

San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Received at CPC Hearing 2/20/2020
J. HORN
D. WINSLOW

To Whom It May Concern:

I, _____, a neighbor of **66 Mountain Spring Ave.**, fully support the proposed **new construction of a three-story single-family home**. I find the proposed new addition to be an agreeable design and a welcome addition to our neighborhood and community.

Sincerely,

Print Name:

REDWOOD LYON

Signature:

Redwood Lyon

Date:

Feb 24th 2020

Address:

21 Mountain Spring

☒ Owner or ☐ Resident (Circle One)

San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

To Whom It May Concern:

I, Gail McCallum, a neighbor of **66 Mountain Spring Ave.**, fully support the proposed **new construction of a three-story single-family home**. I find the proposed new addition to be an agreeable design and a welcome addition to our neighborhood and community.

Sincerely,

Print Name: Gail McCallum

Signature: Gail McCallum

Date: 2/19/2020

Address: 356 Valley St.
SF 94131

☒ Owner or Resident (Circle One)

San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

To Whom It May Concern:

I, JEFFREY SCHAADT, a neighbor of **66 Mountain Spring Ave.**, fully support the proposed **new construction of a three-story single-family home**. I find the proposed new addition to be an agreeable design and a welcome addition to our neighborhood and community.

Sincerely,

Print Name:

JEFF SCHAADT

Signature:

[Handwritten Signature]

Date:

4-19-2020

Address:

3438 21st St.

S.F., CA, 94110

☒ Owner ☐ or Resident (Circle One)

San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

To Whom It May Concern:

I, Ly Ly, a neighbor of **66 Mountain Spring Ave.**, fully support the proposed **new construction of a three-story single-family home**. I find the proposed new addition to be an agreeable design and a welcome addition to our neighborhood and community.

Sincerely,

Print Name: Ly Ly

Signature: 

Date: 2/19/20

Address: 8 Lavant Street

San Francisco, CA 94114

Owner or Resident (Circle One)

San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

To Whom It May Concern:

I, Kevin McCallum, a neighbor of **66 Mountain Spring Ave.**, fully support the proposed **new construction of a three-story single-family home**. I find the proposed new addition to be an agreeable design and a welcome addition to our neighborhood and community.

Sincerely,

Print Name: Kevin McCallum

Signature: 

Date: 2/19/2020

Address: 478 chenery st
SE of 94131

☒ Owner ☐ Resident (Circle One)

San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

To Whom It May Concern:

I, Lauren McCollom, a neighbor of **66 Mountain Spring Ave.**, fully support the proposed **new construction of a three-story single-family home**. I find the proposed new addition to be an agreeable design and a welcome addition to our neighborhood and community.

Sincerely,

Print Name: Lauren McCollom

Signature: 

Date: Feb. 19, 2020

Address: 478 Chenery St
SF, CA 94131

Owner or Resident (Circle One)

San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

To Whom It May Concern:

I, DAVID MILANI, a neighbor of **66 Mountain Spring Ave.**, fully support the proposed **new construction of a three-story single-family home**. I find the proposed new addition to be an agreeable design and a welcome addition to our neighborhood and community.

Sincerely,

Print Name: DAVID MILANI

Signature: [Signature]

Date: 2/19/2020

Address: 686 CLARENDON
SAN FRANCISCO, CA

☒ Owner or ☐ Resident (Circle One)

San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

To Whom It May Concern:

I, FRANK CASTALDINI, a neighbor of **66 Mountain Spring Ave.**, fully support the proposed **new construction of a three-story single-family home**. I find the proposed new addition to be an agreeable design and a welcome addition to our neighborhood and community.

Sincerely,

Print Name: FRANK CASTALDINI

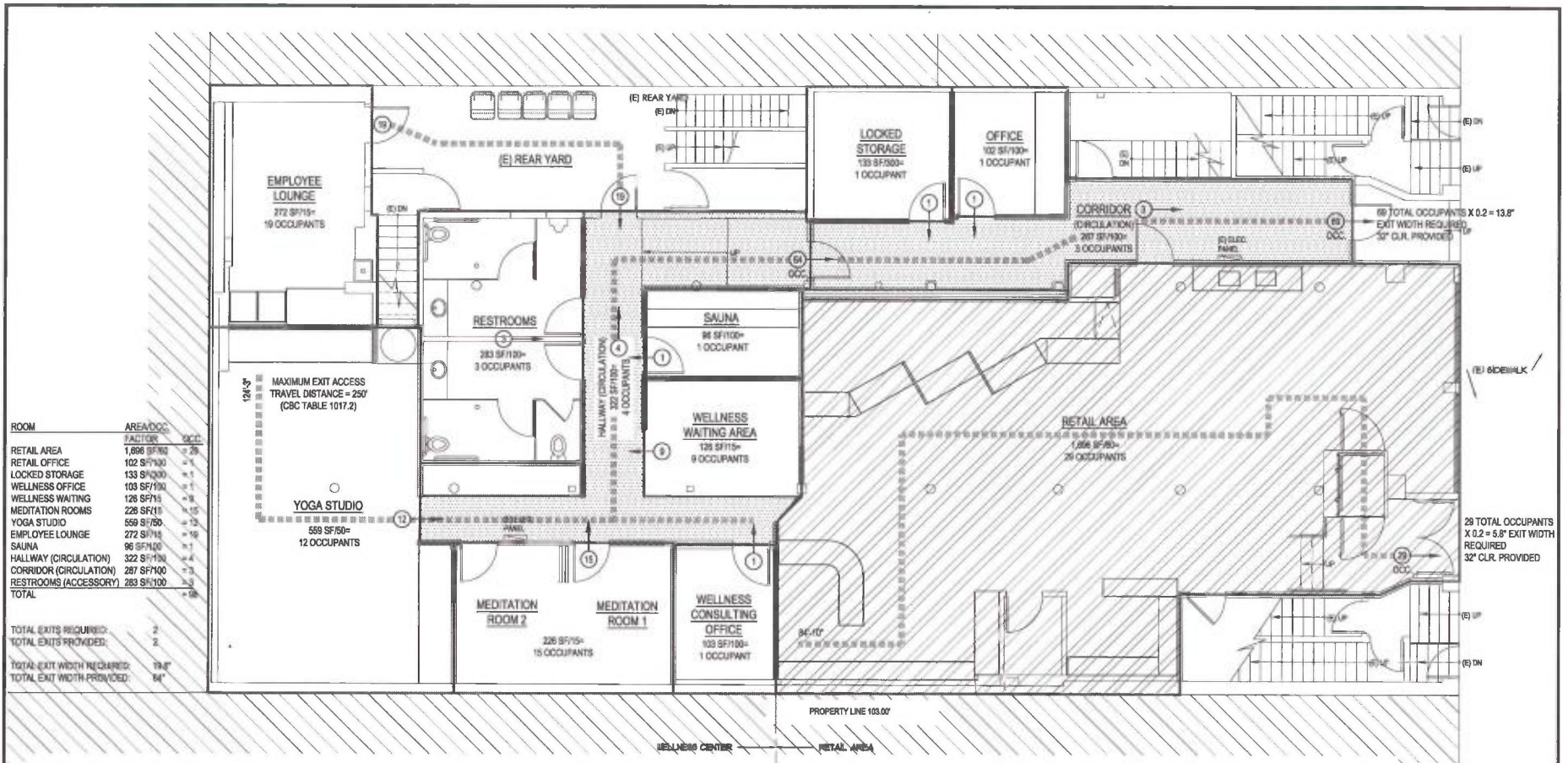
Signature: Frank Castaldini

Date: 2/19/2020

Address: 686 Clarendon Ave
SF CA

☒ Owner or Resident (Circle One)

CPC Hearing 2/20/2020
B. Hicks



OCCUPANCY & EXITING PLAN

SCALE: 1/8" = 1'-0"



JOHNSON
LYMAN
ARCHITECTS

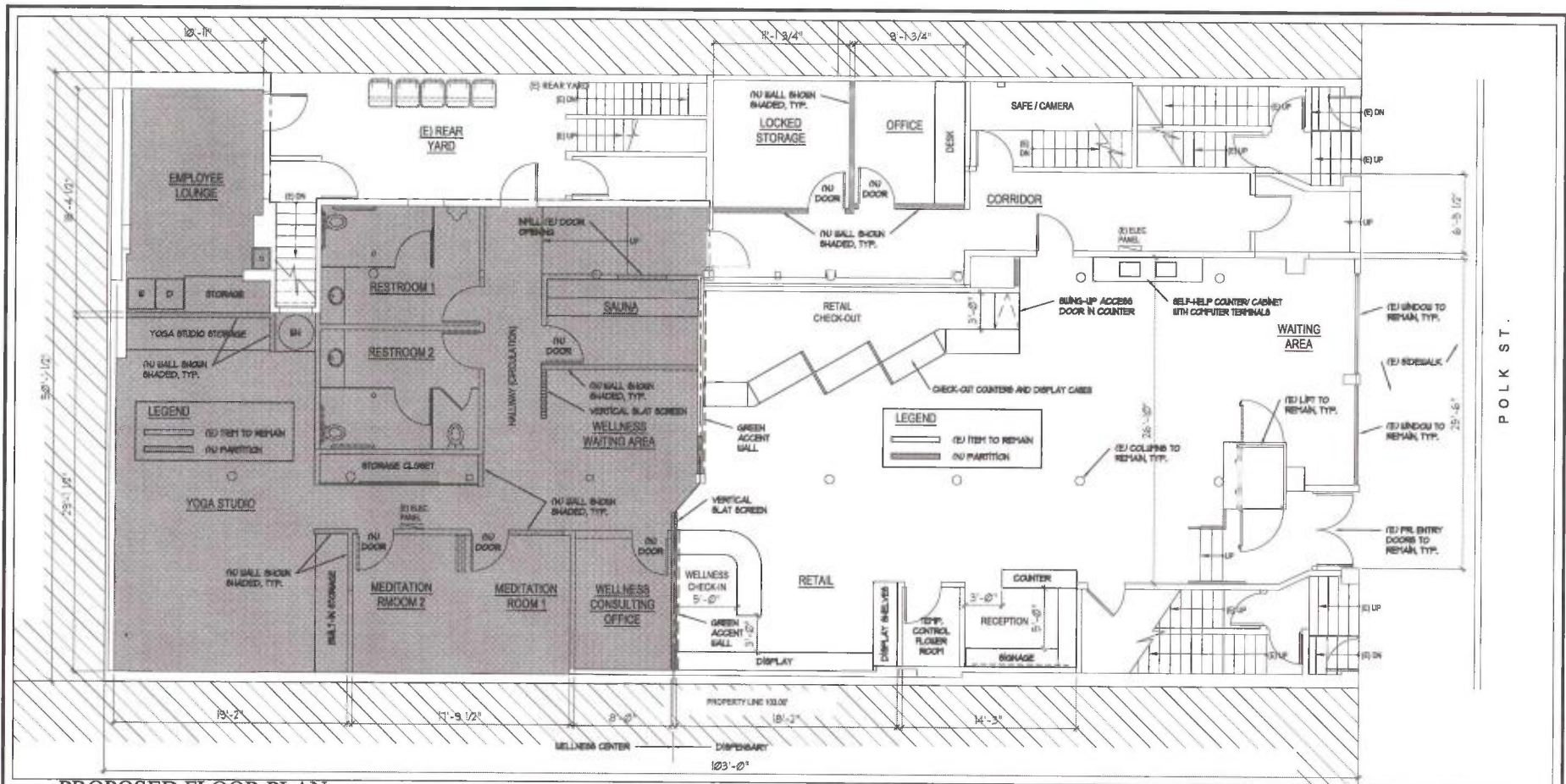
1375 LOCUST ST., #202, WALNUT CREEK, CA 94596
PHONE: 925.930.9690 FAX: 925.930.9039
WEB PAGE: WWW.JOHNSONLYMAN.COM
EMAIL: STAFF@JOHNSONLYMAN.COM

OCCUPANCY & EXITING PLAN

CANNABIS - RETAIL
1735 POLK STREET, SAN FRANCISCO CA

CUA-02A

FEBRUARY 13, 2020



**JOHNSON
LYMAN
ARCHITECTS**

1375 LOCUST ST., #202, WALNUT CREEK, CA 94596
PHONE: 925.936.9690 FAX: 925.936.9699
WEB PAGE: WWW.JOHNSONLYMAN.COM
EMAIL: STAFF@JOHNSONLYMAN.COM

FLOOR PLAN - PROPOSED WELLNESS CENTER

CANNABIS - RETAIL
1735 POLK STREET, SAN FRANCISCO CA

CUA-03B

FEBRUARY 13, 2020

From: David Leeson
To: Winslow, David (CPC)
Subject: Public Hearing for 617 Sanchez - Today 1/22/2020
Date: Wednesday, January 22, 2020 10:07:57 PM

Received at CPC Hearing 2/20/2020
D. Winslow

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Mr Winslow,

Regarding the development at 617 Sanchez St and the related Public Hearing on January 23 - Record Number 2019-000650DRP-02.

