately owned open spaces in the project vicinity, including South Park.

The proposed project would also shade portions of nearby streets and sidewalks and private properties at times within the project vicinity. Shadows on streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

50 San Francisco Planning Department, Preliminary Shadow Fan, 130 Townsend Street, June 7, 2021.

Cumulative

The proposed project does not have the potential to cast shadow on any publicly accessible open spaces. For these reasons, the proposed project would not combine other projects in the vicinity to result in cumulative shadow impacts.

Conclusion

For the reasons stated above, the proposed project would not result in significant shadow impacts, either individually or cumulatively. Therefore, the proposed project would not result in significant shadow impacts that were not identified in the Central SoMa PEIR.

E.11 Recreation

Central SoMa PEIR Recreation Findings

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 PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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) As discussed in Topic E.2, Population and Housing, the proposed project would add approximately 316 new employees of the office, PDR, and retail uses. These employees would have access to the proposed buildings' rooftop open spaces. Within walking distance of the project are South Park (0.04 miles), AT&T Park/South Beach Park (0.1 miles), and Giants Promenade/ Herb Caen Way (0.2 miles). While the proposed project would introduce a new permanent population to the project site, the 316 new employees projected would not be large enough to substantially increase demand for, or use of, neighborhood parks or recreational facilities, such that substantial physical deterioration of the facilities would be expected.

E.11.b) The incremental on-site daytime population growth that would result from the proposed commercial uses would not require the construction of new recreational facilities or the expansion of existing facilities.

Cumulative

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 three bond measures, in 2008, 2012, and 2020, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there are several parks, open spaces, and other recreational facilities within walking distance of the project site. These 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.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact related to recreational resources. Therefore, the proposed project would not result in a significant recreational impacts that were not identified in the Central SoMa PEIR.

E.12 Utilities and Service Systems

Central SoMa PEIR Utilities and Service System Findings

The Central SoMa PEIR found that implementation of the Central SoMa Plan would result in less-than-significant impacts 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's (SFPUC) 2010 Urban Water Management Plan and a 2013 Water Availability Study prepared by the SFPUC to update demand projections for San Francisco.[51,52]

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.[53] The study projected a small deficit (0.25 percent of demand) for a normal year and single dry year, and a deficit of 2 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 2 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.[54] For the SFPUC's regional system as a whole, which includes retail and wholesale demand, in a single dry year and multiple dry years, it is possible that the SFPUC would not be able to meet 100 percent of demand and would therefore have to impose reductions on its deliveries. Under the SFPUC Retail 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).[55]

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 have 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,

51 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. Accessed: October 15, 2019. 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.

52 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.

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

54 *Ibid*.

55 *Ibid*.

which included the proposed project, would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require construction of new water or wastewater treatment facilities.

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Require or result in the relocation or construction of new or expanded wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant physical environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? Require or result in the relocation of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
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 or 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 Permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The treatment and discharge standards are set and regulated by the San Francisco Bay 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.[56]

The proposed project would not substantially increase the amount of stormwater entering the combined sewer system because the project would not increase impervious surfaces at the project site. Compliance with the city's Stormwater Management Ordinance and the Stormwater Management Requirements and Design Guidelines would require the design of the proposed project to include installation of appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit discharges from the site from entering the city's combined stormwater/sewer system. Under the Stormwater Management Ordinance, stormwater generated by the proposed project is required to meet a performance standard that reduces the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm and therefore would not contribute additional volume of polluted runoff to the city's stormwater infrastructure.

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

E.12.b) The San Francisco Public Utilities Commission (SFPUC) adopted the 2015 Urban Water Management Plan (UWMP) in June 2016. The plan estimates that current and projected water supplies will be sufficient to meet future retail demand[57] through 2035 under normal year, single dry-year and multiple dry-year conditions; however, if a multiple dry-year event occurs, the SFPUC would implement water use and supply reductions through its drought response plan and a corresponding retail water shortage allocation plan.

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of our rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).[58] The state water board has stated that it intends to implement the Bay-Delta Plan Amendment by the year 2022, assuming all required approvals are obtained by that time. Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages not accounted for in the 2015 Urban Water Management Plan.

50 San Francisco Planning Department, Biosolids Digester Facilities Project, Final Environmental Impact Report, Record No. 2015-000644ENV, State Clearinghouse No. 2015062073, certified March 8, 2018.

57 "Retail" demand represents water the SFPUC provides to individual customers within San Francisco. "Wholesale" demand represents water the SFPUC provides to other water agencies supplying other jurisdictions.

58 State Water Resources Control Board Resolution No. 2018-0059, Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document, December 12, 2018, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.

The SFPUC has prepared a memorandum discussing future water supply scenarios given adoption of the Bay-Delta Plan Amendment.[59] As discussed in the SFPUC memorandum, implementation of the plan amendment is uncertain for several reasons and whether, when, and the form in which the Bay-Delta Plan Amendment would be implemented, and how those amendments could affect SFPUC's water supply, is currently unknown. The SFPUC memorandum estimates total shortfalls in water supply (that is, total retail demand minus total retail supply) to retail customers through 2040 under three increasingly supply-limited scenarios:

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable

2. With implementation of a voluntary agreement between the SFPUC and the State Water Resources Control Board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment)

3. With implementation of the Bay-Delta Plan Amendment as adopted.

As estimated in the SFPUC memorandum, water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.[60]

Under these three scenarios, the SFPUC would have adequate water to meet total retail demands through 2040 in normal years.[61] For single dry and multiple (years 1, 2 and 3) dry years of an extended drought, the SFPUC memorandum estimates that shortfalls of water supply relative to demand would occur both with and without implementation of the Bay-Delta Plan Amendment. Without implementation of the plan amendment, shortfalls would range from approximately 3.6 to 6.1 million gallons per day or 5 to 6.8 percent shortfall during dry years through the year 2040.

With implementation of the Bay-Delta Plan Amendment, shortfalls would range from 12.3 million gallons per day (15.6 percent) in a single dry year to 36.1 million gallons per day (45.7 percent) in years seven and eight of the 8.5-year design drought based on 2025 demand levels and from 21 million gallons per day (23.4 percent) in

59 Memorandum from Steven R. Ritchie, SFPUC to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department, Environmental Planning Division, May 31, 2019.

60 On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency. The SFPUC submitted a proposed project description that could be the basis for a voluntary agreement to the state water board on March 1, 2019. As the proposed voluntary agreement has yet to be accepted by the state water board as an alternative to the Bay-Delta Plan Amendment, the shortages that would occur with its implementation are not known with certainty; however, if accepted, the voluntary agreement would result in dry year shortfalls of a lesser magnitude than under the Bay-Delta Plan Amendment.

61 Based on historic records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully implemented infrastructure under the 2018 Phased Water System Improvement Program Variant, normal or wet years occurred 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly one out of every 10 years. This frequency is expected to increase as climate change intensifies.

a single dry year to 44.8 million gallons per day (49.8 percent) in years seven and eight of the 8.5-year design drought based on 2040 demand.

The proposed project does not require a water supply assessment under the California Water Code. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.[62] The project would result in 83,751 square feet of commercial space (less than 500,000 square feet of floor space) and 316 new employees (fewer than 1,000); thus, it does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1) and a water supply assessment is not required and has not been prepared for the project.

While a water supply assessment is not required, the following discussion provides an estimate of the project's maximum water demand in relation to the three supply scenarios. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project in combination with both existing development and projected growth through 2040 would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment that were not identified in the Central SoMa PEIR. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as an equivalent project demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1).[63] The 83,751 square feet of commercial use proposed by the project would represent 17 percent of the 500,000 square feet of commercial space provided in section 15155(1)(B). In addition, the proposed project would incorporate water-efficient fixtures as required

62 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.

63 Memorandum, from Steven R. Ritchie, Assistant General Manager, Water Enterprise, San Francisco Public Utilities Commission to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department – Environmental Planning, May 31, 2019.

by Title 24 of the California Code of Regulations and the city's Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of less than 50,000 gallons per day of water.

The SFPUC has prepared estimates of total retail demand in five-year intervals from 2020 through 2040.[64] Assuming the project would demand no more than 50,000 gallons of water per day (or 0.05 million gallons per day), Table 4 compares this maximum with the total retail demand from 2020 through 2040. At most, the proposed project's water demand would represent a small fraction of the total projected retail water demand, ranging from 0.07 to 0.06 percent between 2020 and 2040. Thus, the project's water demand is not substantial enough to require or result in the relocation or construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects.

Table 4: Proposed Project Demand Relative to Total Retail Demand (million gallons per day)

	2020	2025	2030	2035	2040
Total Retail Demand	72.1	79	82.3	85.9	89.9
Total Demand of Proposed Project	0.05	0.05	0.05	0.05	0.05
Total Demand of Proposed Project as Percentage of Total Retail Demand	0.07%	0.06%	0.06%	0.06%	0.06%

Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project's maximum demand would represent 0.06 percent of the total retail demand in 2040 when implementation of the Bay-Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent in a multi-year drought. The SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience in the case that the Bay-Delta Plan Amendment is implemented. The SFPUC has identified possible projects that it will study, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts that could result from the construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for the SFPUC to develop new or expanded dry-year water supplies would exist regardless of whether the proposed project is constructed.

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. As discussed in the SFPUC memorandum, the SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances requiring rationing. The level of rationing that would be required of the proposed project is unknown at this time. Both direct and indirect environmental impacts could result from high levels of rationing. However, the small increase in potable water demand attributable to the project compared to citywide demand would not substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Therefore, the proposed project would not

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

make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment. Project impacts related to water supply would be less than significant.

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

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

Cumulative Analysis

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

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to utilities and service systems. Therefore, the proposed project would not result in a significant utilities and service system impact that was not disclosed in the Central SoMa PEIR.

E.13 Public Services

Central SoMa PEIR Public Services Findings

The Central SoMa PEIR found that the increased worker population in the area resulting from implementation of the plan would result in greater demand for police and fire protection services, as well as park use, but determined that this demand would not result in the need for new facilities, the construction of which could result in significant physical impacts on the environment. Furthermore, the PEIR found that should it be determined at some point in the future that new facilities are needed, any potentially significant effects from construction of such facilities would be similar to those identified for other development anticipated under the plan; for example, with potential impacts related to noise, archeological resources, air quality (including emissions of dust and other pollutants and diesel exhaust), and temporary street closures or other traffic obstructions. Thus, construction of a new fire station, police station, school, park facility, or other comparable government facility would not result in new significant impacts not already analyzed and disclosed in the PEIR. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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) Employees at the project site would be served by the San Francisco Police Department and Fire Departments. The project site is served by the police department's Southern Station, located approximately 0.7 miles from the site, at 1251 3rd Street, and by Fire Station 8, located approximately 0.4 miles from the project site at 36 Bluxome Street. The increased population at the project site could result in more calls for police, fire, and emergency response. However, the increase in demand for these services would not be substantial given the overall demand for such services on a citywide basis. 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 over 63,400 students.[65] Total enrollment in the district has increased to about 52,763 in the 2017–2018 school year; approximately 4,502 students enrolled in public charter schools are operated by other organizations but located in school district facilities.[66,67] Thus, even with increasing enrollment, the school district currently has more classrooms district-wide than needed.[68]

The school district has engaged Lapkoff & Gobalet Demographic Research, Inc., a demographic consultant, to prepare demographic analyses and enrollment projections (the study), which are being updated over time as additional data are available. Enrollment projections through 2040 include the contribution of new and ongoing large-scale developments (Mission Bay, Candlestick Point, Hunters Point Shipyard/San Francisco Shipyard, Treasure/Yerba Buena Islands, and Parkmerced) and other planned housing units. Enrollment assumptions are

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

66 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.

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

68 San Francisco Unified School District, San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, Growing Population, Growing Schools, August 31, 2016, https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf, accessed June 27, 2019.

informed by historical yield, building type, unit size, unit price, ownership (rented or owner-occupied), whether units are subsidized, whether subsidized units are in stand-alone buildings or in inclusionary buildings, and other site-specific factors. For most developments constructed since 2010, the study found that outside of public housing, new stand-alone family and affordable housing units have the highest student yields – 0.48 students per unit. The study found that student yields for other housing types constructed since 2010 include approximately 0.22 students per unit for inclusionary affordable housing units and 0.01 students per unit for market-rate housing.[69]

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

Impacts on parks and recreational facilities are addressed above in Topic E.10, Recreation.

Cumulative Analysis

The proposed project, combined with projected citywide growth through 2040, would increase demand for public services, including police and fire protection and public schools. The fire department, the police department, the school district, and other city agencies account for such growth in providing public services to the residents of San Francisco. For these reasons, the proposed project, in combination with projected cumulative development, would not result in a significant physical cumulative impact associated with the construction of new or expanded governmental facilities.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to public services. Therefore, the proposed project would not result in a significant public services impact that was not disclosed in the Central SoMa PEIR.

E.14 Biological Resources

Central SoMa PEIR Biological Findings

The Central SoMa plan area is fully developed with structures and roadways, with little open space (relative to developed land). The plan area contains no special-status species, natural plant communities, riparian corridors, estuaries, marshes, or wetlands that could be affected by the development anticipated to occur under the plan. Vegetation consists of street trees and landscaping occasionally found in backyards throughout the plan area. Therefore, the Central SoMa PEIR determined that future development would not substantially interfere with the movement of any resident or migratory wildlife species. However, Improvement Measure I-BI-2, Night Lighting Minimization, was identified to reduce potentially less-than-significant impacts on birds from nighttime lighting at individual project sites. The Central SoMa PEIR also concluded that implementation of the plan would not result in any significant impacts related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

69 Lapkoff & Gobalet Demographic Research, Inc., Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District, January 2020, page 25.

The Central SoMa PEIR determined that the potential impacts to special-status bats that may be roosting in trees and underutilized buildings in the plan area would be reduced to a less-than-significant level with implementation of Central SoMa PEIR Mitigation Measure M-BI-1, Pre-Construction Bat Surveys. Central SoMa PEIR Mitigation Measure M-BI-1 requires that conditions of approval for building permits issued for construction of projects within the Central SoMa Plan area include a requirement for pre-construction special-status bat surveys when large trees are to be removed or underutilized or vacant buildings are to be demolished.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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. Further, there are no riparian corridors, estuaries, marshes or wetlands on or adjacent to the project site and there are no environmental conservation plans applicable to the project site. Additionally, the project would be required to comply with the Urban Forestry Ordinance, which requires a permit from Public Works to remove

any protected trees (landmark, significant, and street trees). The proposed project would not remove any existing street trees; two new street trees would be planted along the Stanford Street project frontage.

The project would not involve demolition of a building that has been vacant for more than six months; therefore, Central SoMa PEIR Mitigation Measure M-BI-1, Pre-Construction Bat Surveys, would not be applicable to the proposed project.

The project would comply with local tree regulations, and no PEIR mitigation measures related to biological resources would apply to the project. Thus, impacts related to biological resources would be less than significant.

Cumulative Analysis

As the proposed project would have a less-than-significant impact on special-status species or sensitive habitats, the project would not 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, which would result in any cumulative impact resulting from conflicts with the city ordinance protecting trees to be less than significant.

Conclusion

As discussed above, the proposed project's individual impacts would be less than significant with mitigation and would not result in significant cumulative impacts on biological resources. Therefore, the proposed project would not result in a significant biological resources impact that was not disclosed in the Central SoMa PEIR.

