



EXECUTIVE SUMMARY

LARGE PROJECT AUTHORIZATION / OFFICE ALLOCATION / SHADOW FINDINGS

HEARING DATE: April 29, 2021

Record No.: 2020-005255ENX/OFA/SHD & 2020-006576ENX/OFA/SHD
Project Address: 474 Bryant St and 77 Stillman St
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
85-X Height and Bulk District
Central SoMa Special Use District
Block/Lot: 3763 / 016 & 017
Project Sponsor: Colum Regan, Aralon Properties
482 Bryant Street
San Francisco, CA 94107
Property Owner: 474 Bryant LLC
1485 Bayshore Blvd
San Francisco, CA 94124
Staff Contact: Xinyu Liang – (628) 652-7316
Xinyu.Liang@sfgov.org

Recommendation: Approval with Conditions

Project Description

The project includes demolition of two vacant Production, Distribution and Repair (PDR) buildings (collectively measuring 22,842 gross square feet), adjust the existing lot line, and construct two seven-story, 85-foot tall, mixed-use buildings on two separate parcels (each measuring 8,622 gross square feet). Each building will consist of Light Manufacturing use (measuring approximately 8,566 gross square feet) on the ground floor, up to 49,999 square feet of Office use on the upper six floors, and a basement garage for a total of 14 off-street parking spaces for office tenants and 12 parking and loading spaces for PDR tenants.

Required Commission Action

In order for the Project to proceed, the Commission must grant two Large Project Authorizations, pursuant to Planning Code Section 329, to allow two new construction over 50,000 gross square feet within the CMUO Zoning District, with modifications to Planning Code Section 155(r) for a curb cut on Bryant Street.

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 square feet of Office Use as part of the Small Cap Office Allocation Program.

In addition, pursuant to Planning Code Section 295, the Commission must adopt findings that the additional shadow cast by the project on South Park would not be adverse to the use of this park.

Issues and Other Considerations

- **Public Comment & Outreach.**
 - **Support/Opposition:** The Department has not received any public correspondence expressing support for, or opposition to the project.
 - **Outreach:** A neighborhood Pre-Application Meeting was held virtually on May 14th, 2020, followed by additional hours available for phone calls and video conferences on May 12th, 13th, and 14th. The sponsor is currently working with SOMA Filipino Cultural Heritage District.
- **Shadow.** The proposed two new buildings would result in new shadows falling on the South Park, adding 592 annual net new square foot hours (sfh) of shadow; thereby, increasing shadow load by 0.00043% above current levels, resulting in an increase in the total annual shading from 14.56009% to 14.56052% of Total Annual Available Sunlight (TAAS). The new shadow resulting from the project would occur from May 17th through July 16th for only limited periods during the evening hours, starting at around 7:25 pm and ending before 7:48 pm. New shadow from the project would impact the southern edge of the park across the grass, walkway, and planed areas towards the middle of the park abutting the edge of the children's play area. On average, when present, new shadows would last for nine minutes six seconds. Overall, Department staff have determined that this is an insignificant amount of net new shadow on the Park.
- **Small Allocation Office.** The project provides two new office buildings up to 49,999 gross square feet. Each building falls within the available pool for Small Allocation Projects. As of December 10, 2020, approximately 728,338 gross square feet is currently available for Small Allocation Projects. This project represents approximately 13.7% of the currently available Small Allocation Project Pool. Any subsequent increase in office square footage would remove the project from the Small Allocation Pool. The Project would be required to obtain approval from the Large Allocation Pool. Additional Planning Department review would be required because of the substantial Planning Code requirements that would be triggered for 50,000 gross square feet and above of office.

Environmental Review

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on March 31, 2021, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and 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-floor Light Manufacturing use will expand employment opportunities for city residents and help to retain existing commercial activity and attract new such activity, which is a goal for the City and the Central SoMa Area Plan. The Project will provide minimal off-street parking spaces and will exceed the amount of required bicycle parking spaces to encourage bicycling. The Department also finds the project to be compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

Attachments:

- Draft Motion – Large Project Authorization with Conditions of Approval (474 Bryant Street)
- Draft Motion – Large Project Authorizations with Conditions of Approval (77 Stillman Street)
- Draft Motion – Office Development Authorizations with Conditions of Approval (474 Bryant Street)
- Draft Motion – Office Development Authorizations with Conditions of Approval (77 Stillman Street)
- Draft Motion – Shadow Findings under Planning Code Section 295 (474 Bryant Street and 77 Stillman Street)
- 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



PLANNING COMMISSION DRAFT MOTION

HEARING DATE: APRIL 29, 2021

Record No.: 2020-005255ENX
Project Address: 474 Bryant Street
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
85-X Height and Bulk District
Central SoMa Special Use District
Block/Lot: 3763 / 016 & 017
Project Sponsor: Colum Regan, Aralon Properties
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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329 AND GRANTING AN EXCEPTION FROM PLANNING CODE SECTION 155(R) FOR A CURB CUT ON BRYANT STREET FOR THE PROJECT THAT WOULD CONSTRUCT A NEW SEVEN-STORY-OVER-BASEMENT, 85-FOOT TALL MIXED-USE OFFICE BUILDING (APPROXIMATELY 61,827 SQUARE FEET) WITH APPROXIMATELY 8,566 SQUARE FEET OF LIGHT MANUFACTURING USE ON THE GROUND FLOOR, LOCATED AT 474 BRYANT STREET, LOTS 016 AND 017 IN ASSESSOR'S BLOCK 3763, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND AN 85-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On May 26, 2020, Colum Regan of Aralon Properties (hereinafter "Project Sponsor") filed Application No. 2020-005255ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new seven-story, 85 feet in height, office building with Light Manufacturing Use on the ground floor (hereinafter "Project") at 474 Bryant Street, Block 3763 Lots 016 and 017 (hereinafter "Project Site").

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

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

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

On March 31, 2021, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

On April 29, 2021, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2020-005255ENX.

On April 29, 2021, the Commission adopted Motion No. XXXXX, approving an Office Development Authorization for the Proposed Project (Office Development Authorization Application No. 2020-005255OFA). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On April 29, 2021, the Commission adopted Motion No. XXXXX, approving Shadow Findings for the Proposed Project (Shadow Application No. 2020-005255SHD). 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. 2020-005255ENX 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. 2020-005255ENX, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

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

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The project includes demolition of two vacant Production, Distribution and Repair (PDR) buildings (collectively measuring 22,842 gross square feet), adjust the existing lot line, and construct two seven-story, 85-foot tall, mixed-use buildings on two separate parcels (each measuring 8,622 gross square feet). 474 Bryant Street building will consist of up to 49,999 square feet of Office use on the upper six floors over approximately 8,566 square feet of Light Manufacturing use on the ground floor and a basement garage. The garage includes 6 parking and loading spaces for the proposed PDR use. A total of 36 Class 1 and four Class 2 bicycle parking spaces are provided.
- 3. Site Description and Present Use.** The project site at 474 Bryant Street (Block 3763 Lot 016) and 482 Bryant Street (Block 3763 Lot 017) together are 17,244 square feet between Bryant street and Stillman street. The site has approximately 111 feet 3 inches of frontage along Bryant Street and Stillman Street. The site is currently developed with a two-story with mezzanine, approximately 5,605 square foot, PDR building and a one-story with mezzanine, approximately 17,237 square foot PDR building. Currently, both existing buildings are vacant.
- 4. Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning District in the Central SoMa Area Plan. The immediate context is mixed in character with residential and ground floor commercial as well as industrial uses in the vicinity. The immediate neighborhood along Bryant Street and Stillman Street to the south include two-to-three-story residential and PDR buildings. To the north across Stillman Street is the elevated Interstate 80 freeway. The Project Site is located within the Central SoMa Special Use District. Other zoning districts in the vicinity of the project site include P (Public), MUR (Mixed-Use Residential), C-3-O (Downtown Office), P (Public), and SPD (SoMa South Park) Zoning Districts.

The project site is also located in the SoMa Filipino Cultural Heritage District, which was adopted by the Board of Supervisors in April 2016. The Filipino Cultural Heritage District encompasses the area between 2nd Street, 11th Street, Market Street, and Brannan Street. This district has been recognized as the home to the largest concentrations of Filipinos in San Francisco and as the cultural center of the regional Filipino community.
- 5. Public Outreach and Comments.** A neighborhood Pre-Application Meeting was held virtually on May 14th, 2020, followed by additional hours available for phone calls and video conferences on May 12th, 13th, and 14th. The sponsor is working with SOMA Filipino Cultural Heritage District. The Department has not received any public correspondence expressing support for, or opposition to the project.
- 6. Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

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

The Project would construct new General Office and Light Manufacturing Uses, both of which are principally permitted within the CMUO Zoning District; therefore, the Project complies with permitted uses in Planning Code Section 848.

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

The Project proposes a FAR of 7.17 and complies with permitted FAR in Planning Code Section 848.

- C. **Usable Open Space.** Per Planning Code Section 135.3, within the Eastern Neighborhoods (“EN”) Mixed Use Districts, no Open Space is required for Light Manufacturing use. Office uses in the EN Mixed-Use Districts are required to provide 1 square foot of open space per each 50 square feet of occupied floor area of new, converted or added square footage.

The Project is required to provide 1,000 sq. ft. of usable open space and approximately 1,721 sq. ft is provided on the roof deck. Therefore, the Project exceeds the required amount of usable open space.

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

The mechanical equipment at the rooftop level will be grouped at the center portion of the roof area by the inner property line to minimize visibility from Bryant Street, in compliance with this requirement. These screens are logical extensions of the building.

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

- F. 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.

The ground floor of the proposed building includes Light Manufacturing use along Bryant Street; the ground floor also provides an office lobby. Therefore, the Project is aligned with active uses along the street frontage.

- 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.

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

- 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 Project has been designed with ground floors that are transparent for the entirety of the street frontages along Bryant Street. All of the ground floor spaces have been designed to allow visibility into the interior spaces, creating active engagement between the viewers on the street and users in the building. Therefore, the Project complies with transparency and fenestration requirements.

- 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. Further, the Central SoMa SUD (Section 249.78(d)(10)) requires PDR ground floor ceiling heights to be 17 feet.

The Project provides a 17-foot ground floor ceiling height along Bryant Street frontage, in compliance with the Planning Code.

- 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 square feet of occupied floor area (OFA). Office uses may provide 1 space per each 3,500 square feet of OFA.

The Project includes up to 49,999 sq. ft. of office, allowing up to 14 parking spaces. There is also 8,566 sq. ft. of Light Manufacturing use, allowing up to 6 parking spaces. While the Code allows up to 20 spaces, no parking space is proposed for office use and 6 parking and loading spaces are proposed for the PDR tenant. Therefore, the Project complies with the requirements of Planning Code Section 151.1.

- K. **Off-Street Freight Loading.** Per Planning Code Section 152.1, in the EN Mixed Use Districts, the number of required loading spaces for Non-Retail Sales and Service Uses, which include office use, is 0.1 space per 10,000 square feet of occupied floor area ("OFA"). For Light Manufacturing use, no loading space is required less than 10,000 sq. ft. of OFA. In the CMUO District, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading.

Off-street freight loading is required 0.1 space per 10,000 sq. ft. of Occupied Floor Area (to closest whole number per Section 153) for an office use. The proposed 49,999 sq. ft. of office requires 0.49 spaces or 0

off-street loading spaces. The proposed Light Manufacturing use is less than 10,000 sq. ft. Therefore, no off-street freight loading is required. The Project proposes 6 service vehicle parking spaces in the basement for PDR use.

- L. **Curb Cut.** Planning Code Section 155(r) requires no curb cuts accessing off-street parking or loading shall be created or expanded on Bryant Street frontage from 2nd Street to 6th Street. In the Central SoMa Special Use District, the Planning Commission may grant permission for a new curb cut or an expansion of an existing one as an exception pursuant to Sections 309 or 329 in lieu of a Conditional Use authorization as long as the Commission makes the findings required under Section 303(y) and where the amount of parking proposed does not exceed the amounts permitted as accessory according to Section 151.1. A Planning Commission Conditional Use authorization subject to the additional findings under Section 303(y) is required to allow a new curb cut or expansion of an existing one on any other restricted street identified in this subsection 155(r)(3).

The Project is proposing a new curb cut on Bryant Street and is seeking an exception pursuant to Section 329.

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

The Project will provide 40 bicycle spaces in total, with 36 Class 1 spaces and 4 Class 2 spaces. This is above the amounts required in the Planning Code, which is 10 Class 1 and 2 Class 2 spaces for office and 2 Class 1 and 2 Class 2 for Light Manufacturing, for a total of 12 Class 1 and 4 Class 2 required bicycle parking spaces. The Project is exceeding the amount of required bicycle parking to reduce the impact on vehicular use and to take advantage of the public transit in the neighborhood. Therefore, the Project complies with bicycle parking requirements.

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

The Project will provide 4 showers and 24 lockers on-site, meeting the Code requirements for showers and lockers.

- O. **Transportation Management Program.** Per Planning Code Section 163, a Transportation Management Program is intended to ensure that adequate services are undertaken to minimize the transportation impacts of added office employment and residential development by facilitating the effective use of transit, encouraging ridesharing, and employing other practical means to reduce commute travel by single-occupant vehicles. In the Central SoMa Special Use District where the occupied square feet of

new, converted or added floor area for office use equals at least 25,000 square feet, the property owner shall be required to provide on-site transportation brokerage services for the lifetime of the project. Prior to the issuance of a temporary permit of occupancy, the property owner shall execute an agreement with the Planning Department for the provision of on-site transportation brokerage services.

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

- P. **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 C projects that filed a Development Application or submitted an Environmental Application deemed complete after September 4, 2016 shall be subject to 100% of such target. As currently proposed, the Project must achieve a target of 13 points for Office.

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

- Q. **PDR Requirement (Proposition X) in Central SoMa SUD.** For any project located in the areas that, as of July 1, 2016, are zoned SALI, UMU, MUO, SLI, MUG, or MUR, that would convert at least 15,000 square feet of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion, Planning Code Section 202.8(a)(2) sets the baseline PDR replacement requirement at .75 per square foot. Per Planning Code Section 249.78(c)(5), any newly constructed project that contains at least 50,000 gross square feet of office must provide the greater of either (1) the square footage of PDR replacement space required by the controls of Section 202.8; or (2) on-site space dedicated for PDR uses equivalent to 40% of the lot area. Any project that meets the requirements of this subsection 249.78(c)(5) and the PDR replacement requirements of Section 202.8 shall not be subject to the Conditional Use Authorization required by Section 202.8.

Since the property was located in the SLI Zoning District on July 1, 2016, the replacement space shall include 0.75 square foot of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion. Currently, there are a total of 22,842 square feet of vacant PDR space across both sites at 474 Bryant Street and 77 Stillman Street. The required total replacement is 17,132 square feet. The building at 474 Bryant Street will provide 8,566 square feet of PDR use and the building at 77 Stillman Street will provide another 8,566 square feet of PDR use for a total of 17,132

square feet of PDR use. Since there are two office buildings proposed for a total of more than 50,000 gross square feet of office use and the replacement will meet the PDR replacement requirement per Planning Code Sections 202.8 and 249.78(c)(5), the Project is not subject to a Conditional Use Authorization.

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

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

- S. **Central SoMa SUD, Prevailing Building Height and Density.** Under Section 249.78 (d)(1), A project may exceed the Prevailing Building Height and Density Limits of subsection (B) up to the maximum height and density otherwise permitted in the Code and the Zoning Map in where the project sponsor participates in the Central SoMa Community Facilities District (“CFD”) Program under Section 434.

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

- T. **Solar and Living Roof Requirements in the Central SoMa SUD.** Per Planning Code Section 249.78(d)(4), solar and living roof requirements apply to lots of at least 5,000 square feet within the Central SoMa SUD where the proposed building constitutes a Large or Small Development Project under the Stormwater Management Ordinance and is 160 feet or less. Under Public Works Code Section 147.1, a Large Development Project is “any construction activity that will result in the creation and/or replacement of 5,000 square feet or more of impervious surface, measured cumulatively, that is located on a property that discharges or will discharge Stormwater to the City's Separate or Combined Sewer System.” For such projects, at least 50% of the roof area must be covered by one or more Living Roofs. Such projects must also comply with Green Building Code Section 5.201.1.2., which requires that 15% of all roof area up to 160 feet be covered with solar photovoltaic systems and/or solar thermal systems. Finally, these projects must commit to sourcing electricity from 100% greenhouse gas-free sources. Projects with multiple buildings may locate the required elements of this section on any rooftops within the project, so long as an equivalent amount of square footage is provided.

The Project will comply with the City’s Stormwater Management Ordinance as well as Solar and Living Roof requirements. Since the proposed building height of 85 feet is less than 160 feet in height, the aforementioned requirements apply and the Project will comply with solar and living roof requirements.

- U. **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.

- V. **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.

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

The Project will cast shadow on South Park, which is under the jurisdiction of the Recreation and Park Commission. On April 15, 2021, the Recreation and Park Commission recommended that the Project would not cause adverse impact to South Park. The Commission has concurred with this recommendation (See Motion No. XXXXX).

- X. **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 square feet 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 noted in Planning Code Section 414.8.

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

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

- Z. **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.

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

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

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

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

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

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

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

The 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 seven-story, 85-foot tall, office development, which incorporates ground-floor PDR space for Light Manufacturing use. This massing is appropriate given the larger neighborhood context. The existing neighborhood is a high-density downtown neighborhood with a mixture of low- to- mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story industrial buildings. The massing of the proposed structure has also been designed to respect the scale and character of the evolving Central SoMa neighborhood. The anticipated new developments around the Project Site include 701 Harrison Street project for a 7-story mixed-use office with ground-floor retail for a total of approximately 58,000 square feet; 400 2nd Street/One Vassar project for redevelopment with three mixed-use office, residential, and hotel towers reaching heights of 200-to-350 feet (19-to-35-stories); as well as 725 Harrison Street project for a redevelopment of a 185-ft tall office mid-rise building (14 stories). Overall, the scale and massing of the Project is in keeping with the buildings in the surrounding neighborhood, as well as with those that will be developed over the next several years in this neighborhood. The features proposed at 474 Bryant Street provide a variety in the building*

design and scale. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.

- B. **Architectural treatments, facade design and building materials.** *The Project's architectural treatments, façade design and building materials include a board form concrete at the base & folded painted perforated metal shades for upper stories. The Project is distinctly contemporary in its character. The Project incorporates a simple, yet elegant, architectural language that is accentuated by contrasts in the exterior materials. Overall, the Project offers a high-quality architectural treatment, which provides for a unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.*
- C. **The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access.** *Along the street frontage, the façade is designed to enhance transparency with an active building frontage, while incorporating some set back that announce the office lobby entries. One curb cut is included for parking and loading access. Loading access is provided entirely within the building basement. The glazed PDR roll-up door provides transparency and flexibility for PDR function at the ground level. There is no rear yard. The main electrical room is located within the basement.*
- D. **The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site.** *The Project exceeds the open space requirement by providing a roof deck for office use. Because the proposed office use is less than 50,000 square feet, it is not subject to POPOS requirements. However, the Project will comply with non-residential usable open space requirements.*
- E. **The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2.** *The Project's frontage is less than 200 linear feet; therefore, The Project is not subject to mid-block alley controls.*
- F. **Streetscape and other public improvements, including tree planting, street furniture, and lighting.** *In compliance with Planning Code Section 138.1, the Project Sponsor has worked closely with Street Design Advisory Team (SDAT) and other City Agencies to create a plan that meets the Better Streets Plan for garage access and off-street loading. The proposed design also includes new street trees around the perimeter.*
- G. **Circulation, including streets, alleys and mid-block pedestrian pathways.** *The Project provides ample circulation in and around the project site. Automobile and loading access is limited to one entry/exit; therefore, minimize pedestrian, bicycle, and vehicular points of conflict.*
- H. **Bulk limits.** *The Project is within an 85-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. Large Project Authorization Exceptions. Planning Code Section 329 allows exceptions for Large Projects in the Eastern Neighborhoods Mixed Use Districts:

- A. **Curb Cuts.** Planning Code Section 155(r) regulates garage entries, driveways, or other vehicular access to off-street parking or loading via curb cuts on development lots. The Code requires no curb cuts accessing off-street parking or loading shall be created or expanded on Bryant Street frontage from 2nd Street to 6th Street. In the Central SoMa Special Use District, the Planning Commission may grant permission for a new curb cut or an expansion of an existing one as an exception pursuant to Sections 309 or 329 in lieu of a Conditional Use authorization as long as the Commission makes the findings required under Section 303(y) and where the amount of parking proposed does not exceed the amounts permitted as accessory according to Section 151.1. A Planning Commission Conditional Use authorization subject to the additional findings under Section 303(y) is required to allow a new curb cut or expansion of an existing one on any other restricted street identified in this subsection 155(r)(3).

Pursuant to Planning Code Section 303(y), in order to approve an exception for new or expanded curb cuts on street frontages subject to section 155(r), the Planning Commission shall affirmatively find that the project meets one or more of the following criteria: (1) That the restriction on curb cuts at this location would substantially affect access to or operations of emergency services; (2) That the proposed land use(s) requires off-street parking or loading for disability access under a local, State, or federal law or has an extraordinary need to provide off-street parking or loading for a General Grocery Use, Institutional Use, or PDR Use; and/or that (3) The proposed use necessitates on-site loading spaces in order to prevent a significant negative impact on Muni operations, the safety of pedestrian, cyclists, or traffic hazards.

The existing Bryant Street frontage has two curb cuts. The Project proposes to consolidate it into one 18 feet 6 inches wide curb cut for the proposed garage entrance and exit. The Project has an extraordinary need to provide off-street parking and loading for a PDR use accessible off Bryant Street. The building proposes 8,576 square feet of ground-floor Light Manufacturing use in the building fronting Bryant Street. Because 474 Bryant Street and 77 Stillman Street are two buildings, the basements may not be shared. PDR tenants typically require specific kinds of spaces in order to carry out their business, including parking and loading areas where goods and materials can be safely and securely loaded and unloaded without disruption. This block of Bryant Street experiences heavy gridlock, in particular during rush hours, because it feeds directly onto an onramp for the Bay Bridge on Bryant Street past Second Street. As a result, operations for on-street loading only will prove particularly challenging and will jeopardize the feasibility of the PDR space if tenants cannot safely load and unload. Therefore, the Project meets the criteria established in Section 303(y)(2) and (3).

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

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.3:

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

OBJECTIVE 2:

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

Policy 2.1:

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

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.2:

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

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.3

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

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.3:

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

Policy 3.4:

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

Policy 3.5:

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

Policy 3.6:

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

CENTRAL SOMA PLAN

OBJECTIVES AND POLICIES

OBJECTIVE 3.1:

ENSURE THE PLAN AREA ACCOMMODATES SIGNIFICANT SPACE FOR JOB GROWTH

Policy 3.1.1:

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

OBJECTIVE 3.2:

SUPPORT THE GROWTH OF OFFICE SPACE

Policy 3.2.1:

Facilitate the growth of office.

OBJECTIVE 3.4:

FACILITATE A VIBRANT RETAIL ENVIRONMENT THAT SERVES THE NEEDS OF THE COMMUNITY

Policy 3.4.3:

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.

Policy 4.5.2:

Design buildings to accommodate delivery of people and goods with a minimum of conflict.

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 provide 49,999 gross square feet of Office and 8,566 gross square feet of Light Manufacturing use; thus, the Project will expand employment opportunities for city residents. These uses will help to retain existing commercial activity and attract new such activity. The Project Sponsor has worked with City staff to develop a project that would incorporate a high-quality design. The Project features varied and engaged architecture and an improved public realm. The building materials are high quality and will promote visual relationships and transitions with new and older buildings in the Central SoMa neighborhood. Upon completion, the new office and PDR uses will accommodate significant opportunities for job growth within the Central SoMa SUD. The Project will provide minimal off-street parking spaces for the non-residential uses. The Project will exceed the amount of required bicycle parking spaces. The Project has also developed a TDM Program and will incorporate improvements to the pedestrian network that will comply with the City’s Better Street Plan. On balance, the Project is consistent with the Objectives and Policies of the General Plan and Central SOMA Area Plan.

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

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

The Project would not remove any retail uses, since the Project Site currently contains two vacant PDR buildings. The new proposed uses would enhance future opportunities for employment and bring new patrons to the area, who may patronize nearby neighborhood-serving uses.

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

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

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

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

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

The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 12, 25, 30, 45, 47, 8, 81X, 82X, 83X, 8AX, 8BX, and N MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run along 4th Street, a block away from 474 Bryant Street. The Project also provides sufficient bicycle parking for employees and their guests.

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

Although the Project would remove two vacant PDR buildings, the Project incorporates new PDR use, thus assisting in diversifying the neighborhood character. Also, the Project is proposing up to 49,999 square feet of new commercial office development. The Project will therefore expand future opportunities for employment and ownership in these sectors.

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

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

- G. That landmarks and historic buildings be preserved.

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

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

The Project will cast shadow on South Park, which is under the jurisdiction of the Recreation and Park Commission. On April 15, 2021, the Recreation and Park Commission found that the Project would not cause an adverse impact on South Park. The Commission concurred with this recommendation as noted in Motion No. XXXXX.

- 11. 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.

- 12.** 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.
- 13.** 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. 2020-005255ENX** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 11,2020, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (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 April 29, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: April 29, 2021

EXHIBIT A

Authorization

This authorization is for a Large Project Authorization to allow up to 49,999 square feet of Office use and 8,566 square feet of Light Manufacturing use within a newly-constructed seven-story mixed-use building located at 474 Bryant Street, Block 3763 Lots 016 and 017, pursuant to Planning Code Section 329 within the CMUO Zoning District and an 85-X Height and Bulk District; in general conformance with plans, dated December 11, 2020, and stamped “EXHIBIT B” included in the docket for Record No. 2020-005255ENX and subject to conditions of approval reviewed and approved by the Commission on April 29, 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 628.652.7316, 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 628.652.7316, 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 628.652.7316, 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 628.652.7316, 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 628.652.7316,

www.sfplanning.org

6. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the date that the Planning Code text amendment(s) and/or Zoning Map amendment(s) become effective. 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 628.652.7316, www.sfplanning.org

7. **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 628.652.7316, www.sfplanning.org

8. **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 the date that the Planning Code text amendment(s) and/or Zoning Map amendment(s) became effective.

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

9. **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 628.652.7316, www.sfplanning.org

10. **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 628.652.7316, www.sfplanning.org

11. **Additional Project Authorization - OFA & SHD.** The Project Sponsor must obtain a Project Authorization under Sections 321 and 322 to allocate office square footage, a finding of shadow impacts under Section 295, 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 628.652.7316, www.sfplanning.org

- 12. 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

- 13. 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 628.652.7316, www.sfplanning.org

Design – Compliance at Plan Stage

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

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

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

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

- 16. Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be

visible from any point at or below the roof level of the subject building.

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

- 17. Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.

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

- 18. 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 628.652.7316, www.sfplanning.org

- 19. 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 628.652.7316, www.sfplanning.org

Parking and Traffic

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

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

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

www.sfplanning.org

- 21. Bicycle Parking.** Pursuant to Planning Code Sections 155.1 and 155.4, the Project shall provide no fewer than 12 Class 1 and 4 Class 2 bicycle parking spaces. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

- 22. Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than 4 showers and 24 clothes lockers.

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

- 23. 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 628.652.7316, www.sfplanning.org

Provisions

- 24. 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

- 25. 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 628.652.7316,

www.sfplanning.org

26. 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 628.652.7316, www.sfplanning.org

27. 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 628.652.7316, www.sfplanning.org

28. 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 628.652.7316, www.sfplanning.org

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

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

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

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

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

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

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

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

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

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

- 34. 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 628.652.7316, www.sfplanning.org

- 35. 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 628.652.7316, www.sfplanning.org

- 36. 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 628.652.7316, www.sfplanning.org

- 37. 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 628.652.7316, www.sfplanning.org

- 38. 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

39. 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 628.652.7316, www.sfplanning.org

40. 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 628.652.7316, www.sfplanning.org

Operation

41. 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.sfpublishworks.org

42. 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 628.652.7316, www.sfplanning.org



PLANNING COMMISSION DRAFT MOTION

HEARING DATE: APRIL 29, 2021

Record No.: 2020-006576ENX
Project Address: 77 Stillman Street
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
85-X Height and Bulk District
Central SoMa Special Use District
Block/Lot: 3763 / 016 & 017
Project Sponsor: Colum Regan, Aralon Properties
482 Bryant Street
San Francisco, CA 94107
Property Owner: 474 Bryant LLC
1485 Bayshore Blvd
San Francisco, CA 94124
Staff Contact: Xinyu Liang – (628) 652-7316
Xinyu.Liang@sfgov.org

ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329 FOR THE PROJECT THAT WOULD CONSTRUCT A NEW SEVEN-STORY-OVER-BASEMENT, 85-FOOT TALL MIXED-USE OFFICE BUILDING (APPROXIMATELY 61,662 SQUARE FEET) WITH APPROXIMATELY 8,566 SQUARE FEET OF LIGHT MANUFACTURING USE ON THE GROUND FLOOR, LOCATED AT 77 STILLMAN STREET, LOTS 016 AND 017 IN ASSESSOR'S BLOCK 3763, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND AN 85-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On May 26, 2020, Colum Regan of Aralon Properties (hereinafter "Project Sponsor") filed Application No. 2020-006576ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new seven-story, 85 feet in height, office building with ground floor Light Manufacturing Use (hereinafter "Project") at 77 Stillman Street, Block 3763 Lots 016 and 017 (hereinafter "Project Site").

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

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

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

On March 31, 2021, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

On April 29, 2021, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2020-006576ENX.

On April 29, 2021, the Commission adopted Motion No. XXXXX, approving an Office Development Authorization for the Proposed Project (Office Development Authorization Application No. 2020-006576OFA). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On April 29, 2021, the Commission adopted Motion No. XXXXX, approving Shadow Findings for the Proposed Project (Shadow Application No. 2020-006576SHD). 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. 2020-006576ENX 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. 2020-006576ENX, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

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

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The project includes demolition of two vacant Production, Distribution and Repair (PDR) buildings (collectively measuring 22,842 gross square feet), adjust the existing lot line, and construct two seven-story, 85-foot tall, mixed-use buildings on two separate parcels (each measuring 8,622 gross square feet). 77 Stillman Street building will consist of 49,834 square feet of Office use on the upper six floors over approximately 8,566 square feet of Light Manufacturing use on the ground floor and a basement garage. The garage includes 14 parking spaces for office tenants and 6 parking and loading spaces for the proposed PDR use. A total of 36 Class 1 and four Class 2 bicycle parking spaces are provided.
- 3. Site Description and Present Use.** The project site at 77 Stillman Street (Block 3763 Lot 016) and 482 Bryant Street (Block 3763 Lot 017) together are 17,244 square feet between Bryant street and Stillman street. The site has approximately 111 feet 3 inches of frontage along Bryant Street and Stillman Street. The site is currently developed with a two-story with mezzanine, approximately 5,605 square foot, PDR building and a one-story with mezzanine, approximately 17,237 square foot PDR building. Currently, both existing buildings are vacant.
- 4. Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning District in the Central SoMa Area Plan. The immediate context is mixed in character with residential and ground floor commercial as well as industrial uses in the vicinity. The immediate neighborhood along Bryant Street and Stillman Street to the south include two-to-three-story residential and PDR buildings. To the north across Stillman Street is the elevated Interstate 80 freeway. The Project Site is located within the Central SoMa Special Use District. Other zoning districts in the vicinity of the project site include P (Public), MUR (Mixed-Use Residential), C-3-O (Downtown Office), P (Public), and SPD (SoMa South Park) Zoning Districts.

The project site is also located in the SoMa Filipino Cultural Heritage District, which was adopted by the Board of Supervisors in April 2016. The Filipino Cultural Heritage District encompasses the area between 2nd Street, 11th Street, Market Street, and Brannan Street. This district has been recognized as the home to the largest concentrations of Filipinos in San Francisco and as the cultural center of the regional Filipino community.

- 5. Public Outreach and Comments.** A neighborhood Pre-Application Meeting was held virtually on May 14th, 2020, followed by additional hours available for phone calls and video conferences on May 12th, 13th, and 14th. The sponsor is working with SOMA Filipino Cultural Heritage District. The Department has not received any public correspondence expressing support for, or opposition to the project.
- 6. Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

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

The Project would construct new General Office and Light Manufacturing Uses, both of which are principally permitted within the CMUO Zoning District; therefore, the Project complies with permitted uses in Planning Code Section 848.

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

The Project proposes a FAR of 7.15 and complies with permitted FAR in Planning Code Section 848.

- C. **Usable Open Space.** Per Planning Code Section 135.3, within the Eastern Neighborhoods (“EN”) Mixed Use Districts, no Open Space is required for Light Manufacturing use. Office uses in the EN Mixed-Use Districts are required to provide 1 square foot of open space per each 50 square feet of occupied floor area of new, converted or added square footage.

The Project is required to provide 1,000 sq. ft. of usable open space and approximately 1,690 sq. ft is provided on the roof deck. Therefore, the Project exceeds the required amount of usable open space.