Please acknowledge your receipt of this email.

My name is **David Leeson** and I live at 601 Sanchez where my wife, Joanne King, and I have been a resident since 1994.

Unfortunately, neither I nor my wife, Joanne King, will be able to attend the hearing, but it is with regret, that we feel we are opposed to the development of this property, as described by the applications.

We have the following objections and concerns, which I request you will convey at the hearing in detail - preferably by reading the email in its entirety.

Do feel free to call if you have any questions - 415-637-7900.

1. The property is in the Dolores Heights Special Use District, which dictates a maximum height to properties of 3 stories - in contradiction, the application is for a 4 story development. This Special Use District is in place to recognize the special nature of this neighborhood, protecting the character of the district, which would be compromised by the development of the large single-family development. If this is not a scenario where this restriction is enforced, then the restriction has no value at all.

2. This re-development will create a single-family dwelling of more than four thousand square feet in size. This is counter to the urgent housing needs of San Francisco, of which we are all aware. We would be in favor of a multi family property, if the site needs to be redeveloped. We would prefer, for example, a development that would afford a two-family property or two stories. This would this better meet the needs of San Francisco in providing reasonably-priced residences for middle-class resident who are currently forced out of the City by endlessly-rising property prices.

3. SB-50. We are opposed to SB-50 as a well-meaning but over-reaching attempt by the state to influence city planning - which does not work well in San Francisco. Allowing such a development simply feeds the case that the City is not capable of managing its own housing and planning strategy and providing housing for all its residents. We do appreciate that there is a need for well-priced housing in the City and hence (if the site is to be redeveloped at all) would be more inclined to support a multi-family residence. If the City allows the proposed

development to proceed, this only would only fuel the case by the state that San Francisco is incapable of effectively managing its own planning needs.

4. The existing property that is to be destroyed is an historic property. It is one of the first properties that was built up on Dolores Heights, some 130 years since (or more - this property is so old, the exact date is not known). Allegedly, an historical review was conducted, though no public input was allowed. The historic property deserves a more conservative plan that would help preserve the history of San Francisco and the neighborhood. Surely there is a plan that would allow modernization without destroying history - otherwise, why do we even live in the City?

5. Make no mistake - is a for-profit development by a property investor and nothing more. Do not be fooled by the applicant. This application is not submitted by a resident of San Francisco in good faith. The applicant is simply a front for a developer shell company. This has been made clear to us by tactics that are clearly beyond the applicant means: The applicant conducted a "show-and-tell" viewing of the plans for local residents. For some reason, we were not invited, though we live just two doors away - so we "crashed" it. The event was simply a means of testing opposition and gathering information - complete with agents of the developer snooping and eaves-dropping on private conversations at the event, in order to gain information and leverage. In other evidence, Christmas gift baskets were sent to all those who attended - another sign of corporate developer involvement. Also, the applicant clearly does not have the personal means of some four to five million dollars to purchase, demolish and develop such a property. I suspect she is simply paid by the property developer as a front for the application.

All in all, we would like to see our way of life protected against these money-grubbing attacks by profiteers. Working class and middle-class residents are being forced out of the City at an increasing rate!

We would like to see the precious properties and resources of the City used to the advantages of ALL the resident of San Francisco - if that means redeveloping the property, then the result should meet the needs of *more* *than* *one* so-called private family. If the City does not respect this, then the case against SB-50 is damaged beyond repair. If the City allows this development to continue, then we have no one to blame but ourselves and our politicians.

Thank you for your attention. I would appreciate it if you would read this email in it's entirety at the hearing.

Thanks,
David
415-637-7900



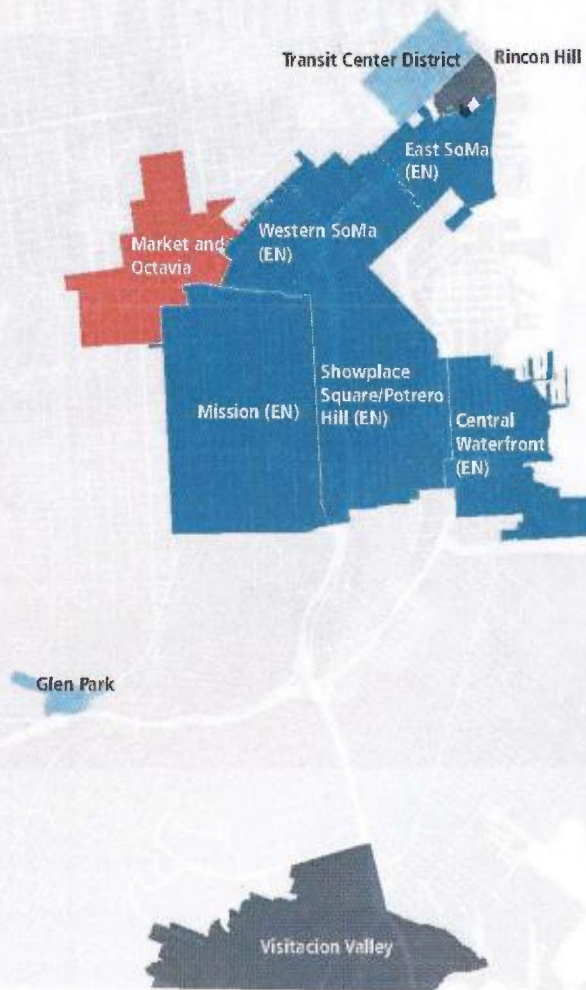
Planning Commission
February 20, 2020



San Francisco
Planning

Implementing Our Community Plans

The **Plan Implementation Team** manages and facilitates the implementation of the City's adopted area plans, working with the community, agencies, project sponsors, and other stakeholders.

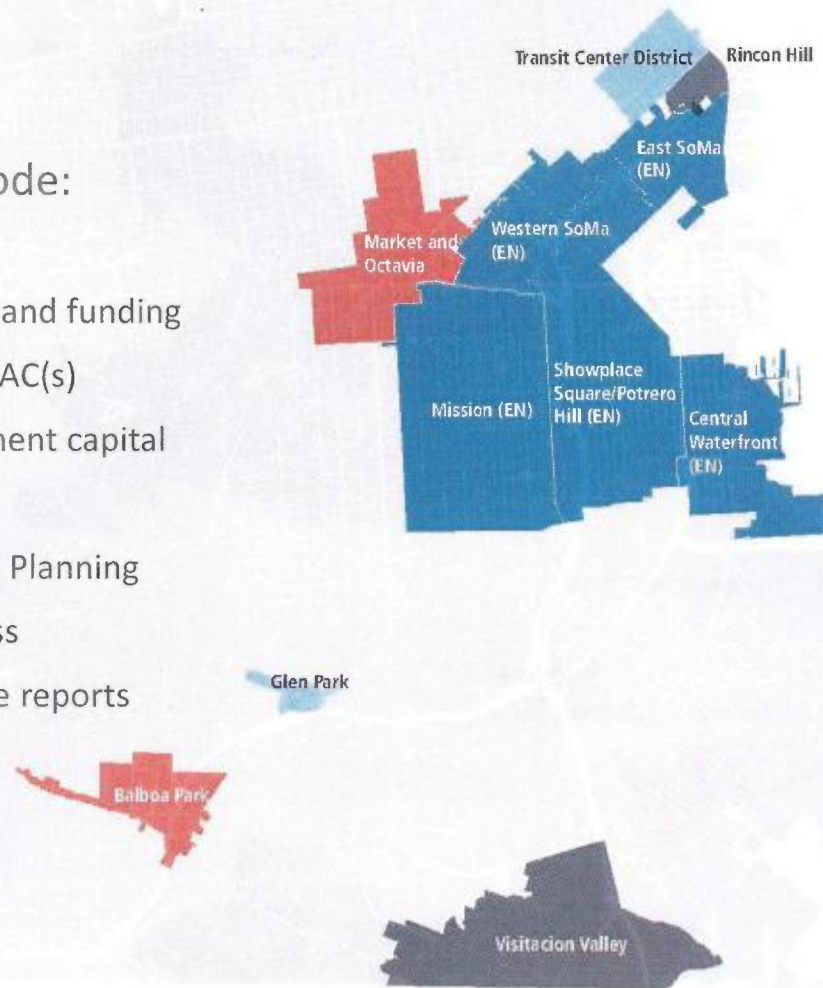


Interagency Plan Implementation Committee (IPIC)

Chapter 36 of
Administrative Code:

Major tasks:

- Prioritize projects and funding
- Coordinate with CAC(s)
- Develop & implement capital programs
- Inform the Capital Planning Committee process
- Annual Committee reports