E.15 Geology and Soils

Central SoMa PEIR Geology and Soils Findings

The Central SoMa PEIR noted that implementation of the plan would increase the development density, and subsequent individual development projects in the plan area could include taller buildings and could expose a greater number of people to existing geologic hazards. The 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 PEIR noted that with appropriate engineering and design features for individual projects in accordance with the San Francisco Building Code, implementation of the plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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 Table 18-1-B of the Uniform 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?	☐	☐	☐	☒

The proposed project would connect to San Francisco's sewer and stormwater collection and treatment system and would not use a septic water disposal system. Therefore, Topic E.15.e is not applicable to the project.

This section describes the geology, soils, and seismicity characteristics of the project area as they relate to the proposed project, and relies on the information and findings provided in a geotechnical investigation that was

conducted for the project site and proposed project.[70] The purpose of the geotechnical study was to evaluate subsurface conditions at the site and provide recommendations for the geotechnical and seismic aspects of the design and construction of the proposed building. The investigation included field exploration and laboratory testing of six borings drilled to a depths of approximately 9.2 to 15 feet below the existing grades at the project site. Findings of the investigation are summarized as follows.

The site is underlain by fill and Franciscan Complex bedrock. A very thin layer of fill 0.5 to 1.5 feet thick consisting of rock fragments or sandy clay with debris was observed in two borings; the other four borings encountered no fill beneath the asphalt pavement. Beneath the fill at depths of 0.25 to 1.5 feet, Franciscan Complex bedrock consisting of sandstone, greenstone, greywacke and shale was encountered; other bedrock types known to be present in the Franciscan Complex may also be present at the site. The physical properties observed bedrock types vary from crushed to moderately fractured, soft to hard, plastic to strong and deeply to moderately weathered. The drill rig met refusal while drilling all 6 borings, which indicates very hard and very strong bedrock. Groundwater was not encountered during the field exploration.

E.15.a) Regulations adequately address the geology and soils effects. 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's Administrative Bulletin No. AB-082 provides guidelines and procedures for structural, geotechnical, and seismic hazard engineering design review during the application review process for a building permit.[71] San Francisco Building Code section 1803 and the building department's Information Sheet No. S-05 identifies the type of work for which geotechnical reports are required, such as for new construction, building additions, and grading, and report submittal requirements.[72]

From a geotechnical standpoint, the subsurface conditions at the site are suitable for the proposed structures. The primary geotechnical issues for the project are foundation support, excavatability of the rock, and bedrock stability during excavation, and the need for shoring and underpinning.

The proposed project includes a partial, single-level basement under portions of both buildings. An excavation on the order of 21 feet below the Townsend Street sidewalk grade is anticipated to construct the two separate partial basement levels and associated foundations. The geotechnical report recommends that the buildings be supported by a shallow foundation consisting of a reinforced concrete mat or footings bearing into bedrock. If shoring is required, either cantilever soldier piles with lagging or shotcrete with rock bolts is recommended. If footings are used, the perimeter of the building should be underlain with a continuous footing. Foundations surrounding the partial basements, elevator pits and fire-water storage tanks should be deepened below slope cuts. Where slope cuts are not feasible, the proposed basement excavation should be

70 Rollo & Ridley Geotechnical Engineers & Scientists, *Geotechnical Investigation, 130 Townsend Street, San Francisco, California*, November 7, 2019.

71 San Francisco Department of Building Inspection, Administrative Bulletin No. AB-082, Guidelines and Procedures for Structural, Geotechnical, and Seismic Hazard Engineering Design Review, November 21, 2018. Available at https://sfdbi.org/sites/default/files/AB-082.pdf.

72 San Francisco Department of Building Inspection, Information Sheet No. S-05, Geotechnical Report Requirements, May 7, 2019. Available at https://sfdbi.org/sites/default/files/IS%20S-05.pdf.

shored with a system of cantilever soldier piles with lagging or shotcrete with rock bolts. Underpinning should consist of cantilever, hand-dug or machine drilled underpinning piers extending into competent bedrock.

During the building department's review of building permit application, the building department would review the construction plans for conformance with recommendations in the project-specific geotechnical report. The building permit application would be reviewed pursuant to the building department's implementation of the building code including administrative bulletins, local implementing procedures such as the building department information sheets, and state laws, regulations, and guidelines would result in the proposed project having no significant impacts related to soils, seismic, or other geological hazards. Thus, the proposed project would not result in significant effects related to soils, seismic, or other geological hazards.

E.15.b) The 22,000-square-foot project site is entirely covered by a building and surface parking. Since the project site is entirely covered by impermeable surfaces, it does not contain native topsoil.

Because the site has a shallow layer of fill underlain by bedrock close to the site surface, little erosion is anticipated; nevertheless, the project sponsor and its contractor would be required to comply with Public Works Code section 146, Construction Site Runoff Control, which requires all construction sites to implement best management practices (BMPs) to minimize surface runoff erosion and sedimentation.[73] Pursuant to section 146.7, if construction activities disturb 5,000 square feet or more of ground surface, the project sponsor must develop an erosion and sediment control plan. The erosion and sediment control plan must be submitted to public utilities commission for review and approval prior to commencing construction-related activities. The erosion and sediment control plan would identify BMPs to control discharge of sediment and other pollutants from entering the city's combined sewer system during construction. Compliance with section 146 of the public works code would result in the proposed project not having impacts related to loss of topsoil or substantial soil erosion.

E.15.c) Geotechnical investigation borings did not encounter groundwater. However, the geotechnical investigation encountered groundwater in the bedrock layer below Townsend Street. Therefore, the potential for liquefaction and lateral spreading at the site is nil. Because the fill observed below the site is thin and would be removed as part of the proposed development; the potential for differential compaction would be nil. The proposed project would be required to comply with the mandatory provisions of the California Building Code and San Francisco Building Code. Adherence to these requirements would further require that the project sponsor adequately addresses any potential impacts related to unstable soils as part of the design-level geotechnical investigation that would be prepared for the proposed project. Therefore, any potential impacts related to unstable soils would be less than significant, and no mitigation measures would be required.

E.15.d) Expansive soils are typically very fine grained with a high percentage of clay and can damage structures and buried utilities and increase maintenance requirements. Expansive soils expand and contract in response to changes in soil moisture, most notably when nearby surface soils change from saturated to a low-moisture content condition and back again. Because the fill observed below the site is thin (less than 1.5 feet thick) and would be removed as part of the proposed development, expansive soils at the site are unlikely. Nonetheless, the San Francisco Building Code would require an analysis of the project site's potential for soil expansion impacts and, if applicable, implementation of measures to address them as part of the design-level

73 SFPUC, San Francisco Construction Site Runoff Control Program, available at https://sfwater.org/index.aspx?page=235.

geotechnical investigation prepared for the proposed project. Therefore, the proposed project would not result in impacts related to expansive soils.

E.15.e and f) A unique geologic or physical feature embodies distinctive characteristics of any regional or local geologic principles, provides a key piece of information important to geologic history, contains minerals not known to occur elsewhere in the county, and/or is used as a teaching tool. No unique geologic features exist at the project site.

Paleontological resources are the fossilized evidence of past life found in the geologic record. Fossils are preserved in sedimentary rocks, which are the most abundant rock type exposed at the surface of the earth. Despite the abundance of these rocks, and the vast numbers of organisms that have lived through time, preservation of plant or animal remains as fossils can be a rare occurrence. In many cases, fossils of animals and plants occur only in limited areas and in small numbers relative to the distribution of the living organisms they represent. Fossils of vertebrates – animals with backbones – are sufficiently rare to be considered nonrenewable resources.

The proposed project would involve 3,522 cubic yards of excavation to a depth of 21 feet into the ground, and each of the two buildings would be supported by a foundation consisting of a reinforced concrete mat or footings. The project site contains fill to a depth of 1.5 feet underlain by Franciscan Complex bedrock. The probability for finding paleontological resources can be broadly predicted from the geologic units present at or near the surface. Therefore, geologic mapping classifications of soil units can be used for assessing the potential for the occurrence of paleontological resources in consideration of the type of construction activities.[74] There are no known paleontological resources at the project site, and the site is identified as having low sensitivity for paleontological resources. For these reasons, construction activities are not anticipated to encounter any below-grade significant paleontological resources. Therefore, therefore, the project would not result in impacts related to unique geologic features or paleontological resources.]

Cumulative Analysis

Environmental impacts related to geology and soils are generally site specific. All development within San Francisco is subject to the seismic safety standards and design review procedures of the California and local building codes and to construction site runoff regulations of section 146 of the public works code. These regulations would generally result in less-than-significant cumulative effects of development on seismic safety, geologic hazards, and erosion.

One specific project that could combine to result in cumulative geology and soils effects is the Downtown Rail Extension (DTX) project. The DTX is a 1.3-mile subterranean rail connection proposed by the Transbay Joint Powers Authority (TJPA) that would run between a new underground station at Caltrain's current terminal at 4th and King streets and the Salesforce Transit Center. The TJPA prepared a supplemental environmental impact study/environmental impact report (SEIS/EIR) in 2018 to update an earlier EIS/EIR certified by the TJPA in 2004 and adopted by FTA in 2005.[75]

74 Bureau of Land Management, Potential Fossil Yield Classification System for Paleontological Resources on Public Lands, July 8, 2016, available at *https://www.blm.gov/sites/blm.gov/files/uploads/IM2016-124_att1.pdf*.

75 Transbay Joint Powers Authority, *Transbay Transit Center Final Supplemental EIS/EIR,* November 2018. Available at https://tjpa.org/documents/final-supplemental-eiseir

The DTX would run east from the Caltrain station along Townsend Street and curve north under the 130 Townsend Street project site to the Salesforce Transit Center terminus. A ventilation structure would be located at 180 Townsend Street/699 3rd Street, approximately 400 feet west of the 130 Townsend Street project site. Two parallel tunnels would be installed with tunnel boring machines lined with concrete segments, and then sequential excavation method tunneling would be used along the alignment.

The DTX final supplemental EIS/EIR identified potentially significant construction impacts from seismic and non-seismic geotechnical hazards related to excavations into Young Bay Mud. All structural components would be designed and built to prevailing building codes and standards. Mitigation measures identified in TJPA DTX environmental documents were adopted and incorporated into the DTX project. These measures require DTX designers and builders to comply with the TJPA DTX design criteria that addresses geotechnical, seismic design, structural, and protection of existing buildings.

The DTX project faces a significant funding gap.[76] Thus DTX tunnel construction is unlikely to occur before construction and occupation of 130 Townsend Street . The DTX project mitigation would require the TJPA to monitor buildings for soils and geology impacts, including if the 130 Townsend Street new buildings exist, such that cumulative physical environmental effects (e.g., injury or death) would be less than significant.

For informational purposes, it is not anticipated that the 130 Townsend Street new buildings 21-foot-deep foundations consisting of a reinforced concrete mat or footings would conflict with the DTX tunnels at 60- to-100-foot depths.[77]

Impacts on paleontological resources and unique geological features are generally site specific and localized. The project would not result in impacts related to paleontological resources or unique geologic features and thus would not have to potential to combine with other projects to result in a significant cumulative impact on unique paleontological or geologic resources, and cumulative impacts would be less than significant. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to geology and soils.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to geology and soils. Therefore, the proposed project would not result in significant geology and soils impacts that were not disclosed in the Central SoMa PEIR.

E.16 Hydrology and Water Quality

Central SoMa PEIR Hydrology and Water Quality Findings

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

76 San Francisco County Transportation Authority, Downtown Rail Extension Project. https://www.sfcta.org/projects/downtown-rail-extension, accessed August 3, 2021.

77 Transbay Joint Powers Authority, *Transbay Transit Center Final Supplemental EIS/EIR,* November 2018, p. 2-64. Available at https://tjpa.org/documents/final-supplemental-eiseir.

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.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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 off-site;	☐	☐	☐	☒
(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) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

E.16.a) The project would generate wastewater and stormwater discharges typical of urban commercial uses. Wastewater and stormwater from the project site would be accommodated by the city's sewer system and treated at the Southeast Water Pollution Control Plant to the standards set by the San Francisco Bay Regional Water Quality Control Board; therefore, the proposed project would not exceed the waste discharge requirements of the water quality board. Furthermore, as discussed in topic E.15.b, the project is required to comply with construction site runoff control regulations of public works code section 146, which require all construction sites to implement best management practices to prevent the discharge of sediment, non-

stormwater and waste runoff from a construction site. The city's compliance with the requirements of its National Pollutant Discharge Elimination System permit and the project's compliance with construction site runoff control regulations of public works code section 146 would result in the project not resulting in significant impacts to water quality.

E.16.b) Groundwater was not encountered during exploratory subsurface exploration; however, the geotechnical report notes that seepage through bedrock fractures may be encountered during excavation, and perimeter subdrains with dewatering could be required during construction.[78] The project would not require long-term dewatering and does not propose to extract any underlying groundwater supplies. In addition, 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.[79] For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant, and no mitigation measures are necessary.

E.16.c) No streams or rivers exist in the vicinity of the project site. Therefore, the proposed project would not alter the course of a stream or river, or substantially alter the existing drainage pattern of the project site or area. For the reasons discussed in topics E.12.a and E.15.b, 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. Compliance with the city's Stormwater Management Ordinance would require that design of the proposed project would include installation of appropriate stormwater management systems that retain runoff on site and limit substantial additional sources of polluted runoff.

E.16.d) The project site is not located within a 100-year flood hazard zone, or a tsunami or seiche hazard area. Therefore, topic 16.d is not applicable to the proposed project.

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 routinely extract groundwater supplies.

Cumulative Analysis

The proposed project would have less-than-significant impacts 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 stormwater management and construction site runoff regulations 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

78 Rollo & Ridley, *op cit*., page 12.

79 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 November 19, 2018.

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.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to hydrology and water quality. Therefore, the proposed project would not result in a significant hydrology and water quality impact that was not disclosed in the Central SoMa PEIR.

E.17 Hazards and Hazardous Materials

Central SoMa PEIR Hazards and Hazardous Materials Findings

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 San Francisco Health Code, which incorporates state and federal requirements, would minimize potential exposure of site personnel and the public to any accidental releases of hazardous materials or waste and would also protect against potential environmental contamination. In addition, transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials associated with Central SoMa Plan implementation was determined to 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 result in potential fire hazards related to development activities being 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. 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. The area plan PEIR noted that asbestos and lead-based paint may 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.

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, was identified to reduce impacts to less than significant; however, this mitigation measure is not necessary because regulations address these common hazardous building materials.

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☐

There are no K-12 schools within one quarter mile of the project site; therefore topic E.17.c is not applicable to the proposed project. The project site is not located within an airport land use plan area or within an airport land use plan, or within two miles of a public airport or public use airport which would result in a safety hazard or excessive noise for people residing or working in the area; therefore topic E.15.e is not applicable to the proposed project.

E.17.a) The following discusses the project's use and disposal of hazardous materials.

Hazardous Building Materials. The proposed project would demolish the existing one-story commercial building on the project site that was constructed in 1965. As noted in the area plan EIR discussion above, 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. If demolition within the existing building involves removal of lead-based paint, asbestos-containing building materials, or other hazardous building

materials, the work would be subject to state and local regulations regarding the materials' safe handling and disposal.

Use and Disposal of Hazardous Materials. The proposed project's commercial tenants could use hazardous materials for building maintenance such as 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. Most 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, the proposed project would not result in impacts related to the routine use, transport, and disposal of hazardous materials.

E.17.b) The following discusses the project's potential to release hazardous materials into the environment.