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

The mechanical equipment at the rooftop level will be grouped at the center portion of the roof area by the inner property line to minimize visibility from Stillman Street, in compliance with this requirement. These screens are logical extensions of the building.

- E. **Active Uses.** Per Planning Code Sections 145.1(c)(3) and 249.78(c)(1), with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, active uses—i.e. uses which by their nature do not require non-transparent walls facing a public street—active uses must be located within the first 25 feet of building depth on the ground floor and 15 feet on floors above facing a street at least 30 feet in width. 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 Commerical Uses and Office use is not considered an active use at the ground floor.

The ground floor of the proposed building includes Light Manufacturing use along Stillman Street; the ground floor also provides an office lobby. Therefore, the Project is aligned with active uses along the street frontage.

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

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

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

The Project has been designed with ground floors that are transparent for the entirety of the street frontages along Stillman Street. All of the ground floor spaces have been designed to allow visibility into the interior spaces, creating active engagement between the viewers on the street and users in the building. Therefore, the Project complies with transparency and fenestration requirements.

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

The Project provides a 17-foot ground floor ceiling height along Stillman Street frontage, in compliance with the Planning Code.

- I. **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 square feet of occupied floor area (OFA). Office uses may provide 1 space per each 3,500 square feet of OFA.

The Project includes 49,834 sq. ft. of office, allowing up to 14 parking spaces. There is also 8,566 sq. ft. of Light Manufacturing use, allowing up to 6 parking spaces. 14 parking spaces are proposed for office use and 6 parking and loading spaces are proposed for the PDR tenant. Therefore, the Project complies with the requirements of Planning Code Section 151.1.

- J. **Off-Street Freight Loading.** Per Planning Code Section 152.1, in the EN Mixed Use Districts, the number of required loading spaces for Non-Retail Sales and Service Uses, which include office use, is 0.1 space per 10,000 square feet of occupied floor area ("OFA"). For Light Manufacturing use, no loading space is required less than 10,000 sq. ft. of OFA. In the CMUO District, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading.

Off-street freight loading is required 0.1 space per 10,000 sq. ft. of Occupied Floor Area (to closest whole number per Section 153) for an office use. The proposed 49,834 sq. ft. of office requires 0.49 spaces or 0

off-street loading spaces. The proposed Light Manufacturing use is less than 10,000 sq. ft. Therefore, no off-street freight loading is required. The Project proposes 6 service vehicle parking spaces in the basement for PDR use.

- 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 square feet, and two Class 2 spaces are required for the first 5,000 gross square feet; a minimum of two Class 2 spaces, plus one Class 2 space for each additional 50,000 occupied square feet. For Light Manufacturing use, one Class 1 space is required for every 12,000 square feet of OFA; a minimum of two Class 2 spaces, and four Class 2 spaces for any use larger than 50,000 occupied square feet.

The Project will provide 40 bicycle spaces in total, with 36 Class 1 spaces and 4 Class 2 spaces. This is above the amounts required in the Planning Code, which is 10 Class 1 and 2 Class 2 spaces for office and 2 Class 1 and 2 Class 2 for Light Manufacturing, for a total of 12 Class 1 and 4 Class 2 required bicycle parking spaces. The Project is exceeding the amount of required bicycle parking to reduce the impact on vehicular use and to take advantage of the public transit in the neighborhood. Therefore, the Project complies with bicycle parking requirements.

- 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 square feet but is no greater than 20,000 square feet, two showers and 12 clothes lockers where the OFA exceeds 20,000 square feet but is no greater than 50,000 square feet, and four showers and 24 clothes lockers are required where the OFA exceeds 50,000 square feet.

The Project will provide 4 showers and 24 lockers on-site, meeting the Code requirements for showers and lockers.

- 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 square feet of new, converted or added floor area for office use equals at least 25,000 square feet, the property owner shall be required to provide on-site transportation brokerage services for the lifetime of the project. Prior to the issuance of a temporary permit of occupancy, the property owner shall execute an agreement with the Planning Department for the provision of on-site transportation brokerage services.

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

- 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 C projects that filed a Development Application or submitted an Environmental Application deemed complete after September 4, 2016 shall be subject to 100% of such target. As currently proposed, the Project must achieve a target of 13 points for Office.

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

- *Bicycle Parking (Option B): 2 points*
- *Showers and Lockers: 1 point*
- *Fleet of Bicycles: 1 point*
- *Delivery Supportive Amenities: 1 point*
- *Multimodal Wayfinding Signage: 1 point*
- *Parking Supply (Option G): 7 points*

- O. **PDR Requirement (Proposition X) in Central SoMa SUD.** For any project located in the areas that, as of July 1, 2016, are zoned SALI, UMU, MUO, SLI, MUG, or MUR, that would convert at least 15,000 square feet of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion, Planning Code Section 202.8(a)(2) sets the baseline PDR replacement requirement at .75 per square foot. Per Planning Code Section 249.78(c)(5), any newly constructed project that contains at least 50,000 gross square feet of office must provide the greater of either (1) the square footage of PDR replacement space required by the controls of Section 202.8; or (2) on-site space dedicated for PDR uses equivalent to 40% of the lot area. Any project that meets the requirements of this subsection 249.78(c)(5) and the PDR replacement requirements of Section 202.8 shall not be subject to the Conditional Use Authorization required by Section 202.8.

Since the property was located in SLI Zoning District on July 1, 2016, the replacement space shall include 0.75 square foot of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion. Currently, there are a total of 22,842 square feet of vacant PDR space across both sites at 474 Bryant Street and 77 Stillman Street. The required total replacement is 17,132 square feet. The building at 474 Bryant Street will provide 8,566 square feet of PDR use and the building at 77 Stillman Street will provide another 8,566 square feet of PDR use for a total of 17,132 square feet of PDR use. Since there are two office buildings proposed for a total of more than 50,000 gross square feet of office use and the replacement will meet the PDR replacement requirement per Planning Code Sections 202.8 and 249.78(c)(5), the Project is not subject to a Conditional Use Authorization.

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

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

- Q. Central SoMa SUD, Prevailing Building Height and Density.** Under Section 249.78 (d)(1), A project may exceed the Prevailing Building Height and Density Limits of subsection (B) up to the maximum height and density otherwise permitted in the Code and the Zoning Map in where the project sponsor participates in the Central SoMa Community Facilities District (“CFD”) Program under Section 434.

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

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

The Project will comply with the City’s Stormwater Management Ordinance as well as Solar and Living Roof requirements. Since the proposed building height of 85 feet is less than 160 feet in height, the aforementioned requirements apply and the Project will comply with solar and living roof requirements.

- S. 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.

- T. 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.

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

The Project will cast shadow on South Park, which is under the jurisdiction of the Recreation and Park Commission. On April 15, 2021, the Recreation and Park Commission recommended that the Project would not cause adverse impact to South Park. The Commission has concurred with this recommendation (See Motion No. XXXXX).

- V. **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 square feet 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 noted in Planning Code Section 414.8.

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

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

- X. **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.

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

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

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

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

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

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

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

The 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 seven-story, 85-foot tall, office development, which incorporates ground-floor PDR space for Light Manufacturing use. This massing is appropriate given the larger neighborhood context. The existing neighborhood is a high-density downtown neighborhood with a mixture of low- to- mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story industrial buildings. The massing of the proposed structure has also been designed to respect the scale and character of the evolving Central SoMa neighborhood. The anticipated new developments around the Project Site include 701 Harrison Street project for a 7-story mixed-use office with ground-floor retail for a total of approximately 58,000 square feet; 400 2nd Street/One Vassar project for redevelopment with three mixed-use office, residential, and hotel towers reaching heights of 200-to-350 feet (19-to-35-stories); as well as 725 Harrison Street project for a redevelopment of a 185-ft tall office mid-rise building (14 stories). Overall, the scale and massing of the Project is in keeping with the buildings in the surrounding neighborhood, as well as with those that will be developed over the next several years in this neighborhood. The features proposed at 77 Stillman Street provide a variety in the building design and scale. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.*

B. Architectural treatments, facade design and building materials. *The Project's architectural treatments, facade design and building materials include a board form concrete at the base & folded painted perforated metal shades for upper stories. The Project is distinctly contemporary in its character. The Project incorporates a simple, yet elegant, architectural language that is*

accentuated by contrasts in the exterior materials. Overall, the Project offers a high-quality architectural treatment, which provides for a unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.

- C. The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access. *Along the street frontage, the façade is designed to enhance transparency with an active building frontage, while incorporating some set back that announce the office lobby entries. One curb cut is included for parking and loading access. Loading access is provided entirely within the building basement. The glazed PDR roll-up door provides transparency and flexibility for PDR function at the ground level. There is no rear yard. The main electrical room is located within the basement.*
 - D. The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site. *The Project exceeds the open space requirement by providing a roof deck for office use. Because the proposed office use is less than 50,000 square feet, it is not subject to POPOS requirements. However, the Project will comply with non-residential usable open space requirements.*
 - E. The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2. *The Project's frontage is less than 200 linear feet; therefore, The Project is not subject to mid-block alley controls.*
 - F. Streetscape and other public improvements, including tree planting, street furniture, and lighting. *In compliance with Planning Code Section 138.1, the Project Sponsor has worked closely with Street Design Advisory Team (SDAT) and other City Agencies to create a plan that meets the Better Streets Plan for garage access and off-street loading. The proposed design also includes new street trees around the perimeter.*
 - G. Circulation, including streets, alleys and mid-block pedestrian pathways. *The Project provides ample circulation in and around the project site. Automobile and loading access is limited to one entry/exit; therefore, minimize pedestrian, bicycle, and vehicular points of conflict.*
 - H. Bulk limits. *The Project is within an 85-X Height and 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

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.3:

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

OBJECTIVE 2:

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

Policy 2.1:

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

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.2:

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

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.3

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

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.3:

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

Policy 3.4:

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

Policy 3.5:

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

Policy 3.6:

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

CENTRAL SOMA PLAN

OBJECTIVES AND POLICIES

OBJECTIVE 3.1:

ENSURE THE PLAN AREA ACCOMMODATES SIGNIFICANT SPACE FOR JOB GROWTH

Policy 3.1.1:

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

OBJECTIVE 3.2:

SUPPORT THE GROWTH OF OFFICE SPACE

Policy 3.2.1:

Facilitate the growth of office.

OBJECTIVE 3.4:

FACILITATE A VIBRANT RETAIL ENVIRONMENT THAT SERVES THE NEEDS OF THE COMMUNITY

Policy 3.4.3:

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.

Policy 4.5.2:

Design buildings to accommodate delivery of people and goods with a minimum of conflict.

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 provide 49,834 gross square feet of Office and 8,566 gross square feet of Light Manufacturing use; thus, the Project will expand employment opportunities for city residents. These uses will help to retain existing commercial activity and attract new such activity. The Project Sponsor has worked with City staff to develop a project that would incorporate a high-quality design. The Project features varied and engaged architecture and an improved public realm. The building materials are high quality and will promote visual relationships and transitions with new and older buildings in the Central SoMa neighborhood. Upon completion, the new office and PDR uses will accommodate significant opportunities for job growth within the Central SoMa SUD. The Project will provide minimal off-street parking spaces for the non-residential uses. The Project will exceed the amount of required bicycle parking spaces. The Project has also developed a TDM Program and will incorporate improvements to the pedestrian network that will comply with the City’s Better Street Plan. 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. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The Project would not remove any retail uses, since the Project Site currently contains two vacant PDR buildings. The new proposed uses would enhance future opportunities for employment and bring new patrons to the area, who may patronize nearby neighborhood-serving uses.

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

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

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

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

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

The Project Site is served by nearby public transportation options. The Project site is located in close

proximity to the: 12, 25, 30, 45, 47, 8, 81X, 82X, 83X, 8AX, 8BX, and N MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run along 4th Street, a block away from 77 Stillman Street. The Project also provides sufficient bicycle parking for employees and their guests.

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

Although the Project would remove two vacant PDR buildings, the Project incorporates new PDR use, thus assisting in diversifying the neighborhood character. Also, the Project is proposing 49,834 square feet of new commercial office development. The Project will therefore expand future opportunities for employment and ownership in these sectors.

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

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

- G. That landmarks and historic buildings be preserved.

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

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

The Project will cast shadow on South Park, which is under the jurisdiction of the Recreation and Park Commission. On April 15, 2021, the Recreation and Park Commission found that the Project would not cause an adverse impact on South Park. The Commission concurred with this recommendation as noted in Motion No. XXXXX.

- 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. 2020-006576ENX** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 11, 2020, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (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 April 29, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: April 29, 2021

EXHIBIT A

Authorization

This authorization is for a Large Project Authorization to allow 49,834 square feet of Office use and 8,566 square feet of Light Manufacturing use within a newly-constructed seven-story mixed-use building located at 77 Stillman Street, Block 3763, Lots 016 and 017 pursuant to Planning Code Section 329 within the CMUO Zoning District and an 85-X Height and Bulk District; in general conformance with plans, dated December 11, 2020, and stamped “EXHIBIT B” included in the docket for Record No. 2020-006576ENX and subject to conditions of approval reviewed and approved by the Commission on April 29, 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 628.652.7316, 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 628.652.7316, 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 628.652.7316, 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 628.652.7316, 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 628.652.7316,

www.sfplanning.org

6. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the date that the Planning Code text amendment(s) and/or Zoning Map amendment(s) become effective. 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 628.652.7316, www.sfplanning.org

7. **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 628.652.7316, www.sfplanning.org

8. **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 the date that the Planning Code text amendment(s) and/or Zoning Map amendment(s) became effective.

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

9. **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 628.652.7316, www.sfplanning.org

10. **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 628.652.7316, www.sfplanning.org

11. **Additional Project Authorization - OFA & SHD.** The Project Sponsor must obtain a Project Authorization under Sections 321 and 322 to allocate office square footage, a finding of shadow impacts under Section 295, 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 628.652.7316, www.sfplanning.org

- 12. 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

- 13. 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 628.652.7316, www.sfplanning.org

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

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

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

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

- 16. Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

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

- 17. Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.

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

- 18. 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 628.652.7316, www.sfplanning.org

- 19. 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 628.652.7316, www.sfplanning.org

Parking and Traffic

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

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

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

- 21. Bicycle Parking.** Pursuant to Planning Code Sections 155.1 and 155.4, the Project shall provide no fewer than 12 Class 1 and 4 Class 2 bicycle parking spaces. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle

parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

22. Showers and Clothes Lockers. Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than 4 showers and 24 clothes lockers.

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

23. 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 628.652.7316, www.sfplanning.org

Provisions

24. 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

25. 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 628.652.7316, www.sfplanning.org

26. 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 628.652.7316, www.sfplanning.org

27. 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 628.652.7316, www.sfplanning.org

- 28. 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 628.652.7316, www.sfplanning.org

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

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

- 30. 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

- 31. 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

- 32. 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

- 33. 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

- 34. 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 628.652.7316, www.sfplanning.org

- 35. 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 628.652.7316, www.sfplanning.org

- 36. 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 628.652.7316, www.sfplanning.org

- 37. 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 628.652.7316, www.sfplanning.org

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

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

Monitoring - After Entitlement

39. 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 628.652.7316, www.sfplanning.org

40. 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 628.652.7316, www.sfplanning.org

Operation

41. 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.sfpublishworks.org

42. 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 628.652.7316, www.sfplanning.org



PLANNING COMMISSION DRAFT MOTION

HEARING DATE: APRIL 29, 2021

Record No.: 2020-005255OFA
Project Address: 474 Bryant Street
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
85-X Height and Bulk District
Central SoMa Special Use District
Block/Lot: 3763 / 016 & 017
Project Sponsor: Colum Regan, Aralon Properties
482 Bryant Street
San Francisco, CA 94107
Property Owner: 474 Bryant LLC
1485 Bayshore Blvd
San Francisco, CA 94124
Staff Contact: Xinyu Liang – (628) 652-7316
Xinyu.Liang@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 49,999 SQUARE FEET OF OFFICE SPACE FOR THE PROJECT AT 474 BRYANT STREET, LOTS 016 AND 017 IN ASSESSOR’S BLOCK 3763, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND A 85-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On May 26, 2020, Colum Regan of Aralon Properties (hereinafter "Project Sponsor") filed Application No. 2020-005255OFA (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to construct a new seven-story, 85 feet in height, office building with ground floor Light Manufacturing Use (hereinafter "Project") at 474 Bryant Street, Block 3763 Lots 016 and 017 (hereinafter "Project Site").

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

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

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

On March 31, 2021, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

On April 29, 2021, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2020-005255OFA.

On April 29, 2021, the Commission adopted Motion No. XXXXX, approving a Large Project Authorization for the Proposed Project (Large Project Authorization Application No. 2020-005255ENX). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On April 29, 2021, the Commission adopted Motion No. XXXXX, approving Shadow Findings for the Proposed Project (Shadow Application No. 2020-005255SHD). 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. 2020-005255OFA 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. 2020-005255OFA, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

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

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The project includes demolition of two vacant Production, Distribution and Repair (PDR) buildings (collectively measuring 22,842 gross square feet), adjust the existing lot line, and construct two seven-story, 85-foot tall, mixed-use buildings on two separate parcels (each measuring 8,622 gross square feet). 474 Bryant Street building will consist of up to 49,999 square feet of Office use on the upper six floors over approximately 8,566 square feet of Light Manufacturing use on the ground floor and a basement garage. The garage includes 6 parking and loading spaces for the proposed PDR use. A total of 36 Class 1 and four Class 2 bicycle parking spaces are provided.
- 3. Site Description and Present Use.** The project site at 474 Bryant Street (Block 3763 Lot 016) and 482 Bryant Street (Block 3763 Lot 017) together are 17,244 square feet between Bryant street and Stillman street. The site has approximately 111 feet 3 inches of frontage along Bryant Street and Stillman Street. The site is currently developed with a two-story with mezzanine, approximately 5,605 square foot, PDR building and a one-story with mezzanine, approximately 17,237 square foot PDR building. Currently, both existing buildings are vacant.
- 4. Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning District in the Central SoMa Area Plan. The immediate context is mixed in character with residential and ground floor commercial as well as industrial uses in the vicinity. The immediate neighborhood along Bryant Street and Stillman Street to the south include two-to-three-story residential and PDR buildings. To the north across Stillman Street is the elevated Interstate 80 freeway. The Project Site is located within the Central SoMa Special Use District. Other zoning districts in the vicinity of the project site include P (Public), MUR (Mixed-Use Residential), C-3-O (Downtown Office), P (Public), and SPD (SoMa South Park) Zoning Districts.

The project site is also located in the SoMa Filipino Cultural Heritage District, which was adopted by the Board of Supervisors in April 2016. The Filipino Cultural Heritage District encompasses the area between 2nd Street, 11th Street, Market Street, and Brannan Street. This district has been recognized as the home to the largest concentrations of Filipinos in San Francisco and as the cultural center of the regional Filipino community.
- 5. Public Outreach and Comments.** A neighborhood Pre-Application Meeting was held virtually on May 14th, 2020, followed by additional hours available for phone calls and video conferences on May 12th, 13th, and 14th. The sponsor is working with SOMA Filipino Cultural Heritage District. The Department has not received any public correspondence expressing support for, or opposition to the project.
- 6. Planning Code Compliance.** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2020-005255ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.

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

- 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 728,338 gross square feet of available "Small Cap" office space for allocation. The Project will add approximately 49,999 square feet of office space. If this Project and the 77 Stillman Street project are approved, approximately 628,505 square feet of space will remain in the Small Cap Allocation.

The Project's proposal to add 36 Class 1 and 4 Class 2 bicycle spaces, totaling 40 bicycle parking spaces, its proposed sidewalk and street improvements to Bryant St, as well as the Project site's close proximity to Caltrain and MUNI lines will facilitate and encourage the office tenants to use alternative means of transportation to travel to and from work. This is in line with one of the Central SoMa Plan's goals to provide safe and convenient transportation that prioritizes walking, bicycling, and transit. The Central SoMa Plan Initial Study also found that the rezoning and resulting new development contemplated by the Central SoMa Plan would not have significant impacts on transportation infrastructure.

The Project would balance its office use with PDR uses. These uses would further encourage the economic growth of the area. 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.

The current site has two underutilized vacant PDR buildings. The Project is proposing 49,999 square feet of new office space. The building is seven stories, or 85 feet in height. The Project recognizes that the site is appropriate for a smaller office structure. The Project proposes minimal off-street parking or loading, acknowledging the wealth of public transportation options in the neighborhood. The ground floor has been designed to create an active, lively and engaging experience for pedestrians, all in compliance with the goals and objectives of the Central SoMa Plan.

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

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

Use. *The existing site has two vacant PDR buildings that do not serve the neighborhood residents or users. The Project's proposed Office and Light Manufacturing uses are principally permitted in the CMUO Zoning District, as well as the Central SoMa Special Use District. The Central SoMa Plan expressly encourages new development in the Plan Area, including the development of office space. The Project's*

close proximity to public transit will provide employees and tenants with ample access to the Project site, making it a suitable location for office development. In addition to office, the proposed PDR use is also in line with the development contemplated for the Central SoMa Plan Area. The Project will not have any impacts beyond those studied in the Central SoMa EIR. 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 is proposing 49,999 square feet of new office use, which will fill the needs of small-to-medium sized companies that are essential to the City's economy.

Transit Accessibility. The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 12, 25, 30, 45, 47, 8, 81X, 82X, 83X, 8AX, 8BX, and N MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run along 4th Street, a block away from 474 Bryant Street. The Project also provides sufficient bicycle parking for employees and their guests. The Project will serve the specific demand for transit-oriented office space due to its proximity to a multitude of public transportation options, including Muni bus lines, Muni metro lines, and Caltrain. 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 in an area that currently lacks it. In total, the Project will include approximately 1,700 square feet of on-site open space via a roof deck for both the office and ground floor PDR uses.

Urban Design. The Project is designed as a seven-story, 85-foot tall, office development, which incorporates ground-floor PDR space for Light Manufacturing use. This massing is appropriate given the larger neighborhood context. The existing neighborhood is a high-density downtown neighborhood with a mixture of low- to mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story industrial buildings. The massing of the proposed structure has also been designed to respect the scale and character of the evolving Central SoMa neighborhood. Overall, the scale and massing of the Project is in keeping with the buildings in the surrounding neighborhood, as well as with those that will be developed over the next several years in this neighborhood. The features proposed provide a variety in the building design and scale. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.

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

- 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.

- 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 project site at 474 Bryant Street (Block 3763 Lot 016) and 482 Bryant Street (Block 3763 Lot 017) together are 17,244 square feet between Bryant street and Stillman street. The site has approximately 111 feet 3 inches of frontage along Bryant Street and Stillman Street. The configuration of the lot, combined with the lot size, does not allow for on-site community facilities such as open space, plazas, or other type of public amenities. The Project will improve the public realm with new landscaping and other features that will enhance the pedestrian experience. Further, the Project will pay the associated impact fees which will fund the development and construction of neighborhood amenities that are called out as priorities in the Central SoMa Plan, such as new parks and community centers that will be utilized by everyone in the Plan Area. Overall, the Project is appropriate for its location and size and contributes to various community improvements as envisioned by the Central SoMa Plan.

- 8. General Plan Compliance.** The General Plan Consistency Findings set forth in Motion No. XXXXX, Case No. 2020-005255ENX (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. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The Project would not remove any retail uses, since the Project Site currently contains two vacant PDR buildings. The new proposed uses would enhance future opportunities for employment and bring new patrons to the area, who may patronize nearby neighborhood-serving uses.

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

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

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

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

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

The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 12, 25, 30, 45, 47, 8, 81X, 82X, 83X, 8AX, 8BX, and N MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run along 4th Street, a block away from 474 Bryant Street. The Project also provides sufficient bicycle parking for employees and their guests.

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

Although the Project would remove two vacant PDR buildings, the Project incorporates new PDR use, thus assisting in diversifying the neighborhood character. Also, the Project is proposing up to 49,999 square feet of new commercial office development. The Project will therefore expand future opportunities for employment and ownership in these sectors.

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

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

- G. That landmarks and historic buildings be preserved.

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

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

The Project will cast shadow on South Park, which is under the jurisdiction of the Recreation and Park Commission. On April 15, 2021, the Recreation and Park Commission found that the Project would not cause an adverse impact on South Park. The Commission concurred with this recommendation as noted in Motion No. XXXXX.

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. 2020-005255OFA** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 11, 2020, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 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 April 29, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: April 29, 2021

EXHIBIT A

Authorization

This authorization is for an Office Development Authorization to allow up to 49,999 square feet of Office use located at 474 Bryant Street, Block 3763, Lots 016 and 017, pursuant to Planning Code Sections 321 and 322 within the CMUO Zoning District and an 85-X Height and Bulk District; in general conformance with plans, dated December 11, 2020, and stamped “EXHIBIT B” included in the docket for Record No. 2020-005255OFA and subject to conditions of approval reviewed and approved by the Commission on April 29, 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 Office Development authorization.

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

- 1. Additional Project Authorization - OFA & SHD.** The Project Sponsor must obtain a Large Project Authorization under Section 329, an allocation of allowable shadow effects to properties protected by Section 295, 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 628.652.7316, www.sfplanning.org

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

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

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

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



PLANNING COMMISSION DRAFT MOTION

HEARING DATE: APRIL 29, 2021

Record No.: 2020-006576OFA
Project Address: 77 Stillman Street
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
85-X Height and Bulk District
Central SoMa Special Use District
Block/Lot: 3763 / 016 & 017
Project Sponsor: Colum Regan, Aralon Properties
482 Bryant Street
San Francisco, CA 94107
Property Owner: 474 Bryant LLC
1485 Bayshore Blvd
San Francisco, CA 94124
Staff Contact: Xinyu Liang – (628) 652-7316
Xinyu.Liang@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 49,834 SQUARE FEET OF OFFICE SPACE FOR THE PROJECT AT 77 STILLMAN STREET, LOTS 016 AND 017 IN ASSESSOR’S BLOCK 3763, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND A 85-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On May 26, 2020, Colum Regan of Aralon Properties (hereinafter "Project Sponsor") filed Application No. 2020-006576OFA (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to construct a new seven-story, 85 feet in height, office building with ground floor Light Manufacturing Use (hereinafter "Project") at 77 Stillman Street, Block 3763 Lots 016 and 017 (hereinafter "Project Site").

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

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

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

On March 31, 2021, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

On April 29, 2021, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2020-006576OFA.

On April 29, 2021, the Commission adopted Motion No. XXXXX, approving a Large Project Authorization for the Proposed Project (Large Project Authorization Application No. 2020-006576ENX). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On April 29, 2021, the Commission adopted Motion No. XXXXX, approving Shadow Findings for the Proposed Project (Shadow Application No. 2020-006576SHD). 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. 2020-006576OFA 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. 2020-006576OFA, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

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

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The project includes demolition of two vacant Production, Distribution and Repair (PDR) buildings (collectively measuring 22,842 gross square feet), adjust the existing lot line, and construct two seven-story, 85-foot tall, mixed-use buildings on two separate parcels (each measuring 8,622 gross square feet). 77 Stillman Street building will consist of 49,834 square feet of Office use on the upper six floors over approximately 8,566 square feet of Light Manufacturing use on the ground floor and a basement garage. The garage includes 14 parking spaces for office tenants and 6 parking and loading spaces for the proposed PDR use. A total of 36 Class 1 and four Class 2 bicycle parking spaces are provided.
- 3. Site Description and Present Use.** The project site at 77 Stillman Street (Block 3763 Lot 016) and 482 Bryant Street (Block 3763 Lot 017) together are 17,244 square feet between Bryant street and Stillman street. The site has approximately 111 feet 3 inches of frontage along Bryant Street and Stillman Street. The site is currently developed with a two-story with mezzanine, approximately 5,605 square foot, PDR building and a one-story with mezzanine, approximately 17,237 square foot PDR building. Currently, both existing buildings are vacant.
- 4. Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning District in the Central SoMa Area Plan. The immediate context is mixed in character with residential and ground floor commercial as well as industrial uses in the vicinity. The immediate neighborhood along Bryant Street and Stillman Street to the south include two-to-three-story residential and PDR buildings. To the north across Stillman Street is the elevated Interstate 80 freeway. The Project Site is located within the Central SoMa Special Use District. Other zoning districts in the vicinity of the project site include P (Public), MUR (Mixed-Use Residential), C-3-O (Downtown Office), P (Public), and SPD (SoMa South Park) Zoning Districts.

The project site is also located in the SoMa Filipino Cultural Heritage District, which was adopted by the Board of Supervisors in April 2016. The Filipino Cultural Heritage District encompasses the area between 2nd Street, 11th Street, Market Street, and Brannan Street. This district has been recognized as the home to the largest concentrations of Filipinos in San Francisco and as the cultural center of the regional Filipino community.
- 5. Public Outreach and Comments.** A neighborhood Pre-Application Meeting was held virtually on May 14th, 2020, followed by additional hours available for phone calls and video conferences on May 12th, 13th, and 14th. The sponsor is working with SOMA Filipino Cultural Heritage District. The Department has not received any public correspondence expressing support for, or opposition to the project.
- 6. Planning Code Compliance.** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Record No. 2020-006576ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.

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

- 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 728,338 gross square feet of available "Small Cap" office space for allocation. The Project will add approximately 49,834 square feet of office space. If this Project and the 474 Bryant Street project are approved, approximately 628,505 square feet of space will remain in the Small Cap Allocation.

The Project's proposal to add 36 Class 1 and 4 Class 2 bicycle spaces, totaling 40 bicycle parking spaces, its proposed sidewalk and street improvements to Stillman Street, as well as the Project site's close proximity to Caltrain and MUNI lines will facilitate and encourage the office tenants to use alternative means of transportation to travel to and from work. This is in line with one of the Central SoMa Plan's goals to provide safe and convenient transportation that prioritizes walking, bicycling, and transit. The Central SoMa Plan Initial Study also found that the rezoning and resulting new development contemplated by the Central SoMa Plan would not have significant impacts on transportation infrastructure.

The Project would balance its office use with PDR uses. These uses would further encourage the economic growth of the area. 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.

The current site has two underutilized vacant PDR buildings. The Project is proposing 49,834 square feet of new office space. The building is seven stories, or 85 feet in height. The Project recognizes that the site is appropriate for a smaller office structure. The Project proposes minimal off-street parking or loading, acknowledging the wealth of public transportation options in the neighborhood. The ground floor has been designed to create an active, lively and engaging experience for pedestrians, all in compliance with the goals and objectives of the Central SoMa Plan.

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

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

Use. *The existing site has two vacant PDR buildings that do not serve the neighborhood residents or users. The Project's proposed Office and Light Manufacturing uses are principally permitted in the CMUO Zoning District, as well as the Central SoMa Special Use District. The Central SoMa Plan*

expressly encourages new development in the Plan Area, including the development of office space. The Project's close proximity to public transit will provide employees and tenants with ample access to the Project site, making it a suitable location for office development. In addition to office, the proposed PDR use is also in line with the development contemplated for the Central SoMa Plan Area. The Project will not have any impacts beyond those studied in the Central SoMa EIR. 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 is proposing 49,834 square feet of new office use, which will fill the needs of small-to-medium sized companies that are essential to the City's economy.

Transit Accessibility. The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 12, 25, 30, 45, 47, 8, 81X, 82X, 83X, 8AX, 8BX, and N MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run along 4th Street, a block away from 77 Stillman Street. The Project also provides sufficient bicycle parking for employees and their guests. The Project will serve the specific demand for transit-oriented office space due to its proximity to a multitude of public transportation options, including Muni bus lines, Muni metro lines, and Caltrain. 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 in an area that currently lacks it. In total, the Project will include approximately 1,700 square feet of on-site open space via a roof deck for both the office and ground floor PDR uses.

Urban Design. The Project is designed as a seven-story, 85-foot tall, office development, which incorporates ground-floor PDR space for Light Manufacturing use. This massing is appropriate given the larger neighborhood context. The existing neighborhood is a high-density downtown neighborhood with a mixture of low- to mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story industrial buildings. The massing of the proposed structure has also been designed to respect the scale and character of the evolving Central SoMa neighborhood. Overall, the scale and massing of the Project is in keeping with the buildings in the surrounding neighborhood, as well as with those that will be developed over the next several years in this neighborhood. The features proposed provide a variety in the building design and scale. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.

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

- 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.

- 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 project site at 474 Bryant Street (Block 3763 Lot 016) and 482 Bryant Street (Block 3763 Lot 017) together are 17,244 square feet between Bryant street and Stillman street. The site has approximately 111 feet 3 inches of frontage along Bryant Street and Stillman Street. The configuration of the lot, combined with the lot size, does not allow for on-site community facilities such as open space, plazas, or other type of public amenities. The Project will improve the public realm with new landscaping and other features that will enhance the pedestrian experience. Further, the Project will pay the associated impact fees which will fund the development and construction of neighborhood amenities that are called out as priorities in the Central SoMa Plan, such as new parks and community centers that will be utilized by everyone in the Plan Area. Overall, the Project is appropriate for its location and size and contributes to various community improvements as envisioned by the Central SoMa Plan.