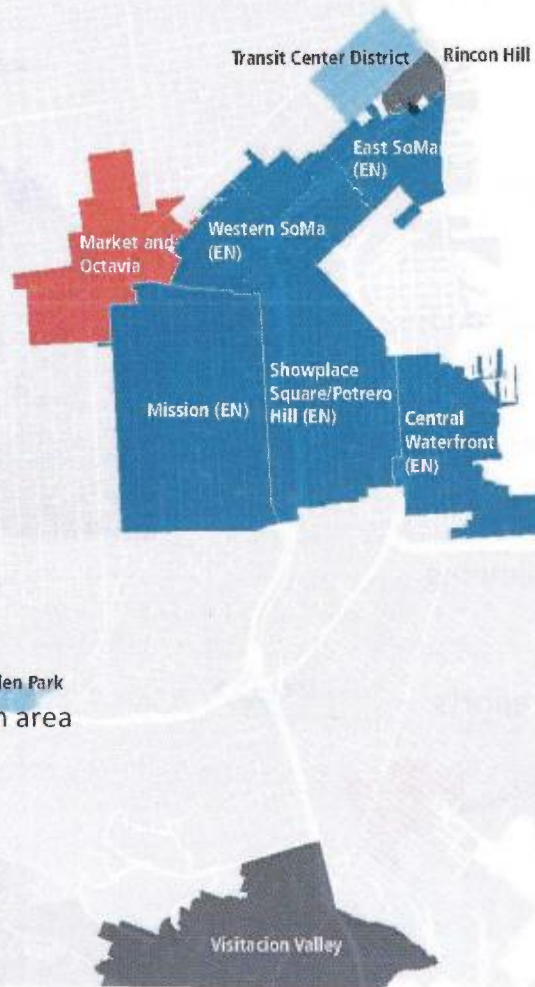
IPIC Major Work Products

IPIC Expenditure Plan / Report

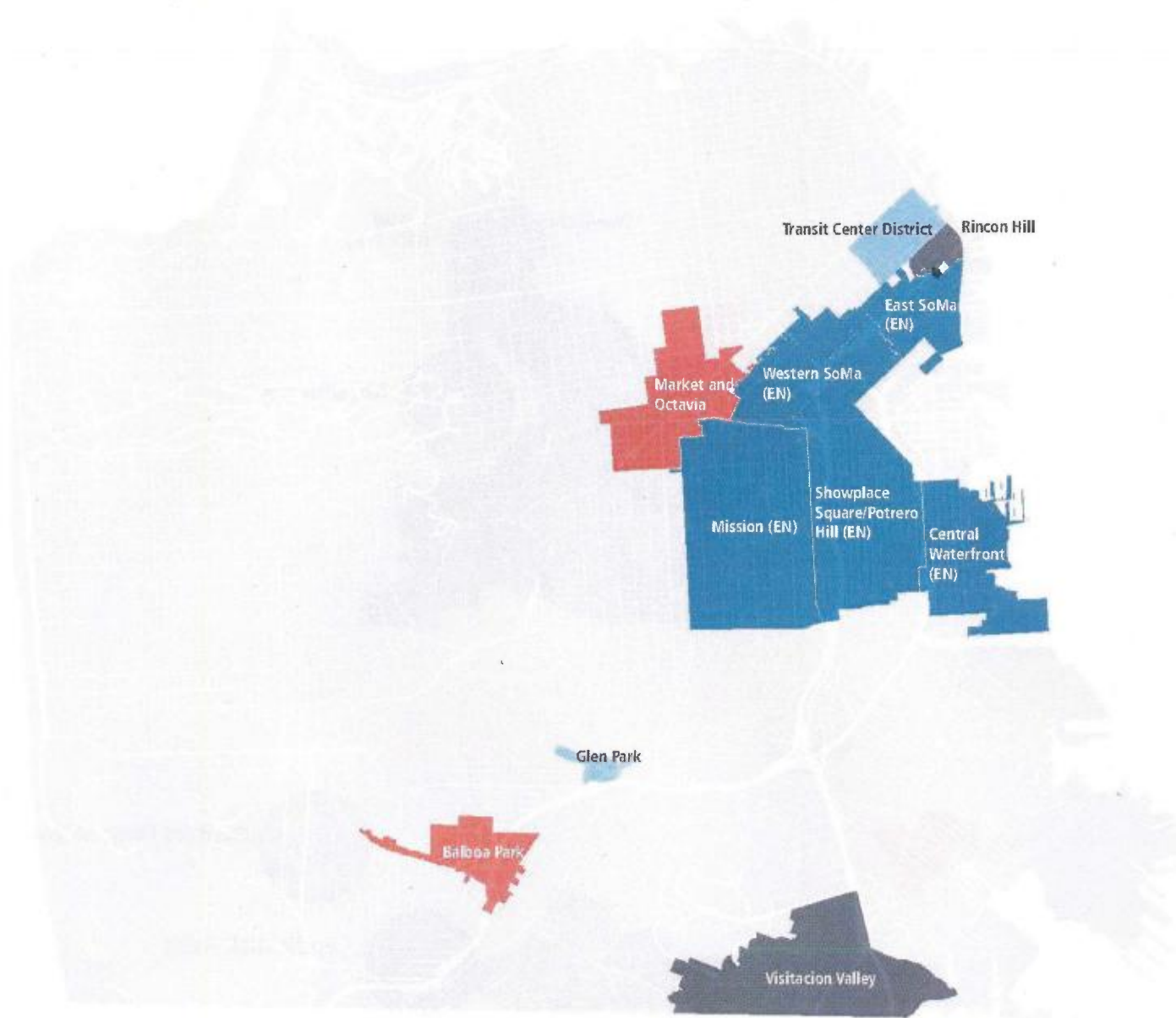
- Prepared annually to coincide with City Budget
- Includes only projects funded by impact fees
- Five-year time frame with emphasis on proposed budget years

Mini Capital Plans

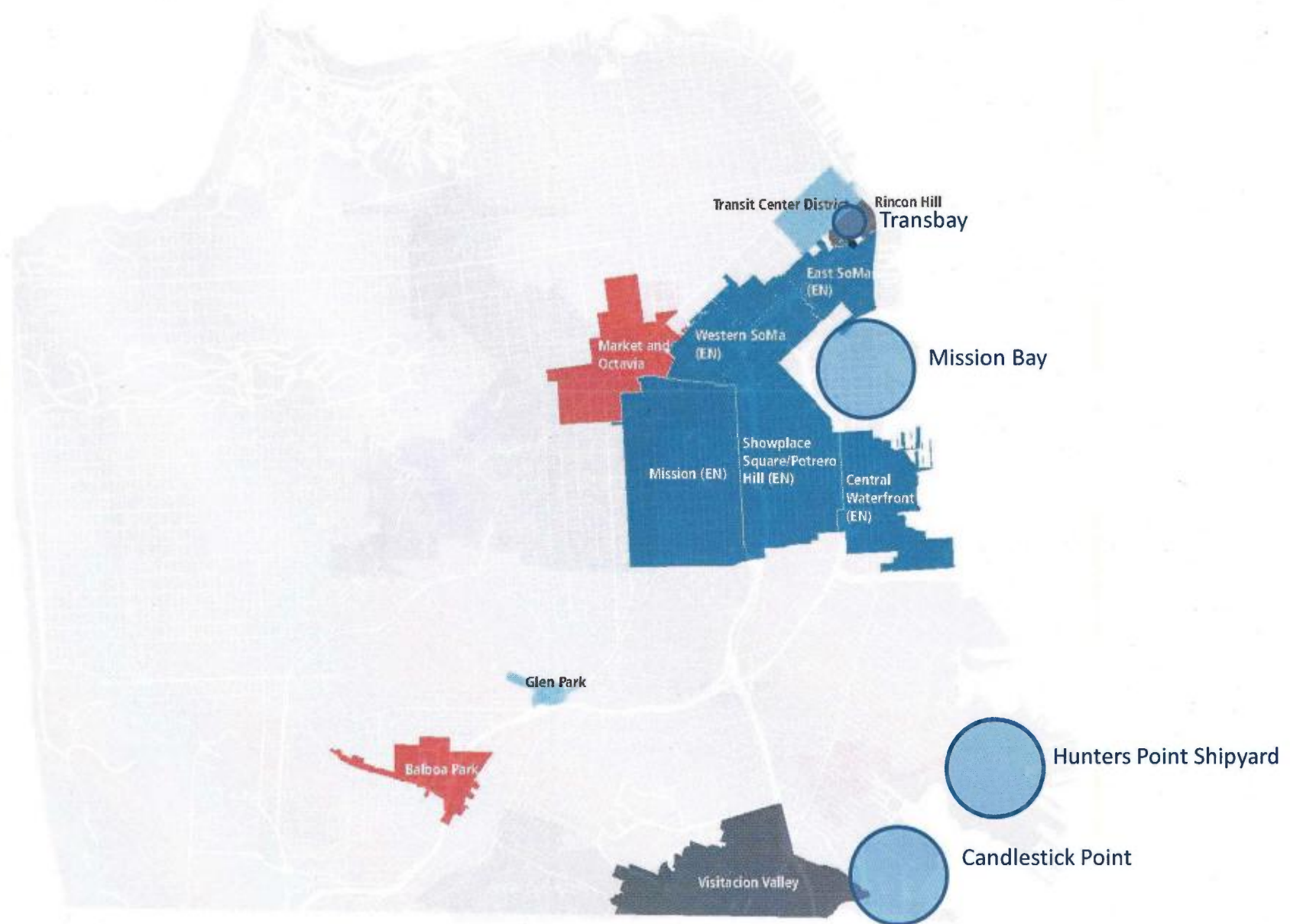
- Prepared bi-annually with City-wide Ten Year Capital Plan
- Identifies exhaustive project list for each plan area
- Prioritization of projects originally proposed in Area Plans