Soil and Groundwater Contamination*.* The proposed project would involve approximately 3,522 cubic yards of excavation in an area that the San Francisco Health Department, as set forth in San Francisco Building Code section 106A.3.2.4, has identified as likely containing hazardous substances in the soil or groundwater. Therefore, before the project may obtain a building permit, it must comply with the requirements of article 22A of the San Francisco Health Code, which the San Francisco Department of Public Health (the health department) administers.

Under article 22A (commonly called "the Maher program"), the project sponsor must retain the services of a qualified professional to prepare a phase I environmental site assessment. The site assessment must determine whether hazardous substances may be present on the site at levels that exceed health risk levels or other applicable standards established by California Environmental Protection Agencies, the Regional Water Quality Control Board, and the Department of Toxics Substances Control (Cal/EPA). If so, the project sponsor is required to conduct soil and/or groundwater sampling and analysis under a work plan approved by the health department.

The sampling analysis must provide an accurate assessment of hazardous substances present at the site that may be disturbed, or may cause a public health or safety hazard, given the intended use of the site. Where such analysis reveals the presence of hazardous substances that exceed Cal/EPA public health risk levels given the intended use, the project sponsor must submit a site mitigation plan (SMP) to the health department. The SMP must identify the measures that the project sponsor will take to assure that the intended use will not result in public health or safety hazards in excess of the acceptable public health risk levels established by Cal/EPA or other applicable regulatory standards.

The SMP also must identify any soil and/or groundwater sampling and analysis that it recommends the project sponsor conduct following completion of the measures to verify that remediation is complete. If the project sponsor chooses to mitigate public health or safety hazards from hazardous substances through land use or activity restrictions, the project sponsor must record a deed restriction specifying the land use restrictions or other controls that will assure protection of public health or safety from hazards substances remaining on the site.

The project sponsor enrolled in the health department's Maher program and submitted a Phase I environmental site assessment to the health department.[80] The health department reviewed the Phase I environmental site assessment and the project's geotechnical report and requested that the project sponsor submit a work plan for subsurface investigation, noting that the project site was occupied by various automotive repair facilities from at least 1953 until circa 1971 and that a 900-pound underground storage tank was removed from below the sidewalk at the southeastern side of the project site in 1990.[81] The project sponsor submitted a work plan for subsurface investigation involving soil, groundwater, and soil vapor sampling.[82] The health department reviewed and approved the subsurface investigation work plan.[83]

The building department cannot issue a certificate of occupancy until the health department has confirmed that the project is in compliance with health code article 22A. In addition, the project sponsor must separately submit a dust control plan to comply with health code article 22B. Through compliance with health code articles 22A and 22b, and therefore, the proposed project would not result in potential impacts related to the release of hazardous materials.

E.17.d) Pursuant to Section 65962.5 of the Government Code, the Secretary for Environmental Protection maintains a list of sites with potentially hazardous wastes, commonly referred to as the Cortese list. The Cortese list includes hazardous waste sites from the Department of Toxic Substances Control's (DTSC's) EnviroStor database, hazardous facilities identified by DTSC that are subject to corrective action pursuant to Health and Safety Code Section 25187.5, a leaking underground storage tank sites from the State Water Resources Control Board's (state board's) Geotracker database, solid waste disposal sites maintained by the state board, and sites with active cease and desist orders and clean up and abatement orders. The project site is not on the Cortese List and thus would not create a significant hazard to the public or environment. The impact would be less than significant

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

E.17.g) As discussed above, the Central SoMa plan area is not located in or near wildland areas with high fire risk. Construction of the proposed project would conform to the provisions of the building code and fire code. Final building plans would be reviewed by the building and fire departments to require 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 result in impacts related to fire hazards.

80 Partner Engineering and Science, Inc., *Phase I Environmental Site Assessment, 130 Townsend Street*, March 22, 2019.

81 San Francisco Department of Public Health, *Phase II Work Plan Request, 130 Townsend St, EHB-SAM No. SMED: 1929,* April 16, 2020.

82 PES Environmental, Inc., *Work Plan for Subsurface Investigation Pursuant to San Francisco Health Code Article 22A (Maher Ordinance), 130 Townsend Street, San Francisco, California*, June 2, 2020.

83 San Francisco Department of Public Health, *Phase II Work Plan Approval, 130 Townsend St, EHB-SAM No. SMED: 1929,* June 8, 2020

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.

Conclusion

The proposed project's impact related to hazardous materials would be less than significant and would not result in significant hazards and hazardous materials impacts that were not identified in the Central SoMa PEIR.

E.18 Mineral Resources

Central SoMa PEIR Mineral Resources Findings

The plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Central SoMa PEIR concluded that implementation of the area plan and rezoning would not result in a significant impact on mineral resources. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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, b) The project site is not located in an area with known mineral resources and would not routinely extract mineral resources. Therefore, the proposed project would have no impact on mineral resources.

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

For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to mineral resources. Therefore, the proposed project would not result in impacts on mineral resources that were not identified in the Central SoMa PEIR.

E.19 Energy Resources

Central SoMa PEIR Energy Resources Findings

The Central SoMa PEIR determined that development under the area plan would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner. Therefore, the Central SoMa PEIR concluded that implementation of the area plan would not result in a significant impact on energy resources. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Result in a 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) Energy demand for the proposed project would be typical of office, PDR, retail, and childcare uses and would meet, or exceed, current state and local codes and standards concerning energy consumption, including the Green Building Ordinance and Title 24 of the California Code of Regulations. As documented in the greenhouse gas compliance checklist for the proposed project, the project would be required to comply with applicable regulations promoting water conservation and reducing potable water use. As discussed in topic E.5, Transportation and Circulation, the project site is located in a transportation analysis zone that experiences low levels of vehicle miles traveled per capita. Therefore, the project would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

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 codified the requirement for the renewables portfolio standard to achieve 50 percent renewable energy by 2030, and in 2018, Senate Bill 100 requires 60 percent renewable energy by 2030 and 100 percent by 2045.[84]

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.[85] CleanPowerSF is the city's Community Choice Aggregation Program operated by the SFPUC, which provides renewable energy to residents and businesses. GreenFinanceSF allows commercial property owners to finance renewable energy projects, as well as energy and water efficiency projects, through a municipal bond and repay the debt via their property tax account.

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

Cumulative Analysis

All development projects within San Francisco are required to comply with applicable regulations in the city's Green Building Ordinance and Title 24 of the California Code of Regulations that reduce both energy use and potable water use. The majority of San Francisco is located within a transportation analysis zone that experiences low levels of vehicle miles traveled per capita compared to regional vehicle miles traveled 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.

Conclusion

For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to energy resources. Therefore, the proposed project would not result impacts on energy resources not identified in the Central SoMa PEIR.

E.20 Agriculture and Forest Resources

Central SoMa PEIR Agriculture and Forest Resources Findings

The Central SoMa PEIR determined that no agricultural or forest resources exist in the plan area; therefore, the Central SoMa Plan would have no effect on agricultural and forestry resources. As a result, implementation of the plan would not convert any prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use. In addition, the 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 plan would not result in the loss of forest land or conversion of forest land to non-forest uses. No mitigation measures were identified in the Central SoMa PEIR.

62 California Energy Commission, California Renewable Energy Overview and Programs, available at: https://www.energy.ca.gov/renewables/, accessed April 24, 2019.

85 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 on April 24, 2019.

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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 project site is within an urbanized area in the City and County of San Francisco that does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under Williamson Act contract. The area is not zoned for any agricultural uses. Topics E.20.a through E.20.e are not applicable to the proposed project and the project would have no impact either individually or cumulatively on agricultural or forest resources.

Conclusion

For the above reasons, the proposed project would not result in new or more severe impacts to agricultural or forest resources that were not identified in the Central SoMa PEIR.

E.21 Wildfire

Central SoMa PEIR Wildland Fire Findings

The plan area is located within an urbanized area that lacks an urban-wildland interface. 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. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR

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 structures to significant risks including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

E.21.a - d) The project site is not located in or near state responsibility lands for fire management or lands classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the project.

F. Public Notice and Comment

On October 15, 2020, a "Notification of Project Receiving Environmental Review" was mailed to occupants and owners of properties within 300 feet of the project site and to South of Market and citywide neighborhood groups. No comments in response to the notification were received.

G. Figures

Note: A full set of project plans is available at https://citypln-m-extnl.sfgov.org/SharedLinks.aspx?accesskey=b42eaf0899129fca41b01d95aaf7e12f35032b0e6676c8c557395f0585880f53&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0