- 8. General Plan Compliance.** The General Plan Consistency Findings set forth in Motion No. XXXXX, Record No. 2020-006576ENX (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. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The Project would not remove any retail uses, since the Project Site currently contains two vacant PDR buildings. The new proposed uses would enhance future opportunities for employment and bring new patrons to the area, who may patronize nearby neighborhood-serving uses.

- B. That existing housing and neighborhood character be conserved and protected in order to

preserve the cultural and economic diversity of our neighborhoods.

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

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

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

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

The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 12, 25, 30, 45, 47, 8, 81X, 82X, 83X, 8AX, 8BX, and N MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run along 4th Street, a block away from 77 Stillman Street. The Project also provides sufficient bicycle parking for employees and their guests.

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

Although the Project would remove two vacant PDR buildings, the Project incorporates new PDR use, thus assisting in diversifying the neighborhood character. Also, the Project is proposing up to 49,834 square feet of new commercial office development. The Project will therefore expand future opportunities for employment and ownership in these sectors.

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

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

- G. That landmarks and historic buildings be preserved.

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

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

The Project will cast shadow on South Park, which is under the jurisdiction of the Recreation and

Park Commission. On April 15, 2021, the Recreation and Park Commission found that the Project would not cause an adverse impact on South Park. The Commission concurred with this recommendation as noted in Motion No. XXXXX.

- 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. 2020-006576OFA** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 11, 2020, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 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 April 29, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: April 29, 2021

EXHIBIT A

Authorization

This authorization is for an Office Development Authorization to allow 49,834 square feet of Office use located at 77 Stillman Street, Block 3763, Lots 016 and 017, pursuant to Planning Code Sections 321 and 322 within the CMUO Zoning District, Central SoMa Special Use District and an 85-X Height and Bulk District; in general conformance with plans, dated December 11, 2020, and stamped “EXHIBIT B” included in the docket for Record No. 2020-006576OFA and subject to conditions of approval reviewed and approved by the Commission on April 29, 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 Office Development authorization.

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

- 1. Additional Project Authorization - ENX & SHD.** The Project Sponsor must obtain a Large Project Authorization under Section 329, an allocation of allowable shadow effects to properties protected by Section 295, 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 628.652.7316, www.sfplanning.org

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

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

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

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



PLANNING COMMISSION DRAFT MOTION

HEARING DATE: APRIL 29, 2021

Record No.: 2020-005255SHD and 2020-006576SHD
Project Address: 474 Bryant St and 77 Stillman St
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
85-X Height and Bulk District
Central SoMa Special Use District
Block/Lot: 3763 / 016 & 017
Project Sponsor: Colum Regan, Aralon Properties
482 Bryant Street
San Francisco, CA 94107
Property Owner: 474 Bryant LLC
1485 Bayshore Blvd
San Francisco, CA 94124
Staff Contact: Xinyu Liang – (628) 652-7316
Xinyu.Liang@sfgov.org

ADOPTING FINDINGS WITH THE RECOMMENDATION OF THE RECREATION AND PARK COMMISSION, THAT NET NEW SHADOW ON SOUTH PARK BY THE PROPOSED PROJECT AT 474 BRYANT STREET AND 77 STILLMAN STREET WOULD NOT BE ADVERSE TO THE USE OF SOUTH PARK.

Preamble

Under Planning Code Section 295, a building permit application for a project exceeding a height of 40 feet cannot be approved if there is any shadow impact on a property under the jurisdiction of the Recreation and Park Department, unless the Planning Commission, upon recommendation from the Recreation and Park Commission, makes a determination that the shadow impact will not be significant or adverse.

On February 7, 1989, the Recreation and Park Commission and the Planning Commission adopted criteria establishing absolute cumulative limits for additional shadows on fourteen parks throughout San Francisco (Planning Commission Resolution No. 11595).

Planning Code Section 295 was adopted in 1985 in response to voter-approved Proposition K, which required Planning Commission disapproval of any structure greater than 40 feet in height that cast a shadow on property

under the jurisdiction of the Recreation and Park Department, unless the Planning Commission found the shadow would not be significant. In 1989, the Recreation and Park Commission and Planning Commission jointly adopted a memorandum which identified quantitative and qualitative criteria for determinations of significant shadows in parks under the jurisdiction of the Recreation and Park Department.

The Proposition K Memorandum established generic criteria for determining a potentially permissible quantitative limit for additional shadows, known as the absolute cumulative limit, for parks not named in the memorandum. South Park was not named in the Proposition K memorandum and, at 0.85 acre (37,231 sq. ft.), is considered a small park which is currently shadowed less than 20 percent of the time during the year. As such, Proposition K Memorandum does not provide specific standard. The qualitative criteria includes existing shadow profiles, important times of day and seasons in the year associated with the park's use, the size and duration of new shadows, and the public good served by the buildings casting new shadow. Approval of new shadow on South Park would require hearings at the Recreation and Park Commission and the Planning Commission.

South Park is an oval-shaped urban park under the jurisdiction of the Recreation and Park Department located in the South of Market Street neighborhood. The park spans generally in an east west direction and is bounded by South Park Street which wraps around its entire perimeter. The park is unfenced and its spatial layout is largely defined by a distinct serpentine pathway that spans the entire length of the park from east to west. The winding nature of the pathway results in a series of separate similarly-sized pockets of grassy expanses that is programmed with picnic areas, a children's play structure, a central plaza, meadow and lawn spaces. A low concrete wall bordering the central pathway provides extensive seating opportunities, in addition to numerous benches along the park's outer perimeter. At the street edge, the park provides border landscaping including equidistantly spaced trees around the entire outer perimeter. Crosswalks are provided at the ends and middle of the park to the surrounding neighborhood. Neighborhood buildings surrounding the park are typically one to three stories in height and include a variety of uses including residential, commercial and PDR.

The proposed two new buildings would result in new shadows falling on the park, adding 592 annual net new square foot hours (sfh) of shadow; thereby, increasing shadow load by 0.00043% above current levels, resulting in an increase in the total annual shading from 14.56009% to 14.56052% of Total Annual Available Sunlight (TAAS). The new shadow resulting from the project would occur from May 17th through July 16th (approximately two months from Spring to Summer); however, for only limited periods during the evening hours, starting at around 7:25 pm and ending before 7:48 pm. New shadow from the project would impact the southern edge of the park across the grass, walkway, and planed areas towards the middle of the park abutting the edge of the children's play area. On average, when present, new shadows would last for nine minutes six seconds. The time of largest project shadow by area would occur on July 12th (May 31st mirrored) at 7:34pm totaling 65 sf (0.17% of park).

On May 26, 2020, Colum Regan of Aralon Properties (hereinafter "Project Sponsor") filed Application No. 2020-005255SHD and 2020-006576SHD (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Shadow Analysis to construct two new seven-story, 85 feet in height, office buildings with ground floor Light Manufacturing Use (hereinafter "Project") at 474 Bryant Street and 77 Stillman Street, Block 3763 Lots 016 and 017 (hereinafter "Project Site").

On an annual basis, the Theoretical Annual Available Sunlight ("TAAS") on South Park is approximately 138,551,443 square-foot hours of sunlight. Existing structures in the area cast shadows on South Park that total approximately 20,173,209 square-foot hours, or approximately 14.56009 % of the TAAS.

A shadow analysis report, prepared by Fastcast, was submitted on March 2, 2021, analyzing the potential shadow impacts of the Project to properties under the jurisdiction of the Recreation and Parks Department (Record No. 2020-005255SHD and 2020-006576SHD). The memorandum concluded that the Project would cast approximately 592 square-foot hours of new shadow on South Park, equal to approximately 0.00043% of the TAAS on South Park, bringing the estimated total annual shading of the Park as a percentage of TAAS to 14.56052% (previously at 14.56009%).

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on March 31, 2021, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and 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.

The Planning Department Commission Secretary is the custodian of records; the File for Case No. 2020-005255SHD and 2020-006576SHD are located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

On April 29, 2021, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Shadow Analysis Application No. 2020-005255SHD and 2020-006576SHD.

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.

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. The additional shadow cast by the Project would not be adverse and is not expected to interfere with the use of the Park for the following reasons:
 - a. The Project will increase the shadow load by 0.00043% above current levels. The magnitude of the additional shadow is well below one percent of TAAS, and amounts to a reasonable and small loss of sunlight for a park in an area intended for increased building heights and density.
 - b. The time of largest project shadow by area would occur on July 12th (May 31st Mirrored) at 7:34 p.m. totaling 65 sq ft, covering 0.17% of the park.
 - c. Only a small portion of the southeast portion of the park's edge, consisting of grass, walkway, and planter would be affected. These areas are used for walking and sitting on the grass. Also, during this time, approximately 100 percent of the park would be shaded by the combination of existing shadow and the proposed project.
3. Public Outreach and Comment. A neighborhood Pre-Application Meeting was held virtually on May 14th, 2020, followed by additional hours available for phone calls and video conferences on May 12th, 13th, and 14th. The sponsor is working with SOMA Filipino Cultural Heritage District. The Department has not received any public correspondence expressing support for, or opposition to the project.
4. A determination by the Planning Commission and the Recreation and Park Commission to allocate new shadow to the Project does not constitute an approval of the Project.

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 **DETERMINES**, under Shadow Analysis Application No. 2020-005255SHD and 2020-006576SHD that the net new shadow cast by the Project on South Park will not be adverse to the use of South Park.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 29, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED:



BRYANT STREET PERSPECTIVE



STILLMAN STREET PERSPECTIVE

474 BRYANT & 77 STILLMAN STREET

PLANNING SUBMITTAL - DECEMBER 11, 2020

ARALON PROPERTIES

Recent revision history			
#	Status	Description	Date
01	100%	PROJECT APPLICATION SUBMITTAL	05/21/2020
02	100%	PLANNING SUBMITTAL	12/11/2020

Stamp

Notes & Legend
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawing.

Project
 474 BRYANT & 77 STILLMAN STREET

Client
 ARALON PROPERTIES

Issuer
WOODS BAGOT

Project number	540585	Size check	1"
Checked	LY	Approved	KM
Sheet size	24" x 36"	Scale	NTS

Sheet title
 COVER SHEET

Sheet number	A-00-00	Revision	02
Status	Planning Submittal		

PROJECT INFORMATION

PROJECT NAME:	474 BRYANT & 77 STILLMAN STREET
ADDRESS:	474 BRYANT STREET SAN FRANCISCO, CA 94107
PROJECT SPONSOR:	474 BRYANT LLC 1485 BAYSHORE BLVD. SAN FRANCISCO, CA 94124
ZONING:	CMUO - CENTRAL SOMA-MIXED USE OFFICE
PLANNING AREA:	CENTRAL SOMA
BLOCK AND LOT:	3,763/016 & 3,763/017
TOTAL LOT AREA:	8,622 SF (BLDG A), 8,622 SF (BLDG B)
HEIGHT & BULK DISTRICTS:	85-X
PROPOSED HEIGHT:	85'-0"
GROUND LEVEL CEILING HEIGHT:	17' (17' REQUIRED FOR PDR)
BUILDING USE:	MIXED-USE OFFICE, GROUND FLOOR PDR
BUILDING SIZE:	67,138 SF (BLDG A), 67,303 SF (BLDG B)
GROSS AREA:	61,662 SF (BLDG A), 61,827 SF (BLDG B)
FAR:	BUILDING A = 61,662 SF / 8,622SF = 7.15, BUILDING B = 61,827 SF / 8,622 SF = 7.17
EXISTING PDR:	17,237 SF + 5,605 SF = 22,842 SF
PDR REPLACEMENT:	8,566 X 2 = 17,132 SF PROVIDED (22,842 X 0.75 = 17,132 SF REQUIRED PER BLDG)
PDR USE TYPE:	8,566 SF PDR LIGHT MANUFACTURING PER BUILDING
USABLE OPEN SPACE:	1,690 SF PROVIDE FOR BLDG A, 1,712 SF PROVIDED FOR BLDG B (BLDG A 49,834SF/50 = 997SF REQUIRED, BLDG B =49,999SF/50 = 1000SF REQUIRED)
STORIES OF OCCUPANCY:	7
OCCUPANCY TYPE:	B
CONSTRUCTION TYPE:	1A, FULLY SPRINKLERED
PARKING:	BLDG A - 6 PDR PARKING SPACES PROVIDED, 14 OFFICE PARKING SPACES PROVIDED. BLDG B - 6 PDR LIGHT MANUFACTURING PARKING SPACES PROVIDED) (BLDG A =BLDG B = 8,566/1,500 + 49,999/3500 = 20 SPACES PERMITTED)
BIKE PARKING:	36 CLASS 1 PROVIDED PER BUILDING (10 FOR OFFICE + 2 PDR REQUIRED PER BUILDING) 4 CLASS 2 PROVIDED PER BUILDING (2 FOR OFFICE + 2 FOR PDR REQUIRED PER BUILDING)
SHOWERS:	4 PROVIDED PER BUILDING (BLDG A = BLDG B = 4 FOR OFFICE + 0 FOR PDR REQUIRED PER BUILDING)
LOCKERS:	24 PROVIDED PER BUILDING (BLDG A = BLDG B = 24 FOR OFFICE + 0 FOR PDR REQUIRED PER BUILDING)

AREA INDEX

BUILDING A							
LEVEL	GARAGE	PDR	OFFICE	BIKE ROOM	MAIN ELECTRICAL RM.	PARKING & LOADING	GROSS FLOOR AREA
07	0	0	8,449	0	0	0	8,482
06	0	0	8,449	0	0	0	8,482
05	0	0	8,449	0	0	0	8,482
04	0	0	8,449	0	0	0	8,482
03	0	0	8,449	0	0	0	8,482
02	0	0	7,589	893	0	0	7,589
01	0	7753	0	176	0	0	7753
BASEMENT	3262	813	0	0	427	3980	4075
TOTAL	3262	8566	49,834	1,069	427	3980	61,662*

BUILDING B							
LEVEL	GARAGE	PDR	OFFICE	BIKE ROOM	MAIN ELECTRICAL RM.	PARKING & LOADING	GROSS FLOOR AREA
07	0	0	8,482	0	0	0	8,482
06	0	0	8,482	0	0	0	8,482
05	0	0	8,482	0	0	0	8,482
04	0	0	8,482	0	0	0	8,482
03	0	0	8,482	0	0	0	8,482
02	0	0	7,589	893	0	0	7,589
01	0	7753	0	176	0	0	7753
BASEMENT	3262	813	0	0	427	3980	4075
TOTAL	3262	8566	49,999	1,069	427	3980	61,827*

NOTE: *BIKE PARKING, BASEMENT MAIN ELECTRICAL ROOM, PARKING & LOADING AREAS EXCLUDED FROM GROSS AREA TOTALS PER SAN FRANCISCO PLANNING CODE SECTION 102

PROJECT DIRECTORY

PROJECT SPONSOR 474 BRYANT LLC 1485 BAYSHORE BLVD. SAN FRANCISCO, CA 94124 CONTACT: COLUM REGAN TEL: +1-415-964-6169 EMAIL: Colum@aralonproperties.com	ARCHITECT WOODS BAGOT 88 KEARNY STREET SAN FRANCISCO, CA 94108 CONTACT: LUCILLE YNOSENCIO TEL: +1-415-277-3032 EMAIL: Lucille.Ynosencio@woodsbagot.com
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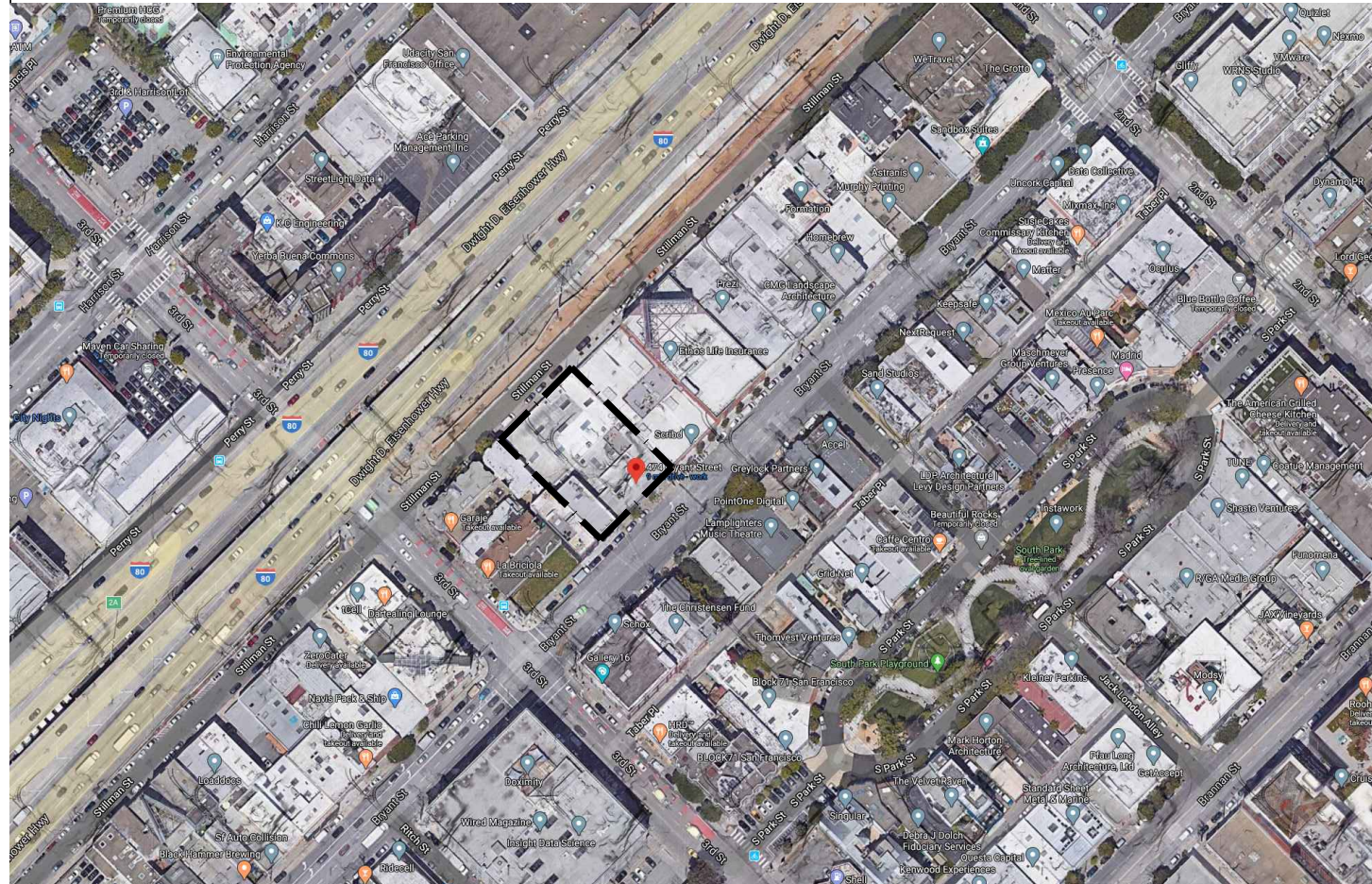
PROJECT DESCRIPTION & SCOPE OF WORK

THE PROPOSED PROJECT IS LOCATED ON MID-BLOCK PARCELS BETWEEN BRYANT STREET AND STILLMAN STREET. THE PROJECT SPONSOR PROPOSES TO DEMOLISH A 2-STORY, 5605 SF PDR BUILDING AND A 1-STORY WITH MEZZANINE, 17237 SF PDR BUILDING; ADJUST THE EXISTING LOT LINE; AND TO CONSTRUCT TWO 7-STORY, MIXED-USE BUILDINGS, EACH CONSISTING OF 6 FLOORS OF OFFICE OVER GROUND FLOOR LIGHT MANUFACTURING PDR, OVER UNDERGROUND PARKING & LOADING SERVICE GARAGES. THE PROJECT PROPOSES TO DEMOLISH (3) EXISTING CURB CUTS AND TO CONSTRUCT (2) NEW CURB CUTS FOR THE GARAGE ENTRIES.

DRAWING INDEX

SHEET NUMBER	SHEET NAME	SCALE	PROJECT APPLICATION
ARCHITECTURAL			
A-00-00	COVER SHEET	NTS	• •
A-00-01	PROJECT INFORMATION, GENERAL NOTES, & DRAWING INDEX	NTS	• •
A-03-01	SITE PHOTOS	NTS	•
A-03-02	SITE PHOTOS	NTS	•
A-04-01	RENDERINGS	NTS	•
A-11-01	EXISTING SITE PLAN	1/16"= 1'-0"	• •
A-11-02	PROPOSED SITE PLAN	1/16"= 1'-0"	•
A-22-B1	FLOOR PLAN - BASEMENT BRYANT STREET	1/8"= 1'-0"	• •
A-22-01A	FLOOR PLAN - GROUND FLOOR BRYANT STREET	1/8"= 1'-0"	• •
A-22-01B	FLOOR PLAN - GROUND FLOOR STILLMAN STREET	1/8"= 1'-0"	• •
A-22-02	FLOOR PLAN - 2ND FLOOR	1/8"= 1'-0"	• •
A-22-03	FLOOR PLAN - TYPICAL OFFICE FLOORS 3-5	1/8"= 1'-0"	• •
A-22-07	FLOOR PLAN - OFFICE FLOORS 6-7	1/8"= 1'-0"	• •
A-22-RF	FLOOR PLAN - ROOF	1/8"= 1'-0"	• •
A-32-01	OVERALL ELEVATION - BRYANT STREET	1/8"= 1'-0"	• •
A-32-02	OVERALL ELEVATION - STILLMAN STREET	1/8"= 1'-0"	• •
A-32-03	OVERALL ELEVATION - EAST	1/8"= 1'-0"	• •
A-32-04	OVERALL ELEVATION - WEST	1/8"= 1'-0"	• •
A-32-11	OVERALL SECTION	1/8"= 1'-0"	• •

VICINITY MAP



#	Status	Description	Date
01	100%	PROJECT APPLICATION SUBMITTAL	05/21/2020
02	100%	PLANNING SUBMITTAL	12/11/2020

Stamp

Notes & Legend
Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawing.

Project
474 BRYANT & 77 STILLMAN STREET

Client
ARALON PROPERTIES

Issuer
WOODS BAGOT.

Project number 540585	Size check 1"
Checked LY	Approved KM
Sheet size 24" x 36"	Scale

Sheet title
PROJECT INFORMATION, GENERAL NOTES,
& DRAWING INDEX

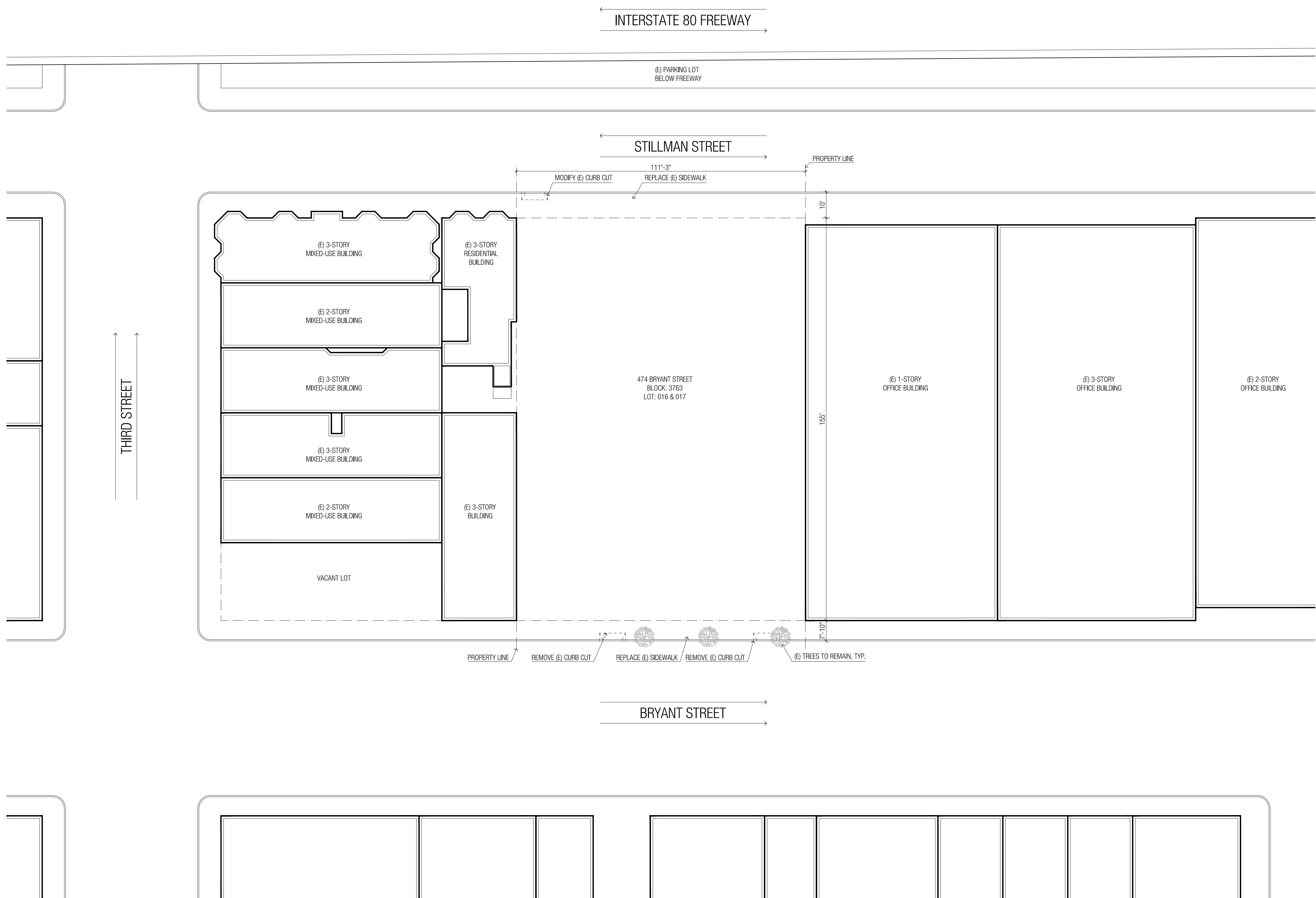
Sheet number
A-00-01

Revision
02

Status
Planning Submittal

Stamp

Notes & Legend
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Project
 474 BRYANT & 77 STILLMAN STREET

Client
 ARALON PROPERTIES

Issuer
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 Project number
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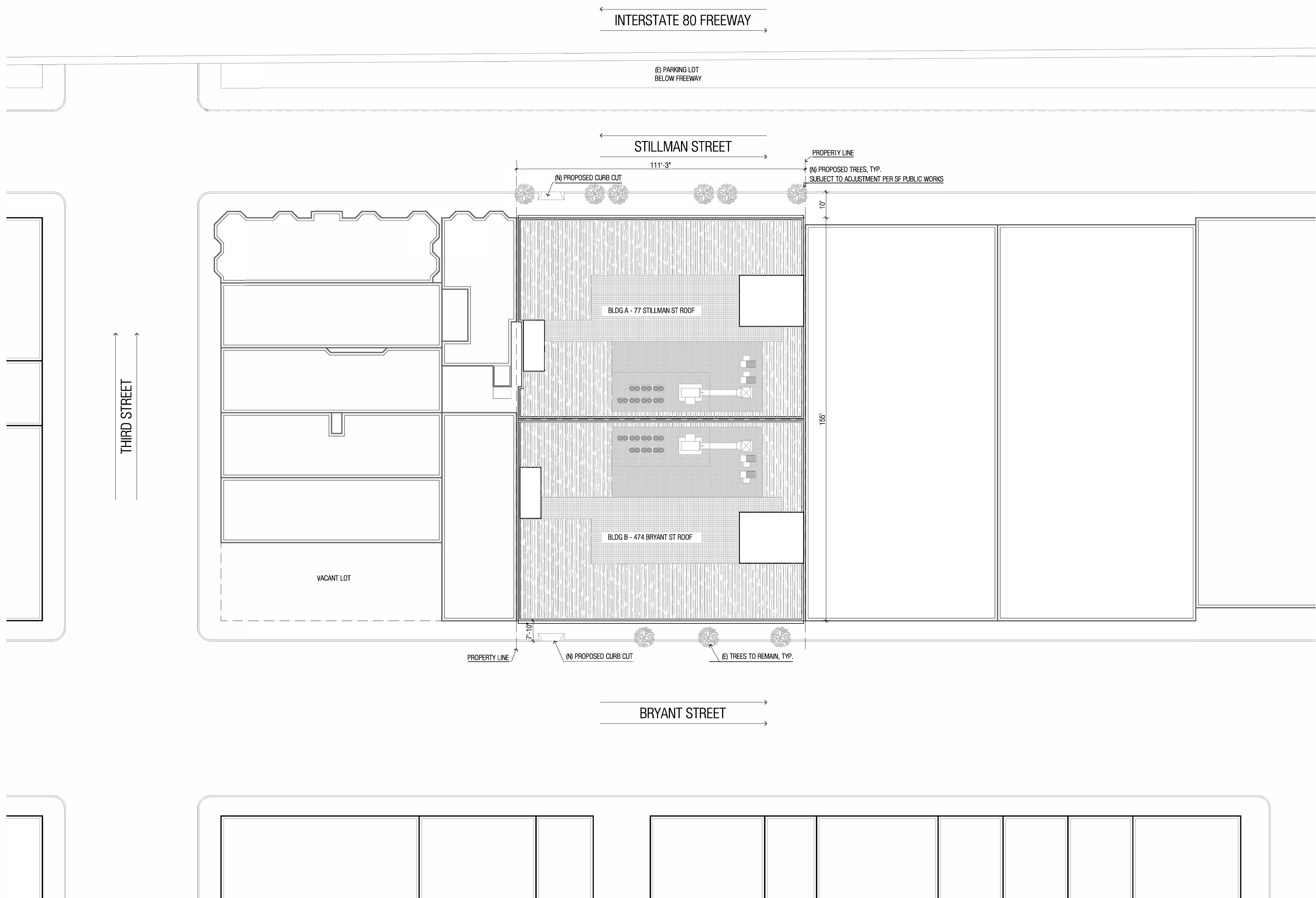
Sheet title
 Existing Site Plan

Sheet number
A-11-01
 Status
 Planning Submittal

Revision
 02

Stamp

Notes & Legend
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Project
 474 BRYANT & 77 STILLMAN STREET

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 Project number 540585
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Sheet title
 Proposed Site Plan

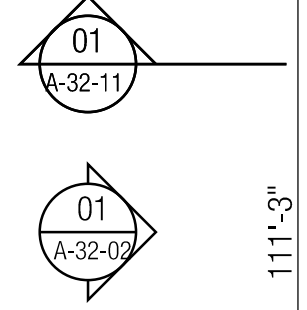
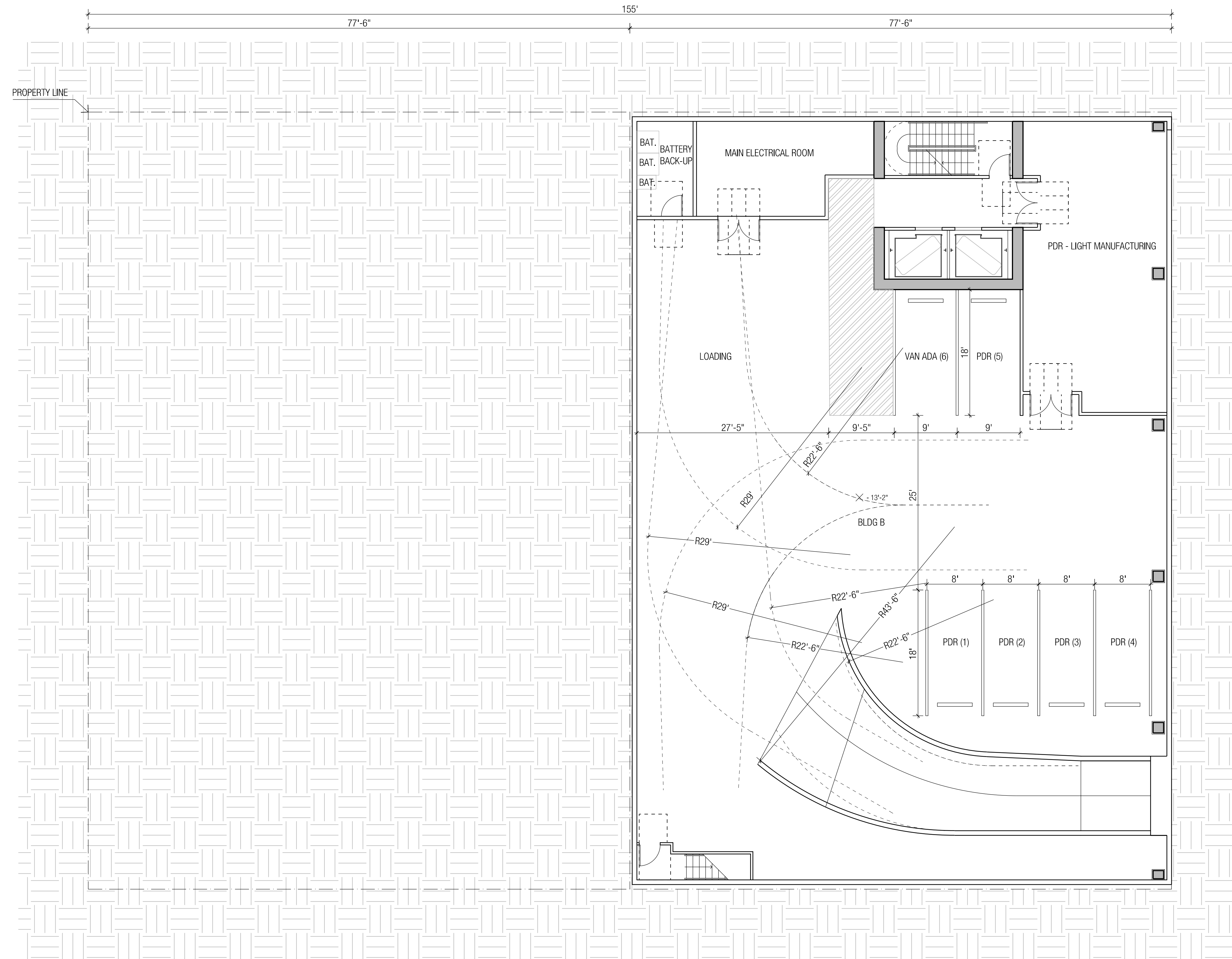
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Revision
 01