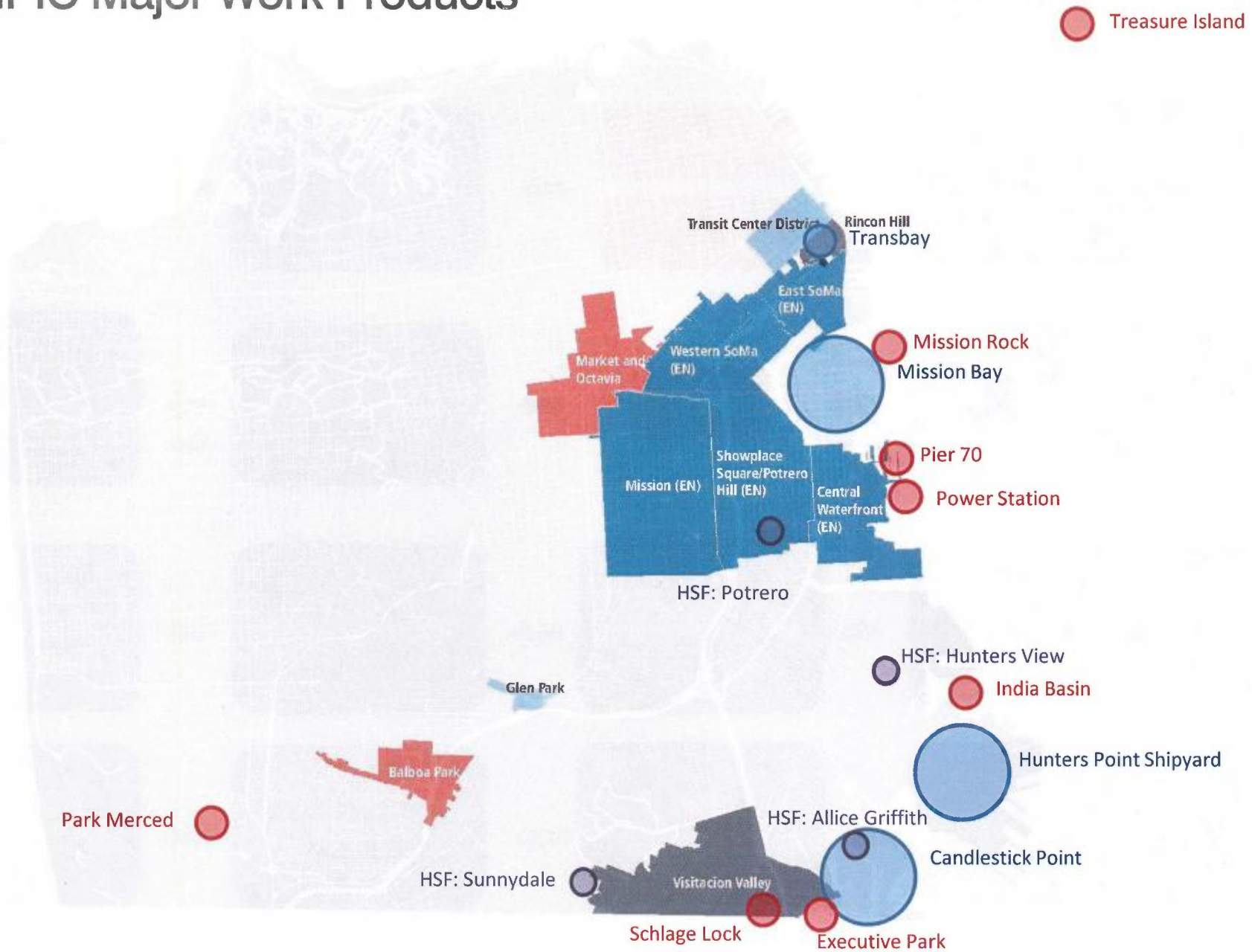
IPIC Major Work Products



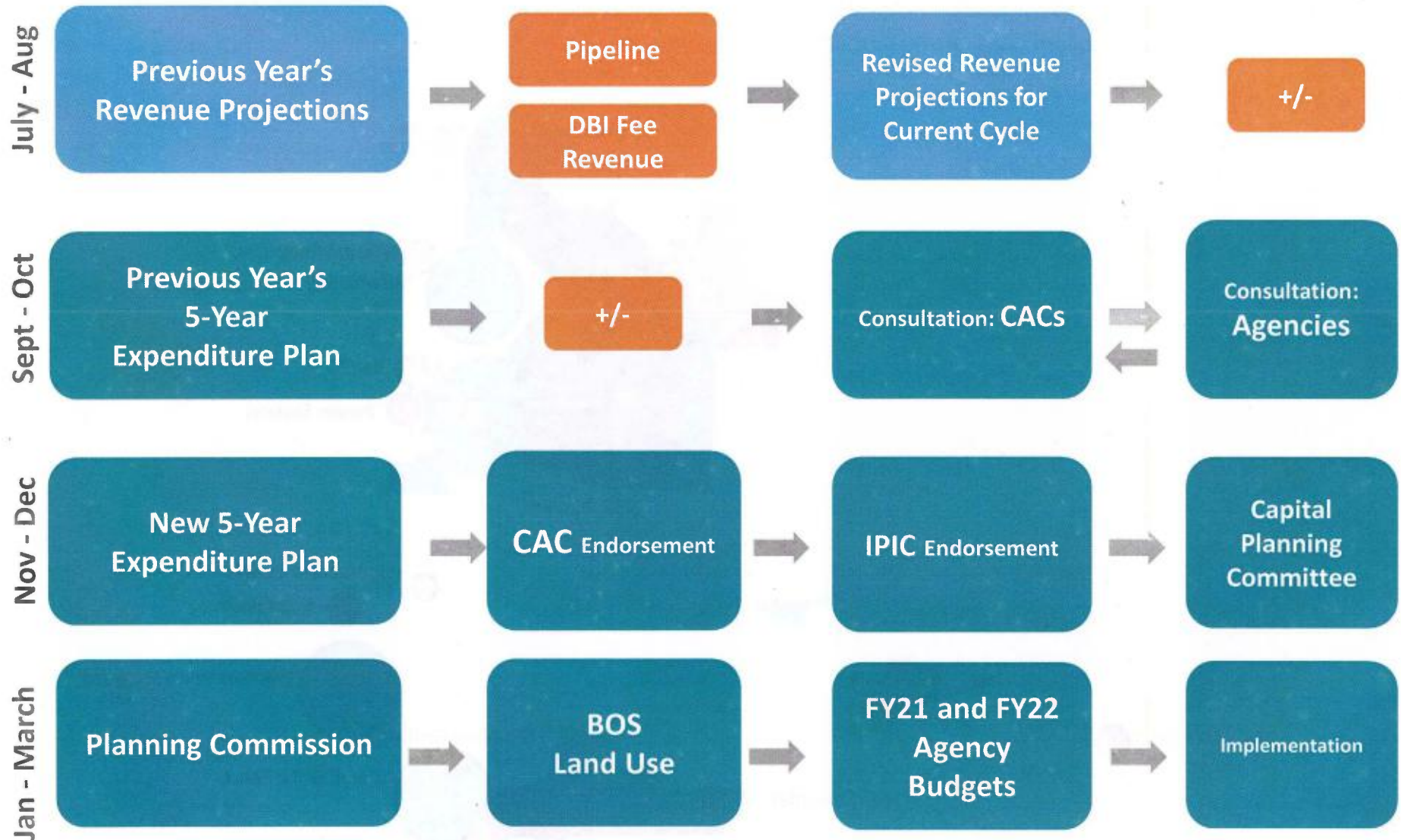
IPIC Major Work Products



IPIC Major Work Products



IPIC Process



IPIIC Current Spending Categories

TRANSIT

Purpose: to fund transit-related infrastructure to accommodate the increased need for bus, BRT, and LRT needed to maintain and improve the level of transit services.

Use: The fee will be used to enhance transit service through transit-related street infrastructure, and increasing transit capacity.

COMPLETE STREETS

Purpose: to fund streetscape and pedestrian infrastructure to accommodate the growth in street activity.

Use: The streetscape infrastructure fees will be used to enhance the pedestrian network in the areas surrounding new development – whether through sidewalk improvements, construction of complete streets, or pedestrian safety improvements.

RECREATION AND OPEN SPACE

Purpose: to help maintain adequate park capacity required to serve new service population resulting from new development.

Use: to be used to fund projects that directly increase park capacity in response to demand created by new development. Park and recreational capacity can be increased either through the acquisition of new park land, or through capacity enhancement to existing parks and open space.

CHILD CARE

Purpose: to support the provision of childcare facility needs resulting from an increase in San Francisco's residential and employment population.

Use: The childcare impact fee will be used to fund capital projects related to infants, toddler, preschool-age childcare. Funds will pay for the expansion of childcare slots for infants, toddler, and preschool children.

ADMINISTRATION

Use: Administration of this fund includes maintenance of the fund, time and materials associated with processing and approving fee payments and expenditures from the Fund (including necessary hearings), reporting or informational requests related to the Fund, and coordination between public agencies regarding determining and evaluation appropriate expenditures of the Fund.

Note: Housing category also in EN only for Mission NCT and MUR Zoning Districts – payment goes directly to MOHCD

Previous categories retired: Community Facilities, Library, General

Key Issues and Considerations

- Timing of revenue for public improvements as development timelines slow down
- Balancing privately-provided in-kind improvements with publicly-delivered infrastructure
- Integrating New Plan Areas (Central SoMa, Hub – pending)
- Integrating Community Facilities Districts (Transit Center, Central SoMa) for holistic public improvements plans

Key Issues and Considerations

- Eastern Neighborhoods Impact Fee – Anticipating SoMa CAC and Implementation of Central SoMa Plan



Revenue Cumulative through FY 20

Category	Balboa Park	Eastern Neighborhoods	EN (Mission, Showplace, CW)	SoMa	Market Octavia	Rincon Hill	Transit Center	Visitacion Valley	Total
HOUSING		13,622,000	2,434,000	11,188,000					13,622,000
GENERAL						19,413,000			19,413,000
TRANSPORTATION / TRANSIT	1,667,000	25,185,000	15,047,000	10,138,000	9,250,000		60,028,000		96,132,600
COMPLETE STREETS	263,000	34,094,000	16,267,000	17,827,000	15,490,000	10,319,300		2,535,000	62,700,900
RECREATION AND OPEN SPACE	202,000	41,136,000	26,283,000	14,853,000	7,876,000	2,091,100	21,279,000	2,085,000	74,668,900
CHILD CARE	117,000	5,643,000	3,674,000	1,969,000	2,971,000			1,390,000	10,121,000
LIBRARY		317,000	168,000	149,000				309,000	626,000
ADMIN	30,000	5,914,000	3,171,000	2,743,000	1,877,000	1,395,600		313,000	9,529,600
TOTAL	2,281,000	125,911,000	67,044,000	58,867,000	37,464,000	33,219,000	81,307,000	6,632,000	286,814,000

Revenue FY 21 and FY 22

Category	Balboa Park	Eastern Neighborhoods	EN (Mission, Showplace, CW)	SoMa	Market Octavia	Rincon Hill	Transit Center	Visitacion Valley	Total
HOUSING		7,349,000	1,170,000	6,149,000					7,319,000
TRANSPORTATION / TRANSIT	8,000	34,301,000	1,741,000	49,935,000	11,437,000		47,221,000		110,342,000
COMPLETE STREETS	23,000	31,713,000	3,488,000	28,225,000	23,081,000	1,068,000		656,000	56,541,000
RECREATION AND OPEN SPACE	18,000	23,375,000	4,843,000	18,586,000	10,867,000	216,000	16,410,000	58,000	50,998,000
CHILD CARE	9,000	3,721,000	656,000	3,065,000	4,088,000			857,000	8,675,000
ADMIN	3,000	5,288,000	627,000	4,661,000	2,605,000	68,000		205,000	8,169,000
TOTAL	61,000	105,747,000	12,525,000	110,621,000	52,078,000	1,352,000	63,631,000	1,776,000	242,044,000

Revenue FY 21 – FY 25

Category	Balboa Park	Eastern Neighborhoods	EN (Mission, Showplace, CW)	SoMa	Market Octavia	Rincon Hill	Transit Center	Visitacion Valley	Total
HOUSING		15,467,000	6,800,000	8,667,000					15,467,000
TRANSPORTATION / TRANSIT	55,000	85,410,000	9,976,000	75,434,000	17,014,000		47,221,000		149,700,000
COMPLETE STREETS	161,000	80,514,000	14,660,000	65,854,000	34,642,000	3,330,000		3,158,000	121,805,000
RECREATION AND OPEN SPACE	123,000	60,573,000	17,724,000	42,849,000	16,091,000	674,000	16,410,000	1,893,000	95,764,000
CHILD CARE	64,000	9,636,000	2,432,000	7,204,000	5,975,000			2,080,000	17,755,000
ADMIN	21,000	13,245,000	2,718,000	10,527,000	3,881,000	211,000		498,000	17,856,000
TOTAL	424,000	264,845,000	54,310,000	210,535,000	77,603,000	4,215,000	63,631,000	7,629,000	418,347,000

The map displays the proposed Los Angeles River Corridor, highlighted in red. The corridor follows the river's path from the north to the south. Numbered locations are marked as follows:

- Location 1:** Near the intersection of the river and the Los Angeles River.
- Location 2:** Multiple locations along the river, including near the intersection of the river and the Los Angeles River, near the intersection of the river and the Los Angeles River, and near the intersection of the river and the Los Angeles River.
- Location 3:** Near the intersection of the river and the Los Angeles River.
- Location 4:** Near the intersection of the river and the Los Angeles River.
- Location 5:** Near the intersection of the river and the Los Angeles River.
- Location 6:** Near the intersection of the river and the Los Angeles River.

The map also shows various streets and landmarks, including the Los Angeles River, the Los Angeles River, and the Los Angeles River.