Figure 1: Location Map

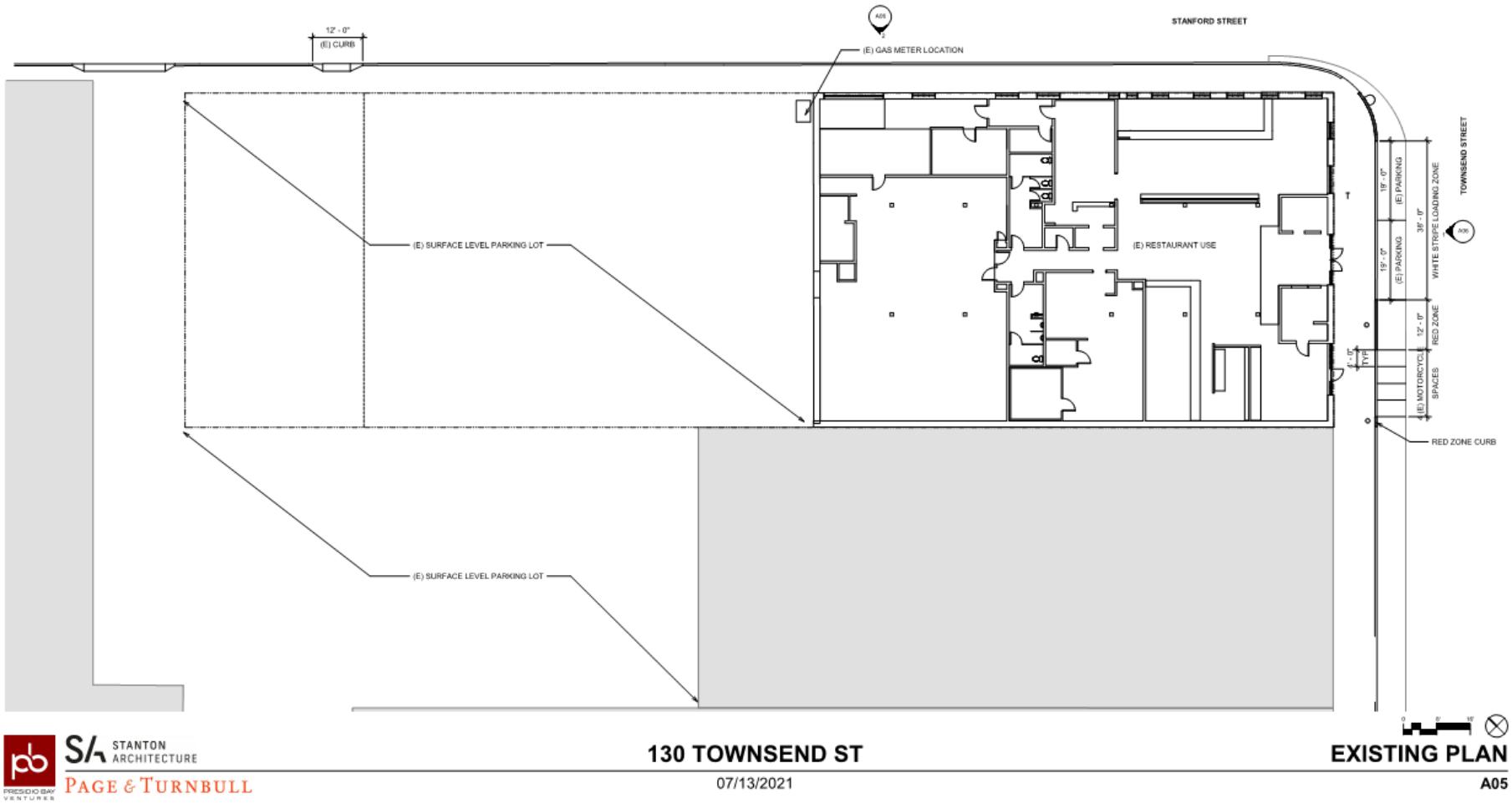


Figure 2 – Existing Site Plan

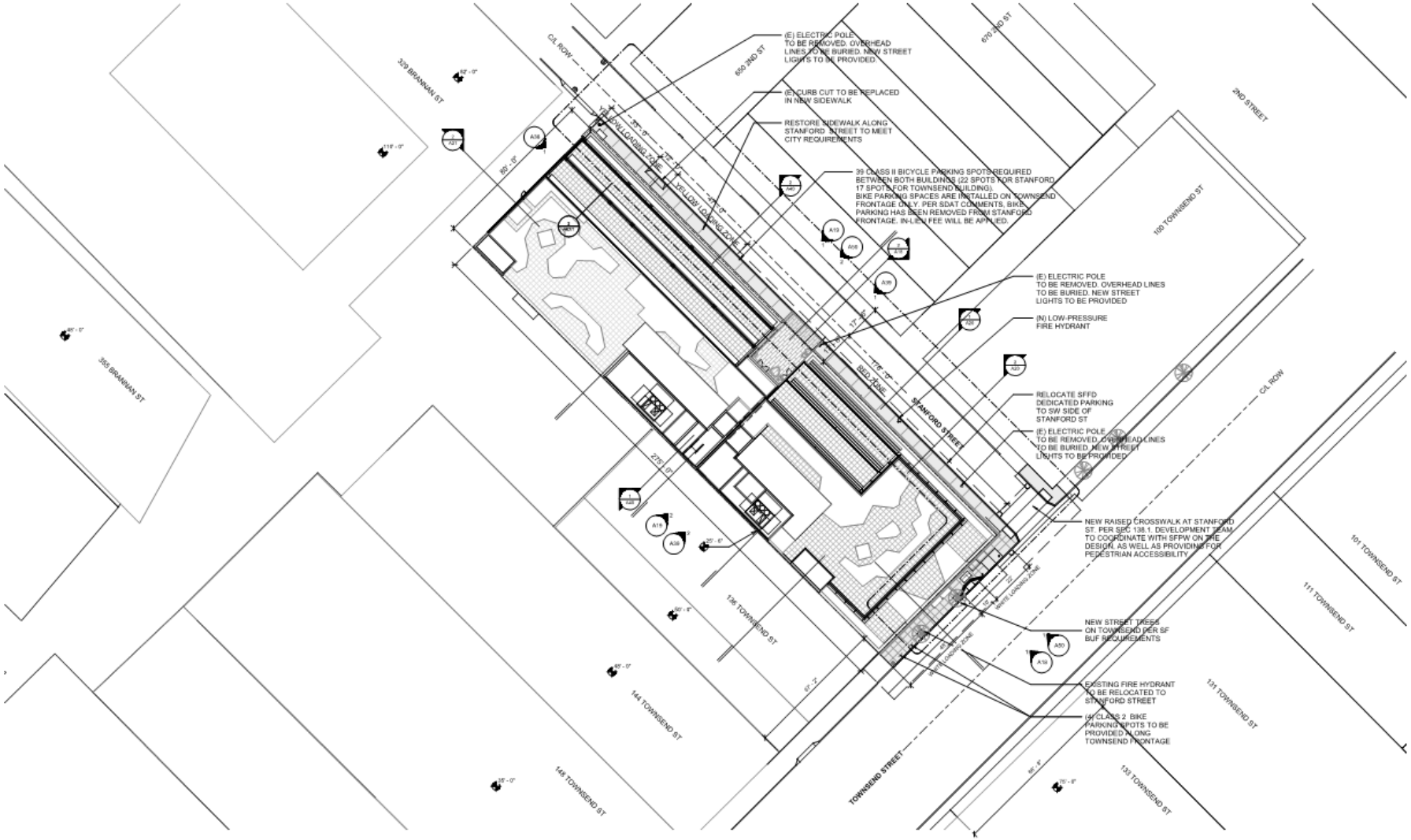


Figure 3 – Proposed Site Plan

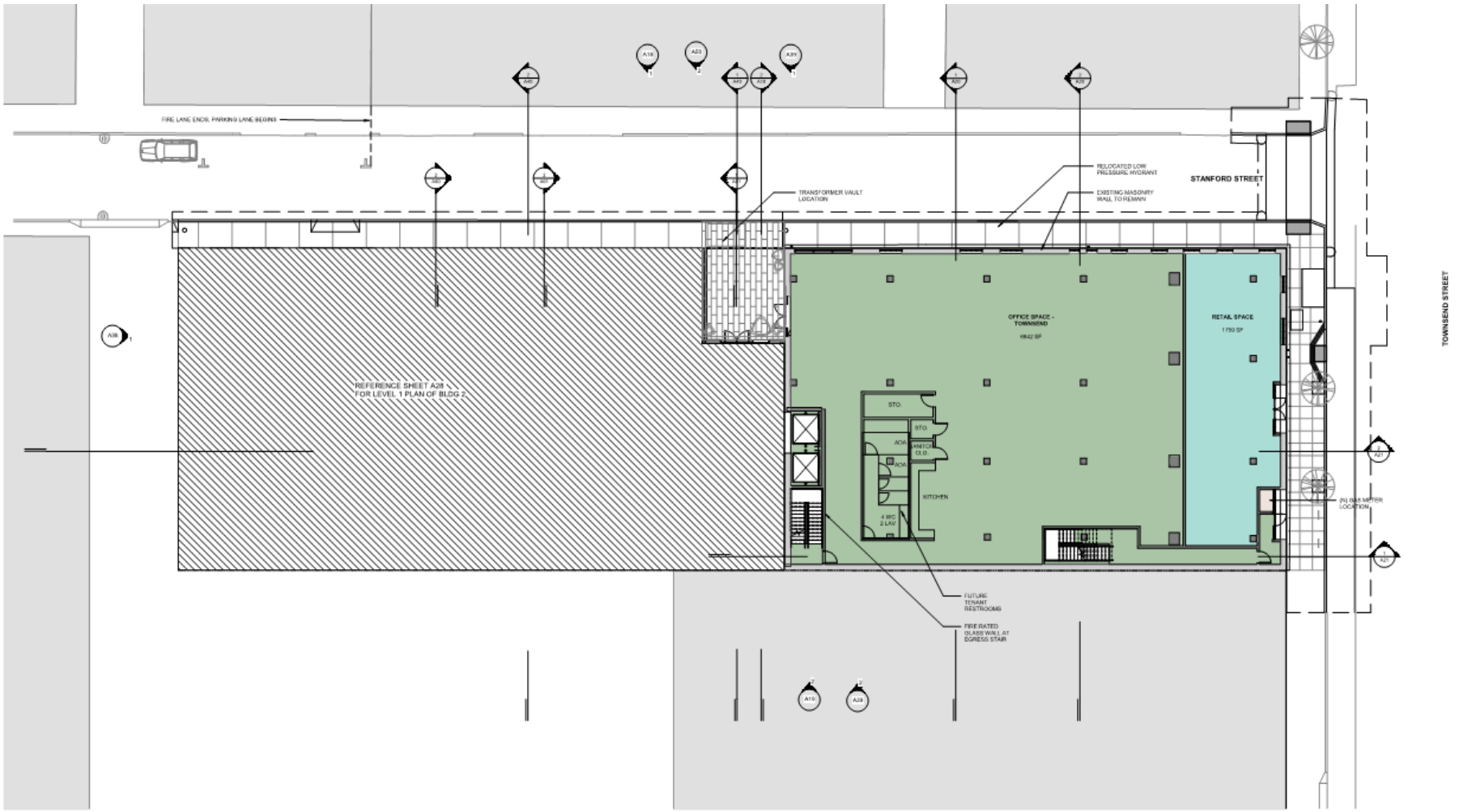


Figure 4 – Townsend Building Ground Floor

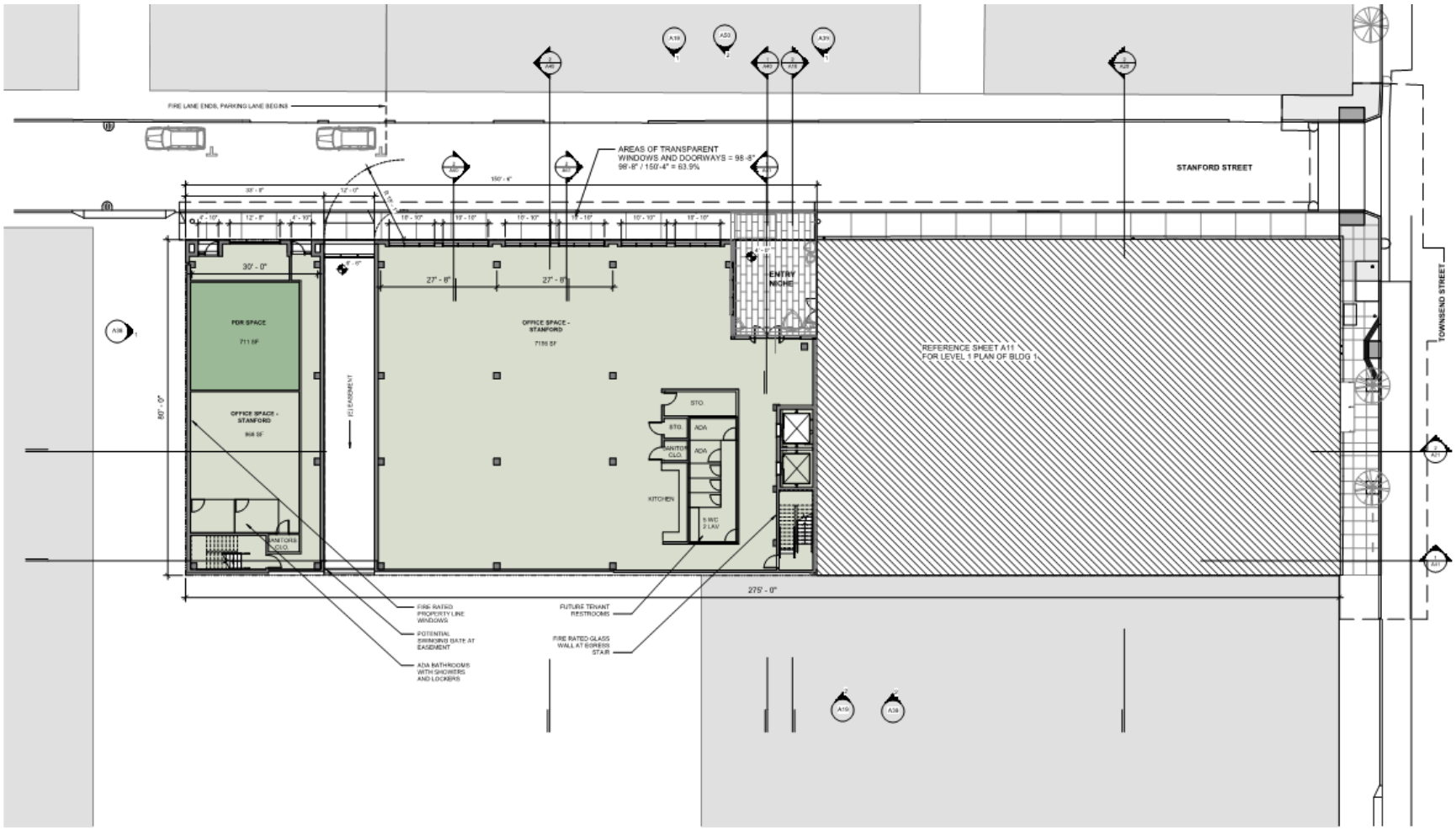
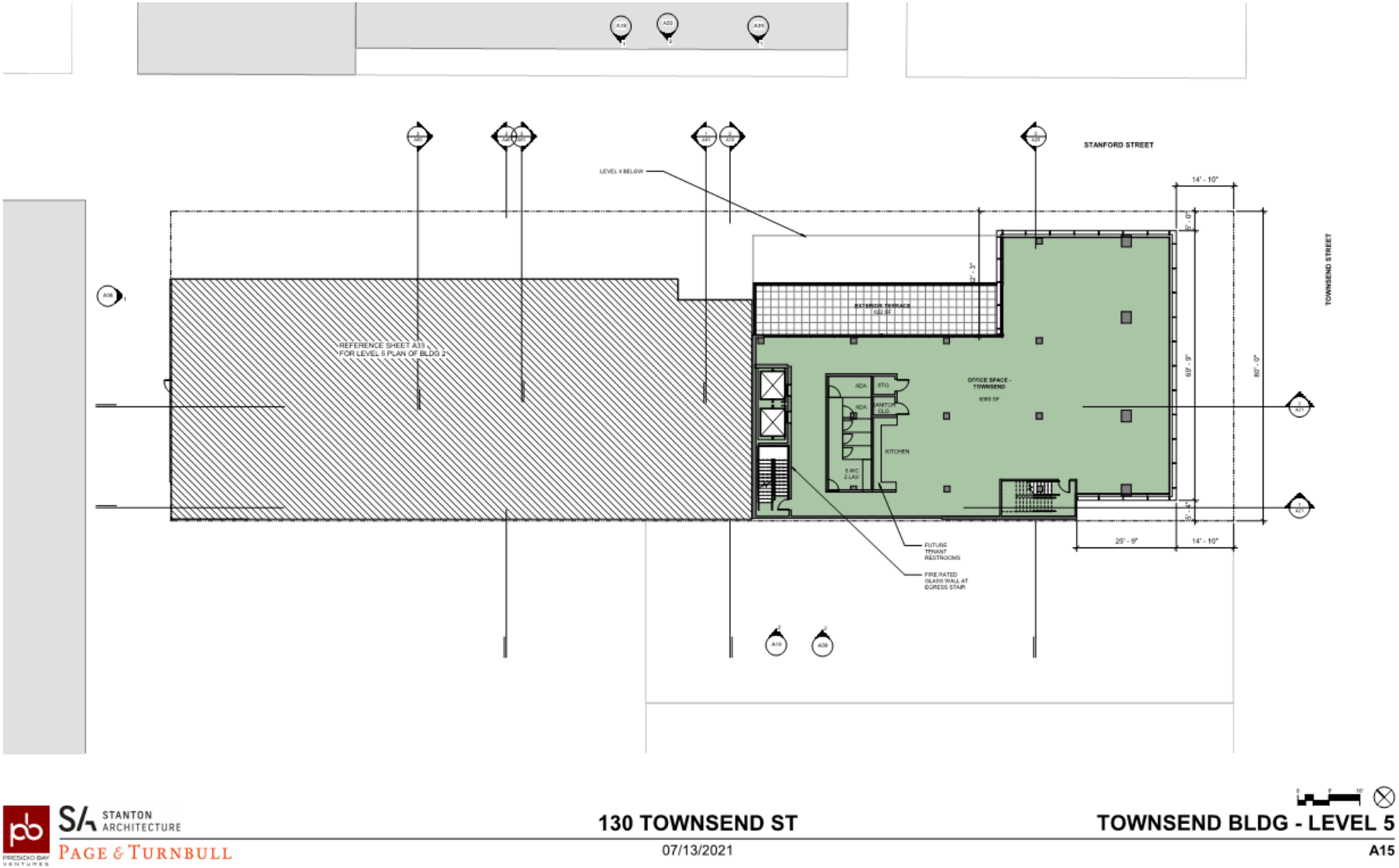