Recent revision history			
#	Status	Description	Date
01	100%	PROJECT APPLICATION SUBMITTAL	05/21/20
02	100%	PLANNING SUBMITTAL	12/11/2020

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Project
474 BRYANT & 77 STILLMAN STREET

Client
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Project number
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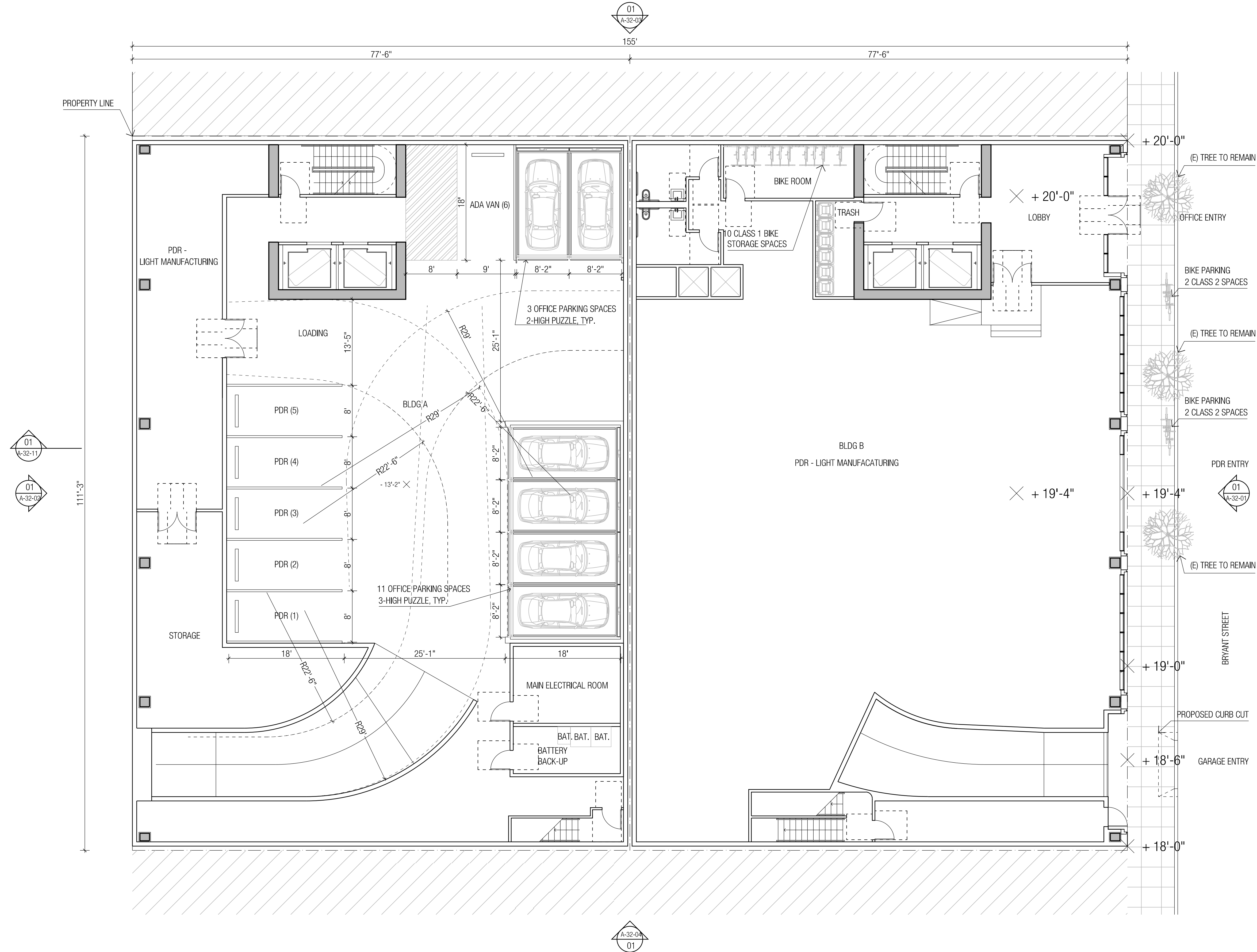
Sheet title
Floor Plan
Basement - Bryant Street

Sheet number
A-22-B1
Revision
02
Status
Planning Submittal

Recent revision history			
#	Status	Description	Date
01	100%	PROJECT APPLICATION SUBMITTAL	05/21/20
02	100%	PLANNING SUBMITTAL	12/11/2020

Stamp

Notes & Legend
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Project
474 BRYANT & 77 STILLMAN STREET

Client
ARALON PROPERTIES

Issue
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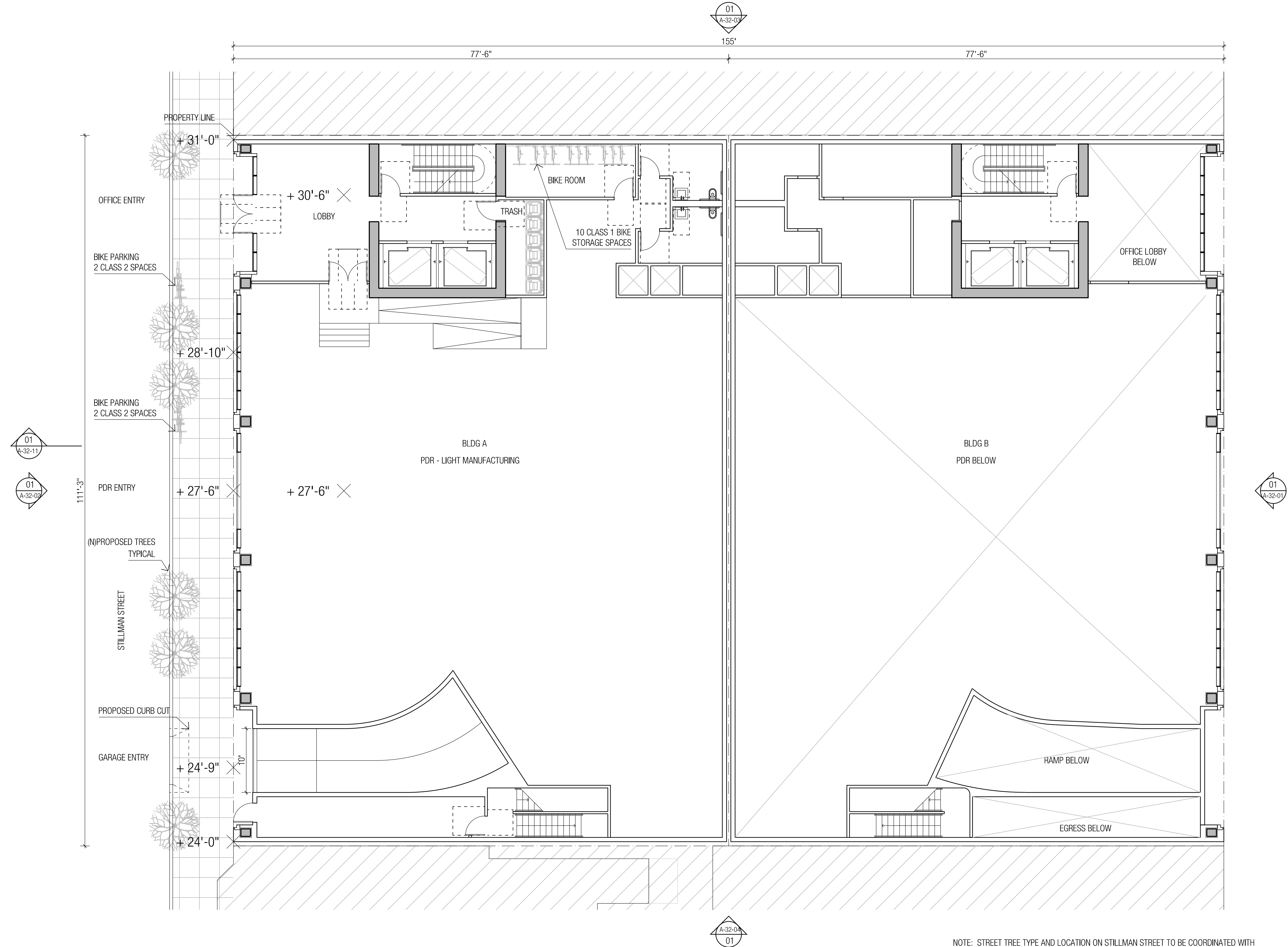
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Project number 540585	Size check 1"
Checked LY	Approved KM
Sheet size 24" x 36"	Scale 1/8" = 1'-0"

Sheet title
Floor Plan
Ground Floor - Bryant Street

Sheet number A-22-01A	Revision 02
Status Planning Submittal	

Stamp

Notes & Legend
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawing.



NOTE: STREET TREE TYPE AND LOCATION ON STILLMAN STREET TO BE COORDINATED WITH SF PUBLIC WORKS BUREAU OF URBAN FORESTRY.

Project
 474 BRYANT & 77 STILLMAN STREET

Client
 ARALON PROPERTIES

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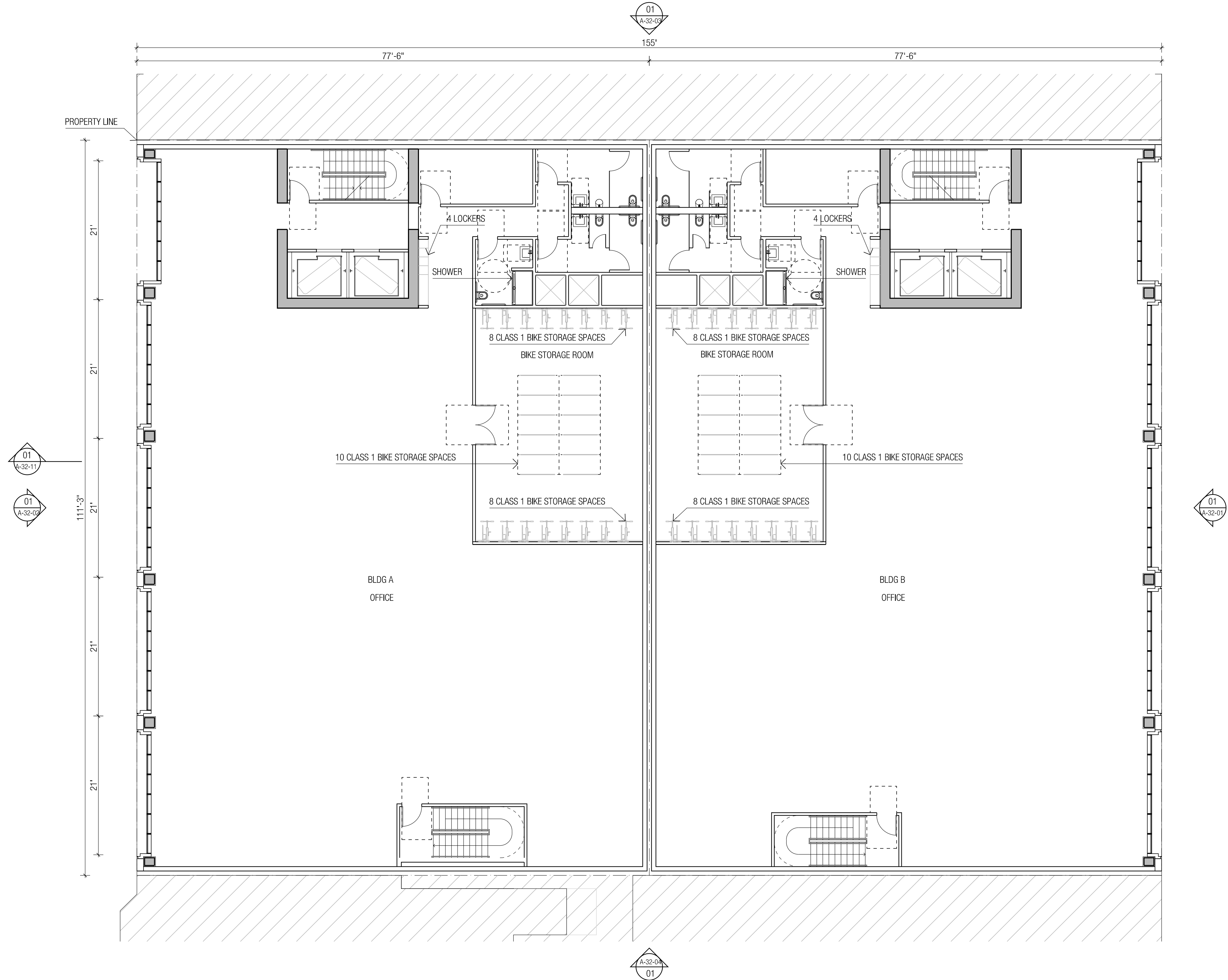
Sheet title
 Floor Plan
 Ground Floor - Stillman Street

Sheet number
A-22-01B
 Status
 Planning Submittal

Revision
 02

Stamp

Notes & Legend
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawing.



Project
 474 BRYANT & 77 STILLMAN STREET

Client
 ARALON PROPERTIES

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 Project number 540585
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Sheet title
 Floor Plan
 2nd Floor

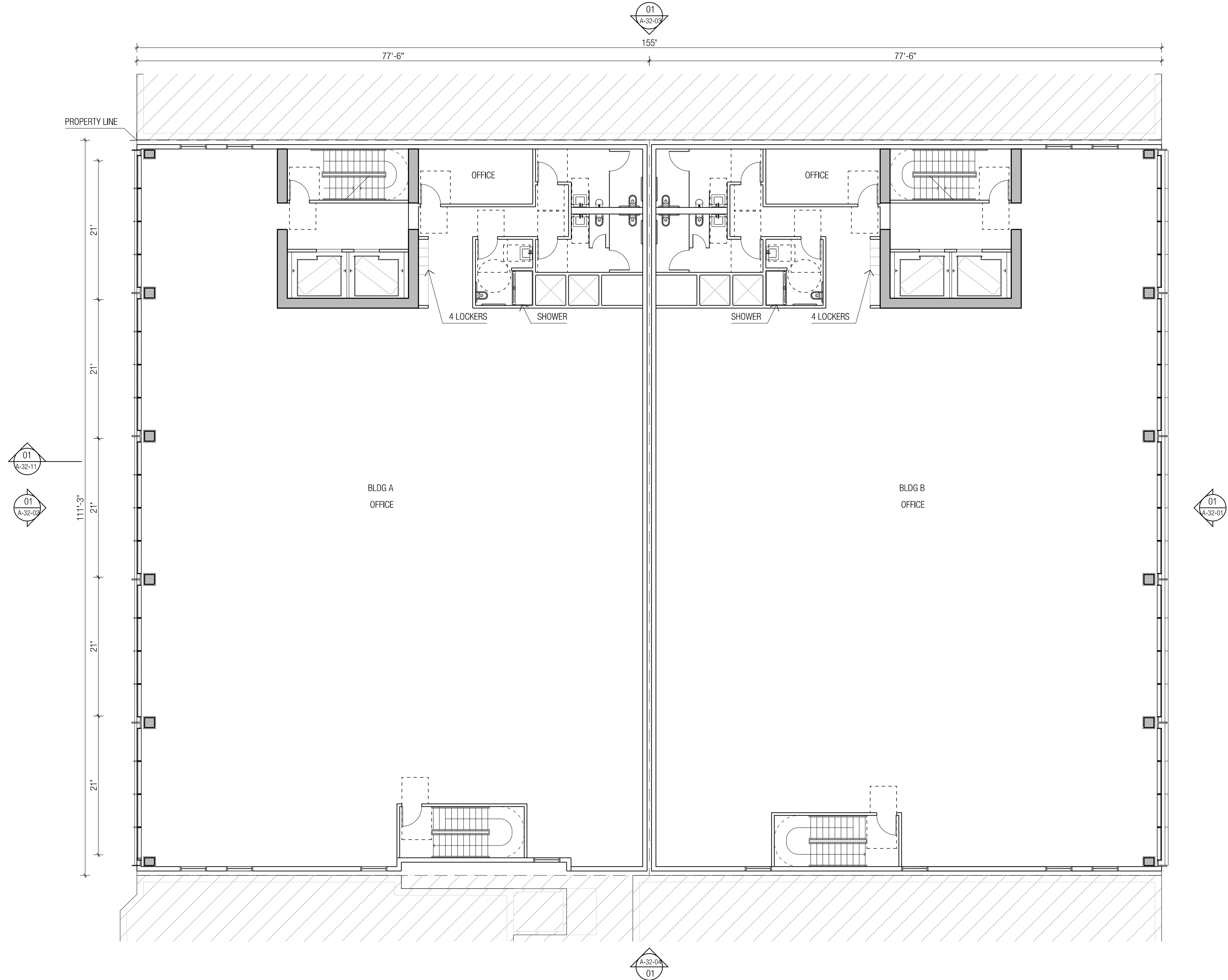
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 Status
 Planning Submittal

Revision
 02

Recent revision history			
#	Status	Description	Date
01	100%	PROJECT APPLICATION SUBMITTAL	05/21/20
02	100%	PLANNING SUBMITTAL	12/11/2020

Stamp

Notes & Legend
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Project
 474 BRYANT & 77 STILLMAN STREET

Client
 ARALON PROPERTIES

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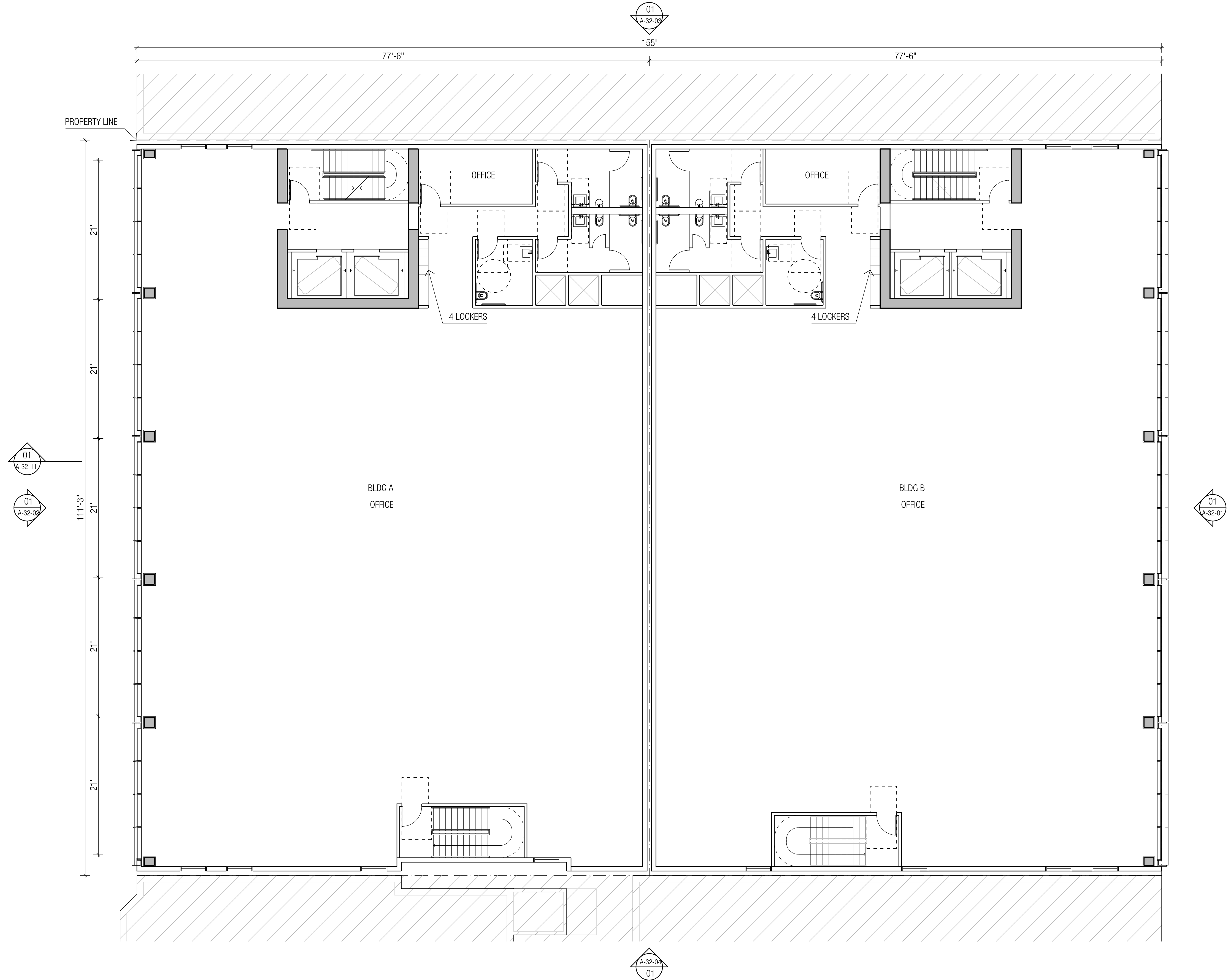
Sheet title
 Floor Plan
 Typical Office Floors 3-5

Sheet number A-22-03
 Status Planning Submittal
 Revision 01

Recent revision history			
#	Status	Description	Date
01	100%	PROJECT APPLICATION SUBMITTAL	05/21/20
02	100%	PLANNING SUBMITTAL	12/11/2020

Stamp

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Project
 474 BRYANT & 77 STILLMAN STREET

Client
 ARALON PROPERTIES

Issuer
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 Project number 540585
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Sheet title
 Floor Plan
 Office Floors 6-7

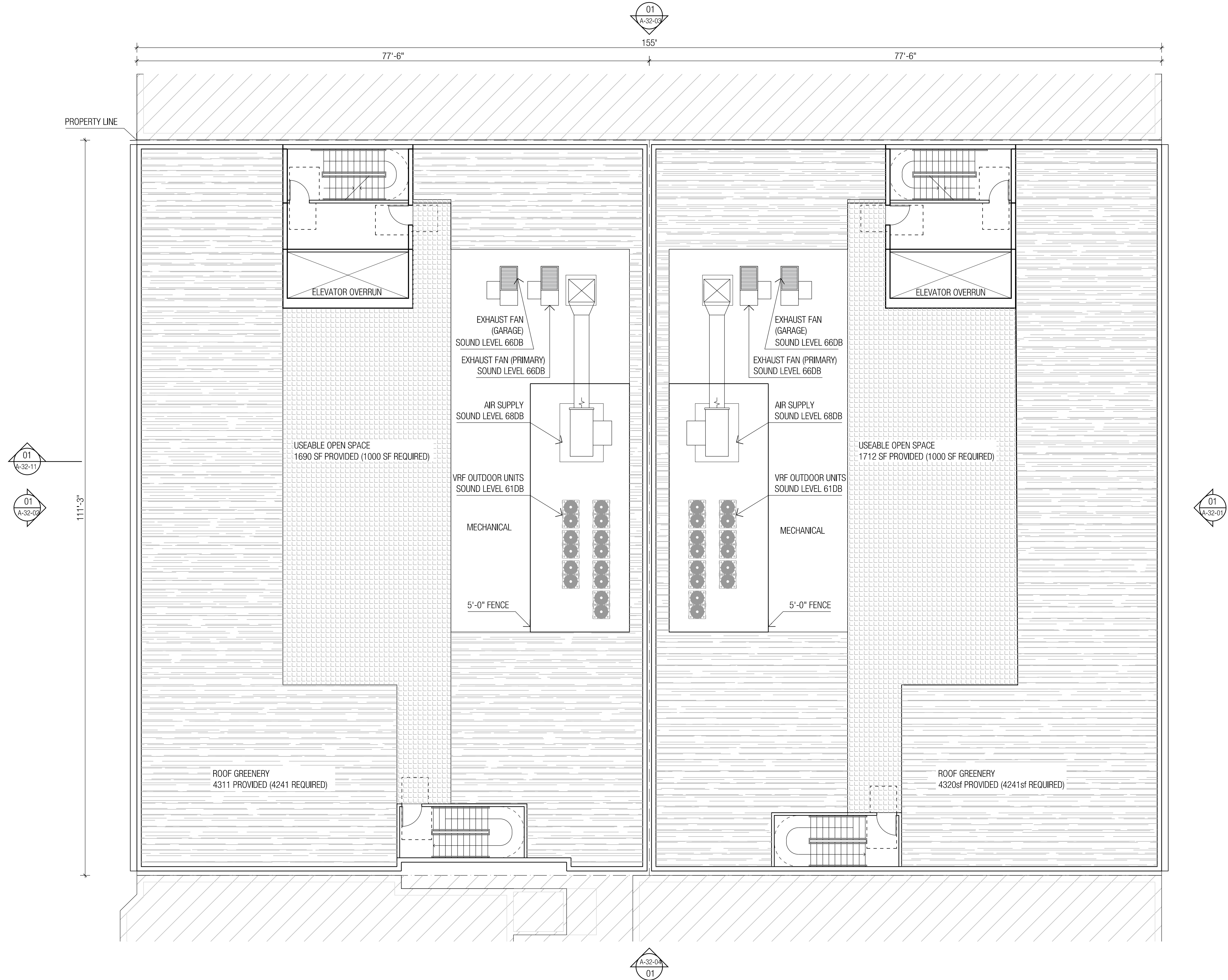
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 Status
 Planning Submittal

Revision
 02

Recent revision history			
#	Status	Description	Date
01	100%	PROJECT APPLICATION	05/21/20
02	100%	PLANNING SUBMITTAL	12/11/2020

Stamp

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Project
474 BRYANT & 77 STILLMAN STREET

Client
ARALON PROPERTIES

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Project number 540585
Checked LY Approved KM
Sheet size 24" x 36" Scale 1/8" = 1'-0"

Sheet title
Floor Plan
Roof

Sheet number
A-22-RF
Status
Planning Submittal

Revision
02

Stamp

Notes & Legend
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawing.



NOTE:
 ONE THIRD ELEVATION TOTAL WIDTH = 36.6'. PARKING & LOADING INGRESS/EGRESS = 10'
 PARKING & LOADING INGRESS/EGRESS @ 10' < 20' < ONE THIRD ELEVATION WIDTH PER SAN
 FRANCISCO PLANNING CODE SECT 145.1C (2)

PER SECTION 260(b) ELEVATOR OVERRUN, STAIR, & MECHANICAL SHAFT MAY EXTEND 16'
 BEYOND ROOF.

01 ELEVATION - BRYANT STREET
 SCALE 1/8" = 1'-0"

Project
 474 BRYANT & 77 STILLMAN STREET

Client
 ARALON PROPERTIES

Issuer
WOODS BAGOT.

Project number	540585	Size check	1"
Checked	LY	Approved	KM
Sheet size	24" x 36"	Scale	1/8" = 1'-0"

Sheet title
 Overall Elevation
 Bryant Street

Sheet number	A-32-01	Revision	02
Status	Planning Submittal		

Stamp

Notes & Legend
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawing.



01 ELEVATION - STILLMAN STREET
 SCALE 1/8" = 1'-0"

NOTE:
 ONE THIRD ELEVATION TOTAL WIDTH = 36.6'. PARKING & LOADING INGRESS/EGRESS = 10'
 PARKING & LOADING INGRESS/EGRESS @ 10' < 20' < ONE THIRD ELEVATION WIDTH PER SAN
 FRANCISCO PLANNING CODE SECT 145.1C (2)

PER SECTION 260(b) ELEVATOR OVERRUN, STAIR, & MECHANICAL SHAFT MAY EXTEND 16'
 BEYOND ROOF.

Project
 474 BRYANT & 77 STILLMAN STREET

Client
 ARALON PROPERTIES

Issuer
**WOODS
 BAGOT.**

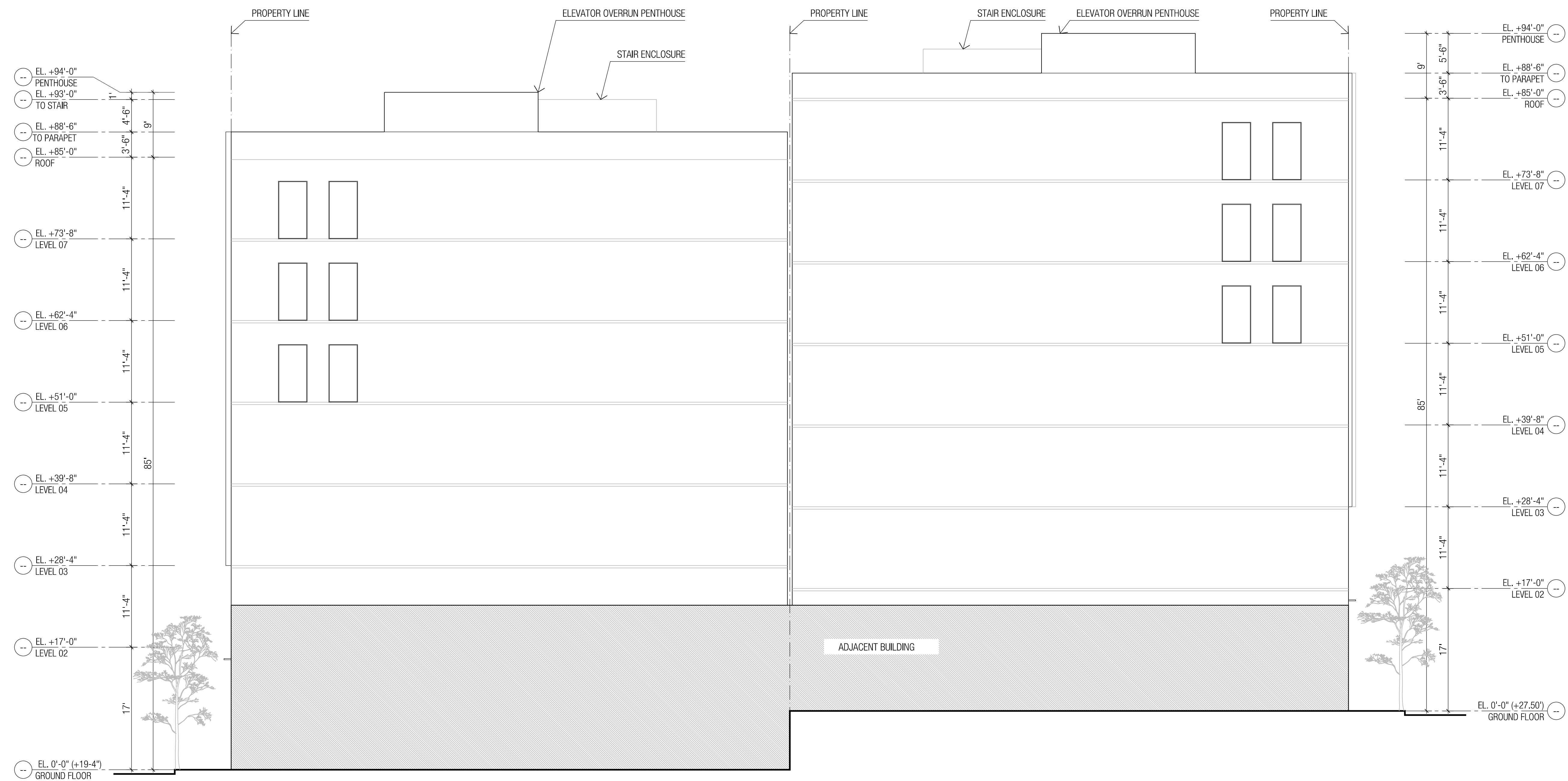
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Checked	LY	Approved	KM
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Sheet title
 Overall Elevation
 Stillman Street

Sheet number	A-32-02	Revision	02
Status	Planning Submittal		

Stamp

Notes & Legend
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawing.