1. Unity Plaza
2. Ocean & Geneva Corridor Design
3. Ingleside Library Garden
4. Lee Avenue and Brighton Avenue
5. Balboa Park Station Area and Plaza Improvements
6. Geneva Car Barn

1. Unity Plaza
2. Ocean & Geneva Corridor Design
3. Ingleside Library Garden
4. Lee Avenue and Brighton Avenue
5. Balboa Park Station Area and Plaza Improvements
6. Geneva Car Barn

Balboa Park

	THROUGH FY 20	FY 21 and FY 22	FY21 – FY25	TOTAL THROUGH FY 25
Revenue	2,281,000	62,000	426,000	2,707,000
Spending Plan	2,308,000	16,000	59,000	2,367,000
	-27,000	46,000	367,000	340,000

Pedestrian
Improvements at
Balboa Bart Station



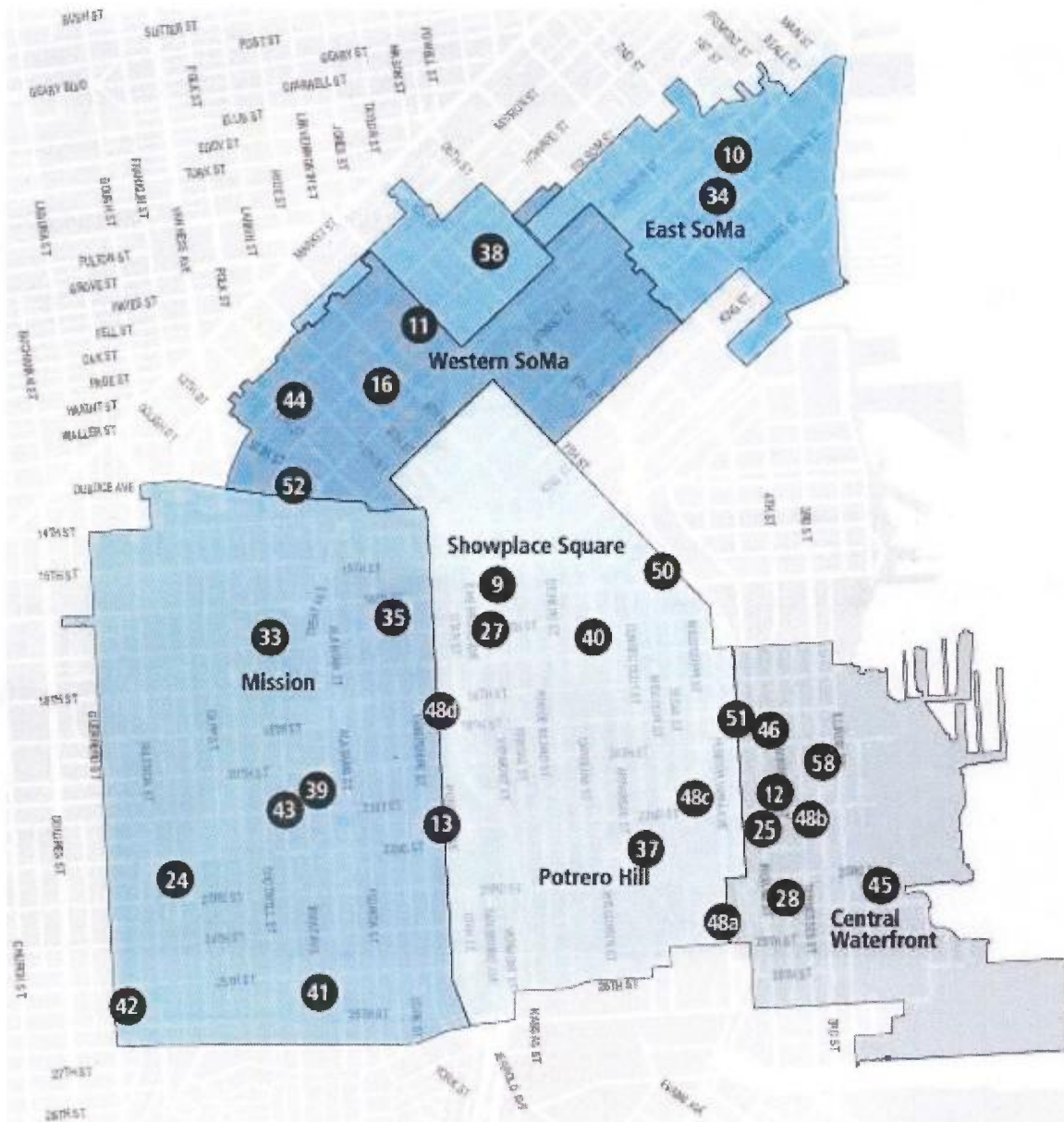
Pedestrian Safety
Improvements



Play Equipment at
Unity Plaza



Eastern Neighborhoods



IPIC Programmed Projects

9. 16th Street Streetscape Improvements
10. 2nd Street Improvements
11. Folsom Street/Howard Street Improvements
12. 22nd Street Green Connections Improvements
13. Potrero Avenue Improvements
16. Ringold Alley Improvements
24. Bartlett Street / Mission Mercado Improvements
25. Central Waterfront Short Term Improvements (Bridge Lighting)
27. The Loop and Open Space
28. Central Waterfront and Showplace Potrero Streetscapes
33. Chan Kaajal Park (17th and Folsom)
34. South Park Rehabilitation
35. Franklin Square Par-Course
37. Potrero Rec Center Trail Lighting Improvements
38. Gene Friend Park Rehabilitation
39. Mission Rec Center Rehabilitation
40. Jackson Playground Rehabilitation
41. Garfield Square Aquatic Center
42. Juri Commons
43. Jose Coronado Playground
44. 11th Street Park (New SoMa Park)
45. Central Waterfront Recreation and Open Space
46. Esprit Park Rehabilitation
48. Community Challenge Grant
 - a. Tunnel Top Park
 - b. Angel Alley
 - c. Connecticut Friendship Garden
 - d. Fallen Bridge Park
50. Daggett Park
51. Dogpatch Art Plaza
52. Eagle Plaza
58. Potrero Kids Child Care Center

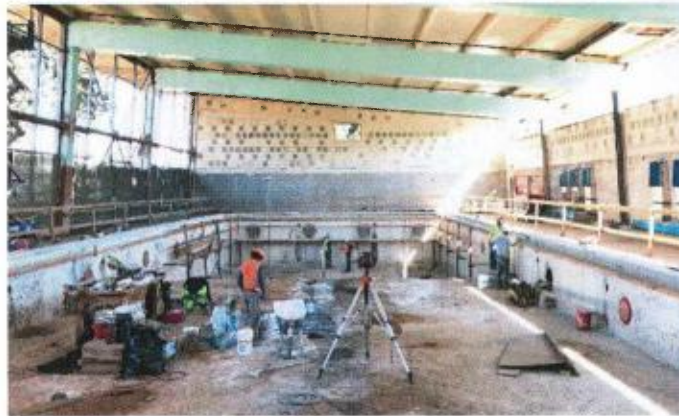
Eastern Neighborhoods

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	67,044,000	12,525,000	54,885,000	121,929,000
Spending Plan	75,681,000	3,624,000	23,483,000	99,164,000
Balance	-8,637,000	8,901,000	31,402,000	22,765,000

Franklin Square Improvements:
\$451K Total / \$210K IPIC



Garfield Square Aquatics Center:
\$20.5M Total / \$8.7M IPIC



Juri Commons:
\$1.6M Total / \$1M IPIC



Eastern Neighborhoods

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	67,044,000	12,525,000	54,885,000	121,929,000
Spending Plan	75,681,000	3,624,000	23,483,000	99,164,000
Balance	-8,637,000	8,901,000	31,402,000	22,765,000

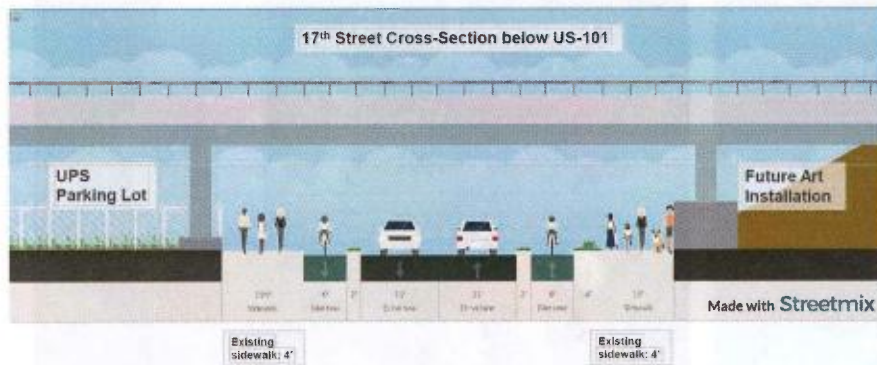
Second Street: \$40M Total / \$4.9M IPIC



Eastern Neighborhoods

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	67,044,000	12,525,000	54,885,000	121,929,000
Spending Plan	75,681,000	3,624,000	23,483,000	99,164,000
Balance	-8,637,000	8,901,000	31,402,000	22,765,000

Potrero Gateway (The Loop) : \$2.8M Total / \$1.8M IPIC



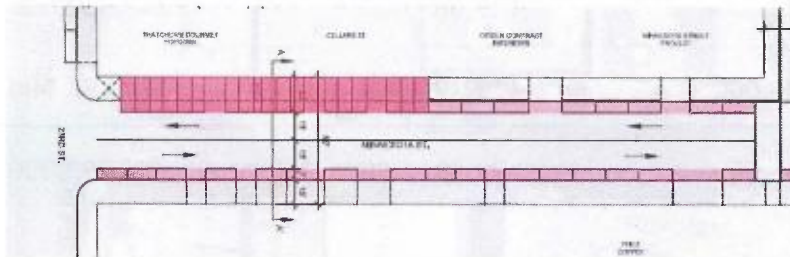
Eastern Neighborhoods

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	67,044,000	12,525,000	54,885,000	121,929,000
Spending Plan	75,681,000	3,624,000	23,483,000	99,164,000
Balance	-8,637,000	8,901,000	31,402,000	22,765,000