Figure 5 – Stanford Building Ground Floor



STANTON ARCHITECTURE
PAGE & TURNBULL

130 TOWNSEND ST
07/13/2021

TOWNSEND BLDG - LEVEL 5
A15

Figure 6 – Townsend Building Level 5

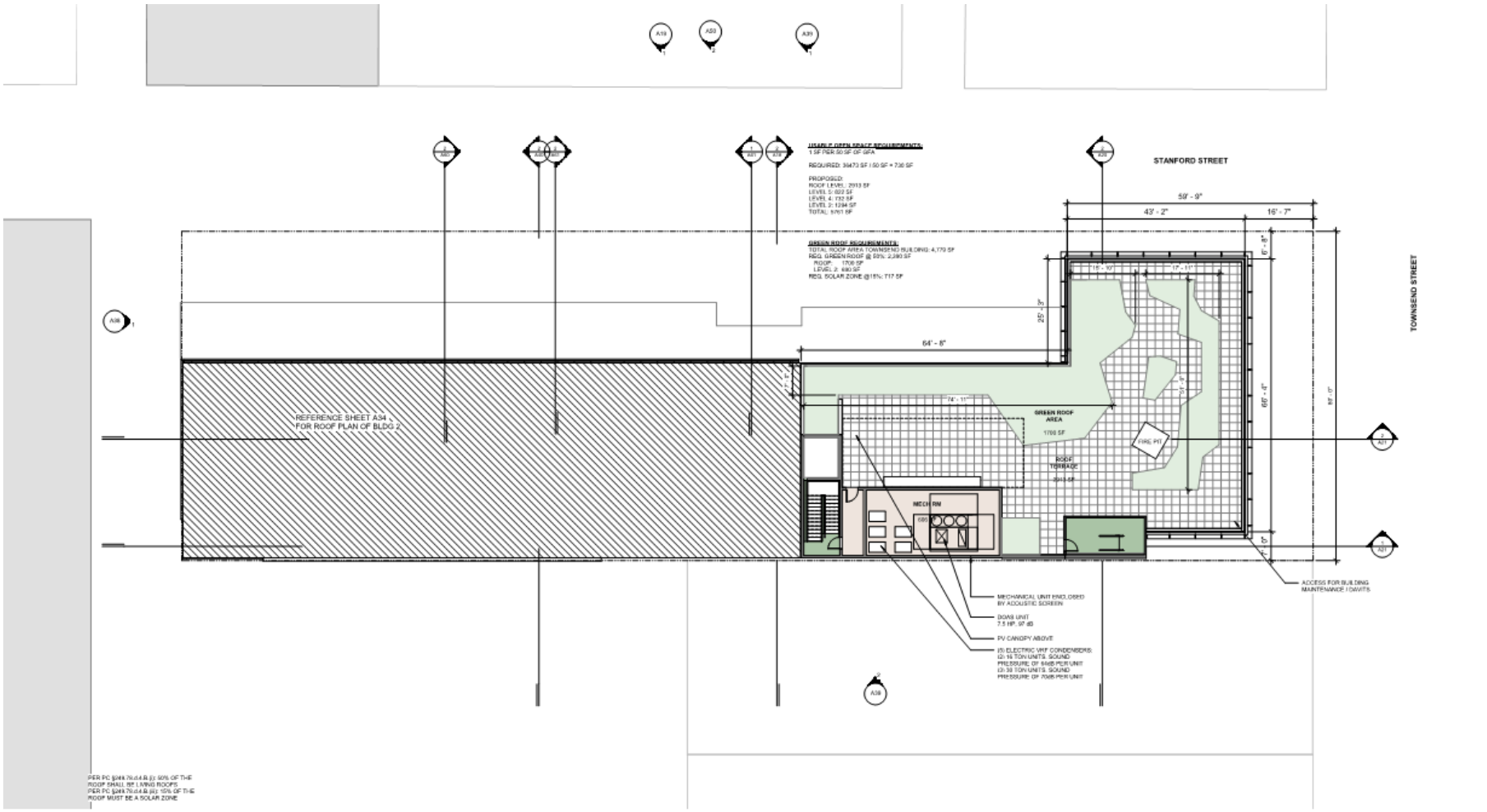
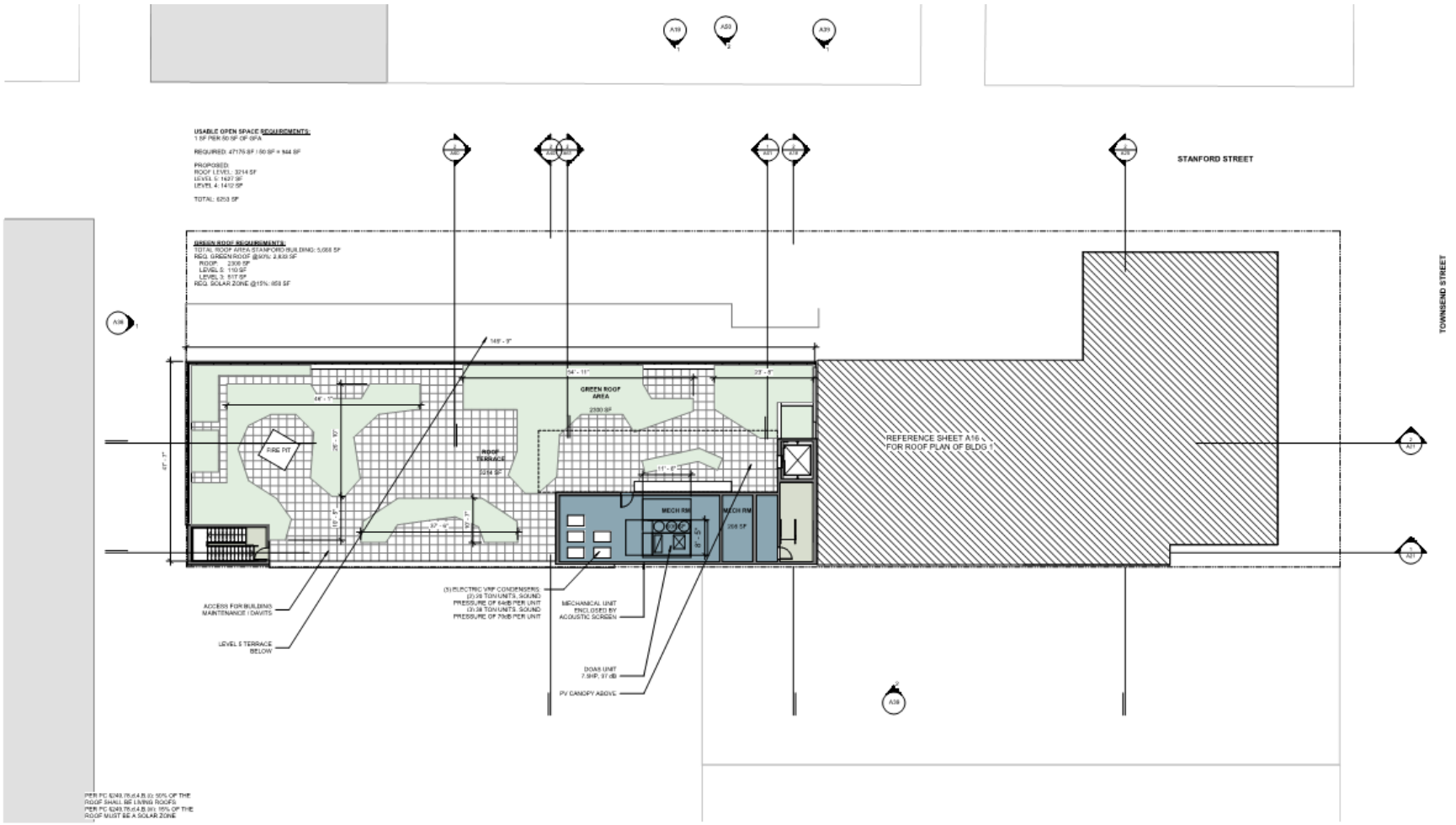


Figure 7 – Townsend Building Roof Plan



STANTON ARCHITECTURE
PAGE & TURNBULL
PRESIDIO BAY VENTURES

130 TOWNSEND ST
07/13/2021

STANFORD BLDG - ROOF
A36

Figure 8 – Stanford Building Roof Plan

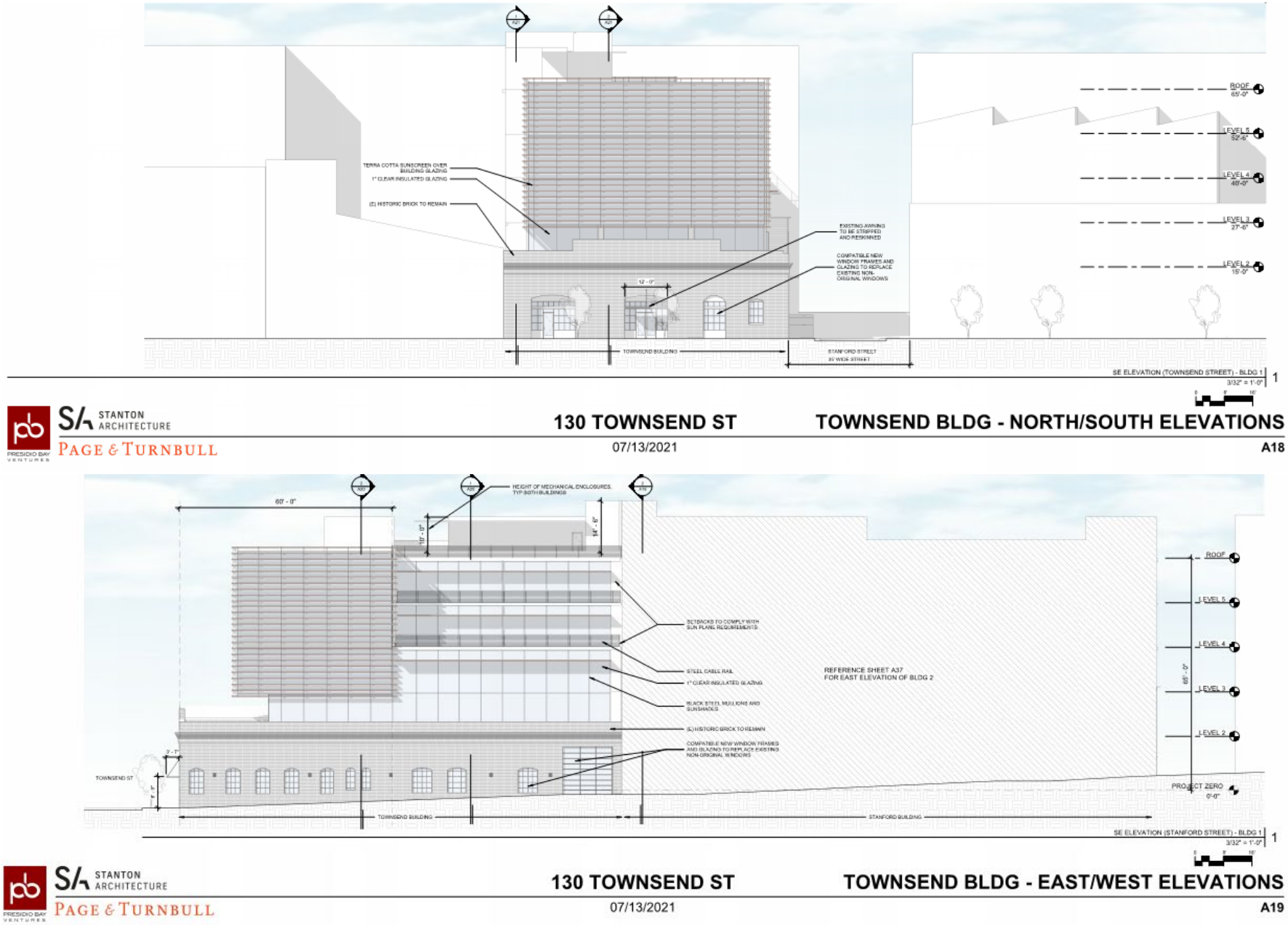


Figure 9 – Townsend Building – South and East Elevations

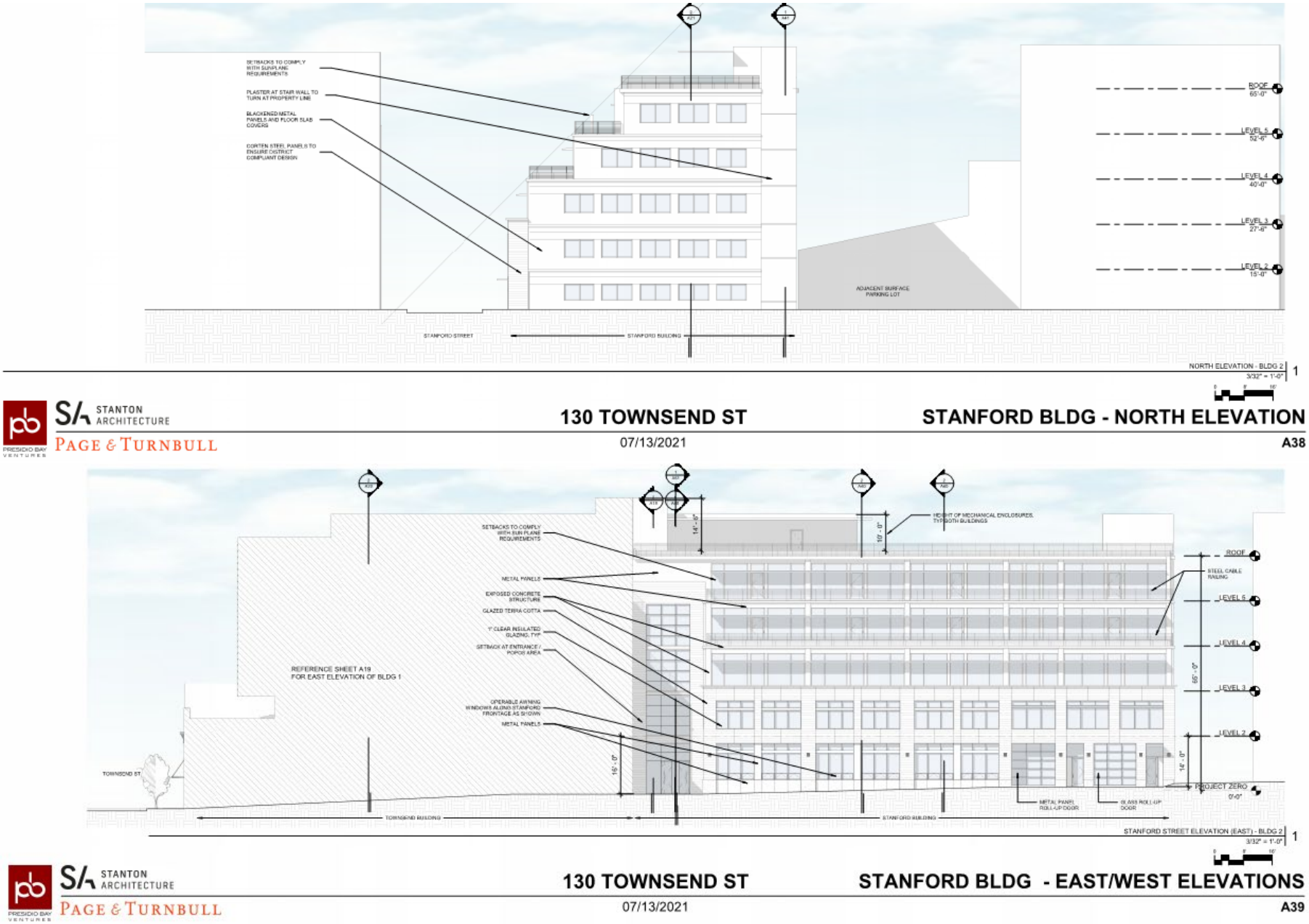


Figure 10 – Stanford Building –North and East Elevations

ATTACHMENT B

San Francisco Planning

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

		Block/Lot:	3788/008
Record No.:	2019-023623ENV	*Lot Size:*	22,000 square feet
Project Title:	130 Townsend Street	*Project Sponsor:*	John Kevlin, Reuben, Junius & Rose
BPA Nos:	N/A	*Lead Agency:*	San Francisco Planning Department
Zoning:	CMUO (Central SoMa-Mixed Use Office) Use District 65-X Height and Bulk District	*Staff Contact:*	Jeanie Poling – 628.652.7559

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.

Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Project Mitigation Measure 1: Avoidance or Minimization of Effects on Identified Historical Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-1a)	X			
Project Mitigation Measure 2: Protect Structures from Adjacent Construction Activities (implementing Central SoMa PEIR Mitigation Measure M-CP-3a)	X	X		
Project Mitigation Measure 3: Construction Monitoring Program for Historical Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-3b)	X	X		
Project Mitigation Measure 4: Archeological Accidental Discovery (implementing Central SoMa PEIR Mitigation Measure M-CP-4a)	X	X		
Project Mitigation Measure 5: Tribal Cultural Resources Program (implementing Central SoMa PEIR Mitigation Measure M-CP-5)	X	X		

Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Project Mitigation Measure 6: General Construction Noise Control Measures (implementing Central SoMa PEIR Mitigation Measure M-NO-2a)	X	X		
Project Mitigation Measure 7: Construction Emissions Minimization Plan (implementing Central SoMa PEIR Mitigation Measure M-AQ-4b)	X	X		

NOTES:

* 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.