01 ELEVATION - EAST
 SCALE 1/8" = 1'-0"

Project
 474 BRYANT & 77 STILLMAN STREET

Client
 ARALON PROPERTIES

Issuer
WOODS BAGOT

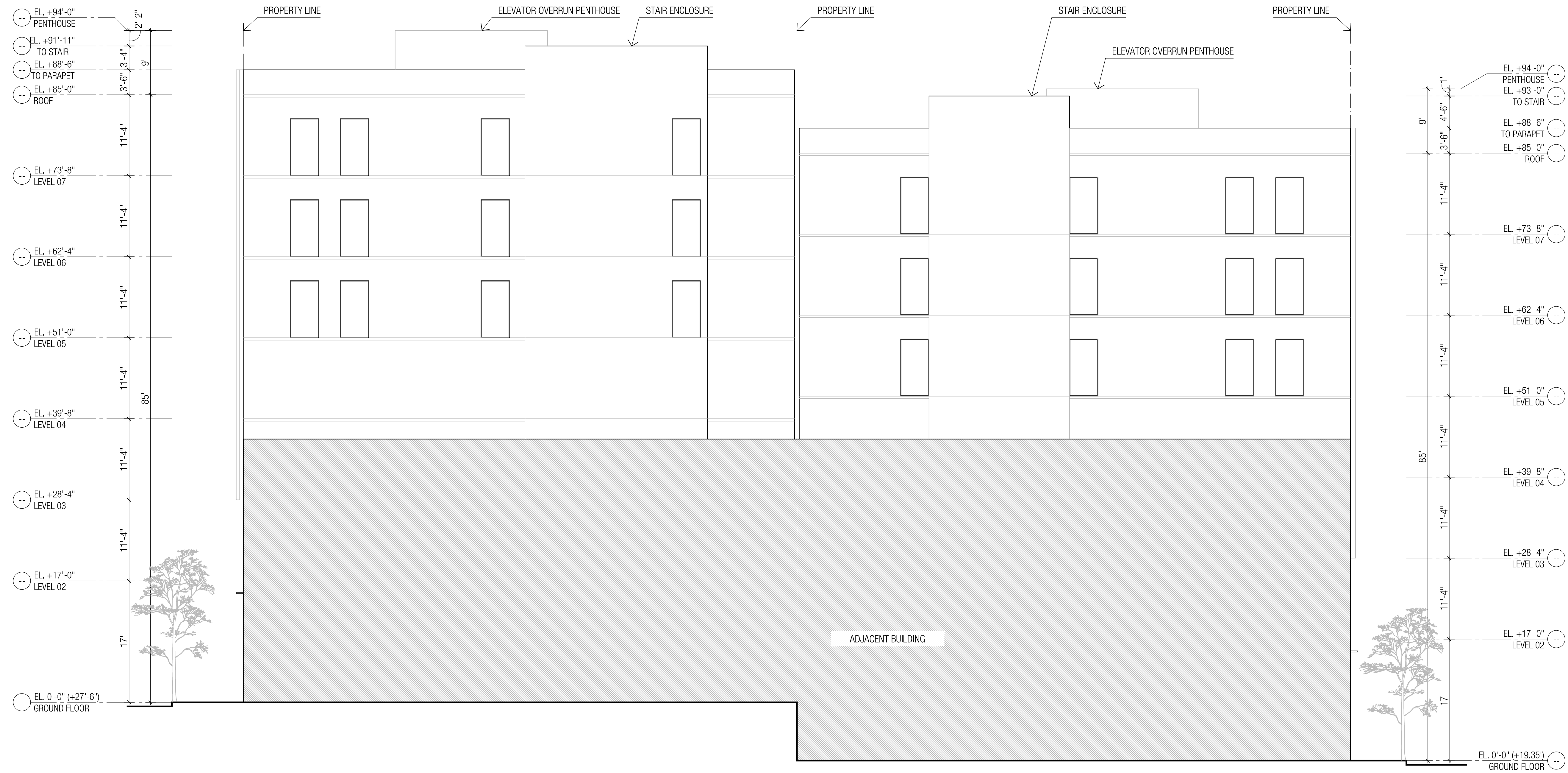
© Woods Bagot
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Sheet title
 Overall Elevation
 East

Sheet number
A-32-03
 Status
 Planning Submittal
 Revision
 02

Stamp

Notes & Legend
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawing.



01 ELEVATION - WEST
 SCALE 1/8" = 1'-0"

Project
 474 BRYANT & 77 STILLMAN STREET

Client
 ARALON PROPERTIES

Issuer
WOODS BAGOT.

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 Project number 540585
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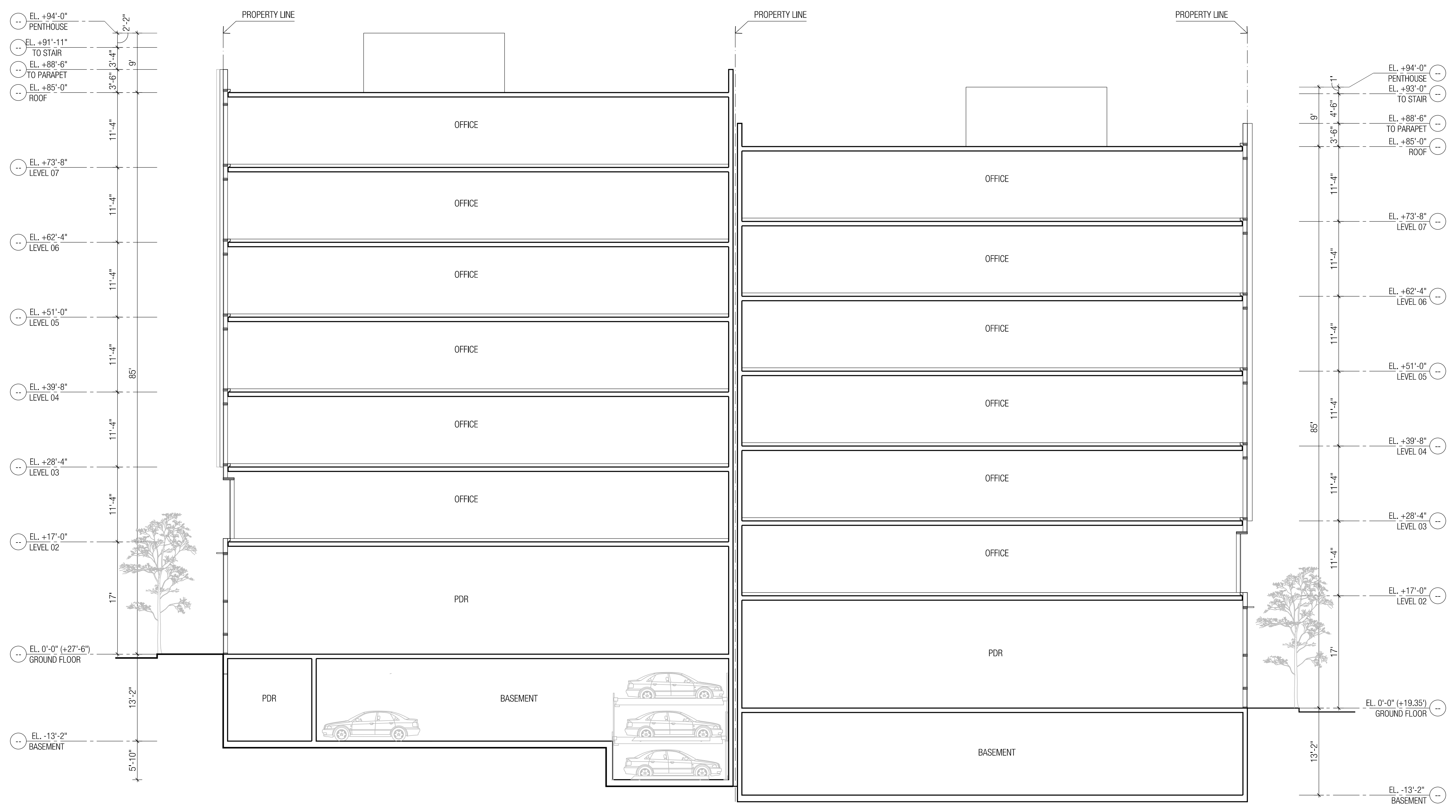
Sheet title
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Sheet number
A-32-04
 Status
 Planning Submittal

Revision
 02

Stamp

Notes & Legend
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawing.



01 SECTION A-A
 SCALE 1/8" = 1'-0"

Project
 474 BRYANT & 77 STILLMAN STREET

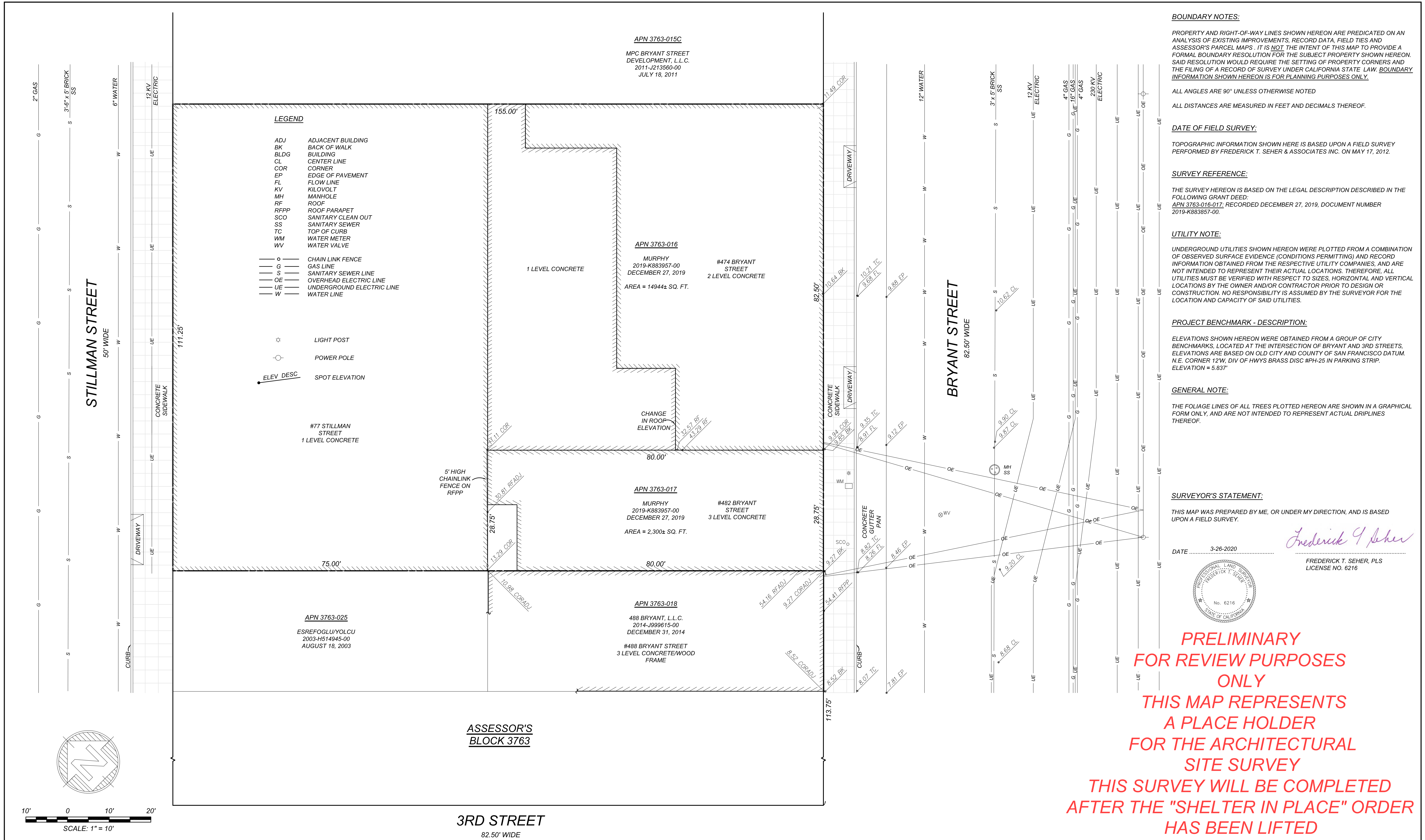
Client
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Sheet title
 Overall Section
 Section A-A

Sheet number
 A-32-11
 Status
 Planning Submittal
 Revision
 02



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

ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED

ALL DISTANCES ARE MEASURED IN FEET AND DECIMALS THEREOF.

DATE OF FIELD SURVEY:
 TOPOGRAPHIC INFORMATION SHOWN HERE IS BASED UPON A FIELD SURVEY PERFORMED BY FREDERICK T. SEHER & ASSOCIATES INC. ON MAY 17, 2012.

SURVEY REFERENCE:
 THE SURVEY HEREON IS BASED ON THE LEGAL DESCRIPTION DESCRIBED IN THE FOLLOWING GRANT DEED:
 APN 3763-016-017; RECORDED DECEMBER 27, 2019, DOCUMENT NUMBER 2019-K883857-00.

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

PROJECT BENCHMARK - DESCRIPTION:
 ELEVATIONS SHOWN HEREON WERE OBTAINED FROM A GROUP OF CITY BENCHMARKS, LOCATED AT THE INTERSECTION OF BRYANT AND 3RD STREETS. ELEVATIONS ARE BASED ON OLD CITY AND COUNTY OF SAN FRANCISCO DATUM. N.E. CORNER 12"W. DIV OF HWYS BRASS DISC #PH-25 IN PARKING STRIP. ELEVATION = 5.837'

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

SURVEYOR'S STATEMENT:
 THIS MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION, AND IS BASED UPON A FIELD SURVEY.

DATE: 3-26-2020

Frederick T. Seher
 FREDERICK T. SEHER, PLS
 LICENSE NO. 6216

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

PRELIMINARY FOR REVIEW PURPOSES ONLY
THIS MAP REPRESENTS A PLACE HOLDER FOR THE ARCHITECTURAL SITE SURVEY
THIS SURVEY WILL BE COMPLETED AFTER THE "SHELTER IN PLACE" ORDER HAS BEEN LIFTED

DATE: MARCH, 2019

SCALE: 1" = 10'

DRAWN BY: FG

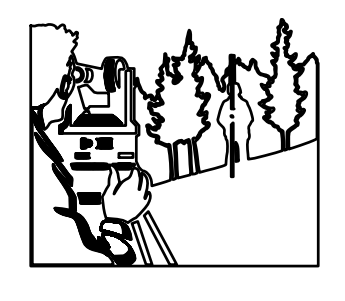
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CHECKED BY: INITIALS

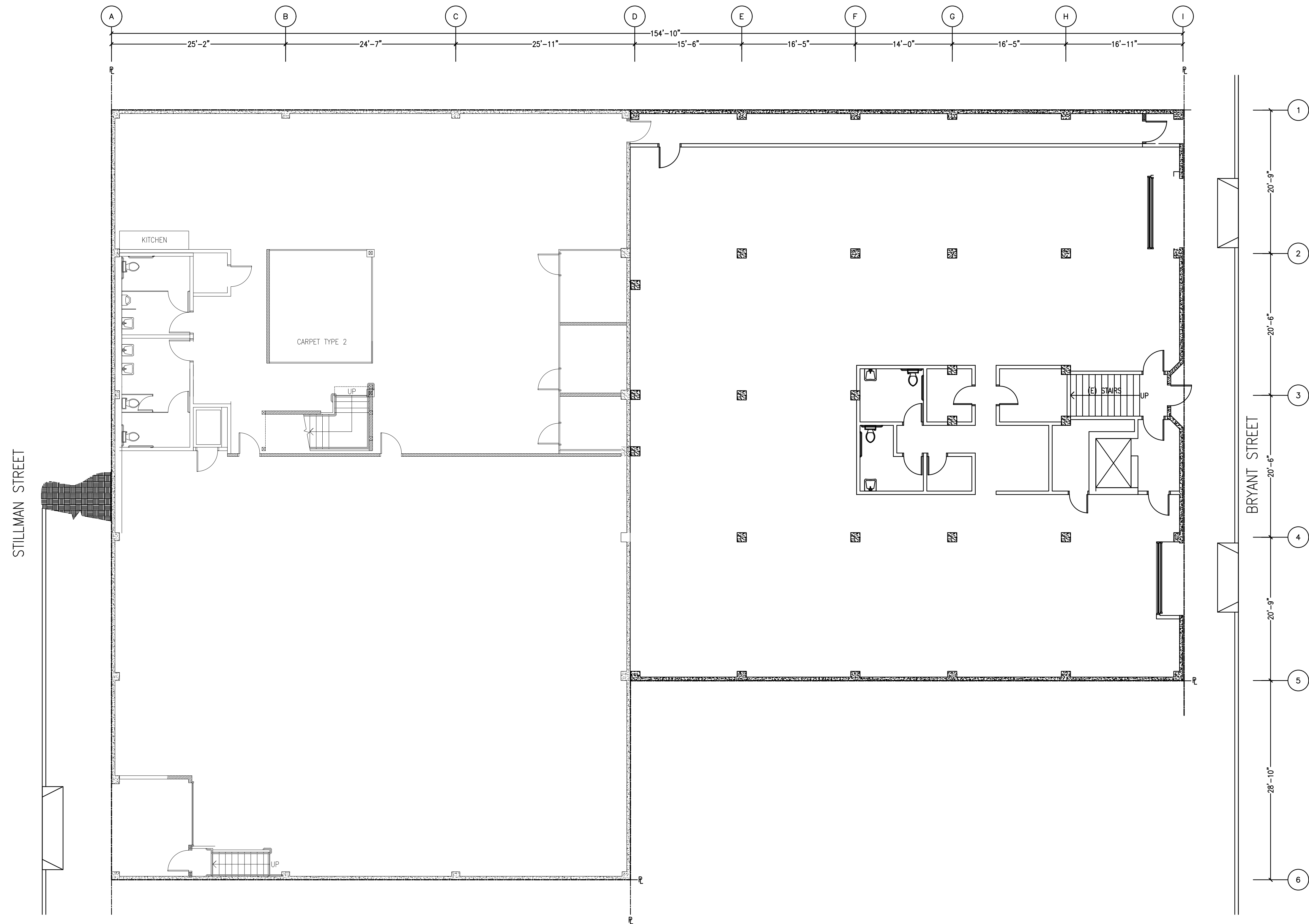
CHECKED BY:

NO.	BY	DATE	REVISIONS





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

ARCHITECTURAL SITE SURVEY
ASSESSOR'S PARCEL NUMBER: 3763-016 & 017
474-482 BRYANT STREET, SAN FRANCISCO, CA

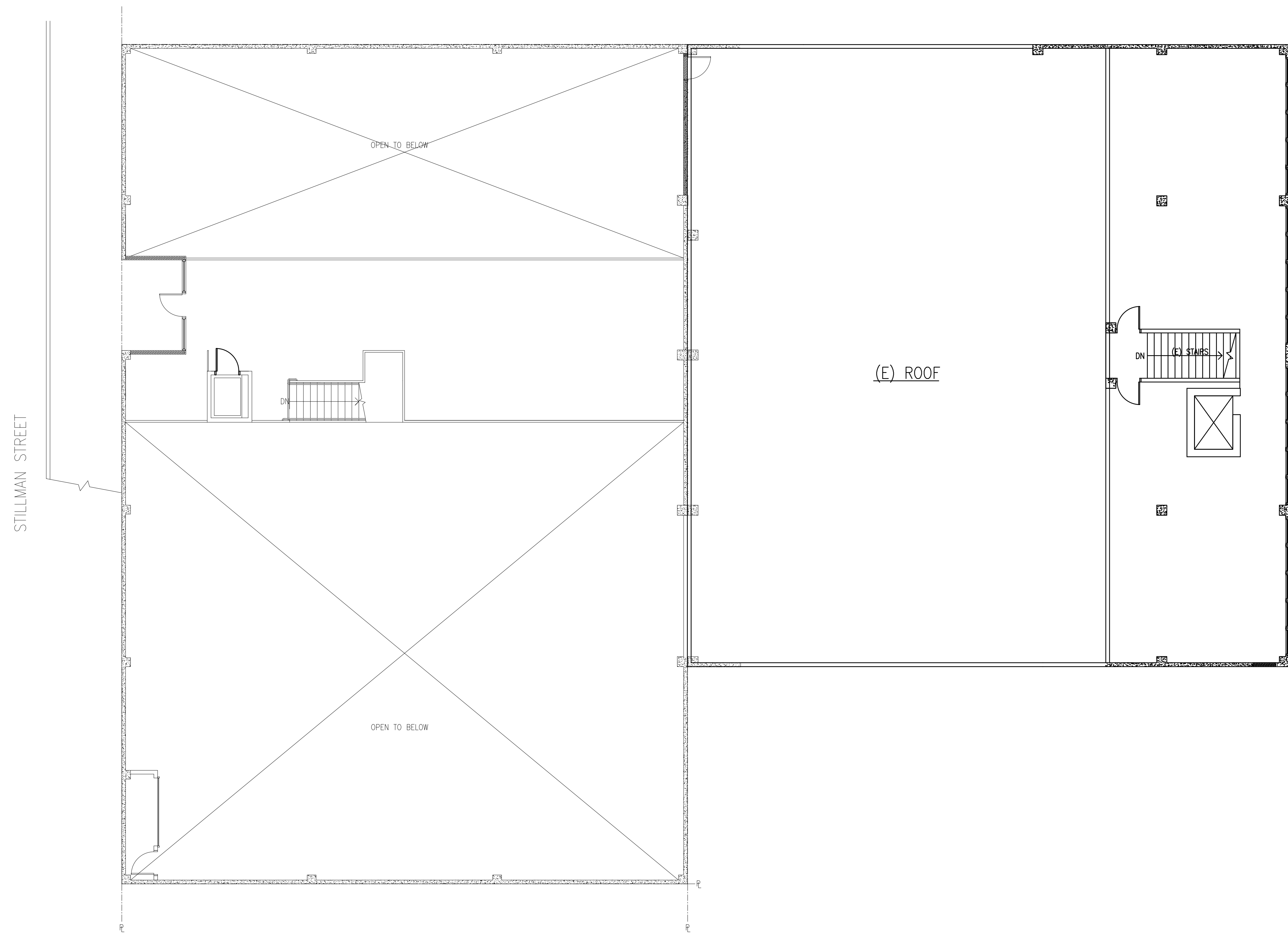


Project
474 BRYANT & 77 STILLMAN STREET

Client
ARALON PROPERTIES

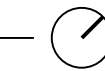
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Sheet title
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474 Bryant Street

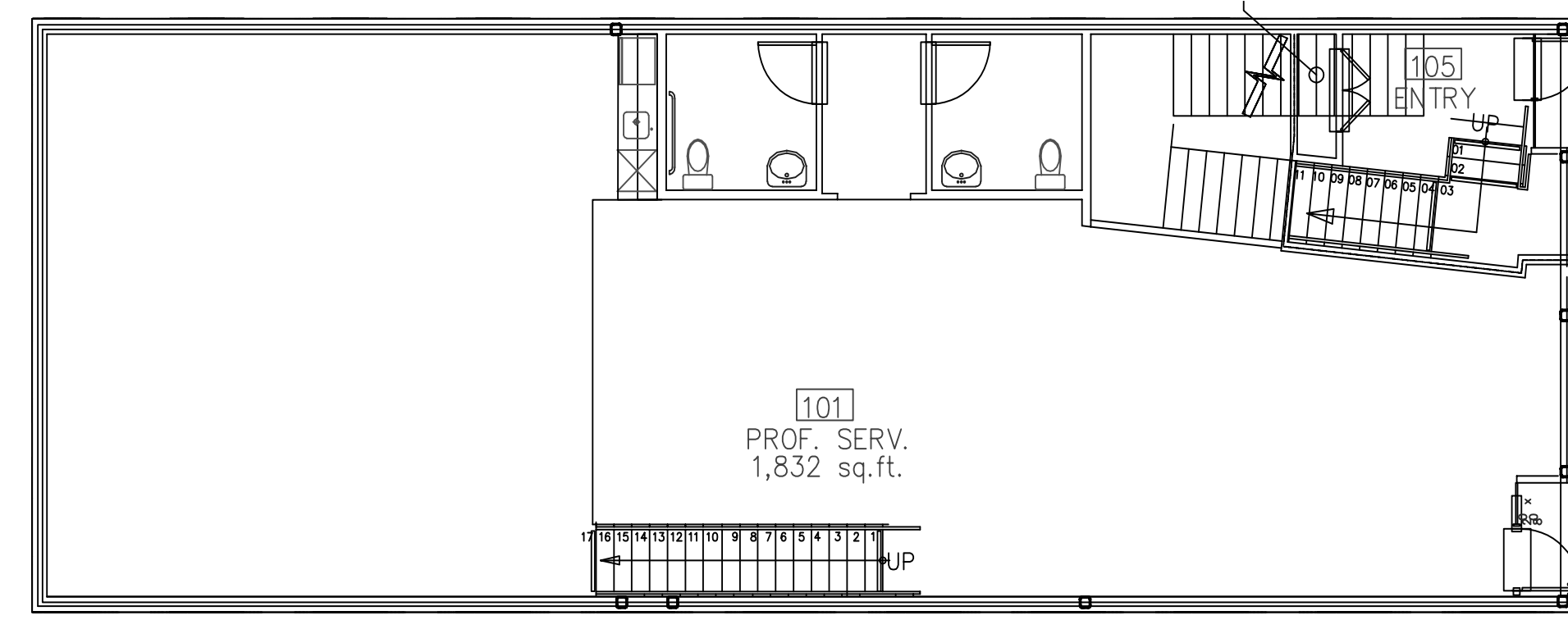


Project
474 BRYANT & 77 STILLMAN STREET

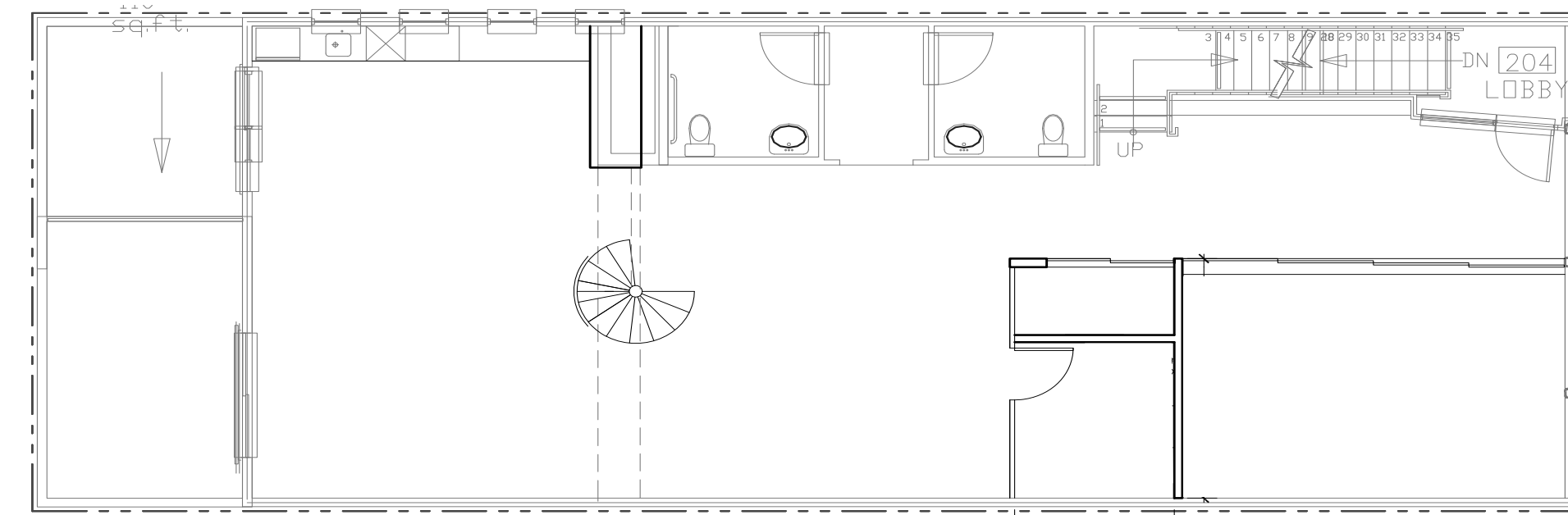
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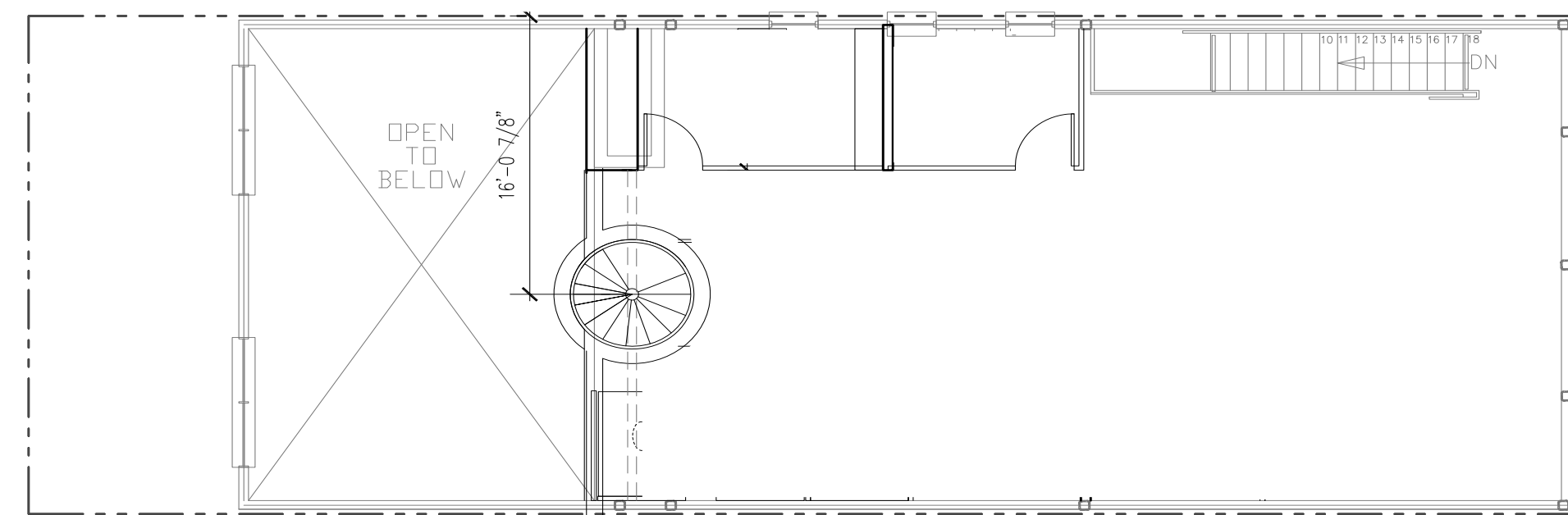
Sheet title
Existing Mezzanine Plan _
474 Bryant Street



482 Bryant _ Existing Ground Floor Plan




482 Bryant _ Existing Second Floor Plan



482 Bryant _ Existing Mezzanine Plan

Project
474 BRYANT & 77 STILLMAN STREET

Client
ARALON PROPERTIES

Size check 
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Sheet size Scale
24" x 36" 1/8" = 1'-0"

Sheet title
Existing Floor Plans _
482 Bryant Street



CERTIFICATE OF DETERMINATION COMMUNITY PLAN EVALUATION

Record No.: **2020-005255ENV, 474 Bryant Street/77 Stillman Street**
Zoning: CMUO (Central SoMa-Mixed Use Office)
85-X Height and Bulk District
Plan Area: Central SoMa
Block/Lot: 3763/016, 3763/017
Lot Size: 17,240 square feet
Project Sponsor: Colum Regan, Aralon Properties, (415) 964-6169
Staff Contact: Josh Pollak, josh.pollak@sfgov.org, (628) 652-7493

Project Description

The project site is a rectangular, 17,240 square-foot area on Block 3763, consisting of two separate lots: Lot 017 is a 2,300-square-foot rectangular lot and Lot 016 and is an 14,940-square-foot L-shaped lot. The project site has two street frontages – one on Bryant Street and one on Stillman Street. The project site is currently developed with two buildings: a two-story, 5,610-square-foot Production, Distribution and Repair (PDR) building on Lot 017 and a one-story with mezzanine 17,240-square-foot PDR building on Lot 016, both of which are currently vacant.

The proposed project would demolish the two existing structures on the site and construct two buildings, each 85-foot tall, seven-story mixed-use buildings, each containing six floors of office use, a total of 17,130 square feet of basement and ground-floor PDR uses, and an underground parking garage, a total of 3,400 square feet of open space, and a total of approximately 99,830 square feet of office uses. The Bryant Street building would contain 49,999 square feet of office uses. The parking garage within this proposed structure would contain six car parking spaces for PDR uses, a PDR loading area, and would include a battery back-up power system (rather than a back-up diesel generator that is more typically used). The Stillman Street building would contain 49,830 square feet of office uses. The parking garage within this proposed structure would contain a total of 20 parking spaces (6 spaces for PDR use and 14 office parking spaces), a loading area, and a battery back-up power system. Both buildings would include 10 Class I bicycle parking spaces in the lobby level, and four Class II bicycle parking spaces, for a total of 20 Class I and eight Class II bicycle parking spaces.