Minnesota Grove / Dogpatch – Showplace Streetscape: \$4.5M Total / \$4M IPIC

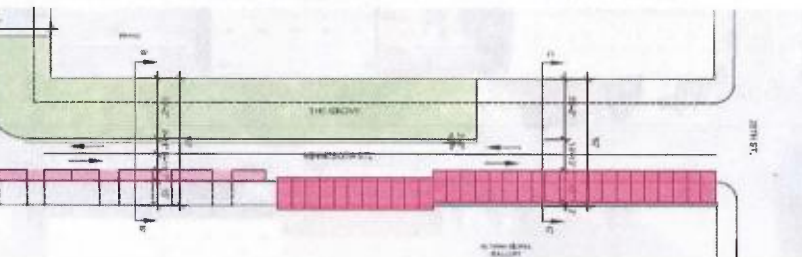
>> EXISTING CONDITION

52 PARKING SPACES // TWO-WAY THROUGHOUT (INFORMALLY) W/ MIX OF PERP. AND PARALLEL PARKING, GAPS IN SIDEWALK



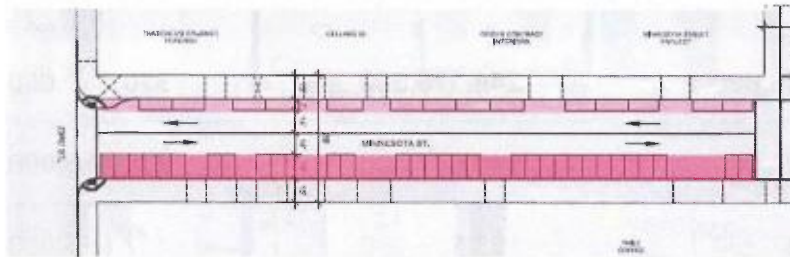
>> EXISTING CONDITION

36 PARKING SPACES // TWO-WAY THROUGHOUT (INFORMALLY) W/ MIX OF PERP. AND PARALLEL PARKING, GAPS IN SIDEWALK



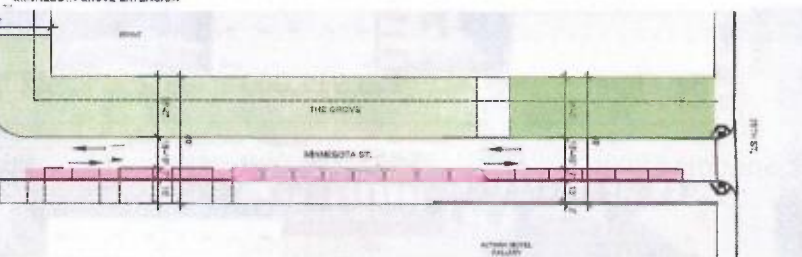
>> PROPOSED

45 PARKING SPACES (+13) // CONCEPT: TWO-WAY AT NORTH END W/ PARALLEL PARK ON NE SIDE & PERP. PARK ON NW SIDE



>> PROPOSED

18 PARKING SPACES (-20) // CONCEPT: TWO-WAY W/ PARALLEL PARK ON SW SIDE, 15' SIDEWALKS THROUGHOUT AND MINNESOTA GROVE EXTENSION



Eastern Neighborhoods

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	67,044,000	12,525,000	54,885,000	121,929,000
Spending Plan	75,681,000	3,624,000	23,483,000	99,164,000
Balance	-8,637,000	8,901,000	31,402,000	22,765,000

Eastern Neighborhoods - SoMa (Central, East, Western)

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	58,867,000	110,621,000	189,685,000	248,552,000
Spending Plan	57,068,000	92,390,000	117,194,000	174,262,000
Balance	1,799,000	18,231,000	72,491,000	74,290,000

Eastern Neighborhoods - Total

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	125,911,000	123,146,000	244,570,000	370,481,000
Spending Plan	132,749,000	96,014,000	140,677,000	273,426,000
Balance	-6,838,000	27,132,000	103,893,000	97,055,000

Market Octavia



IPIC Programmed Projects

2. Haight Two-Way Transportation and Streetscape
3. Muni Forward
4. Light Rail Service Enhancement
5. Polk Street Northbound Bicycle Improvements
6. Van Ness BRT – Van Ness & Mission Ped. Improvements
8. Valencia Bikeway
9. Western Addition CBTP Improvements
19. Dolores and Market Intersection Improvements (In-Kind)
20. Oak Plaza (In-Kind)
21. 12th/Otis Plaza (Potential In-Kind)
22. Gough Plaza (Potential In-Kind)
23. Hayes Two-Way
24. Living Alleys Community Challenge Grants
25. Better Market Street – 10th to Octavia
26. Page Street Neighborway
27. Patricia's Green Rotating Art Project
28. Market/Octavia Plazas Rotating Art Project
29. Franklin/Gough Pedestrian Improvements
30. Upper Market Pedestrian Improvements
31. Predevelopment – Upper Market Ped. Improvements
32. Re-establish Octavia Blvd. ROW with Hayward Park
33. Sidewalk Greening Program
35. Koshland Park Access Improvements
36. Van Ness BRT – Van Ness Miss Ped. Improvements
38. Octavia Blvd. Irrigation System
44. Hayward Park Rehabilitation
45. Brady Block Park – Design
47. Re-connect Buchanan St. Mall ROW Study

Market Octavia

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	37,464,000	52,078,000	78,455,000	115,919,000
Spending Plan	45,319,000	38,840,000	70,600,000	115,919,000
Balance	-7,855,000	13,238,000	7,855,000	--

Sidewalk Greening Program: \$100K / year through FY 25



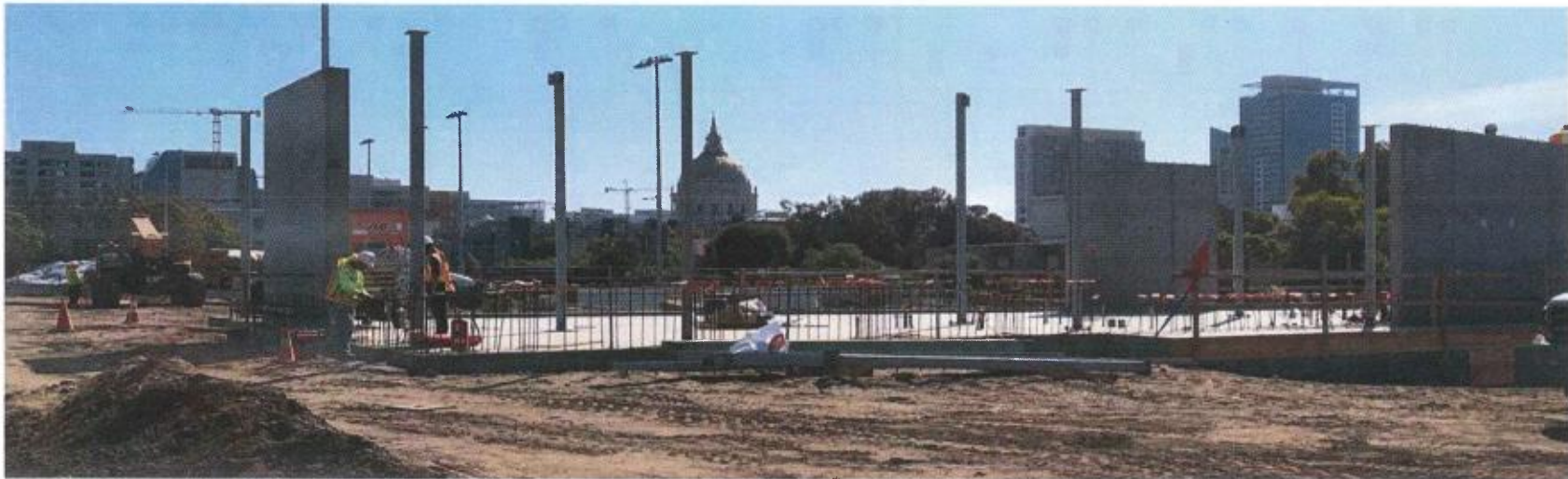
Living Alleys: \$4.5M through FY25



Market Octavia

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	37,464,000	52,078,000	78,455,000	115,919,000
Spending Plan	45,319,000	38,840,000	70,600,000	115,919,000
Balance	-7,855,000	13,238,000	7,855,000	--

Margaret Hayward Playground Rehabilitation: \$28M Total / \$7.9M IPIC



Market Octavia

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	37,464,000	52,078,000	78,455,000	115,919,000
Spending Plan	45,319,000	38,840,000	70,600,000	115,919,000
Balance	-7,855,000	13,238,000	7,855,000	--

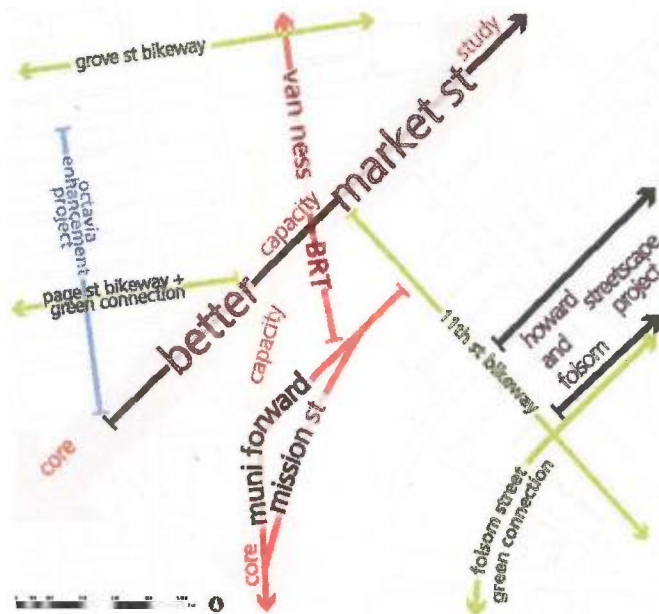
Upper Market Pedestrian Improvements \$9.7M total / \$4.3M IPIC



Market Octavia

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	37,464,000	52,078,000	78,455,000	115,919,000
Spending Plan	45,319,000	38,840,000	70,600,000	115,919,000
Balance	-7,855,000	13,238,000	7,855,000	--

The HUB Streetscape and Public Realm Improvements



Rincon Hill



IPIC Programmed Projects

- 6. Streetscape Priority 1 – Harrison St. and Fremont St.
- 7. Streetscape Priority 2 Projects
 - a. Living Streets
 - b. Guy Place Streetscape
 - d. First Street
- 8. Guy Place Park
- 12. Harrison Street, between Essex and First (In-Kind)
- 13. Mid-block Ped. Path. Folsom and Harrison (In-Kind)
- 14. First Street and Harrison Street (In-Kind)
- 15. Rincon Hill Park

Rincon Hill

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	33,219,000	1,352,000	4,215,000	37,434,000
Spending Plan	35,670,000	--	--	35,670,000
Balance	-2,451,000	1,352,000	4,215,000	1,764,000

Guy Place Park: \$6.9M total / \$4.8M RH IPIC + \$1.5M TC IPIC



Transit Center



IPIC Programmed Projects

- 3. Transit Center Streetscape
- 5. Transit Center and DTX
- 9. Better Market Street
- 10. SODA Streetscape
- 11. Mid-block Crossings (In-Kind)
- 12. Natomia Streetscape (In-Kind)
- 13. Bus Boarding Island on Mission (In-Kind)
- 14. Transit Center (In-Kind)
- 20. Salesforce Park (AKA City Park)
- 21. Downtown / Chinatown Parks
- 22. Central Subway Open Space
- 23. Portsmouth Square Improvements

Transit Center

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	81,307,000	63,631,000	63,631,000	144,938,000
Spending Plan	125,837,000	2,550,000	2,550,000	128,387,000
Balance	-44,530,000	61,081,000	61,081,000	16,551,000

Transit Center Streetscape
\$39.6M (TC and South of Downtown Area)