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

K. Sanandaji

Property Owner or Legal Agent Signature

8/3/2021

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

San Francisco Planning

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
Project Mitigation Measure 1: Avoidance or Minimization of Effects on Identified Historical Resources. The project sponsor shall consult with the Planning Department at the time of submittal of an environmental evaluation application or consolidated development application to determine whether there are feasible means to avoid a substantial adverse change in the significance of an historic architectural resource (including historic districts), whether previously identified or identified as part of the project's historical resources analysis. Pursuant to CEQA Guidelines Section 15064.5(b), "[s]ubstantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." If avoidance is not feasible, the project sponsor shall consult with Planning Department staff to determine whether there are feasible means to reduce effects on historic architectural resource(s). Avoidance and minimization measures shall seek to retain the resource's character-defining features, and may include, but are not limited to: retention of character-defining features, building setbacks, salvage, or adaptive reuse. In evaluating the feasibility of avoidance or reduction of effects, the Planning Department shall consider whether avoidance or reduction can be accomplished successfully within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors, along with the Central SoMa Plan policies and project objectives.	Project sponsor and qualified historic preservation specialist	Prior to CEQA approval	Planning Department preservation technical specialist	Completed satisfactorily through the historic resource evaluation for 130 Townsend Street
Project Mitigation Measure 2: Protect Structures from Adjacent Construction Activities. 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 the 136 Townsend Street building, which could be adversely affected by construction-generated vibration. Such methods may include maintaining	Project sponsor and qualified historic resource preservation specialist	Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving)	Planning Department (ERO and optionally preservation technical specialist)	Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to 136

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
a safe distance between the construction site and the building , 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.				Townsend Street building
Project Mitigation Measure 3: Construction Monitoring Program for Historical Resources. The project sponsor shall undertake a monitoring program to minimize damage to 136 Townsend Street and to ensure that any such damage is documented and repaired. The monitoring program shall include the following components, subject to access being granted by the owner(s) of 136 Townsend Street: • 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 136 Townsend Street 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 vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) • The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated	Project sponsor and construction contractor	Prior to and during construction activity identified by Planning Department as potentially damaging to 136 Townsend Street	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 p136 Townsend Street

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
to its pre-construction condition at the conclusion of ground-disturbing activity on the site.				
Project Mitigation Measure 4: Archeological Accidental Discovery.				
The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a) and (c).	Project sponsor at the direction of the ERO	Prior to and during soils-disturbing activities	Project sponsor shall distribute Alert sheet and shall submit a signed affidavit confirming the distribution to the ERO	Considered complete when ERO receives signed affidavit
ALERT sheet. The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) confirming that all field personnel have received copies of the Alert Sheet.				
Discovery stop work and notification. Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.	Project sponsor/ Head Foreman and archeological consultant at the direction of the ERO.	Upon accidental discovery	In the event of accidental discovery, the project sponsor shall suspend soils-disturbing activities, notify the ERO.	Considered complete when archeological consultant completes additional measures as directed by the ERO as warranted.
Archaeological consultant identification and evaluation. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the Qualified Archeological Consultant List maintained by the Planning Department. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource as well as if it retains sufficient integrity and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify, document, and	Archeological consultant and ERO	After discovery of possible resource	The project sponsor shall retain a qualified archeological consultant at the direction of the ERO. The archeological consultant shall identify and evaluate	Considered complete when treatment determination has been approved by the ERO

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.			the archeological resources and recommend actions for review and approval by the ERO. The archeological consultant shall undertake additional treatment if needed.	
Discovery Treatment Determination. Measures might include preservation *in situ* of the archeological resource; an archeological monitoring program; an archeological testing program; and/or an archeological interpretation program. If an archeological interpretive, monitoring, and/or testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs and shall be implemented immediately. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.				
Consultation with Descendant Communities. On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative 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.	The archeological consultant, project sponsor, and project contractor at the direction of the ERO	Monitoring of soils disturbing activities	Consultation with ERO on identified descendant group	Descendant group provides recommendations and is given a copy of the approved ARR
Archeological Data Recovery Plan. An archeological data recovery program shall be conducted in accordance with an Archeological Data Recovery Plan (ADRP) if all three of the following apply: 1) a resource has potential to be significant, 2) preservation in place is not feasible, and 3) the ERO determines that an archeological data recovery program is warranted. The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall	ERO, archeological consultant, and project sponsor.	After determination by ERO that an archeological data recovery program is required	Archeological consultant to prepare an ADRP in consultation with ERO	Considered complete upon approval of ADRP by ERO

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
prepare a draft ADRP that shall be submitted to the ERO for review and approval. 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. ▪ Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. ▪ 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 and Funerary Objects. The treatment of human remains and of funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the	Archeological consultant or medical examiner	Discovery of human remains	Notification of County/City Coroner and, as warranted, notification of NAHC	Considered complete on finding by ERO that all State laws regarding human remains/burial objects have been

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
California State Native American Heritage Commission (NAHC), which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains. The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and/or associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or associated or unassociated funerary objects are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance. Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project archeological treatment document, and other relevant agreement established between the project sponsor, Medical Examiner and the ERO.				adhered to, consultation with MLD is completed as warranted, that sufficient opportunity has been provided to the Archeological consultant for any scientific /historical analysis of remains/funerary objects specified in the Agreement, and the agreed-upon disposition of the remains has occurred

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
Archeological Public Interpretation Plan. The project archeological consultant shall submit an Archeological Public Interpretation Plan (APIP) if a significant archeological resource is discovered during a project. If the resource to be interpreted is a tribal cultural resource, the APIP shall be prepared in consultation with and developed with the participation of Ohlone tribal representatives. The APIP shall describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The APIP shall be sent to the ERO for review and approval. The APIP shall be implemented prior to occupancy of the project.	Archeological consultant at the direction of the ERO will prepare APIP. Measure laid out in APIP are implemented by sponsor and consultant.	Following completion of treatment, analysis, and interpretation of by archeological consultant	Archeological consultant submits draft APIP to ERO for review and approval.	APIP is complete on review and approval of ERO. Interpretive program is complete on certification to ERO that program has been implemented
Archeological Resources Report. The project archeological consultant shall submit a confidential draft Archeological Resources Report (ARR) to the ERO that evaluates the historical significance of any discovered archeological resource, describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken, and discusses curation arrangements. Once approved by the ERO, copies of the approved ARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy, and the ERO shall receive a copy of the transmittal of the ARR to the NWIC. The environmental planning division of the planning department shall receive one (1) bound hardcopy of the ARR. Digital files that shall be submitted to the environmental division include an unlocked, searchable PDF version of the ARR, GIS shapefiles of the site and feature locations, 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. The PDF ARR, GIS files, recordation forms, and/or nomination documentation should be submitted via USB or other stable storage device. If a descendant group was consulted during archeological treatment, a PDF of the ARR shall be provided to the representative of the descendant group.	Archeological consultant at the direction of the ERO	Following completion of treatment by archeological consultant as determined by the ERO	Submittal of draft ARR to ERO for review and approval. Distribution of the approved ARR by the archeological consultant.	Considered complete upon distribution of approved ARR

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
Curation. If archeological data recovery is undertaken, materials and samples of future research value from significant archaeological resources shall be permanently curated at a facility approved by the ERO.	Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO)	Prior to issuance of site permits	Project sponsor shall retain archeological consultant to undertake archeological monitoring program in consultation with ERO	Complete when Project sponsor retains qualified archeological consultant
Project Mitigation Measure 5: Tribal Cultural Resources Program.				
Preservation in place. In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. The consultant shall submit a draft ARPP to Planning for review and approval.	Project sponsor archeological consultant, and ERO, in consultation with the affiliated Native American tribal representatives	If significant archeological resource is present, during implementation of the project	Planning Department / project sponsor	Considered complete upon completion and approval of ARPP and project redesign
Interpretive Program. If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, then archeological data recovery shall be implemented as required by the ERO and in consultation with affiliated Native American tribal representatives. In addition, the project sponsor shall implement an interpretive program of the tribal cultural resource in consultation with affiliated tribal representatives. A Tribal Cultural Resources Interpretation Plan (TCRIP) produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program. The plan shall identify, as appropriate, 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, cultural displays and interpretation, and educational panels or	Project sponsor in consultation with the tribal representative	After determination that preservation in place is not feasible, and subsequent to Archeological data recovery	Planning Department / project sponsor	Sponsor or archeological consultant shall submit the TCRIP to the ERO for review and approval. Complete upon sponsor verification to ERO that interpretive program was implemented

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
other informational displays. Upon approval by the ERO and affiliated Native American tribal representatives, and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.				
Project Mitigation Measure 6: General Construction Noise Control Measures. The project sponsor shall undertake the following: • Require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds), wherever feasible. • Require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • Include noise control requirements in specifications provided to construction contractors. Such requirements could include, but are not limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings to the extent that such routes are otherwise feasible. • Prior to the issuance of each building permit, along with the submission of construction documents, submit to the Planning	Project sponsor and construction general contractor	During construction period	Planning Department, Department of Building Inspection (as requested and/or on compliant basis, Police Department (on compliant basis)	Considered complete upon submittal and implementation of construction noise control plan and completion of construction activities pursuant to the plan

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
Department and Department of Building Inspection (DBI) a list of measures that shall be implemented and that shall respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating anticipated noise levels of 80 dBA or greater without noise controls, which is the standard in the Police Code) about the estimated duration of the activity.				
Project Mitigation Measure 7: Construction Emissions Minimization Plan. 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 is 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, *and* ii) Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy) *and*	Project sponsor and Planning Department	Prior to the start of construction	Planning Department (ERO, air quality technical staff)	Considered complete upon Planning Department review and acceptance of construction emissions minimization plan, implementation of the plan, and completion of construction activities pursuant to the plan

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
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 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).				

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria

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-4B:

TABLE M-AQ-4B OFF-ROAD EQUIPMENT COMPLIANCE STEP-DOWN SCHEDULE*

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

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

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

iv) Exceptions to 1(b)(iii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a renewable diesel is not commercially available in the SFBAAB. If an exception is granted pursuant to this section, the project sponsor shall provide another type of alternative fuel, such as biodiesel (B20 or higher).

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

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
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.				

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria

NOTES:

[a] 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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Exhibit D:

Land Use Data

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

LAND USE INFORMATION

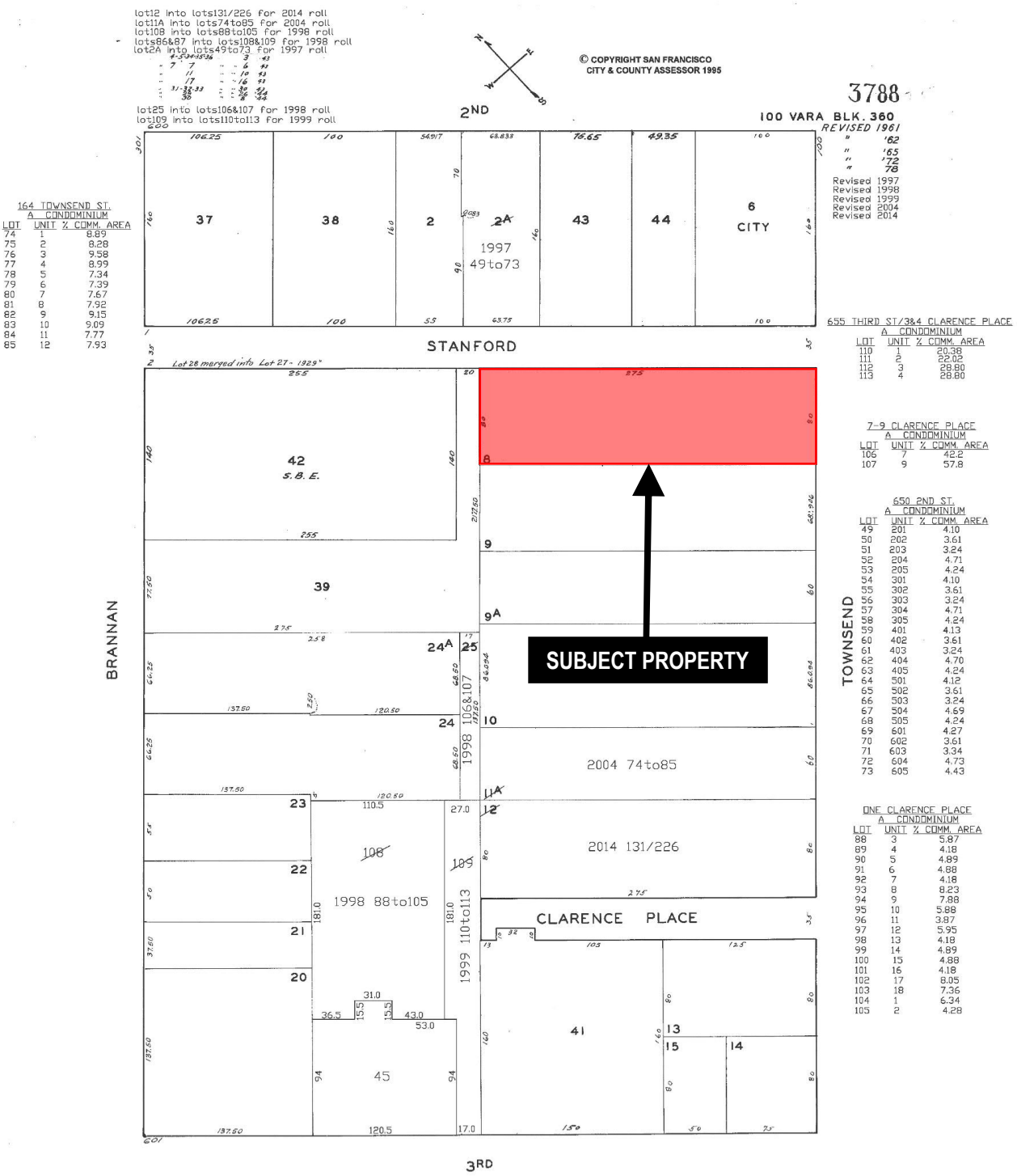
PROJECT ADDRESS: 130 TOWNSEND
RECORD NO.: 2019-023623PRJ

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	11,000	0	-11,000
Residential GSF	0	0	0
Usable Open Space GSF	0	5,761 (Townsend Building) 6,253 (Stanford Building)	12,014
Retail GSF	9,900	1759 (Townsend Building)	8,141
PDR GSF	0	711 (Stanford Building)	711
Office GSF	0	81,201	81201
TOTAL GSF	9,900	83,671	73,771
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	0	0
Dwelling Units - Market Rate	0	0	0
Dwelling Units - Total	0	0	0
Number of Buildings	1	1	2
Number of Stories	1	5	5
Parking Spaces	40	0	-40
Loading Spaces	0	0	0
Bicycle Spaces	0	7 Class 1; 4 Class 2 (Townsend Building) 10 Class 1 (Stanford Building)	21
Car Share Spaces	0	0	0

Exhibit E:

Maps and Context Photos

Parcel Map



lot12 into lots131/226 for 2014 roll
lot11A into lots74to85 for 2004 roll
lot108 into lots88to105 for 1998 roll
lots86&87 into lots108&109 for 1998 roll
lot2A into lots49to73 for 1997 roll
lot25 into lots106&107 for 1998 roll
lot109 into lots110to113 for 1999 roll

Revised 1997
Revised 1998
Revised 1999
Revised 2004
Revised 2014

164 TOWNSEND ST.
A CONDOMINIUM

LOT	UNIT	% COMM. AREA
74	1	8.89
75	2	8.28
76	3	9.58
77	4	8.99
78	5	7.34
79	6	7.39
80	7	7.67
81	8	7.92
82	9	9.15
83	10	9.09
84	11	7.77
85	12	7.93

655 THIRD ST/3&4 CLARENCE PLACE
A CONDOMINIUM

LOT	UNIT	% COMM. AREA
110	1	20.39
111	2	22.02
112	3	28.80
113	4	28.80

7-9 CLARENCE PLACE
A CONDOMINIUM

LOT	UNIT	% COMM. AREA
106	7	42.2
107	9	57.8

650 2ND ST.
A CONDOMINIUM

LOT	UNIT	% COMM. AREA
49	201	4.10
50	202	3.61
51	203	3.24
52	204	4.71
53	205	4.24
54	301	4.10
55	302	3.61
56	303	3.24
57	304	4.71
58	305	4.24
59	401	4.13
60	402	3.61
61	403	3.24
62	404	4.70
63	405	4.24
64	501	4.12
65	502	3.61
66	503	3.24
67	504	4.69
68	505	4.24
69	601	4.27
70	602	3.61
71	603	3.34
72	604	4.73
73	605	4.43