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 474 Bryant Street/77 Stillman 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 Eastern Neighborhoods 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;
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

1 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_catag_target_id=214&items_per_page=10, accessed September 3, 2019.

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 2020-005255ENV and then clicking on the “Related Documents” link.

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

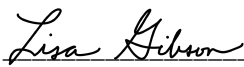
Mitigation measures are included in this project and the project sponsor has agreed to implement these measures. See the attached Mitigation Monitoring and Reporting Program (MMRP) (Attachment B) for the full text of required mitigation measures.

CEQA Determination

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

Determination

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



Lisa Gibson
Environmental Review Officer

3/31/2021

Date

Attachments

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

CC: Colum Regan, Aralon Properties, (415) 964-6169, Project Sponsor;
Supervisor Matt Haney, District 6;
Xinyu Liang, Current Planning Division

INITIAL STUDY - COMMUNITY PLAN EVALUATION

<i>Record No.:</i>	2020-005255ENV, 474 Bryant Street/77 Stillman Street
<i>Zoning:</i>	CMUO (Central SoMa-Mixed Use Office) 85-X Height and Bulk District
<i>Plan Area:</i>	Central SoMa
<i>Block/Lot:</i>	3763/016, 3763/017
<i>Lot Size:</i>	17,240 square feet
<i>Project Sponsor:</i>	Colum Regan, Aralon Properties, (415) 964-6169
<i>Staff Contact:</i>	Josh Pollak, josh.pollak@sfgov.org , (628) 652-7493

A. Project Description

The project site is a rectangular, 17,240 square-foot area on Block 3763, consisting of two separate lots: Lot 017 is a 2,300-square-foot rectangular lot and Lot 016 is an 14,940-square-foot L-shaped lot. The site is located on the block bound by Stillman Street to the north, Second Street to the east, Bryant Street to the south and Third Street to the west, in the city's South of Market neighborhood (see **Figure 1**, Location Map, in Section H below). The project site has two street frontages – one on Bryant Street and one on Stillman Street. The project site is currently developed with two buildings: a two-story, 5,610-square-foot Production, Distribution and Repair (PDR) building on Lot 017 and a one-story with mezzanine 17,240-square-foot PDR building on Lot 016, both of which are currently vacant.

The proposed project would demolish the two existing structures on the site and construct two, 85-foot tall, seven-story mixed-use buildings, each containing six floors of office use, a total of 17,130 square feet of basement and ground-floor PDR uses, and an underground parking garage, a total of 3,400 square feet of open space, and a total of approximately 99,830 square feet of office uses (see **Table 1** below). The Bryant Street building would contain 49,999 square feet of office uses. The parking garage within this proposed structure would contain six car parking spaces for PDR uses, a PDR loading area, and would include a battery back-up power system (rather than a back-up diesel generator that is more typically used). The Stillman Street building would contain 49,830 square feet of office uses. The parking garage within this proposed structure would contain a total of 20 parking spaces (6 spaces for PDR use and 14 office parking spaces), a loading area, and a

battery back-up power system. Both buildings would include 10 Class I bicycle parking spaces in the lobby level, and four Class II bicycle parking spaces, for a total of 20 Class I and eight Class II bicycle parking spaces.¹

Along Bryant Street, the proposed project would remove the two existing curb cuts and replace one with a 12-foot-wide curb cut leading to the garage, replace the existing sidewalk, and would preserve the three existing street trees. Along Stillman Street, the proposed project would modify the existing curb cut and replace with a 12-foot-wide curb cut leading to the garage, replace the existing sidewalk, and add six new street trees.

The proposed project would be constructed over an 18-month period and would be supported by conventional spread footings or a mat foundation. The project would excavate to a depth of approximately 15 feet over an area of 17,240 square feet, for a total excavation of 9,580 cubic yards. While the two proposed structures would be located on adjacent parcels, they would function separately and independently of one another.

Table 1: 474 Bryant Street/77 Stillman Street Project Characteristics

<i>Project Components</i>	<i>Existing</i>	<i>Proposed</i>
Building Stories	1 and 2	7
Building Height	15 feet and 25 feet	85 feet
Office	0	99,830 square feet
Industrial/PDR	22,840 square feet	17,130 square feet
Open Space	0	3,400 square feet
Parking Spaces	0	26

Source: Woods Bagot & Aralon Properties, 474 Bryant & 77 Stillman Street Project Plans, December 11, 2020

Project Approvals

The proposed 474 Bryant Street and 77 Stillman Street project would require the following approvals:

Actions by the Planning Commission

- Approval of a Large Project Authorization pursuant to Planning Code section 329 for two new buildings over 50,000 gross square feet within the CMUO Zoning District
- Approval of an Office Development Authorization pursuant to Planning Code sections 321 and 322 for two mixed-use office buildings, each consisting of up to 49,999 square feet of Office Use
- Adoption of shadow findings made by the San Francisco Recreation and Park Commission (section 295),

Actions by other City Departments

- Demolition and building permits (San Francisco Department of Building Inspection) for the demolition of the existing buildings and the construction of the proposed project

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

- Determination that shadow would not adversely affect open spaces under Recreation and Park Commission jurisdiction (San Francisco Recreation and Park Commission, occurs prior to Planning Commission review).

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 474 Bryant Street/77 Stillman 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).² 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.³

Project Specific Studies

Preliminary archeology review	Geotechnical report
Greenhouse gas analysis checklist	Phase 1 environmental site assessment
Shadow analysis	

C. Project Setting

Site Vicinity

The parcels adjacent to the project site, on the block bounded by Stillman Street to the north, Second Street to the east, Bryant Street to the south, and Third Street to the west are within the CMUO District (Central SoMa-Mixed Use Office), and the 85-X Height and Bulk District. North of the project site on Stillman Street under

2 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_catag_target_id=214&items_per_page=10, accessed October, 2020

3 Project specific studies prepared for the 474 Bryant Street/77 Stillman 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 record number 2020-005255ENV and then clicking on the “Related Documents” link.

Interstate 80 is within the Public (P) District and the 45-X Height and Bulk District. East of the project site along the eastern side of Second Street, the parcels are in the MUO District (Mixed Use-Office) and are the 50-X Height and Bulk District. South of the project site on the block bounded by Bryant Street, Jack London Alley, Taber Place and Third Street, the parcels are also within the CMUO District, and are a mixture of 65-X Height and Bulk to the west, and 45-X Height and Bulk District to the east. West of the project site, along the western side of Third Street, the parcels are also within the CMUO District and the 85-X Height and Bulk District.

Existing development within the project vicinity consists primarily of two- and three-story office, PDR, and mixed-use buildings. Along Third Street there are primarily two- and three-story building with ground-level commercial uses and residential uses on the second and third levels. The building adjacent to the project site to the west along Bryant Street is a three-story office building, and to the east is a two-story office building. The building adjacent to the project site along Stillman Street to the east is a one-story office building, and to the west is a three-story residential building.

The project site is near Second and Third streets, which are designated as arterial streets. In the vicinity of the project site, San Francisco Municipal Railway (Muni) route 12 Folsom/Pacific operates along Harrison Street, route 30 Stockton operates along Fourth Street, route 45 Union/Stockton operates along Fourth and Third streets, and route 8 Bayshore also operates along Fourth and Third streets.

There are several transportation improvement projects under construction within the vicinity of the project site. At the time this document is being prepared, the Folsom-Howard Streetscape project is under construction and anticipated to be complete in 2023. The project will include several bicycle and pedestrian improvements (e.g., new signalized mid-block crossings, corner bulb-outs, improved signal timing and raised bikeway crossings). The Central Subway Project along Fourth Street, which extends the Muni Metro T Third Line through South of Market, Union Square and Chinatown is also currently under construction, with revenue service expected to begin in spring 2022. The nearest proposed station to the proposed project site is located at Fourth and Folsom streets and Fourth and Brannan streets. In addition, the Second Street Improvement project is under construction and anticipated to be complete by spring 2021.

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 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) that are included:

- **655 Folsom Street (Case No. 2013.0253ENV):** the proposed project would demolish the existing building and construct a new 14-story mixed-use building including 89 dwelling units, 2,300 square feet of ground floor commercial space and 36 below-grade parking spaces.
- **490 Brannan Street (Case No. 2020-005610ENV):** the proposed project would demolish the existing commercial building and construct a 12-story, 185-foot-tall mixed-use building with ground-level and

mezzanine art-focused PDR, ground-level retail sales and service, office space in the base and on the upper floors. The proposed new building would include 269,300 square feet of office space.

- **667 Folsom Street, 120 & 126 Hawthorne Street (Case No. 2015-002604ENV):** the proposed project would combine the existing three parcels to form a singular, irregularly shaped, approximately 19,590-square-foot lot, and construct a 13-story, 130-foot-tall, mixed-use residential building in its place.
- **108 South Park (Case No. 2018-008840ENV):** the project proposes to add three residential units to the existing two-story building through a vertical addition. The existing ground-floor retail space and second story office space would be retained.
- **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.
- **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 mixed-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 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.
- **400 2nd Street, 645 Harrison Street, and 657 Harrison Street (Case No. 2012.1384E):** the project site consists of three properties. The proposed project would demolish the existing one- to four-story buildings on-site and construct three new buildings. As currently proposed, the project would construct one 350-foot tall, 454,595 gross-square-foot building with 448,700 gross square feet of office uses; one 200-foot building with 221,770 gross-square-feet of hotel uses (34 hotel rooms), 64,800 gross-square feet of office uses, 44,200 gross-square-feet of PDR uses, and 33,700 gross-square-feet of retail uses; and one 350-foot residential building with 489 dwelling units consisting of 91 studio units, 201 one-bedroom units, 185 two-bedroom units, and 12 penthouse units.
- **462 Bryant Street (Case No. 2015-010219ENV):** the proposed project would add five stories of office as well as a green roof and a commonly accessible rooftop deck. The first-floor office and basement-level will remain. Currently, the project site contains 13,505 gross-square-feet of office use, 9,965 gross-square-feet of which will remain. The 3, 540 gross-square-feet mezzanine level currently used as office is proposed to be eliminated. The proposed project would add 49,995 gross-square-feet of office at the site for a total of 63,239 gross-square-feet of office use.
- **598 Bryant Street (Case No. 2018-014043ENV):** the proposed project would demolish the existing gas station on-site and construct a new 14-story mixed-use residential building that would be 130 feet tall with 353 dwelling units and 5,648 square feet of PDR space.
- **350 Second Street (Case No. 2018-00497ENV):** the proposed project would construct a new 130-foot-tall, 14-story building with 297 guest hotel rooms, 2,975 square feet of ground floor restaurant and bar space, 2,350 square feet of ground-floor POPOS, and 9,100 square feet of off-street parking.

- **633 Folsom Street (Case No. 2019-007067ENV):** the proposed project would involve minor aesthetic modifications to the existing restaurant and lounge on the ground-level of the building.
- **650 Harrison Street (Case No. 2017-004921ENV):** the proposed project would demolish the existing two-story building and construct a 29-story mixed-use building with 245 dwelling units and 928 square-feet of ground floor retail uses. In addition, the project would include a basement level garage with 42 vehicle parking spaces.
- **768 Harrison Street (Case No. 2013.1872E):** the proposed project would demolish the existing two-story building and construct a nine-story building with 26 residential units on the upper floors and a ground floor retail space.
- **744 Harrison Street (Case No. 2016-004823ENV):** the proposed project would demolish an existing two-story office building and construct an eight-story, mixed-use building with nine group housing units, up to 55 hotel rooms, restaurant and storage space, as well as two roof top decks.
- **701 Harrison Street (Case No. 2018-008661ENV):** the proposed project would construct a seven-story, mixed-use office building that would include 8,407 square feet of ground floor retail space and 49,801 square feet of office space on a currently vacant lot that is used for parking.
- **95 Hawthorne Street (Case No. 2016-00179ENV):** the proposed project would demolish the existing office building and construct a new, 42-story, approximately 444-foot-tall mixed-use residential building with approximately 392 residential units and 4,000 square feet of retail space on the ground floor.

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.

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

E. Evaluation of Environmental Effects

The Central SoMa PEIR identified significant plan-level impacts related to land use, cultural resources, transportation and circulation, noise and vibration, air quality, and wind. Additionally, the Central SoMa PEIR identified significant cumulative impacts related to land use, cultural resources, transportation and circulation, noise and vibration, and air quality. Mitigation measures were identified for the above impacts but

did not reduce impacts to a less-than-significant level. Therefore, environmental impacts resulting from implementation of the Plan related to these topics remained significant and unavoidable.

This initial study checklist evaluates whether the environmental impacts of the proposed project are addressed in the Central SoMa PEIR, certified on May 10, 2018.⁴ This initial study checklist provides a project-specific and cumulative analysis of environmental effects to determine whether the proposed project would result in significant impacts that: (1) are peculiar 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).

CEQA Section 21099

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.⁵

⁴ San Francisco Planning Department, Central SoMa Plan Final EIR, Case No. 2011.1356E, State Clearinghouse No. 2013042070, May 2018.

⁵ San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 474 Bryant Street/77 Stillman Street, December 2020.

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 unavoidable Plan-level and cumulative-level impact related to land use and planning because it would conflict with the City’s general plan environmental protection element policies related to noise.⁶ Specifically, implementation of the Plan would generate significant traffic-related noise on Howard Street under the two-way option for Howard and Folsom streets. In addition, the Plan would contribute to a cumulative impact related to traffic noise on several street segments in the Plan Area, including the blocks of Fourth and Fifth streets between Brannan and Bryant streets. Such an increase would exceed the noise standards in the general plan’s environmental protection element and therefore conflict with the general plan policy 9.6 related to modifying streets in a way that increases traffic noise. Implementation of Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects⁷ which requires transportation demand management for new development projects, would substantially reduce traffic noise, but not to a less-than-significant level. In addition, Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses, would be required to ensure that noise generating uses are appropriately sited to reduce noise-related impacts to a less-than-significant level.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 result in the construction of two adjacent new buildings within established lot boundaries. The proposed project would not alter the established street grid

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

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

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 all applicable regulations and therefore 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 or causing a significant physical environmental impact due to a conflict with an applicable land use plan, policy, or regulation and, therefore, would not have the potential to contribute to a significant cumulative impact related to land use or planning. The Central SoMa Plan identified a significant and unavoidable impact due to a conflict with general plan policy 9.6 related to modifying streets in a way that increases traffic noise. Collectively, the proposed project in combination with all nearby cumulative development projects would increase traffic noise but would not result in more severe cumulative land use impacts than previously identified in the Central SoMa PEIR.

Conclusion

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 already disclosed 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 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.⁸ 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

⁸ Central SoMa PEIR, Appendix B, p. 84.

jobs-housing linkage program. Therefore, effects of the Plan related to population and housing would be less than significant.⁹

Project Analysis

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing units necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.2.a) The proposed project would demolish two existing buildings on two adjacent parcels and construct two buildings totaling 99,830 square feet of office uses and 17,130 square feet of PDR uses. Based on the size of the commercial and PDR space, the project would employ approximately 334 employees in total.¹⁰

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017. The growth projections for San Francisco County anticipate an increase of 137,800 households and 295,700 jobs between 2010 and 2040,¹¹ which is consistent with the housing element and other adopted plans.

The project's 99,830 square feet of office use and 17,130 square feet of PDR use 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.). Since the project site is located in an established urban neighborhood and is not an infrastructure project, it would not indirectly induce substantial population growth. 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

⁹ Central SoMa PEIR, Appendix B, p. 84–88.

¹⁰ Estimated number of new employees based on the City and County of San Francisco, SF Planning Transportation Impact Analysis Guidelines 2019 update (350 square feet per employee).

¹¹ 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.

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 housing units and commercial space that would result in increases in population (households and 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.^{12,13} As of the first quarter of 2019, approximately 72,865 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.¹⁴ 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 72,865 households. The pipeline also includes projects with land uses that would result in an estimated 94,179 new employees.^{15,16} As such, cumulative household and 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 as well as for San Francisco as a whole under 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

Historical Architectural Resources

Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historic architectural resources are buildings, structures, objects, sites, and districts that are listed, or are eligible for listing, in the California Register of Historical Resources (California Register) or are identified in a local register of historical resources,

12 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.

13 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.

14 San Francisco Planning Department, 2019 Q1. Housing Development Pipeline. Available online at: <https://sfplanning.org/project/pipeline-report>. Accessed August 19, 2019.

15 Ibid.

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

such as articles 10 and 11 of the San Francisco Planning Code. As discussed in the Central SoMa PEIR, in 2013 the planning department prepared the Central SoMa Context Statement and Historic Resource Survey (Central SoMa Survey) to aid in the identification and evaluation of previously undocumented age-eligible buildings (more than 45 years old) located within the plan area and vicinity. Much of the plan area and vicinity had previously been surveyed as part of other planning efforts, notably the South of Market Historic Resources Survey of 2009, adopted by the Historic Preservation Commission in 2011; the Transit Center District Survey of 2008-2010, adopted by the Historic Preservation Commission in 2012; and the adoption by the board of supervisors, in 1990, of the South End Landmark District, which includes a portion of the plan area's southeast corner. The Central SoMa Survey, adopted by the Historic Preservation Commission in March 2016, examined more than 130 parcels that had not been previously surveyed or for which prior survey information was incomplete. Of the properties surveyed, 14 were determined to be individually eligible for local listing and/or listing in the California Register, and/or the National Register of Historic Places (National Register). The survey also identified three new California Register-eligible historic districts including: the Mint-Mission Historic District, the St. Patrick's Church and Rectory Historic District, and the San Francisco Flower Mart Historic District.

The Central SoMa PEIR determined that future development facilitated through adoption of the Central SoMa Plan would result in the demolition or substantial alteration of individually identified historic architectural resources and/or contributors to a historic district or conservation district located in the plan area, including as-yet-unidentified resources. The Central SoMa PEIR therefore determined that impacts to historic architectural resources would be significant and unavoidable even with implementation of Central SoMa PEIR Mitigation Measures M-CP-1a, Avoidance or Minimization of Effects on Identified Historical Resources; M-CP-1b, Documentation of Historical Resource(s); M-CP-1c, Oral Histories; M-CP-1d, Interpretive Archeological Program; and M-CP-1e, Video Recordation.

The Central SoMa PEIR also determined that construction could adversely affect historical resources through construction damage to adjacent historic architectural resources. However, implementation of Central SoMa PEIR Mitigation Measures M-CP-3a, Protect Historical Resources from Adjacent Construction Activities, and M-CP-3b, Construction Monitoring Program for Historical Resources, would reduce this impact to a less-than-significant level. Central SoMa PEIR Mitigation Measure M-CP-3a requires use of construction techniques that reduce vibration levels to historic architectural resources that are within 100 feet of the construction site when pile driving is used or within 25 feet of the construction site if vibratory and vibration-generating construction equipment, such as jackhammers, drill rigs, bulldozers, and vibratory rollers, would be used. Central SoMa PEIR Mitigation Measure M-CP-3b requires the sponsor to prepare a construction monitoring program for those historic architectural resources subject to Central SoMa PEIR Mitigation Measure M-CP-3a to ensure that damage to the resource(s) is minimized. Impacts associated with construction vibration are further discussed under Topic 6, Noise, in this initial study.

Archeological Resources

The Central SoMa PEIR also determined that implementation of the Central SoMa Plan could result in significant impacts on archeological resources because the entire plan area is considered generally sensitive for both prehistoric and historical archeological resources. The Central SoMa PEIR identified two mitigation measures that would reduce these potential impacts to a less-than-significant level. Central SoMa PEIR Mitigation Measure M-CP-4a, Project-Specific Preliminary Archeological Assessment, applies to any project involving soils-disturbing or soils-improving activities including excavation down to a depth of 5 or more feet below ground surface, for which no archeological assessment report has been prepared. Pursuant to Central

SoMa PEIR Mitigation Measure M-CP-4a, projects found to have sufficient archeological sensitivity are required to implement an archeological testing program, and projects found to require data recovery necessitate preparation of an archeological data recovery plan. An archeological monitoring plan may also be required based on the outcome of the archeological testing plan and/or the recovery plan. Central SoMa PEIR Mitigation Measure M-CP-4a also states that any additional discovery of human remains or potential associated funerary objects during soils-disturbing activity shall comply with all applicable laws. Central SoMa PEIR Mitigation Measure M-CP-4b, Procedures for Accidental Discovery of Archeological Resources, is required for projects that would result in soil disturbance and are not subject to Central SoMa PEIR Mitigation Measure M-CP-4a.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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 <i>Planning Code</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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. The proposed project would demolish the two existing buildings on the project site, which were constructed in 1944 and 2015, which are current used for PDR uses. The buildings are reinforced concrete designed in the industrial style. The rectangular-plan buildings are clad in molded concrete and capped by a built-up flat roof.

The existing buildings were previously evaluated in the South of Market Area Historic Resource Survey, and were given a rating of “6Z,” which means they were found ineligible for National Register, California Register, or local designation through survey evaluation.¹⁷ Therefore, the existing buildings on the project site are not considered a historical resource pursuant to CEQA and the proposed demolition of the existing structures would not result in a significant historic resource impact. The project site is not located within the boundaries of any identified historic district, including the South Park Historic District, which is approximately 160 feet south of the project site. Because the existing building is not within the boundaries of the historic district, it is not considered a contributor to the district. Furthermore, there is sufficient physical separation and existing buildings between the project site and this conservation district, such that the proposed new building would not result in an adverse impact on the conservation district.

¹⁷ San Francisco Planning Department, South of Market Area Historic Resource Survey, 2010, Available: <https://sfgov.org/sfplanningarchive/south-market-area-historic-resource-survey>. Accessed: November 2020.

Construction activity can generate vibration that can cause structural damage to nearby buildings. The proposed project would require demolition of the existing structures at the project site and excavation to a depth of approximately 15 feet. None of the three adjacent buildings to the project site are identified historic resources. The building east of the project site at 462 Bryant Street was built in 1907, and the buildings west of the project site at 89 Stillman Street (built in 1908) and 488 Bryant Street (built in 1923) were evaluated in the South of Market Area Historic Resource Survey and were found not to be resources. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Central SoMa PEIR, and no historic resource mitigation measures would apply to the proposed project.

E.3.b) As required by Central SoMa PEIR Mitigation Measure M-CP-4a, a project-specific preliminary archeological assessment was conducted for the proposed project. The results of this assessment are described in this section. The proposed project would involve excavation to approximately 15 feet below ground surface. Based on the geotechnical investigation,¹⁸ it was anticipated that firm, native alluvium having moderate to high strength and low to moderate compressibility would be exposed at the bottom of the excavations to construct the below-grade parking levels. Either conventional spread footings with 18-inch embedment or mat foundations may be used to support the proposed buildings. Fill was determined to extend to a depth of approximately 12 feet below ground surface, with alluvium consisting of stiff to very stiff sandy clay and dense to very dense clayey sands to a depth of approximately 40 feet below ground surface. Bedrock was anticipated to begin below the alluvium, which sloped down steeply to the southeast.

According to the preliminary archeological assessment, the nearest historical water source was Sullivan's Marsh 440 feet to the southwest of the project site. The shoreline of the Bay was 1/4 miles to the south and east. The Citywide Prehistoric Resources Sensitivity Model identifies the project site as having high sensitivity for surface resources and little to no sensitivity for buried resources.

U.S. Coast Survey maps from 1853 to 1884 show no development within the project site. However, the maps indicate that there appears to have been some grading on the project site between 1857 and 1869. The 1887 Sanborn map shows eight structures within the project area. All the buildings are labeled as two-story-over-basement, except for one two-story structure with no basement. There are no outbuildings shown in the rear yards of the buildings. The 1899 Sanborn map shows relatively little change to the structures on the project site, except that the small two-story building had been demolished and a larger two-story over basement dwelling had been erected on the parcel. In addition, an outbuilding had been constructed in the rear yard of 444 Bryant Street.

The structures on the project site were destroyed in the 1906 earthquake and fire. The 1913 Sanborn map shows that three two-story over basement flats had been constructed on the project site. The 1938 Ryker aerial photo shows the same three buildings with the remainder of the project site vacant and laced with footpaths. The project site appears to have been level with grade at Bryant Street, which was below the Stillman Street grade. The Stillman Street side of the project site was likely filled sometime before the 1940s since the floor of the extant building fronting Stillman Street is at the same elevation as the street. The existing large warehouse was constructed in 1944 is shown on 1950 Sanborn maps as a one-story concrete commercial building fronting Stillman Street and a two-story concrete basement on Bryant Street. The flat in the southeast

¹⁸ Rockridge Geotechnical, *Preliminary Geotechnical Report Proposed Mixed-Use Building 474 & 482 Bryant Street, San Francisco, Project No. 20-1838*, March 26, 2020.

corner of the project site is shown on the Sanborn map. It was demolished before 2015, when the existing 3-story structure was constructed.

The project site was found to be sensitive for prehistoric and historic era resources. Redeposited prehistoric resources may be present in the fill, especially given the proximity recorded midden archaeological sites and *in situ* prehistoric deposits could be present in the alluvium based on distance from water and modeling. The project site was developed after 1906 as well as in 1944 and 2015. Although there is likely disturbance from these phases of subsequent developments, the basements of these structures did not disturb the entirety of the late 19th century rear yard spaces. The fill and top of the alluvium are sensitive for late 19th century resources based on a review of historical maps. The project would impact potentially significant resources, and testing is recommended. Therefore, testing is recommended through the implementation of **Project Mitigation Measure M-CR-1, Archeological Testing** (implementing Central SoMa PEIR Mitigation Measure M-CP-4a, Project-Specific Preliminary Archeological Assessment). With implementation of Project Mitigation Measure M-CR-1as described above, the proposed project would have a less-than-significant impact on archaeological resources and previously unknown human remains.

The proposed project would not result in significant impacts on archeological resources or human remains that were not identified in the Central SoMa PEIR with the implementation of Mitigation Measures M-CR-1 (Archeological Testing), nor would the project result in more severe impacts than identified in the Central SoMa PEIR.

E.3.c) Archeological resources may include human burials. Human burials outside of formal cemeteries often occur in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials is addressed above under E.3.b. Furthermore, the treatment of human remains and of associated or unassociated funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San 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.¹⁹

Cumulative Analysis

As discussed above, the proposed project would have no effect on historic architectural resources and therefore would not have the potential to contribute to any cumulative historic resources impact.

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

Conclusion

The proposed project would not result in significant impacts to historic resources and impacts to archeological resources would be mitigated to less-than-significant levels with implementation of mitigation measures identified in the Central SoMa PEIR. The project sponsor has agreed to implement Project Mitigation Measure

¹⁹ California Public Resources Code section 5097.98

M-CR-1. Therefore, the proposed project would not result in significant impacts on cultural resources that were not 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

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

E.4.a) As discussed in the Cultural Resources section of this document, the project site is sensitive for prehistoric resources, which may also represent tribal cultural resources. Therefore, the project's proposed excavation to 15 feet below ground surface would not result in a significant impact, should tribal cultural resources be encountered.

Based on Planning Department consultations with local Native American representatives, prehistoric archaeological sites are assumed to be potential tribal cultural resources. A Native American monitor should be present during monitoring or testing. If a prehistoric site is found during ground disturbance, then **Project Mitigation Measure M-TCR-1, Tribal Cultural Resources** (implementing Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal Cultural Resource Assessment) would be applicable. With implementation of Project Mitigation Measure M-TCR-1, 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 Measures M-TCR-1. Therefore, the proposed project would not result in significant impacts to archaeological resources that constitute tribal cultural resources that were not 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 ten transportation mitigation measures to help reduce transportation impacts, the Central SoMa PEIR anticipated that significant impacts on transit, pedestrians, loading, and construction would not be fully mitigated. Thus, the Central SoMa PEIR found these impacts to be significant and unavoidable. The Central SoMa PEIR also found significant impacts to emergency vehicle access as a result of the amount of growth anticipated under the Plan in combination with the proposed street network changes and identified four mitigation measures to reduce these impacts to a less-than-significant level.

Additionally, the Central SoMa PEIR conducted a plan-level analysis and project-level screening analysis of VMT impacts from subsequent development projects enabled under the plan, such as the proposed project, and found that VMT impacts would not be significant. The proposed project consists of land uses (office and PDR) that were analyzed in the VMT analysis in the PEIR and would be located in a transportation analysis zone (TAZ 692) that was analyzed in the PEIR. Therefore, the proposed project would not result in significant VMT impacts.

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

Project Analysis

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.²⁰ **Table 2** presents daily person and vehicle trip estimates. **Table 3** presents p.m. peak hour estimates.

Table 2: Person and Vehicle Trip Estimates – Daily

Land Use	DAILY PERSON TRIPS						Daily Vehicle Trips ¹
	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Office/PDR (total)	334	122	519	766	67	1,807	343

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

Land Use	P.M. PEAK HOUR PERSON TRIPS						P.M. Peak Hour Vehicle Trips ¹
	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Office/PDR (total)	30	11	46	68	6	160	36

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

²⁰ San Francisco Planning Department, *Transportation Calculations for 474 Bryant Street/77 Stillman Street*.

potentially hazardous conditions, accessibility (including emergency access), public transit delay, vehicle miles traveled, and loading.

Construction

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

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 Bryant and Stillman 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. 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. Given the project site context, construction duration and magnitude, and implementation of Project Mitigation Measure M-TR-1, the project would have a less-than-significant construction-related transportation impact.

Potentially Hazardous Conditions and Accessibility

Along Bryant Street, the proposed project would remove the two existing curb cuts and replace one with a 10-foot-wide curb leading to the garage, and along Stillman Street, the proposed project would modify the existing curb cut and replace with a 10-foot-wide curb cut leading to the garage. The project would add 36 p.m. peak hour vehicle trips. These vehicle trips would likely start from or end at the project's new driveways along Bryant and Stillman streets and be dispersed along nearby streets. This number of vehicle trips that would be accessing the driveway and crossing over the sidewalk and bicycle lane or along this street shared by nearby emergency services is not substantial.

Drivers would have adequate visibility of people walking and bicycling and transit and private vehicles. Vehicle speed entering and exiting the driveway would be slow given the width of the curb cuts (10 feet) to avoid potentially hazardous conditions. In addition, the design of the project's driveway would be able to accommodate the anticipated number of vehicle trips without blocking access to a substantial number of people walking and bicycling within the sidewalk and bicycle lane. Further, the project would include several changes to the public right-of-way that would lessen impacts. Those changes include replacing the existing sidewalks on both street frontages, and adding new street trees along Stillman Street, and removing the driveway along Bryant Street. Therefore, the project would result in less-than-significant 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 36 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 an existing major transit stop (the intersection of 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 VMT.

Loading

During the average and peak period, the project's freight and delivery loading demand is less than one trip for each building. The project would provide one off-street loading space in each building. Therefore, the project would meet the demand. During the peak period the period, the project's passenger loading demand is also less than one trip, which would be met by one off-street load space in each building. Therefore, the project would meet the demand. Overall, the project would have a less-than-significant loading impact.

Cumulative Analysis

Construction

There are no cumulative project 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), which could create hazards for traffic circulation. However, these effects would be offset by transportation network changes proposed as part of the Central SoMa Plan, such as an improved bicycle network, improvements to sidewalks and other pedestrian amenities, and infrastructure improvements to minimize conflicts between vehicles, pedestrians, and bicycles.

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

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

Transit

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

Pedestrians and Bicycles

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

Loading

Given that there are no cumulative project 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 proposed 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. Although this impact would be reduced by Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects, (now implemented by Planning Code section 169), the PEIR concluded that existing sensitive receptors (residences, schools, and childcare centers) would be adversely affected by increased traffic noise generated by Central SoMa Plan traffic, street network changes, and under cumulative conditions, and the impact would remain significant and unavoidable. The PEIR concluded that impacts associated with new noise generating uses, now enabled under the Plan, could result in significant noise impacts. However, implementation of Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise-Generating Uses, would render this impact less than significant.

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

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

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction Noise

The project’s geotechnical investigation³⁰ indicated that the proposed building’s foundation design should consist of either conventional spread footings or mat foundation. 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.

As the final foundation and reinforcement design would be determined by the project engineers at the time of engineering design (construction documents), this analysis conservatively assumes the possibility of particularly noisy construction activities during foundation construction. In addition, implementation of the

proposed project could include other noisy construction activities due to the anticipated use of heavy construction equipment. Therefore, **Project Mitigation Measure M-NO-1 (General Construction Noise Control Measures)**, implementing Central SoMa PEIR Mitigation Measure M-NO-2a, applies to the project and implementation of noise control measures would reduce construction noise impacts to a less than significant level.

The Department of Building Inspection (building department) is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the approximately 18-month construction period for the proposed project, sensitive receptors and occupants of nearby properties could be disturbed by construction noise. The closest sensitive receptors are residential uses located adjacent to the project site along Stillman Street at 89 Stillman Street and the residential uses on the second floor of most of the mixed-use buildings on Third Street between Stillman and Bryant streets.