Guy Place Park



Visitation Valley



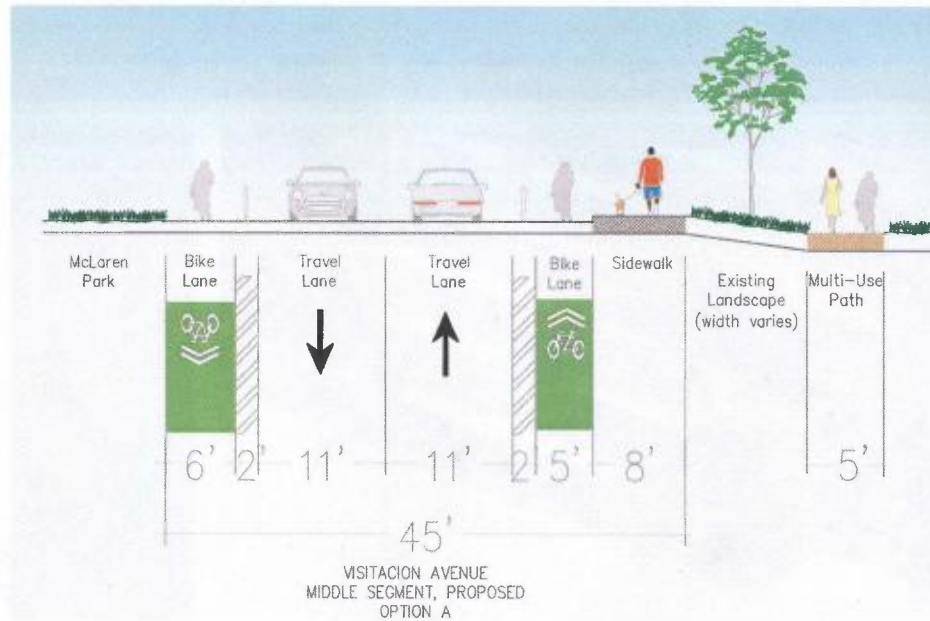
IPIC Programmed Projects

1. Visitation Avenue Sidewalks to McLaren Park
2. Visitation Valley Greenway mid-block crossings
3. Aleta Avenue intersection improvements
4. Blanken Avenue improvement
5. Herz Playground Renovation
6. Blanken underpass art mural
7. Visitation Valley Ballfield Renovation
8. Elliot Street Stair
9. Visitation Valley Playground Renovation
10. Bike Routes to Bay Trail and Candlestick Point
11. Leland and Cora bulbout and sidewalk widening

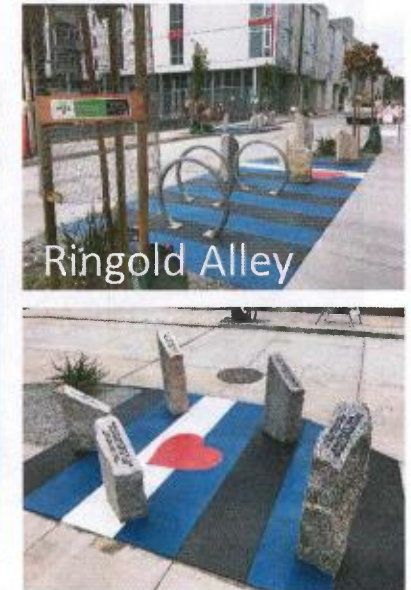
Visitacion Valley

	THROUGH FY 20	FY 21 and FY 22	FY21 - FY25	TOTAL THROUGH FY 25
Revenue	6,632,000	1,776,000	7,630,000	14,262,000
Spending Plan	11,814,000	1,285,000	2,289,000	14,103,000
Balance	-5,182,000	491,000	5,341,000	159,000

Visitacion Avenue Streetscape Improvements



In-Kinds



IPIC Next Steps

- Winter – Spring 2020
 - Budget Requests and Expenditure Authorization
 - New Soma CAC
 - Completion of LOS and Nexus Study
- Spring – Summer 2020
 - New IPIC Cycle
 - Fee Legislation
- Revisions to IPIC
 - IPIC's Role in CFDs
 - Eastern Neighborhoods MOU
 - New Expenditure Plan for Soma

THANK YOU



San Francisco
Planning

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SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization, Conditional Use Authorization, Office Allocation Authorization, & Variance

HEARING DATE: FEBRUARY 20, 2020

Record No.: 2012.1384ENX/CUA/OFA/VAR
Project Name: One Vassar
Project Address: 657 Harrison, 645 Harrison and 400 2nd Streets
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
130-CS-200-CS; 130-CS-350-CS; and 350-CS Height and Bulk Districts
Central SoMa Special Use District
Block/Lot: 3763/001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113
Project Sponsor: Caroline Guibert Chase, Coblenz Patch Duffy & Bass, LLP
One Montgomery Street, Suite 3000
San Francisco, CA 94104
Property Owner: One Vassar
433 California Street, 7th Floor
San Francisco, CA 94104
Staff Contact: Esmeralda Jardines – (415) 575-9144
esmeralda.jardines@sfgov.org
Recommendation: Approval with Conditions

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PROJECT DESCRIPTION

Commonly referred to as the "2nd and Harrison" or "One Vassar" (identified as Key Site No. 3 in the Central SoMa Area Plan), the One Vassar project (the "Project") will create an approximately 1.5 million-square foot mixed-use development located in close proximity to the 4th Street Central Corridor Muni, Transbay Terminal and Moscone Center. The proposed project will include approximately 42,013 gross square feet of production, distribution and repair (PDR) use, approximately 489 residential units, a hotel with 468 guestrooms, approximately 493,115 gross square feet (gsf) of office (consisting of approximately 430,000 new gsf at 400 2nd Street, and approximately 63,115 gsf of existing legal office use at 645 Harrison Street). The Project will also provide an approximately 14,000-gsf on-site child-care facility (exclusive of a 4,200 square foot outdoor open space), indoor and outdoor privately-owned public open space (POPOS), and approximately 37,551 gsf of neighborhood-serving retail space, including hotel restaurant/bars. The Project Sponsor also proposes a variety of street connection and pedestrian improvements, including a new mid-block pedestrian alley and POPOS plaza (Hawthorne Street Plaza) and the extension of Perry Street to 2nd Street. A projecting art screens are is proposed on Hawthorne Street Plaza to help screen pedestrian views of Interstate 80 from the Project Site. All off-street parking for the Project would be located below grade in a shared garage at 400 2nd Street as well as in an underground garage at 657 Harrison Street, and would

Received at CPC Hearing 2/20/2020
E. Jardines

include 309 off-street parking spaces, plus 13 car share spaces. The Project also accommodates three drop-off parking spaces for the childcare use at street level.

In detail, the Project includes:

400 2nd Street (hereinafter "Building 1"): This building consists of new construction of a 350-foot tall (or 385-foot tall with the rooftop mechanical equipment), 27-story office building consisting of approximately:

- 430,000 gsf of office
- 1,000 gsf of micro-retail
- 6,295 sf of indoor and outdoor POPOS (indoor POPOS excluded from gsf)
- 33,335 sf of subterranean accessory parking (excluded from gsf) (16,835 sf of which will be for 645 Harrison)
- 181 accessory off-street parking spaces plus 6 car share spaces (about half of which will be for 645 Harrison)
- 104 Class 1, & 45 Class 2 bicycle parking spaces (including 35 Class 1, & 34 Class 2 bicycle parking spaces for 645 Harrison)
- 2 loading spaces (at grade) and 3 subterranean service vehicle loading spaces (one of which will be for 645 Harrison)

645 Harrison (hereinafter "Building 2"): This building would retain the historic building and construct a 15-story vertical addition for a total height of 200-ft (or 220-ft with rooftop mechanical equipment) containing approximately 468 guestrooms. Details of Building 2 include:

- 221,965 gsf of hotel
- 63,115 gsf of office (existing)¹
- 42,013 gross square feet of PDR (existing and new)
- 31,101 gsf of retail
- 2 loading spaces (at grade)
- 3 service vehicle loading spaces (at grade)

657 Harrison (hereinafter "Building 3"): This building includes new construction of a 350-foot tall (or 385 feet with the rooftop mechanical equipment), 35-story residential building consisting of up to 489 dwelling units, which includes:

- 461,228 gsf of residential
- 14,000 gsf of childcare (not including designated open space)
- 1,450 gsf of retail
- 8,360 sf of outdoor POPOS (Hawthorne Street Plaza)
- 11,970 sf of outdoor residential usable open space (terraces)
- 61,512 sf of subterranean accessory parking
- 128 off-street accessory parking spaces plus 7 car-share parking spaces

¹ As noted above, there is 113,484 gross square feet of existing legal office space at 645 Harrison, 63,115 gross square feet of which would be retained at 645 Harrison.

- 204 Class 1 & 33 Class 2 bicycle parking spaces plus 25 cargo bicycle parking spaces (for longer bikes with incorporated child carriers or a storage space)
- 1 loading space (at grade) and 2 service vehicle spaces (at grade)

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Section 329, for the construction of new buildings greater than 85 feet in height and more than 50,000 gross square feet within the Central SoMa Special Use District, with exceptions to the following Planning Code Sections:

1. Building Setbacks, Street Wall Articulation, and Tower Separation (Section 132.4);
2. Usable Open Space (Section 135 (h) and 135.3);
3. Street Frontage Active Use and Transparency (Section 145.1 and 249.78 (c)(4);
4. Ground Floor Commercial along 2nd Street (Section 145.4);
5. Narrow and Mid-Block Alley Controls (Section 261.1);
6. Central SoMa Bulk Controls (Sections 270 (h)
- ~~6.7.~~ Horizontal Mass Reduction (Section 270.1);
- ~~7.8.~~ Micro-Retail (Section 249.78 (c)(4)(B);
- ~~8.9.~~ Childcare (Section 249.78(e)(4);
- ~~9.10.~~ Lot Coverage (Section 249.78(d)(6)(11); and
- ~~10-11.~~ Wind (Section 249.78(d)(9).

The Commission must also authorize an Office Development Authorization of approximately 430,000 gsf of new office space, pursuant to Planning Code Sections 321, 322 and 848.

In addition, the Commission must also authorize a Conditional Use Authorization to establish a hotel use at 645 Harrison (Building 2) within the CMUO Zoning District, pursuant to Planning Code Sections 303 and 848.

ISSUES AND OTHER CONSIDERATIONS

Public Comment & Outreach. To date, the Department has received comments in support of regarding the Project. Since 2012, the Project Sponsor has conducted extensive neighborhood outreach, including more than twenty (250) community presentations with stakeholders, including two open houses and direct group meetings with individual stakeholders and separate workshops and community outreach forums. The Project Team has been engaging 39 community stakeholder groups since 2012. The stakeholders the Project Team met with in no particular order include: South Beach/South Park, SOMBA, Clock Tower, SFHAC, YIMBY, SF Chamber of Commerces, YBCBD, YBA, TODCO, SOMCAN, SoMa Pilipinas, United Playaz, SOMACC, Hotel Council, SPUR, SFBLU HOA and Residents, West Bay, Good Jobs for All, Local 2, Mission Housing Development Corporation, 88 Perry Street-SRO and Veterans Building, Bike Coalition, Chinatown CDC, Early Care Educators San Francisco, MEPFS, ~~and Carpenters Union, 677-689 Harrison,~~ MEPFS, Carpenters Local 22, L.B.E.W Local 6, South Beach Neighbors (Alice Rogers), Westbay Pilipino Multi-Service Center, Yerba Buena Lofts residents, Mural Music and Arts Project (MMAP), Yerba Buena Community Benefit District, Early Care Educators of San Francisco, Chinatown Community Children's Center, San Francisco Travel Association, SFMOMA, SF Public Library, Community Youth Center of San Francisco (CYC), Community Housing Partnership, Jobs with Justice, sfCLOUT, Chinese for Affirmative Action, and Fremont Street Marin Day School.

Large Project Authorization within the Central SoMa Special Use District (SUD). The Commission must grant Large Project Authorization (LPA) pursuant to Planning Code Section 329 to allow construction of a new building greater than 85 feet in height or for new construction of more than over 50,000 gross square feet in the Central SoMa Special Use District (SUD). As part of the LPA, the Commission may grant exceptions from certain Planning Code requirements for projects that exhibit a unique and superior architectural design; provide qualified amenities in excess of what is required by the Code; and for Key Site development projects. As listed above, the Project is seeking numerous exceptions, which are supported by Department staff given the qualified amenities and overall design of the Project.