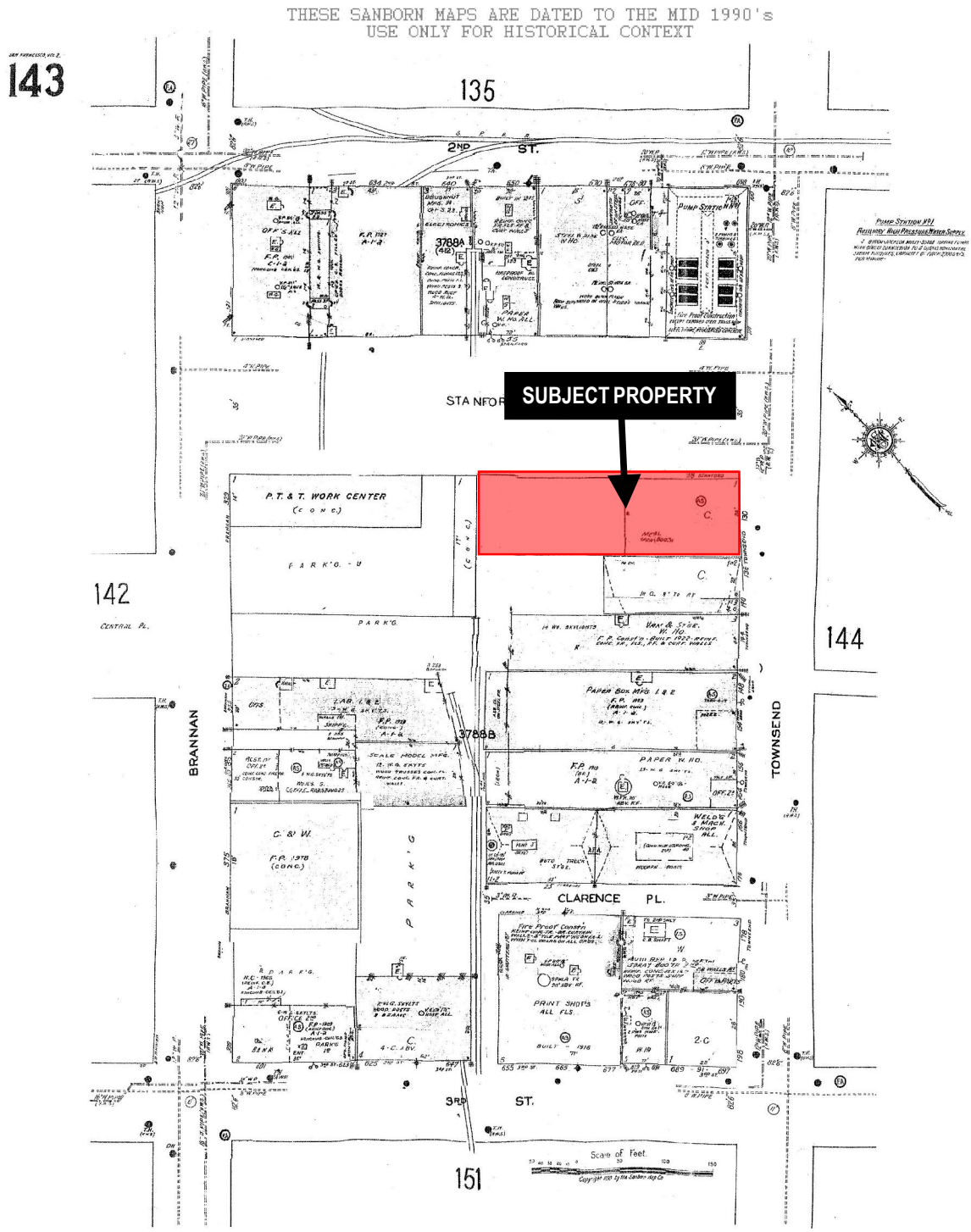
ONE CLARENCE PLACE
A CONDOMINIUM

LOT	UNIT	% COMM. AREA
88	3	5.87
89	4	4.18
90	5	4.89
91	6	4.88
92	7	4.18
93	8	8.23
94	9	7.88
95	10	5.88
96	11	3.87
97	12	5.95
98	13	4.18
99	14	4.89
100	15	4.88
101	16	4.18
102	17	8.05
103	18	7.36
104	1	6.34
105	2	4.28

Planning Commission Hearing
Case Number 2019-023623ENX/ OFA/OFA-02/VAR
130 Townsend Street

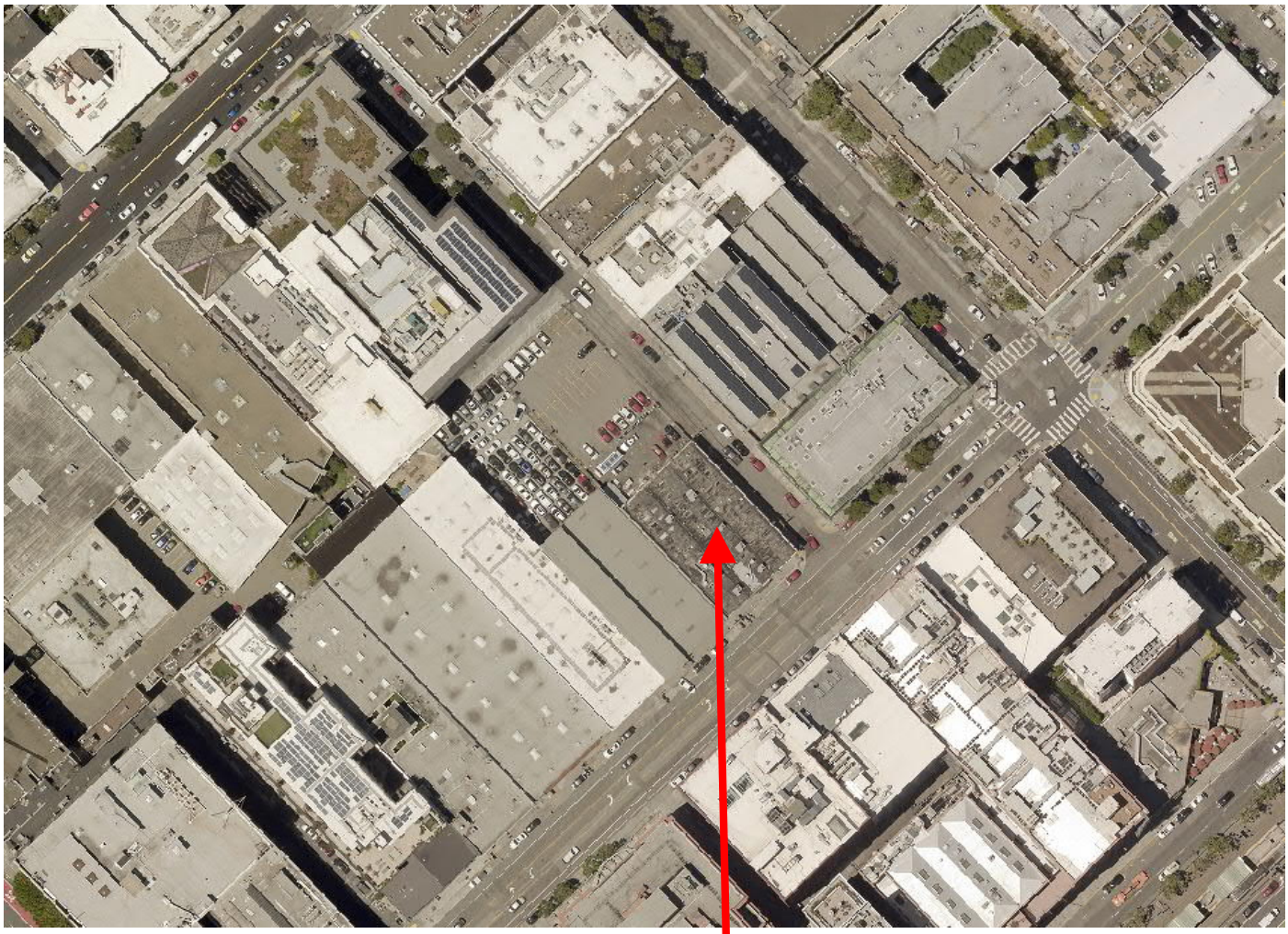
SAN FRANCISCO
PLANNING DEPARTMENT

Sanborn Map*



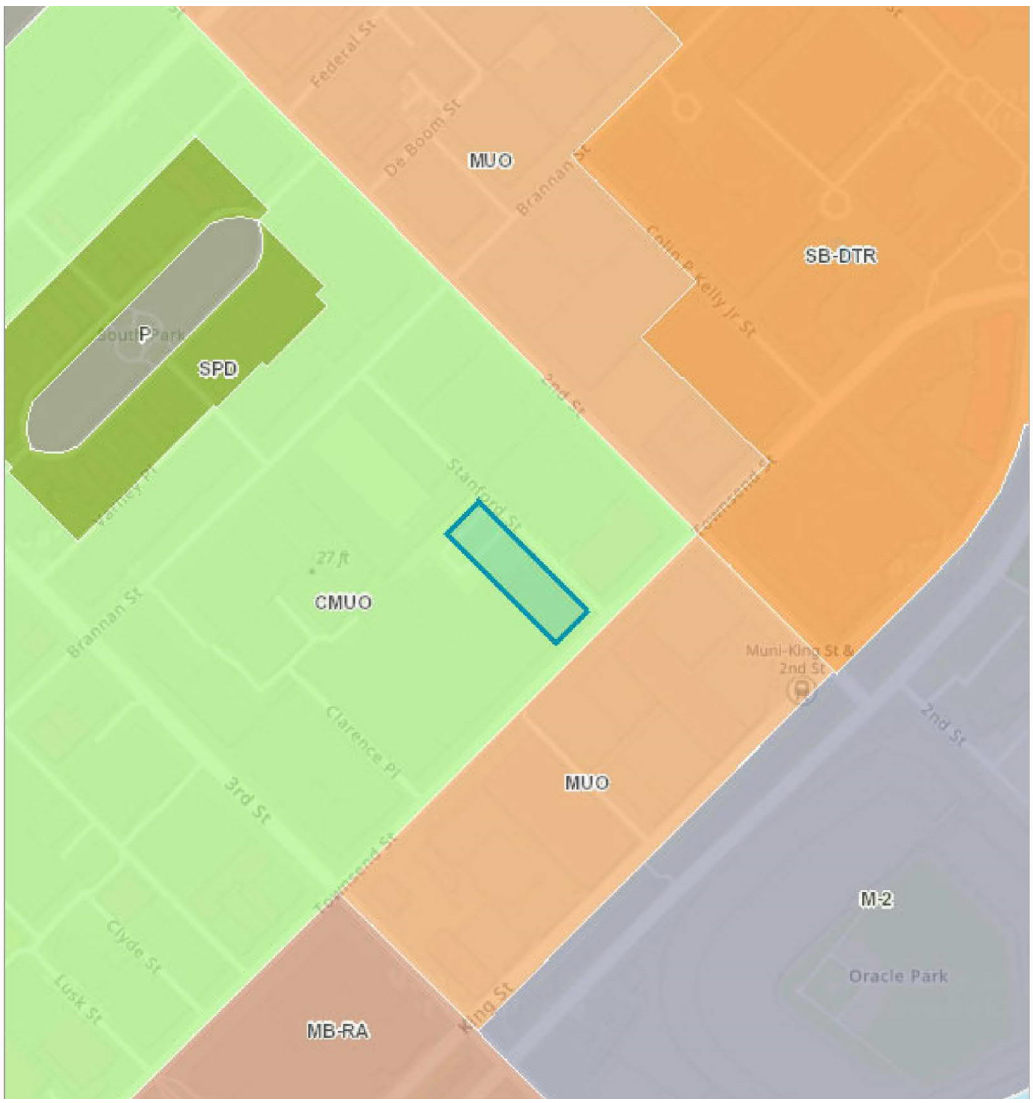
*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Aerial Photo



Planning Commission Hearing
Case Number 2019-023623ENX/
OFA/OFA-02/VAR
130 Townsend Street

Zoning Map



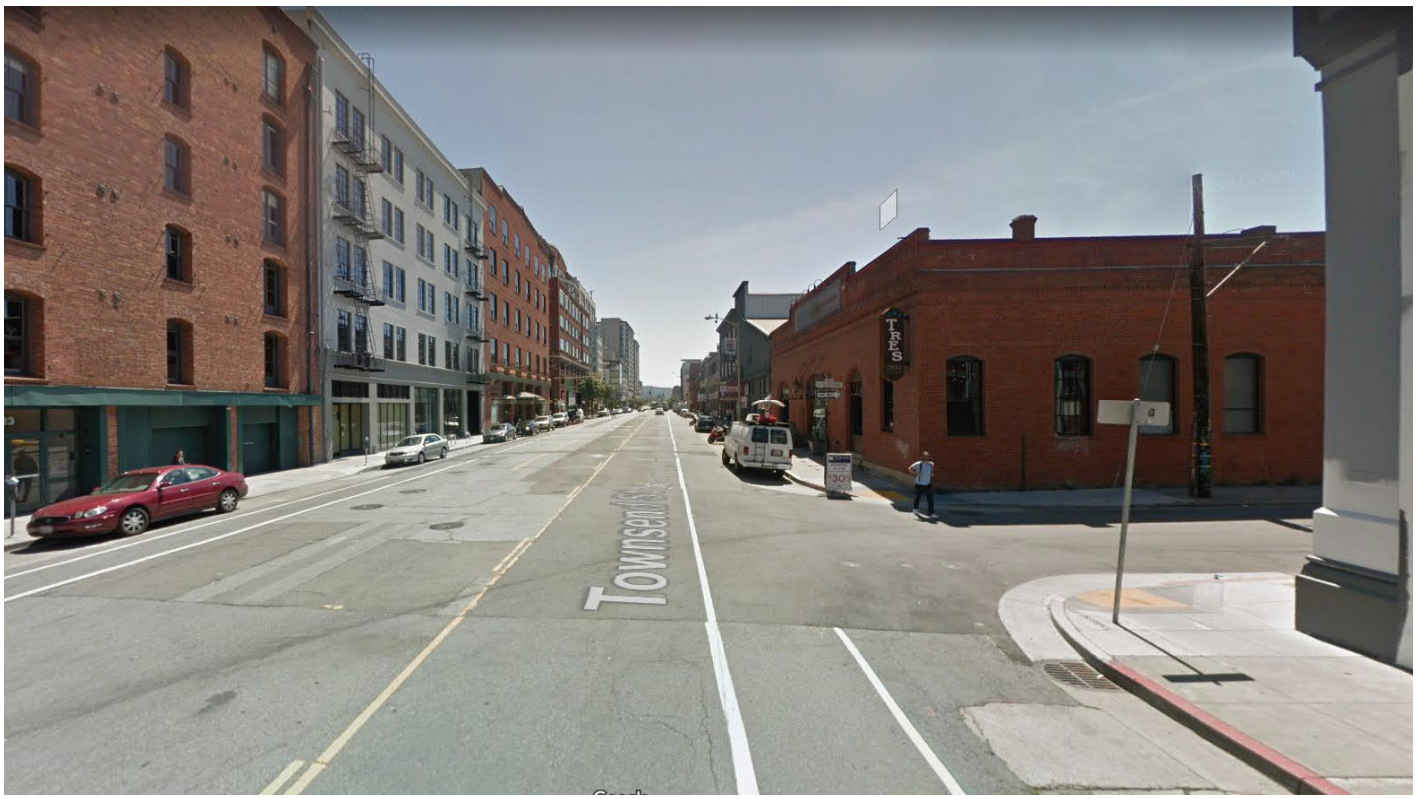
Planning Commission Hearing
Case Number 2019-023623ENX/ OFA/OFA-02/VAR
130 Townsend Street