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

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

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

Operational Noise

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

The proposed project would not include excessive noise-generating land uses. While the proposed project would include approximately 99,830 square feet of office uses and approximately 17,130 square feet of

basement and ground-floor PDR uses, it does not propose any diesel-powered emergency generators (rather, a back-up batter system would be used), fire pumps, or other equipment that would be considered noise-generating. Proposed mechanical equipment would be shielded from the surrounding properties by screen enclosures and intervening walls, which would reduce any noise impacts to a less-than-significant level. Moreover, 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 36 p.m. peak hour trips) to the local roadway network. As such, the proposed project would not result in a new project-specific traffic-related noise impact and no further analysis is required.

Furthermore, pursuant to planning code section 169, the proposed project has prepared a Transportation Demand Management (TDM) plan consistent with PEIR Mitigation Measure M-NO-1a to reduce the project's vehicle trips and therefore transportation impacts to the surrounding area. The proposed project has elected to include bicycle parking and would not provide on-site vehicle parking spaces, which would reduce the number of vehicle trips to the project site. Thus, the project would comply with planning code section 169 and would not result in significant traffic noise levels or contribute considerably to plan-level or cumulative traffic noise impacts identified in the Central SoMa PEIR.

E.6.b) Pile driving, usually during construction, generates the greatest amount of vibration. As discussed above, the proposed project does not propose pile driving activities. However, other construction equipment can also result in construction vibration that may affect certain types of buildings, in particular historic and older buildings. As discussed in section E.3, Cultural Resource, none of the three adjacent buildings to the project site are identified historic resources. The building east of the project site at 462 Bryant Street was built in 1907, and the buildings west of the project site at 89 Stillman Street (built in 1908) and 488 Bryant Street (built in 1923) were evaluated in the South of Market Area Historic Resource Survey and were found not to be resources. Therefore, it is not anticipated that construction equipment would result in vibration at levels that could cause damage to adjacent buildings. Additionally, development projects, such as the proposed project, are not typically sources of operational vibration. Therefore, the proposed project would not result in significant impacts related to vibration.

Cumulative Analysis

Construction of the proposed project could overlap with construction of the cumulative development projects identified above, including the closest cumulative projects located at 462 Bryant Street and 400 Second Street. The Central SoMa PEIR determined that plan-level construction impacts could be significant and unavoidable because of the possibility of multiple projects under construction at the same time. If construction of the proposed project overlaps with construction of 462 Bryant Street, located adjacent to the project site, and 400 Second Street, located on the block north of the project site, nearby sensitive receptors could be exposed to substantial cumulative construction noise. Although the proposed project and all cumulative development projects would be required to comply with the Noise Ordinance, and while the proposed project would implement Project Mitigation Measure M-NO-1 to minimize construction-related noise impacts to the extent possible, the proposed project could contribute to a significant cumulative construction noise impact. However, this significant and unavoidable cumulative construction noise impact was disclosed in the Central

SoMa Plan PEIR. Thus, the proposed project in combination with cumulative projects would not result in more severe cumulative construction noise impacts than disclosed in the Central SoMa PEIR.

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

The cumulative context for point sources of noise such as building heating, ventilation and air condition systems and construction noise are typically confined to nearby noise sources (usually not further than 900 feet from the project site). 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.

Conclusion

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

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 receptors²¹ as a result of exposure to elevated levels of diesel particulate matter and other toxic air contaminants (TACs) during project operations. The Central SoMa PEIR identified seven mitigation measures that would reduce these air quality impacts; however, the Central SoMa PEIR determined that impacts from subsequent development projects would remain significant and unavoidable. The mitigation measures identified in the PEIR that are applicable to subsequent development projects are as follows: Central SoMa PEIR Mitigation Measures M-NO-1a, Transportation Demand Management for New Development Projects; M-AQ-3a, Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products; M-AQ-3b, Reduce Operational Emissions; M-AQ-5a, Best Available Control Technology for Diesel Generators and Fire Pumps; M-AQ-5b, Siting of Uses that Emit Particulate Matter (PM_{2.5}), Diesel Particulate Matter, or Other Toxic Air Contaminants; and M-AQ-5d, Land

21. 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).

Use Buffers around Active Loading Docks. As discussed previously, Central SoMa PEIR Mitigation Measure M-NO-1a is implemented by Planning Code section 169.

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

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

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 ensure that the project would avoid substantial growth in automobile trips and consequent air pollutant emissions. In addition, as discussed above in the Population and Housing resource topic, the project site is located within 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 PM₁₀²²), 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 PM₁₀. For these pollutants, the air basin is designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.²³ Regional criteria air pollutant impacts resulting from the proposed project are evaluated below.

Construction Dust Control

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

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

Criteria Air Pollutants

The Bay Area Air Quality Management District prepared updated 2017 CEQA Air Quality Guidelines,²⁴ 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 99,830 square feet of office uses and 17,130 square feet of PDR uses would be below the construction screening criteria of 277,000 square feet of office uses and 259,000 square feet of PDR uses, and would be below the operational screening criteria of 346,000 square feet of office

22 PM₁₀ is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM_{2.5}, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

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

24 Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2017.

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, PEIR Mitigation Measures M-AQ-3a: Education and Commercial Tenants Concerning Low-VOC Consumer Products, M-AQ-3b: Reduce Operational Emissions, M-AQ-4a: Construction Emissions Analysis, M-AQ-4b: Construction Emissions Minimization Plan would not apply to the proposed project. The proposed project would not result in significant project or cumulative air quality impacts that were not identified in the Central SoMa PEIR, nor would the project result in air quality impacts that are substantially more severe than those identified in the Central SoMa PEIR.

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. For sensitive use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the health department that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 MERV filtration. The building department will not issue a building permit without written notification from the director of the health department that the applicant has an approved enhanced ventilation proposal. However, as the proposed project would add any sensitive uses, so article 38 would not apply to the proposed project.

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 include a residential building at 83 Stillman Street immediately adjacent to the project site, and five homes along Third Street from 471 to 491 Third Street.

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 12 months of the anticipated 18-month construction period. Thus, **Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan** (implementing Central SoMa PEIR Mitigation Measure M-AQ-4b, Construction Emissions Minimization Plan) has been identified 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.²⁵ Therefore, impacts related to construction

²⁵ 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

health risks would be less than significant through implementation of Project Mitigation Measure M-AQ-1, 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. A back-up diesel generator would not be utilized, therefore Central SoMa PEIR Mitigation Measure M-AQ-5a (Best Available Control Technology for Diesel Generators and Fire Pumps), which requires the engine to meet higher emission standards, would not be applicable. With the use of the battery back-up power system, project operations would not result in 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, 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.²⁶ 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 M-AQ-1, 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.

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).

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

Conclusion

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

E.8 Greenhouse Gas

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.²⁷ The Central SoMa PEIR concluded that emissions resulting from development under the Central SoMa Plan would be less than significant, and no mitigation measures were required.

The Bay Area Air Quality Management District (air district) has issued guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district's guidelines and CEQA Guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2017 compared to 1990 levels,²⁸ exceeding the 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,²⁹ Executive Order S-3-05,³⁰ and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{31,32} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive

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

28 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

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

30 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>.

31 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.

32 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.

Orders S-3-05³³ and B-30-15,^{34,35} and Senate Bill (SB) 32.^{36,37} Therefore, projects that are consistent with San Francisco’s GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.³⁸ The proposed project would comply with applicable regulations that would reduce the project’s GHG emissions related to transportation, energy use, waste disposal, and use of refrigerants. 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 new significant or more severe GHG impacts that were not identified in the Central SoMa PEIR or that are peculiar to the project site.

33 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.

34 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.

35 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.

36 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.

37 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.

38 San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 474 Bryant Street/77 Stillman Street, May 12, 2020.

E.9 Wind

Central SoMa PEIR Wind Findings

Wind is analyzed as part of CEQA review in San Francisco with respect to potential pedestrian hazards, based on the criteria in Planning Code section 148, Reduction of Ground-Level Wind Currents in C-3 (Downtown Commercial) Districts. Although the project site is outside the C-3 Use Districts, Section 148 was the City's first codification of wind standards, and its hazard criterion remains the foundation of wind analysis in San Francisco. For wind hazards, Section 148 requires that buildings do not cause an equivalent wind speed of 26 miles per hour (mph) as averaged for a single full hour of the year.^{39,40} Although Section 148 applies only within the C-3 Use Districts, the hazard criterion of Section 148 is used by the Planning Department as a CEQA significance threshold for the determination of whether pedestrian winds would "substantially affect public areas." This significance criterion was also used as the basis for determining whether the Central SoMa Plan would result in significant wind impacts.

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

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

40 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).

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.9.a) To reduce wind impacts from subsequent development within the plan area, the Central SoMa Plan EIR requires a project-specific wind evaluation (with wind-tunnel testing, if needed) for projects taller than 85 feet. The proposed project would be 85 feet tall at the roofline and 94 feet tall at the top of the elevator penthouse and rooftop mechanical equipment. As the proposed project's roof height would not exceed 85 feet, PEIR Mitigation Measure M-WI-1 would not apply to the proposed project and wind tunnel testing is not required. Although the proposed 85-foot-tall (94 feet with stair and elevator penthouses) building would be taller than the immediately adjacent buildings, it would be similar in height to existing buildings in the surrounding area, which includes four to five-story buildings. In addition, there are no terrain features within the project vicinity, nearby large structures or site exposure that might suggest that hazardous winds would occur near the project site. Therefore, the proposed project would have a less-than-significant wind impact.

Cumulative

As discussed above, structures 85 feet in height or less typically do not result in substantial pedestrian-level wind impacts. Due to the fact that the proposed building would be under 85 feet in height, it would not be expected to result in a significant wind impact. In addition, typically only buildings that are directly adjacent to one another and greater than 85 feet in height could combine to generate significant cumulative wind impacts. While both buildings are intended to be constructed at the same time, should one building be constructed earlier than the other, the stand-alone building would still be under 85 feet in height, and, as such, would not be expected to result in a significant wind impact. There are no planned development projects adjacent to the project site greater than 85 feet in height. While a cumulative development project at 400 2nd Street, for example, would consist of three buildings, two of which are approximately 350 feet tall, those buildings would be approximately 300 feet away from the project site and would not combine with the proposed project to generate significant cumulative wind impacts. Therefore, the proposed project would not contribute to a significant cumulative wind impact.

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

Planning Code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. A project that adds new shadow to a public open space or exceeds the absolute cumulative limit on a Section 295 park does not necessarily result in a significant impact under CEQA; the City’s significance criteria used in CEQA review asks whether a project would “create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.”⁴¹

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.10.a) The proposed project would construct an 85-foot-tall building; therefore, a preliminary shadow fan analysis was prepared to determine whether the project would have the potential to cast new shadow on nearby parks.⁴² The shadow fan analysis determined the proposed project would cast shadow on South Park, located approximately 275 feet southeast of the proposed project. South Park is under the jurisdiction of the Recreation and Park Commission, and subject to Planning Code section 295. A detailed shadow analysis was prepared to determine if the project would create new shadow that would have an adverse impact on South Park.⁴³ A summary of the shadow analysis follows. The proposed project does not have the potential to affect any other public parks or open spaces or privately-owned public open spaces.

South Park is a 0.85-acre urban park with an elongated oval shape, located in the SoMa neighborhood between Third and Fourth streets. The park is bound by South Park Street that wraps around the entire

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

42 San Francisco Planning Department, Shadow Fan Analysis for 474 Bryant, February 2020.

43 Fastcast, 474 Bryant Street Shadow Analysis, March 2021.

perimeter. The park has a series of flat grassy areas with a winding pathway extending longitudinally across the park. There is a stage along the western portion of a park, a children's play area is in the western center of the park, a plaza in the center, and grassy areas along the eastern portion of the park. There are no public restrooms or structures aside from those in the children's play area.

Under existing conditions, South Park is shaded 14.56 percent of the time on an annual basis. During the winter months, existing shadows from buildings to the south and southeast of the park cover the majority of the park from early morning to mid-morning and decrease until the late afternoon until sunset. During the fall and spring, existing shadows from the buildings east and south of the park cover most of the park from early morning until before noon. Shadows from buildings west of the park begin covering the park starting from the late afternoon until sundown. In the summer months, existing shadows from buildings to the east of the park have early morning shade, which is gone by mid-morning. Almost all of the park receives sunlight until buildings to the west and north of the park begin casting shadow from the early evening until sundown.

Figure 2 in Section G below depicts the full-year shadow fan, which shows all areas of the park which would receive net new shadow from the proposed project, factoring in the presence of current, intervening shadow from existing buildings. The proposed project would result in net new shadow on the park. Currently, the park is shaded 14.56 percent of the time; with implementation of the proposed project, the park would be shaded 14.56 percent of the time.⁴⁴ There would be a 0.00043 percent increase in the amount of shadow with the implementation of the proposed project. During the winter, fall, and spring months, there would be no new shadow on the park from the proposed project. During the summer months, the park would see net new shadow between May 17 and July 16 beginning at 7:25 p.m. and ending before 7:48 pm. The average duration of the shadow would be 9 minutes and 6 seconds. The maximum area of shading would occur on May 31 and July 12 over an area 65 square feet, as shown in **Figure 3** in Section G below. The shading would occur on two separate small areas along the southwestern edge of the park which are primarily used as a pathway.

As the net new shading represents a very small increase in the amount of shadow (0.00043 percent) during the early evening when almost the entirety of the park is shaded, and the shading would occur along the edge of the park on a pathway, the impact would be less than significant, and no mitigation measures would be required.

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.

Cumulative

The shadow analysis examined cumulative projects within the project vicinity and found that there are no cumulative projects that would cast shadow on South Park. Therefore, there would be no cumulative impacts. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create significant cumulative wind or shadow impacts.

⁴⁴ The existing shadow levels are 14.56009 percent, and the shadow level with the proposed project would be 14.56052, for an increase of 0.00043 percent.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.11.a) As discussed in Topic E.2, Population and Housing, the proposed project would add new office and PDR space resulting in approximately 334 employees in total. These employees would be within walking distance of South Park (0.1 miles), Mission Creek Park (0.4 miles), Rincon Hill Dog Park (0.4 miles), Yerba Buena Gardens

(0.3 miles), and other recreational facilities. Additionally, the proposed project would provide passive recreational uses onsite for the employees through a total of 3,400 square feet of rooftop open space. Although the proposed project would introduce a new permanent population to the project site, the number of 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 office and PDR use 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 two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there are several parks, open spaces, or other recreational facilities within walking distance of the project site, and two new parks have recently been constructed within the plan area. These existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects without resulting in physical degradation of recreational resources. For these reasons, the proposed project would not combine with other projects in the vicinity to create a significant cumulative impact on recreational facilities.

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 impact that was not disclosed 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.^{45,46}

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 2035.⁴⁷ 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.⁴⁸ 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).⁴⁹

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

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

45 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.

46 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.

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

48 Ibid.

49 Ibid.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 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 2045.⁵⁰

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 ensure that the design of the proposed project includes installation of appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit discharges from the site from entering the city's combined stormwater/sewer system. Under the Stormwater Management Ordinance, stormwater generated by the proposed project is required to meet a performance standard that reduces the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm and therefore would not contribute additional volume of polluted runoff to the city's stormwater infrastructure.

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 demand⁵¹ 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).⁵² 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.

The SFPUC has prepared a memorandum discussing future water supply scenarios given adoption of the Bay-Delta Plan Amendment.⁵³ As discussed in the SFPUC memorandum, implementation of the plan amendment is

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.

51 "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.

52 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.

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

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.⁵⁴

Under these three scenarios, the SFPUC would have adequate water to meet total retail demands through 2040 in normal years.⁵⁵ 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 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

54 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.

55 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.

15155.⁵⁶ The proposed office and PDR project would result in approximately 117,130 square feet of commercial space; as such it does not qualify as a “water-demand” project as defined by CEQA Guidelines section 15155(a)(1) and a water supply assessment is not required and has not been prepared for the project.

While a water supply assessment is not required, the following discussion provides an estimate of the project’s 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 TCDP 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).⁵⁷ The development proposed by the project would represent 23 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 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 2040.⁵⁸ 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. As such, the project’s water demand is not substantial enough to require or result in the relocation or construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects.

56 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.

57 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.

58 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>

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.13.a) Employees at the project site would be served by the San Francisco Police Department and Fire Departments. The closest police station to the project site is the SFPD Tenderloin Station, located approximately 0.8 miles from the site, at 1251 Third Street. The closest fire station to the project site is Station 8, located approximately 0.33 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 almost 64,000 students.⁵⁹ A decade-long decline in district enrollment ended in the 2008-2009 school year at 52,066 students, and total enrollment in the district has increased to about 54,063 in the 2017-2018 school year, an increase of approximately 1,997 students since 2008.^{60,61} Thus, even with increasing enrollment, the school district currently has more classrooms district-wide than needed.⁶² However, the net effect of housing development across San Francisco is expected to increase enrollment by at least 7,000 students by 2030 and eventually enrollment is likely to exceed the capacity of current facilities.⁶³

Lapkoff & Gobalet Demographic Research, Inc. conducted a study in 2010 for the school district that projected student enrollment through 2040.⁶⁴ This study is being updated as additional information becomes available. The study considered several new and ongoing large-scale developments (Mission Bay, Candlestick Point, Hunters Point Shipyard/San Francisco Shipyard, and Treasure/Yerba Buena Islands, Parkmerced, and others) as well as planned housing units outside those areas.⁶⁵ In addition, it developed student yield assumptions informed by historical yield, building type, unit size, unit price, ownership (rented or owner-occupied), whether units are subsidized, whether subsidized units are in standalone buildings or in inclusionary buildings, and other site-specific factors. For most developments, the study establishes a student generation rate of 0.80 Kindergarten through 12th grade students per residential unit in a standalone affordable housing site, 0.25 students per unit for inclusionary affordable housing developments, and 0.10 students per unit for market-rate housing.

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

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

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

61 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.

62 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.

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

64 Ibid.

65 Ibid.

development fees. The school district collects these fees, which are used in conjunction with other school district funds, to support efforts to complete capital improvement projects within the city. The proposed project would be subject to the school impact fees.

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. Therefore, the Central SoMa PEIR 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.

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

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

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 the existing three trees along the project frontage on Bryant Street, but instead would retain these existing street trees. The proposed project would plant three additional street trees along the Bryant Street frontage and six new street trees along the Stillman Street frontage, for a total of nine new street trees. Therefore, the proposed project would not result in significant biological resource impacts.

Cumulative Analysis

As the proposed project would have no impact on special status species or sensitive habitats, the project would not have the potential to contribute to cumulative impacts to special status species or sensitive habitats. All projects within San Francisco are required to comply with the Urban Forestry Ordinance, which would ensure that any cumulative impact resulting from conflicts with the city ordinance protecting trees would be less than significant.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact 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 found that impacts related to geology and soils would be less than significant, including impacts related to earthquake fault, seismic groundshaking, seismically induced ground failure, and landslides. The Central SoMa PEIR found that the Plan Area is generally flat and that implementation of the Central SoMa Plan would have no impact on altering the topography of the plan area. Most of the plan area is located within a potential liquefaction hazard zone identified by the California Geological Survey. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would reduce the geologic hazards of subsequent development projects to a less-than-significant level. Additionally, development under the Central SoMa Plan could induce ground settlement as a result of excavation for construction of subsurface parking or basement levels, construction dewatering, heave during installation of piles, and long-term dewatering.

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

With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable, or could become unstable as a result of such construction, would be less than significant. Thus, the Central SoMa PEIR

concluded that implementation of the Central SoMa Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

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

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.15.a, c, and d) A geotechnical investigation was prepared for the proposed project. 66 According to the investigation, it was anticipated that firm, native alluvium having moderate to high strength and low to

66 Rockridge Geotechnical, Preliminary Geotechnical Report Proposed Mixed-Use Building 474 & 482 Bryant Street, San Francisco, Project No. 20-1838, March 26, 2020.

moderate compressibility would be exposed at the bottom of the excavations to construct the below-grade parking levels. Either conventional spread footings with 18-inch embedment or mat foundations may be used to support the proposed buildings. Fill was determined to extend to a depth of approximately 12 feet below ground surface, with fill consisting of stiff sandy clay and dense to very dense clayey sands to a depth of approximately 40 feet below ground surface. Bedrock was anticipated to begin below the alluvium, which sloped down steeply to the southeast. Based on the measured groundwater levels and historic groundwater data, a groundwater elevation of approximately 3 feet below ground surface should be assumed for the design of below-grade walls and foundations. The project site is not located in a seismic hazard zone for liquefaction or landslide, and would not be subject to the Slope Protection Act as the project site is not in area that has slopes greater than 25 percent.

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

E.15.b) The project site is occupied by two existing buildings and is entirely covered with impervious surfaces. For these reasons, construction of the proposed project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately 15 feet below ground surface, creating the potential for windborne and waterborne soil erosion. However, the project would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, stormwater, non-stormwater and waste runoff from a construction site. For construction projects such as the proposed project, which would disturb 5,000 square feet or more, the project must also implement an approved erosion and sediment control plan that details the use, location and emplacement of sediment and control devices. These measures would reduce the potential for erosion during construction. Therefore, the proposed project would not result in significant impacts related to soil erosion or the loss of top soil.

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

E.15.f) The proposed project would excavate to a depth of approximately 15 feet over an area of 17,240 square feet, for a total excavation of 9,580 cubic yards. Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. 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. There are no known unique geologic or physical

features at the project site. Construction activities are not anticipated to encounter any below-grade paleontological resources. Therefore, the project would have no impact on paleontological resources or unique geologic features.

Cumulative Analysis

The project would not include septic systems or alternative waste disposal systems and would have no impacts on paleontological resources or unique geologic features. Therefore, the proposed project would not have the potential to combine with effects of cumulative projects to result in cumulative impacts to those topics.

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 the requirements of the Construction Site Runoff Ordinance. These regulations would ensure that cumulative effects of development on seismic safety, geologic hazards, and erosion are less than significant. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to geology and soils.

Conclusion

As 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 a significant geology and soils impact that was 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 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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. The city's compliance with the requirements of its NPDES permit and the project's compliance with Construction Site Runoff Ordinance would ensure that the project would not result in significant impacts to water quality.

E.16.b) As discussed under topic E.15, groundwater is approximately 3 to 5 feet below the ground surface at the project site and may be encountered during excavation. Therefore, dewatering is likely to be necessary during construction. 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.⁶⁷ 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 ensure 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 no impact with respect to the following topics and therefore would not have the potential to contribute to any cumulative impacts for those resource areas: location of the project site within a 100-year flood hazard area, tsunami or seiche zone, alterations to a stream or river or changes to existing drainage patterns. The proposed project and other development within San Francisco would be required to comply with the stormwater management and construction site runoff ordinances that would reduce the amount of stormwater entering the combined sewer system and prevent discharge of construction-related pollutants into the sewer system. As the project site is not located in a groundwater basin that is used for water supply, the project would not combine with cumulative projects to result in significant cumulative impacts to groundwater. Therefore, the proposed project in combination with other projects would not result in significant cumulative impacts related to hydrology and water quality.

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.

⁶⁷ 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.

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 Health Code, which incorporates state and federal requirements, would minimize potential exposure of site personnel and the public to any accidental releases of hazardous materials or waste and would also protect against potential environmental contamination. In addition, transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials associated with Central SoMa Plan implementation would be less than significant.

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

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

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

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

Hazardous Building Materials

The proposed project would demolish the two existing buildings on the project site, which were constructed in 1944 and 2015. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the Central SoMa PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or DEHP, fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The California Department of Toxic Substance Control considers asbestos hazardous and removal is required. Asbestos-containing materials must be removed in accordance with local and state regulations, the air district, the California Occupational Safety and Health Administration, and California Department of Health Services requirements. This includes materials that could be disturbed by the proposed demolition and construction activities. Therefore, the project would not result in new or more severe impacts related to hazardous building materials than were identified in the Central SoMa PEIR.

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

As the existing building at 77 Stillman Street was constructed in 1944, it may, due to its age, contain lead paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities, to seizures and death. Children six years old and under are most at risk. Demolition must be conducted in compliance with Section 3425 of the San Francisco Building Code (Building Code), Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Any work that may disturb or remove interior or exterior lead-based paint on pre-1979 buildings, structures and properties and on steel structures is required to use work practices that minimize or eliminate the risk of lead contamination of the environment.

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

Section 3425 also includes notification requirements, contents of notice, and requirements for project site signs. Prior to commencement of exterior work that disturbs or removes 100 or more square feet or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the building department with written notice that describes the address and location of the proposed project; the scope and specific location of the work; whether the responsible party has reason to know or presume that lead-based paint is present; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential; whether it is owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include: a posted sign notifying the public of restricted access to work area,

a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Early Commencement of Work (by Owner, Requested by Tenant), and Notice of Lead Contaminated Dust or Soil, if applicable. Section 3425 contains provisions regarding inspection and sampling for compliance by the building department, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

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

Soil and Groundwater Contamination

Article 22A of the Health Code, also known as the Maher Ordinance, covers properties throughout the city where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with current or former industrial uses or underground storage tanks, sites with historic bay fill, and sites close to freeways or underground storage tanks. The Maher Ordinance, which is implemented by the San Francisco Department of Public Health, requires appropriate handling, treatment, disposal, and remediation of contaminated soils that are encountered in the building construction process. All projects in the city that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater are subject to this ordinance. Some projects that disturb less than 50 cubic yards may also be subject to the Maher Ordinance if they propose to a change of use from industrial (e.g., gas stations, dry cleaners, etc.) to sensitive uses (e.g., residential, medical, etc.).

The project site is currently utilized for PDR. The proposed project would excavate to a depth of approximately 15 feet to construct a mat foundation and the basement parking. The project site is located on the Maher map, and therefore, is subject to the Maher Ordinance. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a *phase 1 environmental site assessment*.

The phase 1 assessment would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis known as a *phase 2 environmental site assessment*. Where such analysis reveals the presence of hazardous substances that exceed state or federal standards, the project sponsor is required to submit a site mitigation plan to the health department or other appropriate state or federal agencies, and to remediate any site contamination prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has filed an application for a Maher permit with the health department and a phase 1 site assessment has been prepared to assess the potential for site contamination.⁶⁸ The phase I assessment found that the site was initially developed as a residential property in the 1880s and remained so until the 1980s. At that time, it was used for PDR uses and parking. The report found that there are and may be businesses in the area such as automotive repair facilities, commercial activities, and contractors in the area which may have environmental concerns to the site as well as any property in the nearby areas. However, there were no Recognized Environmental Concerns that were found to be associated with the project site.⁶⁹

The proposed project would be required to remediate potential soil or groundwater contamination in accordance with Article 22A to standards that would be acceptable for the proposed office and PDR uses.

⁶⁸ John Carver Consulting, *Phase I Environmental Site Assessment at 482 Bryant Street, San Francisco, CA*, October 15, 2013.

⁶⁹ *Ibid.*

Compliance with these requirements would ensure that the proposed project would not result in any significant impacts related to hazardous materials.

E.17.d) The proposed project is not located on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. For the reasons described in the analysis of topic E.17.b and c, above, the proposed project would not create a significant hazard to the public or environment.

E.17.e) The project site is not located within an airport land use plan area or within 2 miles of a public airport. Therefore, topic 17.e is not applicable to the proposed project.

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

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

Cumulative Analysis

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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 new or more severe impacts on mineral resources 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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.19.a) Energy demand for the proposed project would be typical of office and PDR projects 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 GHG 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 VMT 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 2045.⁷⁰

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.⁷¹ 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

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 VMT per capita compared to regional VMT levels. Therefore, the proposed project, in combination with other reasonably foreseeable cumulative projects would not encourage activities that result in the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

62 California Energy Commission, California Renewable Energy Overview and Programs, available at: <https://www.energy.ca.gov/renewables/>, accessed April 24, 2019.
71 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.

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 in new or more severe 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.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

A “Notification of Project Receiving Environmental Review” was mailed on December 4, 2020 to adjacent occupants and owners of properties within 300 feet of the project site, South of Market and city-wide neighborhood group lists. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. One comment was received, which expressed concern that the proposed project could cause noise, parking, and shadow impacts. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Central SoMa PEIR.

G. Figures

474 Bryant St/77 Stillman St



Figure 1: Location Map

f.01

474 BRYANT STREET PROJECT - ANNUAL ACCRUAL MAP

Plan View



LEGEND

- Existing Structures
- 474 Bryant Street Project
- Proposed Project's Net New Shadow
- Potential Project Shadow Extent
- Open/Public Spaces
- 1 South Park
- 2 Alice Street Gardens

COMBINED YEAR ROUND SHADOW FAN



Figure 2: Combined Year-Round Shadow Fan for Proposed Project

474 BRYANT STREET - MAXIMUM SHADOW IMPACT ON SOUTH PARK

July 12 (May 31 Mirror Date)



JULY 12
(MAY 31 MIRROR)

7:34 PM

LEGEND

- Existing Structures
- Existing Shadows
- Proposed Project's Net New Shadow
- Open/Public Spaces
- South Park

Figure 3: Largest Shading by Proposed Project

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

<i>Record No.:</i>	2020-005255ENV	<i>Block/Lot:</i>	3763/016, 3763/017
<i>Project Title:</i>	474 Bryant Street/77 Stillman Street	<i>Lot Size:</i>	17,240 square feet
<i>BPA Nos:</i>	N/A	<i>Project Sponsor:</i>	Colum Regan, Aralon Properties, (415) 964-6169
<i>Zoning:</i>	CMUO (Central SoMa-Mixed Use Office) 85-X Height and Bulk District	<i>Lead Agency:</i>	San Francisco Planning Department
		<i>Staff Contact:</i>	Josh Pollak, josh.pollak@sfgov.org – (628) 652-7493

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

Period of Compliance

Adopted Mitigation Measure	Prior to the start of Construction*	During Construction**	Post-Construction or Operational	Compliance with MM completed?
Project Mitigation Measure M-CR-1: Archeological Testing	X	X		
Project Mitigation Measure M-TCR-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program	X	X		
Project Mitigation Measure M-TR-1: Construction Management Plan and Construction Coordination	X			
Project Mitigation Measure M-NO-1, General Construction Noise Control Measures	X	X		
Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan	X	X		

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

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

*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.

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



3/29/2021

Property Owner or Legal Agent Signature

Date

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

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Cultural Resources				
<p>Project Mitigation Measure M-CR-1: Archeological Testing (Implementation of Central SoMa PEIR Mitigation Measure M-CP-4a)</p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure at the direction of the ERO. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p> <p><i>Consultation with Descendant Communities:</i> On discovery of an</p>	<p>Project sponsor, Planning Department’s archeologist or qualified archaeological consultant, and Planning Department Environmental Review Officer (ERO)</p>	<p>Prior to issuance of site permits</p>	<p>Planning Department (ERO; Department’s archeologist or qualified archaeological consultant)</p>	<p>Considered complete after archeological consultant is retained, archeological consultant has approved scope by the ERO for the archeological testing program, and program has been implemented</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p> <p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO</p>				

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

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p style="padding-left: 20px;">The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p style="padding-left: 20px;">A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological 				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>monitor shall be empowered to temporarily redirect demolition/excavation/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. 				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> 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. <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> If human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State and Federal Laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)) within six days of the discovery of the human remains. This proposed timing shall not preclude the PRC 5097.98 requirement that descendants make recommendations or preferences for treatment within 48 hours of being granted access to the site. The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p>				
Tribal Cultural Resources				
<p>Project Mitigation Measure M-TCR-1, Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program (Implementation of Central SoMa PEIR Mitigation Measure M-CP-5)</p> <p><i>Preservation in place.</i> In the event of the discovery of an archaeological resource of Native American origin, the Environmental Review Officer</p>	<p>Project sponsor archeological consultant, and ERO, in consultation with the affiliated Native American</p>	<p>If significant archeological resource is present, during implementation of the project</p>	<p>Planning Department</p>	<p>Considered complete upon project redesign, completion of ARPP</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>(ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource (TCR) would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. The consultant shall submit a draft ARPP to Planning for review and approval.</p> <p><i>Interpretive program.</i> If the ERO in consultation with the project sponsor and the tribal representative determines that preservation-in-place of the TCR is not a sufficient or feasible option, then the project sponsor shall prepare an interpretive program of the TCR in consultation with affiliated tribal representatives. A Tribal Cultural Resource 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, artifacts displays and interpretation, and educational panels or other informational displays.</p>	<p>tribal representatives</p> <p>Project sponsor in consultation with the tribal representative</p>	<p>After determination that preservation in place is not feasible, and subsequent to Archeological data recovery</p>	<p>Sponsor or archeological consultant shall submit the TCRIP to the ERO for review and approval</p>	<p>Complete upon sponsor verification to ERO that interpretive program was implemented</p>
Transportation and Circulation				
<p>Project Mitigation Measure M-TR-1: Construction Management Plan and Construction Coordination (Implementation of Central SoMa Mitigation Measure M-TR-9)</p> <p>The project sponsor shall develop and, upon review and approval by the SFMTA and Public Works, implement a Construction Management Plan, addressing transportation related circulation, access, staging, and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would</p>	<p>Project sponsor and construction contractor(s)</p>	<p>Prior to the start of construction and throughout the construction period.</p>	<p>SFMTA, Public Works, and Planning Department</p>	<p>Considered complete upon approval of the construction management plan and the completion of construction activities.</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>supplement and expand, rather than modify or supersede, and manual, regulations, or provisions set forth by the SFMTA, Public Works, other City departments and agencies, and Caltrans.</p> <p>If construction of the proposed project is determined to overlap with nearby adjacent projects as to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various City departments such as the SFMTA and Public Works through ISCOTT, and other interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and the Planning Department, to develop a Coordinated Construction Management Plan. The Coordinated Construction Management Plan shall address construction-related vehicle routing, detours, and maintaining transit, bicycle, vehicle, and pedestrian movements in the vicinity of the construction area for the duration of the construction period overlap. Key coordination meetings shall be held jointly between project sponsors and other project contractors for which the City departments determine construction impacts could overlap.</p> <p>The Construction Management Plan and, if required, the Coordinated Construction Management Plan, shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Restricted Construction Truck Access Hours - Limit construction truck movements to the hours between 9:00 a.m. and 4:00 p.m., or other times if approved by the SFMTA, to minimize disruption to vehicular traffic, including transit during the a.m. and p.m. peak periods. • Construction Truck Routing Plans - Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network. • Coordination of Temporary Lane and Sidewalk Closures - The project sponsor shall coordinate travel lane closures with other projects requesting concurrent lane and sidewalk closures through the ISCOTT and interdepartmental meetings process, to minimize the extent and duration of requested lane and sidewalk closures. Travel lane closures shall be minimized 				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>especially along transit and bicycle routes, so as to limit the impacts to transit service and bicycle circulation and safety.</p> <ul style="list-style-type: none"> • Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access - The project sponsor/ construction contractor(s) shall meet with Public Works, SFMTA, SFFD, Muni Operations and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles and pedestrians. This shall include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project. • Carpool, Bicycle, Walk and Transit Access for Construction Workers - The construction contractor shall include methods to encourage carpooling, bicycling, walk and transit access to the project site by construction workers such as providing transit subsidies to construction workers and secure bicycle parking spaces, participating in free-to-employee ride matching program from www.511.org, participating in emergency ride home program through the City (www.sferh.org), and providing transit information to construction workers. • Construction Worker Parking Plan - The location of construction worker parking shall be identified as well as the person's responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. All construction bid documents shall include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site shall be required. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between off-site facility and project site shall be required. • Project Construction Updates for Adjacent Businesses and Residents - To minimize construction impacts on access for nearby institutions and businesses, the project sponsor shall 				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</p>				
Noise				
<p>Project Mitigation Measure M-NO-1: General Construction Noise Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-2a)</p> <p>The project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> Require the general contractor to ensure that equipment and trucks used for project construction use 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 along the northwest site boundary 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. Prohibit idling of inactive construction equipment for prolonged periods during nighttime hours (i.e., more than two minutes). During nighttime hours, require the general contractor to use electric motors rather than gasoline- or diesel-powered engines, when feasible, to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where the use of pneumatic tools is unavoidable, an exhaust 	<p>Project sponsor and construction general contractor</p>	<p>During construction period</p>	<p>Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis)</p>	<p>Considered complete upon submittal and implementation of construction noise control plan and completion of construction activities pursuant to the plan</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>muffler on the compressed air exhaust could be used; this muffler can lower noise levels from the exhaust by about 10 dB. External jackets on the tools themselves could be used, which could achieve a reduction of 5 dB.</p> <ul style="list-style-type: none"> • Require all construction equipment that is powered by gasoline or diesel engines and used during nighttime hours to have sound control devices that are at least as effective as those originally provided by the manufacturer and operated and maintained to minimize noise generation. • Require the general contractor to use noise-reducing enclosures around noise-generating equipment, when feasible, during nighttime hours. • 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. • 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. • A third-party inspector shall be onsite during all nighttime construction work to monitor noise levels during nighttime construction activities, depending on the type of construction being conducted, the proximity of sensitive uses, or the filing of a noise complaint. A plan for noise monitoring and reporting must be provided to the City for review prior to the issuance of building permits. • Prior to the issuance of each building permit, along with the submission of construction documents, submit to the Planning Department and Department of Building Inspection (DBI) a list 				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>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 nonresidential 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.</p> <ul style="list-style-type: none"> • Two-Way Radio Use – During concrete pours, the construction team shall use electronic means (such as walkie talkies) to communicate over distances of 15 feet or more to reduce the team’s need to yell. These devices should be used to the extent feasible. • Back Up Alarms – Advanced back up alarms should be used on equipment to the extent feasible. Advanced back up alarms would either sense ambient noise levels and adjust the backup alarm level and/or would emit a broad band noise instead of the more common tonal alarm sounds. 				
Air Quality				
<p>Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implementation of Central SoMa PEIR Mitigation Measure M-AQ-4b)</p> <p>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.</p> <p>The Construction Emissions Minimization Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 horsepower 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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:</p> <ul style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ul style="list-style-type: none"> 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 shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99). c) Exceptions: <ul style="list-style-type: none"> 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) and must demonstrate that average daily NOx emissions would not exceed 54 lbs/day at any point in time during construction. iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next-cleanest piece of off-road 				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed									
<p>equipment as provided by the step-down schedule in Table M-AQ-1.</p> <p>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 San Francisco Bay Area Air Basin. 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).</p> <p>Table M-AQ-1: Off-Road Equipment Compliance Step Down Schedule*</p> <table border="1" data-bbox="128 678 934 857"> <thead> <tr> <th data-bbox="128 678 401 760">Compliance Alternative</th> <th data-bbox="401 678 663 760">Engine Emission Standard</th> <th data-bbox="663 678 934 760">Emissions Control</th> </tr> </thead> <tbody> <tr> <td data-bbox="128 760 401 808">1</td> <td data-bbox="401 760 663 808">Tier 2</td> <td data-bbox="663 760 934 808">ARB Level 2 VDECS</td> </tr> <tr> <td data-bbox="128 808 401 857">2</td> <td data-bbox="401 808 663 857">Tier 2</td> <td data-bbox="663 808 934 857">ARB Level 1 VDECS</td> </tr> </tbody> </table> <p>* 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.</p> <p>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.</p> <p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4. The Plan shall include estimates of the construction timeline by</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS				
Compliance Alternative	Engine Emission Standard	Emissions Control											
1	Tier 2	ARB Level 2 VDECS											
2	Tier 2	ARB Level 1 VDECS											

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>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.</p> <p>6. <i>Reporting.</i> 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.</p> <p>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.</p> <p>7. <i>Certification Statement and On-site Requirements.</i> 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.</p>				



SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: 474 BRYANT ST AND 77 STILLMAN ST
RECORD NO.: 2020-005255ENX/OFA/SHD AND 2020-006576ENX/OFA/SHD

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

Reception:
415.558.6378

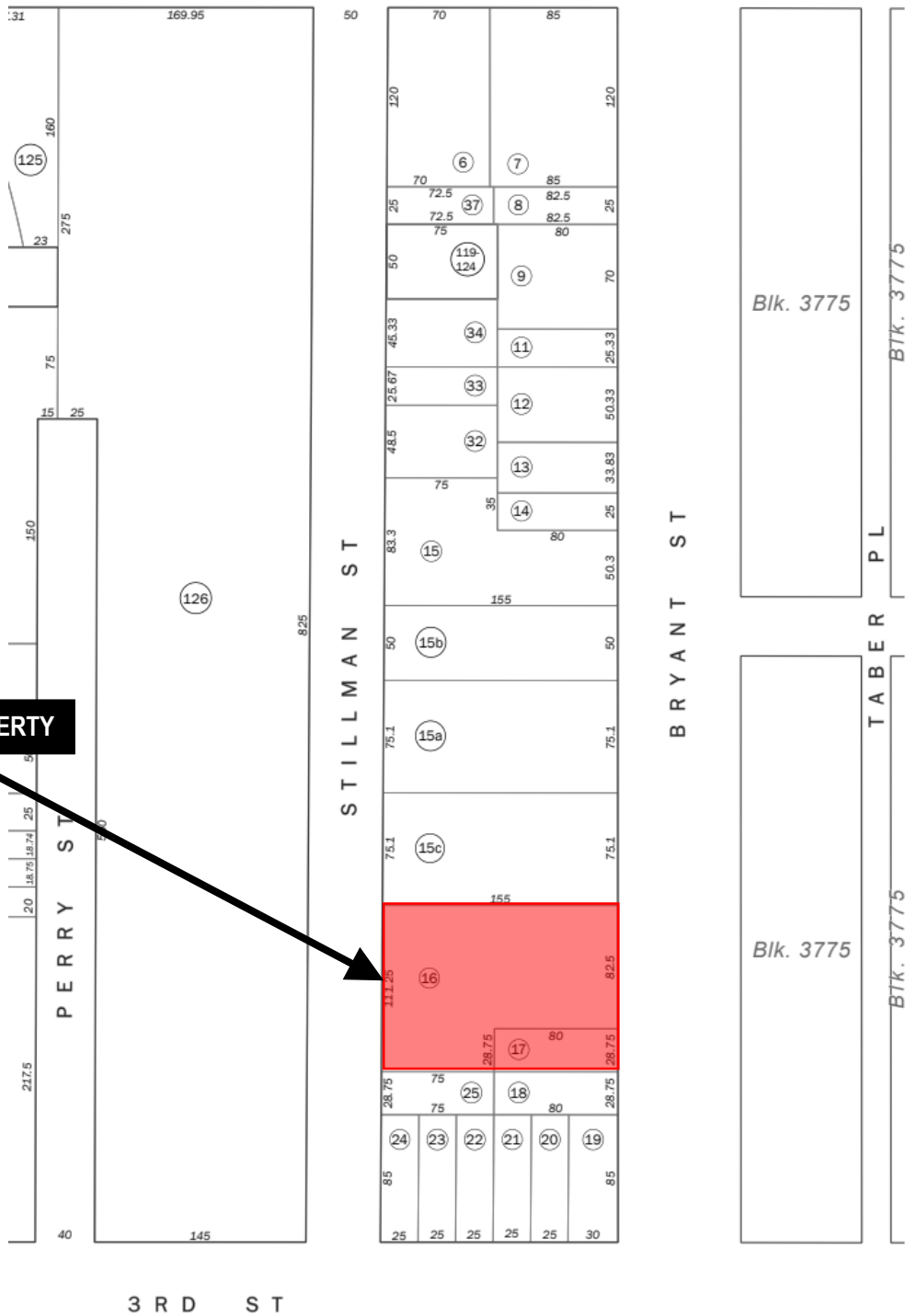
Fax:
415.558.6409

Planning
Information:
415.558.6377

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	0	6,524	6,524
Residential GSF	N/A	N/A	N/A
Retail/Commercial GSF	N/A	N/A	N/A
Office GSF	0	99,833	99,833
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	22,842	17,132	-5,710
Medical GSF	N/A	N/A	N/A
Visitor GSF	N/A	N/A	N/A
CIE GSF	N/A	N/A	N/A
Usable Open Space	0	3,402	3,402
Public Open Space	N/A	N/A	N/A
Other ()	N/A	N/A	N/A
TOTAL GSF	22,842	116,965	94,123
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	N/A	N/A	N/A
Dwelling Units - Market Rate	N/A	N/A	N/A
Dwelling Units - Total	N/A	N/A	N/A
Hotel Rooms	N/A	N/A	N/A
Number of Buildings	2	0	2
Number of Stories	2	7 over basement	5 over basement
Parking Spaces	0	26	26
Loading Spaces	0	0	0
Bicycle Spaces	0	80	80
Car Share Spaces	0	0	0
Other ()	N/A	N/A	N/A

Parcel Map

2 N D S T



SUBJECT PROPERTY

3 R D S T

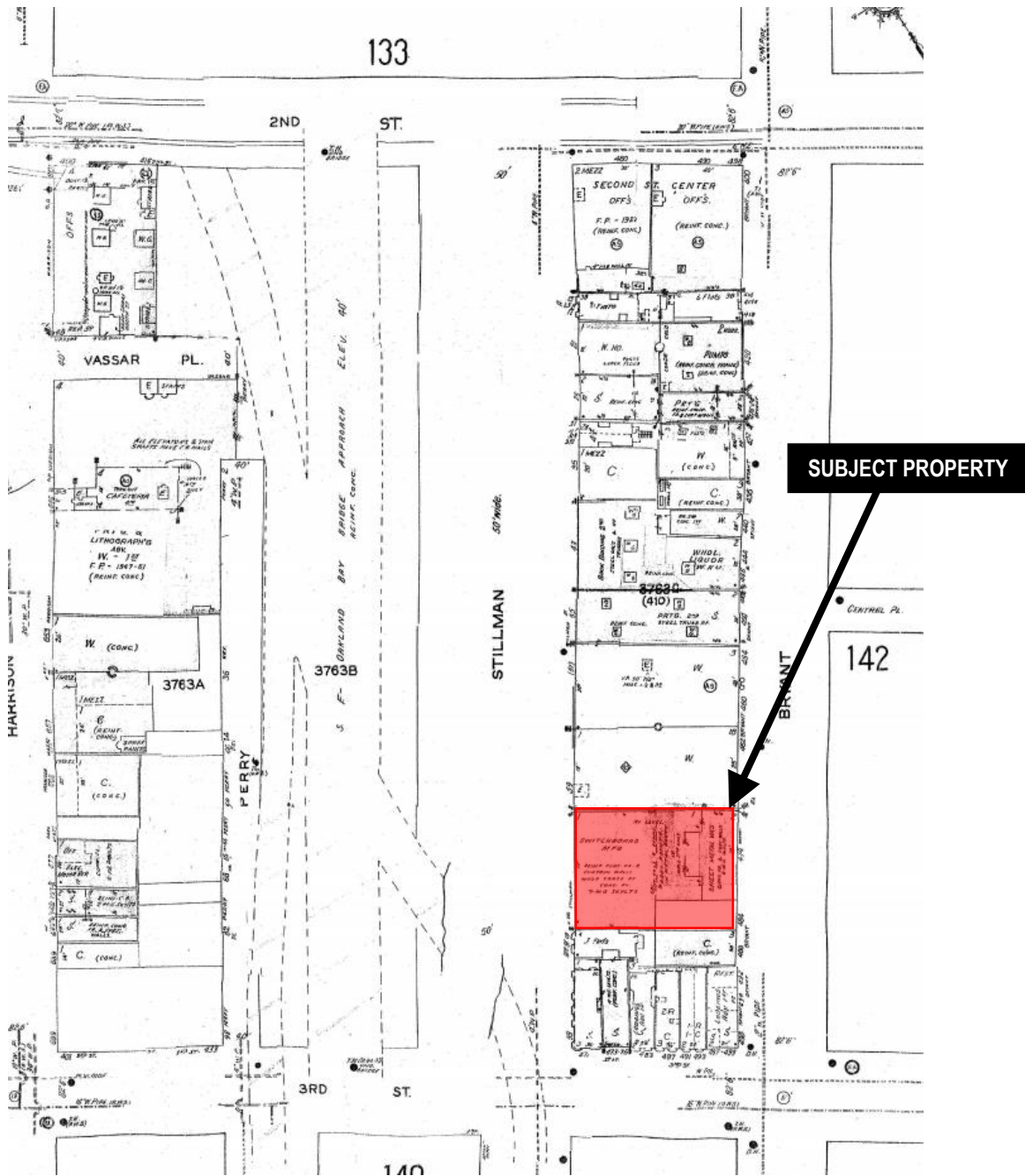


Planning Commission Hearing

474 Bryant Street and 77 Stillman Street

Case Number: 2020-005255ENX/OFA/SHD and
2020-006576ENX/OFA/SHD

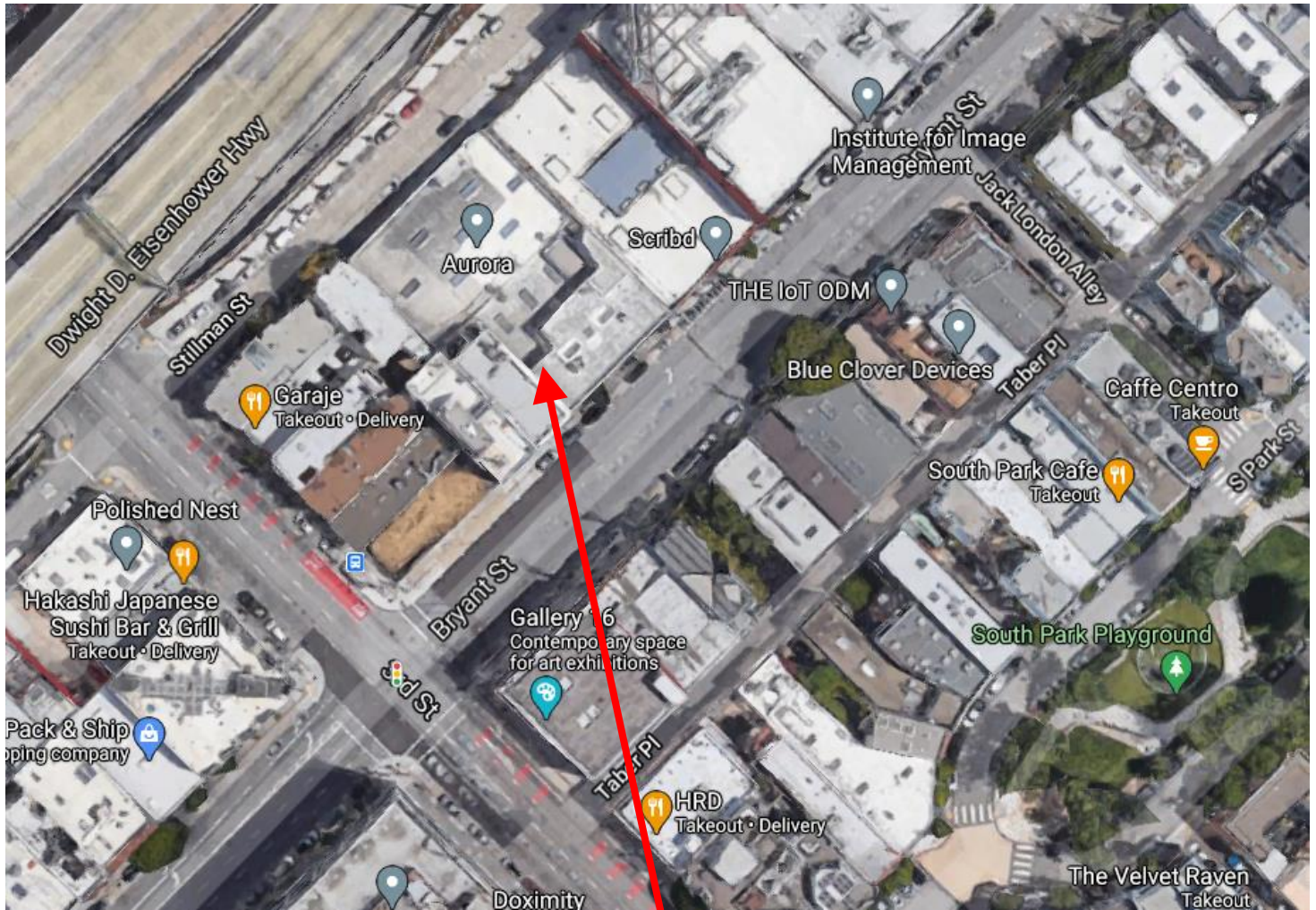
Sanborn Map*



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



Aerial Photo



SUBJECT PROPERTY

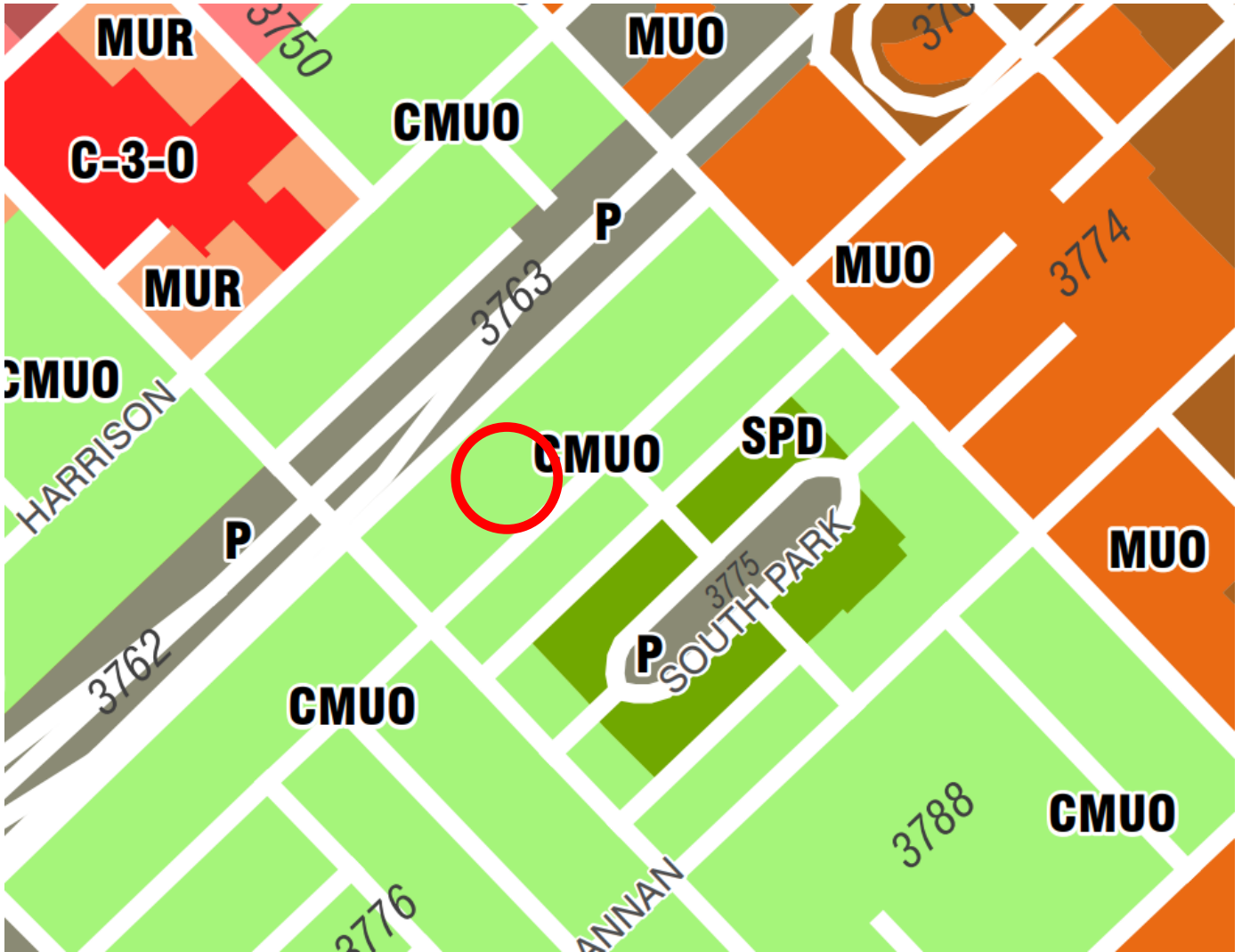


Planning Commission Hearing

474 Bryant Street and 77 Stillman Street

Case Number: 2020-005255ENX/OFA/SHD and
2020-006576ENX/OFA/SHD

Zoning Map



Planning Commission Hearing

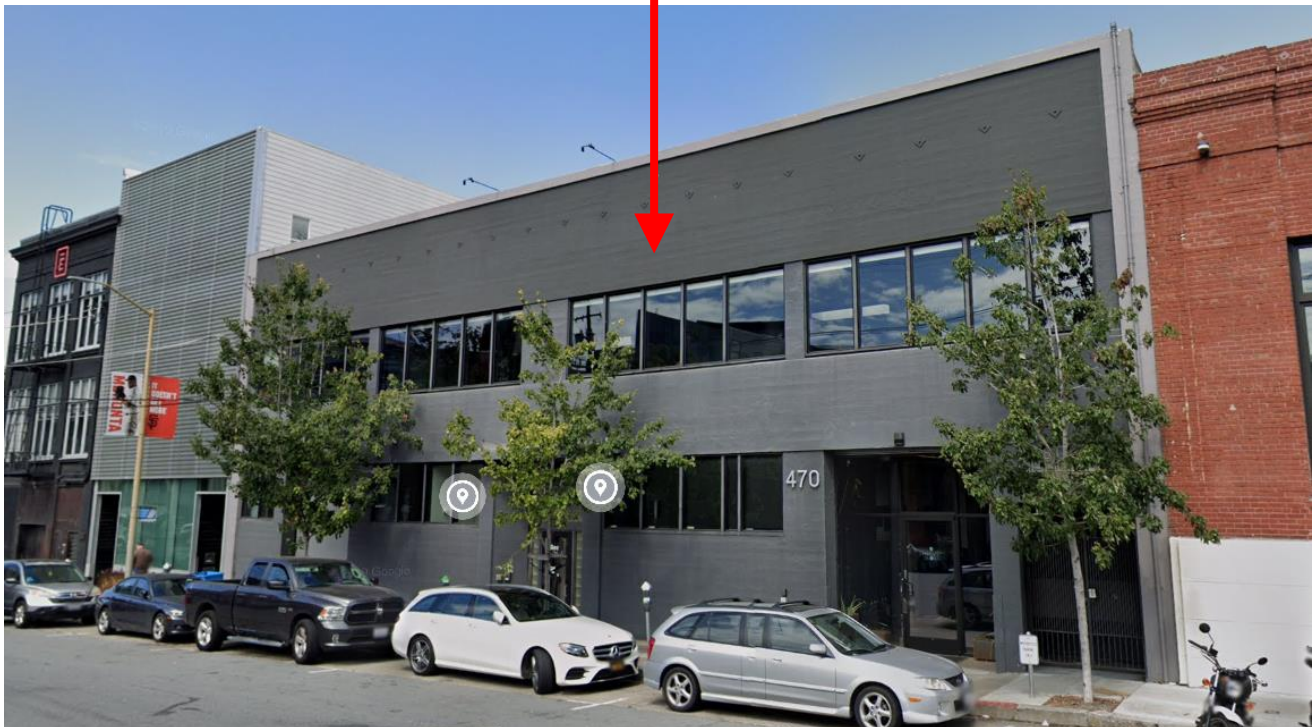
474 Bryant Street and 77 Stillman Street

Case Number: 2020-005255ENX/OFA/SHD and
2020-006576ENX/OFA/SHD

Site Photo



SUBJECT PROPERTY



Planning Commission Hearing

474 Bryant Street and 77 Stillman Street

Case Number: 2020-005255ENX/OFA/SHD and
2020-006576ENX/OFA/SHD

REUBEN, JUNIUS & ROSE, LLP

April 19, 2021

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

**Re: 474 Bryant Street/77 Stillman Street
Planning Case No. 2020-005255
Hearing Date: April 29, 2021
Our File No.: 11066.08**

Dear President Koppel and Commissioners,

This office represents Aralon Properties, the Project Sponsor of a proposed project consisting of two new office buildings at 474 Bryant Street and 77 Stillman Street (the “Property”). The Property is located across Stillman Street from I-80 and is currently improved with two existing PDR buildings. The Project proposes construction of two 7-story buildings with ground floor PDR space and upper floor office space. We respectfully request the Planning Commission grant the approvals, because:

- **Project Consistent with Central SoMa Plan.** The Project is fully consistent with the recently-adopted Central SoMa Plan, which rezoned the Property to the Central SoMa Mixed Use-Office zoning district. This district encourages office and other commercial uses with retail and PDR ground floors.
- **PDR Replacement.** The Project would replace the existing PDR uses at the site at a 75% rate. The newly-constructed PDR will be new, clean and fully-conditioned interior space with 17-foot-tall ground floors, and will be better-suited to modern PDR tenants than the existing buildings. The PDR uses will be located on the ground floors, which will increase the active ground floor uses in the area and complement and diversify existing retail uses in the area. Roll-up doors accessing the PDR spaces are provided along each frontage.
- **Prop M Allocation.** Since each building proposes less than 50,000 square feet of new office space, each are allocated out of the small cap allocation pool. There is still roughly 700,000 square feet of office space in the small cap pool.

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin | John Kevlin
Tuija I. Catalano | Jay F. Drake | Lindsay M. Petrone | Sheryl Reuben¹ | Thomas Tunny
David Silverman | Melinda A. Sarjapur | Mark H. Loper | Jody Knight | Stephanie L. Haughey
Chloe V. Angelis | Louis J. Sarmiento | Jared Eigerman^{2,3} | John McNerney III²

1. Also admitted in New York 2. Of Counsel 3. Also admitted in Massachusetts

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- **Curb Cut on Bryant Street.** The Planning Code requires conditional use authorization for the curb cut proposed for the building on Bryant Street. This entry will allow for access to loading, and parking spaces for both the PDR and office uses. Adequate loading and parking is essential for PDR spaces, which typically involve physical products and equipment. Since these spaces will not be utilized by short term customer visits, the number of trips in and out of the garage will be limited each day.
- **Major Impact Fees.** With the increased Jobs Housing Linkage Fee, the project sponsor will be paying over \$100 per square foot of office space in impact fees. The new buildings will also be subject to the Central SoMa Community Facilities District, ensuring that they will provide ongoing funding for neighborhood improvements.
- **Community Outreach.** The project sponsor has been working with the SoMa Pilipinas to ensure the project is embraced as a positive contribution to the neighborhood.

In sum, the Project will construct two new office buildings in the Central SoMa neighborhood which will include high-quality ground floor PDR space that is well-suited to modern PDR tenants. The project is consistent with the Central SoMa Plan, will pay significant impact fees and ongoing annual assessments that will fund significant public improvements in the area. For these reasons, we urge your support for the project.

REUBEN, JUNIUS & ROSE, LLP



John Kevlin

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

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SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code

Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • <http://www.sfplanning.org>

Section 1: Project Information

PROJECT ADDRESS		BLOCK/LOT(S)	
474 Bryant Street, San Francisco, CA 94107		3763/016; 3763/017	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
PROJECT SPONSOR		MAIN CONTACT	PHONE
Aralon Properties		Colum Regan	(415) 964-6169
ADDRESS			
482 Bryant Street			
CITY, STATE, ZIP		EMAIL	
San Francisco, CA 94107		colum@aralonproperties.com	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
0	58,565 sf (Bldg A) 58,565 sf (Bldg B)	85'-0"/ 7 Floors (Bldg A) 85'-0"/ 7 Floors (Bldg B)	\$18,560,000 (Total)
ANTICIPATED START DATE			
To be decided			

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	
<input type="checkbox"/>	Project is wholly Residential
<input checked="" type="checkbox"/>	Project is wholly Commercial
<input type="checkbox"/>	Project is Mixed Use
<input type="checkbox"/>	A: The project consists of ten (10) or more residential units;
<input checked="" type="checkbox"/>	B: The project consists of 25,000 square feet or more gross commercial floor area.
<input type="checkbox"/>	C: Neither 1A nor 1B apply.
NOTES:	
<ul style="list-style-type: none"> If you checked C, this project is <u>NOT</u> 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 <u>IS</u> subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83. For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit www.workforcedevelopmentsf.org If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection. 	

Continued...

Section 3: First Source Hiring Program – Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer’s responsibility to complete the following information to the best of their knowledge.


Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer				Laborer	\$ 26.00	1 Apprentice 1 Entry	4
Boilermaker				Operating Engineer			
Bricklayer				Painter	\$ 26.00		8
Carpenter	\$ 34.00	1 Apprentice	4	Pile Driver			
Cement Mason				Plasterer	\$ 31.00		8
Drywall/Latherer	\$ 28.00	1 Apprentice	4	Plumber and Pipefitter	\$ 29.00		8
Electrician	\$ 33.00		8	Roofer/Water proofer	\$ 32.00		10
Elevator Constructor	\$ 40.00		4	Sheet Metal Worker	\$ 33.00		4
Floor Coverer	\$ 26.00	1 Apprentice	4	Sprinkler Fitter	\$ 32.00		8
Glazier	\$ 30.00		10	Taper	\$ 29.00		8
Heat & Frost Insulator	\$ 29.00		8	Tile Layer/ Finisher	\$ 29.00		8
Ironworker				Other:			
TOTAL:			42	TOTAL:			66

- | | | |
|--|-------------------------------|-------------------------------------|
| | YES | NO |
| 1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California’s Department of Industrial Relations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Will hiring and retention goals for apprentices be established? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. What is the estimated number of local residents to be hired? | <u>80% of total workforce</u> | |

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Emmet Ward	EWSF.INC@gmail.com	415-816-9510
I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD’S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.		
 (SIGNATURE OF AUTHORIZED REPRESENTATIVE)		5/15/2020 (DATE)

FOR PLANNING DEPARTMENT STAFF ONLY: PLEASE EMAIL AN ELECTRONIC COPY OF THE COMPLETED AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM TO OEWD’S CITYBUILD PROGRAM AT CITYBUILD@SFGOV.ORG

Cc: Office of Economic and Workforce Development, CityBuild
 Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 Phone: 415-701-4848
 Website: www.workforcedevelopmentsf.org Email: CityBuild@sfgov.org