SAN FRANCISCO
PLANNING DEPARTMENT

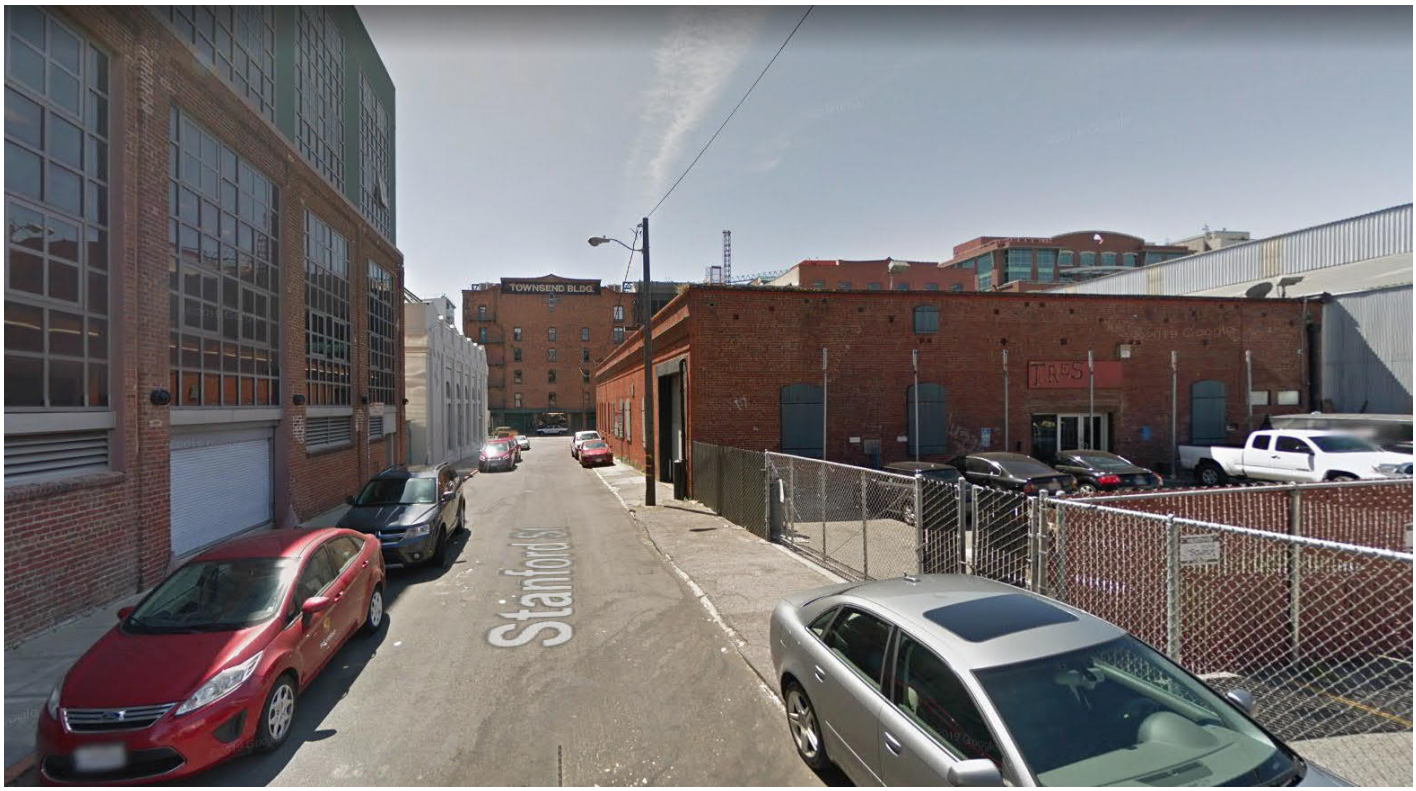
Site Photo #1

Planning Commission Hearing
Case Number 2019-023623ENX/
OFA/OFA-02/VAR
130 Townsend Street

Site Photo #2



Site Photo #3



Planning Commission Hearing
Case Number 2019-023623ENX/
OFA/OFA-02/VAR
130 Townsend Street

Exhibit F:

Project Sponsor Brief

REUBEN, JUNIUS & ROSE, LLP

John Kevlin
jkevlin@reubenlaw.com

August 20, 2021

Delivered Via Email (alex.westhoff@sfgov.org)

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

Re: 130 Townsend Street
Planning Case Number: 2019-023623ENX/OFA
Hearing Date: September 2, 2021
Our File No.: 7892.15

Dear President Koppel and Commissioners:

This office represents 130 Townsend Property Owner, LLC ("Project Sponsor"), the sponsor of the project at 130 Townsend Street (the "Property"). The project proposes the adaptive reuse of and vertical addition to the existing historic building at 130 Townsend, and the new construction of a separate and completely autonomous building on the vacant portion of the lot fronting Stanford Street, known as 50 Stanford Street (the "Project"). The buildings will provide 34,737 and 46,464 square feet of office space, respectively. The Project will also retain 1,759 square feet of the existing retail restaurant use and add 711 square feet of PDR space.

The existing 130 Townsend building is a contributor to the local Article 10 South End Historic District. Both the addition and the new building are compatible with the District and meet Article 10 standards as well as the Secretary of the Interior's Standards. The Historic Preservation Commission unanimously approved the Certificate of Appropriateness on August 18, 2021. The Project also requires variances from the active use and streetwall requirement due to the historic character of the existing building, the placement of the active uses within the buildings, and the proposed entry niche along Stanford Street.

The Project's Large Project Authorization and two small cap Office Allocations will be before you on September 2, 2021. The Project is in the Central SoMa-Mixed Use Office ("CMUO") zoning district and the Central SoMa Special Use District ("SUD"), where office uses are both permitted and encouraged. We look forward to presenting the project to you at the hearing.

A. Existing Site and Project Description

The Project site at 130 Townsend Street is an approximately 22,000 square foot lot on the corner of Townsend and Stanford Streets in the CMUO zoning district and Central SoMa SUD. The site is developed with a one-story building that is a contributor to the local Article 10 South End Historic District and is currently occupied by a restaurant. The rest of the site is used as a surface parking lot.

The adaptive reuse of the existing building at 130 Townsend Street will allow for a five-level mixed-use building that will provide 34,737 square feet of office space and a 1,759 square foot retail space on the ground floor fronting Townsend Street, in keeping with the existing active use on the ground floor. The vertical addition will be compatible with the materiality and solidity of the historic brick building through the use of equally spaced horizontal terra cotta colored, aluminum louvers in a cube-like structure. The cube is set back 15 feet from the front façade at Townsend Street and 5 feet from either side to retain the predominance of the existing building and provide a human scale. A larger 25-foot setback occurs at the second level, which separates the cube from the existing building and allows for additional open space on the second floor in addition to the roof deck. The rest of the vertical addition is stepped back from Stanford Street in conformance with the sun angle plane requirement and allows for terraces on levels four and five. The basement level includes 7 Class 1 bike parking spaces, 2 showers, and 12 lockers in compliance with the Planning Code. Four Class 2 bike parking spaces will be provided on Townsend Street.

The new five-level building fronting Stanford Street will include 46,464 square feet of office space and 711 square feet of PDR space on the ground floor. The portion of the ground floor that includes the PDR space is separated from the rest of the ground floor spaces due to a 12-foot wide easement providing access to the parking at the adjacent property at 136 Townsend Street. The proposed building is compatible with the existing building at 130 Townsend and other buildings within the Historic District by utilizing punched openings, masonry building materials, and a typical bay rhythm. The upper floors step back in compliance with the sun angle plane, allowing for open space on terraces on the fourth and fifth floors in addition to the roof deck. The basement level includes 10 Class 1 bike parking spaces, 4 showers, and 24 lockers. This sustainability focused and transit-oriented development is requiring no parking and taking advantage of the abundant means of public transit in the immediate vicinity of the Project. A Class 2 bike parking waiver is required due to the narrow sidewalk along Stanford Street to allow for the payment of an in-lieu fee. A lot split application is currently on file that will result in the two buildings being located on separate lots.

B. Project Benefits

Approval of the Project will provide the following substantial benefits to the neighborhood and the City at large:

- **Adaptive Reuse of the Historic Building will Revitalize Underutilized Corner Lot.** The Project will provide for the adaptive reuse of the existing historic building on a currently underutilized lot, a significant portion of which is currently used as a surface parking lot. The Project will maximize the development potential of the site, while providing what the Commissioners at the Historic Preservation Commission called one of the most successful design solutions for a historic adaptive reuse project in the City. The Project retains the dominance of the historic building and provides a striking addition that reads as a compatible but separate building behind it due to the significant setbacks proposed. The 50 Stanford building is differentiated from the 130 Townsend building while still maintaining compatible materiality and massing. The Project will allow for the preservation of the existing historic resource, intensification of development on the site, and further activation of this corner lot.

- **Uses are Consistent with the Central SoMa Plan.** The Project proposes a mix of ground-floor, neighborhood-serving retail use, PDR use, and office space that is not only appropriate, but encouraged in the CMUO zoning district and the Central SoMa Plan.

- **Create Permanent Job Opportunities.** The Project will create new permanent office and PDR jobs for City residents, thereby growing the base of potential customers who will patronize other businesses in the neighborhood.

- **Create Construction Employment Opportunities**. The Project will create new employment opportunities during the construction phase, and the Project Sponsor will participate in the City's First Source Hiring Program to encourage local hiring of entry-level construction positions.

- **Significant Streetscape Enhancements.** The Project will improve the streetscape by restoring the existing sidewalk along Stanford Street to meet City standards, adding street trees along Townsend Street, adding a raised crosswalk across Stanford Street at Townsend Street, providing an accessible curb ramp to the extended passenger loading zone along Townsend Street, and adding new street lights. With no on-site parking, retention of the ground-floor retail along Townsend, the addition of office and PDR spaces along Stanford Street, and significant streetscape upgrades, the Project will greatly improve the pedestrian environment.

- **Impact Fees.** The Project will pay into a number of impact fees, including those that support affordable housing, child care services, public open space and recreational facilities, streetscape improvements, public schools, and transportation and infrastructure improvements. Specifically, the Project will be subject to the following fees: Jobs Housing Linkage, Eastern Neighborhoods Infrastructure, Child Care, Schools, and Transportation Sustainability.

- **Significant Neighbor and Community Vetting.** The Project Sponsor has been committed to neighborhood engagement since the outset of the entitlement process.

The Project team has conducted numerous community meetings and follow-up discussions with interested parties, including neighbors and community representatives, as discussed in greater detail below.

C. Community and Neighborhood Outreach

The Project Sponsor has prioritized transparency and community engagement throughout the Planning review process. For almost two years, the Project Sponsor has conducted extensive neighborhood outreach in order to share information about the Project and solicit feedback from the community.

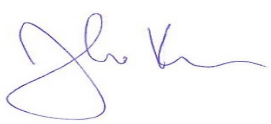
The Project being presented to you today is a product of extensive community and neighborhood feedback, incorporating requests from immediate residential neighbors as well as neighborhood groups and the existing retail operator currently in the building. Outreach to various community groups began in October 2019, with a formal pre-application meeting on November 14, 2019. The Project Sponsor team reached out to South of Market Community Action Network, SoMaBend Neighborhood Association, SOMA Leadership Council, American Friends Service Committee, TODCO Impact Group, District 6 Community Planners, Rincon Hill Residents Association, TJPA CAC, and San Francisco Office of Community Investment and Infrastructure. The team has had individual meetings with multiple residential neighbors as well as Supervisor Matt Haney's Office, the South Beach, Rincon, Mission Bay Neighborhood Association, and SoMa Rotary. In addition, the Project Sponsor team has been working extensively with the existing restaurant tenant to ensure their continued operation and success throughout the pandemic. Throughout the process, the Project Sponsor has been committed to addressing the community's input.

D. Conclusion

The Project proposes an appropriate and desirable mix of office, retail, and PDR uses. It has been thoughtfully designed to incorporate architectural design and massing compatible with the scale and character of the existing historic building, the Article 10 South End Historic District, and development in the surrounding neighborhood. It meets or exceeds all criteria applicable to the requested Office Allocation and Large Project Authorization entitlements and is consistent with the intent of the Central SoMa Area Plan. For these reasons, we respectfully request that you grant the Large Project Authorization and two Office Allocation approvals.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



John Kevlin

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

Exhibit G:

First Source Hiring Affidavit

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
www.sfplanning.org

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM - ADMINISTRATIVE CODE CHAPTER 83

APPLICATION

Project Sponsor's Information

Name: 130 Townsend Property Owner, LLC

Address: c/o Build Group, Inc. 160 S. Van Ness Ave. San Francisco, CA 94103

Email Address: info@buildgc.com

Telephone: (415) 367-9399

Property Information and Related Applications

Project Address: 130 Townsend Street

Block/Lot(s): 3788/008

Building Permit Application No(s): 2021-0204-4023 and 2021-0204-4027

Estimated Residential Units: 0

Estimated SQ FT Commercial Space: 83,671

Estimated Height/Floors: 65 feet/5 floors

Estimated Construction Cost: $16M

Anticipated Start Date: 06/20/22

FIRST SOURCE HIRING PROGRAM VERIFICATION

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	YES
Project is wholly residential	
Project is wholly commercial	✔
Project is mixed use	
A: The project consists of ten (10) or more residential units.	
B: The project consists of 25,000 square feet or more of gross commercial floor area/	✔
C: Neither A nor B apply	

Notes:

- If you checked C, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.
- If you checked A or B, your project IS subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.
- For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or 415.701.4848. For more information about the First Source Hiring Program visit www.workforcedevelopmentsf.org
- If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.

FIRST SOURCE HIRING PROGRAM - WORKFORCE PROJECTION

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

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

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

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	N/A		0
Boilermaker	N/A		0
Bricklayer	N/A		0
Carpenter	$123.89	4	8
Cement Mason	$84.32	2	4
Drywaller/ Latherer	$114.69	4	8
Electrician	$84.21	2	6
Elevator Constructor	$245.15	2	4
Floor Coverer	$118.05	2	4
Glazier	$94.32	4	8
Heat & Frost Insulator	$70.15	2	6
Ironworker	$114.23	4	8
		TOTAL:	56

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Laborer	$82.14	2	4
Operating Engineer	$118	2	6
Painter	$79.43	2	6
Pile Driver	$145.00	3	6
Plasterer	$87.86	1	3
Plumber and Pipefitter	$68.68	2	6
Roofer/Water proofer	$86.54	2	5
Sheet Metal Worker	$70.15	2	4
Sprinkler Fitter	$68.75	2	5
Taper	87.86	2	4
Tile Layer/ Finisher	$94.32	2	5
Other:			
		TOTAL:	0

	YES	NO
1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?	☐	☑
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations?	☐	☑
3. Will hiring and retention goals for apprentices be established?	☐	☑
4. What is the estimated number of local residents to be hired?	30	

DECLARATION OF SPONSOR OF PRINCIPAL PROJECT

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Bryan Hromatko	bryanh@buildgc.com	925-212-1016

I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.

08/10/2021

(SIGNATURE OF AUTHORIZED REPRESENTATIVE) (DATE)

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

Cc: Office of Economic and Workforce Development, CityBuild
Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 **Phone:** 415.701.4848
Website: *www.workforcedevelopmentsf.org* **Email:** *CityBuild@sfgov.org*