Variances. The Project is requesting variances from the Zoning Administrator from the Planning Code requirements for street frontage requirements including ground floor ceiling height, parking setbacks and off-street parking and loading entrances (Planning Code Section 145.1), required enclosure of a private service driveway (Section 155(d)) and curb cut prohibition on 2nd Street (Section 155(r)). The Project Sponsor must also obtain an Administrative Waiver and Modification from the Zoning Administrator for the location of required Class 1 bicycle parking (Section 155.2) and the location of required off-street loading (Sections 155 and 161) and the location of required shower and lockers (Section 155.4).

Qualified Amenities – Key Sites. The Project will provide various qualified amenities, including but not limited to streetscape and pedestrian network improvements, a large POPOS plaza and mid-block pedestrian alley (Hawthorne Street Plaza), which will exceed minimum alley dimensions, a Child Care Facility, which will be larger than specified under Section 414.5 for hotel and office uses (by approximately 7,480 square feet), and 110 percent of the otherwise applicable affordable housing requirement under Section 415.

Hotel. The Central SoMa Area Plan's Objective 3.5 states "Support Development of Hotels", Policy 3.5.1 further instructs to "Allow hotels throughout the growth-oriented parts of the Plan Area." Hotels are conditionally permitted in the Central SoMa Mixed Use Office Zoning District with no cap on room count, as envisioned in the Central SoMa Area Plan.

Office Development Allocation. The Project would construct a total of approximately 430,000 gsf of office space. Within the CMUO (Central SoMa Mixed Use Office) Zoning District, office use is permitted as of right, pursuant to Planning Code Section 848. As of February 6, 2020, there was approximately 511,247 square feet of "Large" Cap Office Development available under the Section 321 office allocation program.

The Department recommends that the Commission grant an Office Development Authorization for the Project, which would amount to 430,000 gross square feet of office use.

Development Impact Fees. The Project will be subject to development impact fees, including the Central SoMa Community Services Facility Fee, Central SoMa Infrastructure and Impact Fee, Eastern Neighborhoods Impact Fees, Eastern Neighborhoods Affordable Housing Fee, Transportation Sustainability Fee, and Jobs-Housing Linkage Fee.

Open Space/Recreation and Parks Commission. The Project does not cast new shadow upon any existing property owned and operated by the Recreation and Parks Commission. Therefore, Planning Code Section 295 (Height Restrictions on Structures Shadowing Property under the Jurisdiction of the Recreation and Park Commission) is not applicable to the project site.

Affordable Housing. The Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to thirty-three percent (33%) because it is a rental project that is providing one hundred and ten percent (110%) of the otherwise required amount of thirty percent (30%) pursuant to Planning Code Section 263.33.

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ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on February 5, 2020, 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 California 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.

BASIS FOR RECOMMENDATION

The Department believes this project is necessary and desirable, and is approvable for the following reasons:

- The Department finds that the Project is, on balance, consistent with the Central SoMa Plan and the relevant Objectives and Policies of the General Plan.
- The Project produces new mixed-use developments including: residential (489 dwelling units), hotel (468 guestrooms), and office with ground floor Childcare, Retail, PDR, and significant site updates, including landscaping, and common open space. Per the Central SoMa Plan, these elements will substantially improve the surrounding neighborhood.
- The site is currently underutilized, and the addition of new ground-floor retail spaces and publicly-accessible open spaces will enliven the streetscape.
- The Project will provide a new residential building that will satisfy its inclusionary housing requirement with 110% of what would otherwise be required.
- The Project will provide a new hotel that was envisioned in the Central SoMa Plan that will complement the Moscone Center Expansion.
- The Project is desirable for, and compatible with the vision for the neighborhood.

ATTACHMENTS:

Draft Motion – Large Project Authorization with Conditions of Approval
Draft Motion – Conditional Use Authorization with Conditions of Approval
Draft Motion – Office Allocation with Conditions of Approval
Exhibit B – Land Use Data
Exhibit C – Plans and Renderings
Exhibit D – Maps and Context Photos
Exhibit E – Inclusionary Affordable Housing Affidavit
Exhibit F – Anti-Discriminatory Housing Affidavit
Exhibit G – First Source Hiring Affidavit
Exhibit H– Hotel Demand Study prepared by HVS
Exhibit I- Public Correspondence
Exhibit J – Environmental Determination

Executive Summary
Hearing Date: February 20, 2020

RECORD NO. 2012.1384ENX/CUA/OFA/VAR
One Vassar



SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: ONE VASSAR
RECORD NO.: 2012.1384ENXOFACUAVAR

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CA 94103-2479

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	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	<u>0</u>	<u>54,509</u> <u>94,847</u> (2 subterranean garages)	<u>94,847</u> <u>54,509</u> (2 subterranean garages)
Residential GSF		<u>460,000</u> <u>461,228</u>	<u>460,000</u> <u>461,228</u>
Retail/Commercial GSF		<u>40,000</u> <u>37,551</u>	<u>37,551</u> <u>40,000</u>
Office GSF	<u>60,000</u> <u>63,115</u>	<u>430,000</u> <u>493,115</u>	430,000
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	<u>32,998</u>	<u>44,000</u> <u>42,013</u>	<u>11,012</u> <u>9,015</u>
Medical GSF			
Visitor GSF			
Child Care GSF		14,000	14,000
Usable Open Space		26,625 (including POPOS)	26,625 (including POPOS)
Public Open Space		14,655	14,655
Other (Hotel)		<u>222,000</u> <u>221,965</u>	<u>222,000</u> <u>221,965</u>
TOTAL GSF			
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units – Affordable (In-Lieu Fee-33% would be required)		161	161
Dwelling Units - Market Rate		<u>328</u> <u>489</u>	<u>328</u> <u>489</u>
Dwelling Units - Total		489	489
Hotel Rooms		468	468
Number of Buildings		3	3
Number of Stories		19-, 27-, and 35-	19-, 27-, and 35-
Parking Spaces		309	309
Loading Spaces		9	9
Bicycle Spaces		308 C1; 78 C2	308 C1; 78 C2
Car Share Spaces		13	13
Other ()			

EXHIBIT B

Land Use Information

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units		105	105
One Bedroom Units		187	187
Two Bedroom Units		185	185
Three Bedroom (or +) Units		12	12
Group Housing - Rooms			
Group Housing - Beds			
SRO Units			
Micro Units			
Accessory Dwelling Units			



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

HEARING DATE: FEBRUARY 20, 2020

Record No.: 2012.1384ENX
Project Name: One Vassar
Project Address: 657 Harrison, 645 Harrison and 400 2nd Streets
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
130-CS-200-CS; 130-CS-350-CS; and 350-CS Height and Bulk Districts
Central SoMa Special Use District
Block/Lots: 3763/001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113
Project Sponsor: Caroline Guibert Chase, Coblenz Patch Duffy & Bass, LLP
One Montgomery Street, Suite 3000
San Francisco, CA 94104
Property Owner: One Vassar
433 California Street, 7th Floor
San Francisco, CA 94104
Staff Contact: Esmeralda Jardines – (415) 575-9144
esmeralda.jardines@sfgov.org

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CA 94103-2479

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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW EXCEPTIONS FROM THE 1) SETBACKS, STREETWALL ARTICULATION & TOWER SEPARATION, PURSUANT TO PLANNING CODE SECTION 132.4; 2) USABLE OPEN SPACE PURSUANT TO PLANNING CODE SECTION 135(h) AND 135.3; 3) STREET FRONTAGE: ACTIVE USE AND TRANSPARENCY, PURSUANT TO PLANNING CODE SECTION 145.1 AND 249.78(c)(1); 4) GROUND FLOOR COMMERCIAL, PURSUANT TO PLANNING CODE SECTION 145.4; 5) NARROW AND MID-BLOCK ALLEY CONTROLS, PURSUANT TO PLANNING CODE SECTION 261.1; 6) CENTRAL SOMA BULK CONTROLS, PURSUANT TO PLANNING CODE SECTION 270(h); 7) HORIZONTAL MASS REDUCTION, PURSUANT TO PLANNING CODE SECTION 270.1; AND 8) MICRO-RETAIL, PURSUANT TO PLANNING CODE SECTION 249.78(c)(4)(B); 9) CHILDCARE, PURSUANT TO PLANNING CODE SECTION 249.78(e)(4); 10) LOT COVERAGE, PURSUANT TO PLANNING CODE SECTION 249.78(d)(6); 11) WIND, PURSUANT TO PLANNING CODE SECTION 249.78(d)(9), FOR THE PROJECT CONSISTING OF DEMOLITION OF FOUR EXISTING BUILDINGS AND NEW CONSTRUCTION OF THREE MIXED-USE BUILDINGS MEASURING APPROXIMATELY 1.5 MILLION GROSS SQUARE FEET, INCLUDING NEW CONSTRUCTION OF A 35-STORY, 350-FT TALL RESIDENTIAL BUILDING WITH 489 DWELLING UNITS, CHILDCARE AND GROUND-FLOOR RETAIL AT 657 HARRISON WITH APPROXIMATELY 476,678 GROSS SQUARE FEET, A 15-STORY HOTEL ADDITION ABOVE THE EXISTING FOUR-STORY PRODUCTION, DISTRIBUTION AND REPAIR (PDR) AND OFFICE BUILDING (TOTAL HEIGHT OF 200-FEET (FT) AT 645 HARRISON WITH NEW RETAIL USES WITH APPROXIMATELY 358,194 GROSS SQUARE FEET, AND NEW CONSTRUCTION OF A 27-STORY, 350-FOOT TALL OFFICE BUILDING WITH GROUND-FLOOR RETAIL AND A 14,655 SQUARE FEET INDOOR PRIVATELY-OWNED PUBLIC OPEN SPACE (POPOS) AT 400 2ND STREET WITH APPROXIMATELY 433,684 GROSS SQUARE

FEET, 306 OFF-STREET BELOW-GRADE ACCESSORY PARKING SPACES, 13 CAR SHARE SPACES, 3 OFF-STREET AT-GRADE ACCESSORY PARKING SPACES (FOR THE CHILD CARE FACILITY), 386 BICYCLE PARKING SPACES (308 CLASS I, 78 CLASS II), AND VARIOUS STREETScape AND PEDESTRIAN NETWORK IMPROVEMENTS, LOCATED AT ONE VASSAR PLACE, LOTS 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, AND 113 IN ASSESSOR'S BLOCK 3763 (400 2ND STREET BUILDING), WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT AND 130-CS-200-CS; 130-CS-350-CS; and 350-CS HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 4, 2019, of Caroline Chase, Coblenz Patch Duffy & Bass, LLP (hereinafter "Project Sponsor") filed a Large Project Authorization Application No. 2012.1384ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") pursuant to Planning Code Section 329 to demolish the four existing buildings on the project site, a lot line adjustment of merge twelve lots to create three lots, and construct a new 27-story, 350-ft tall, office building with 430,000 gross square feet (gsf) of office use, and 1,000 square feetgsf of micro-retail use; construct a 15-story vertical addition to an existing four-story building (measuring 200-ft tall) for use as a mixed-use hotel with 468 guestrooms, 42,013 square feetgsf of production, distribution, and repair (PDR) use, 63,115 gsf of office use, and 31,101 square feetgsf of ground floor retail; and, construct a new 35-story, 350-ft tall residential building with a 14,000 square feetgsf of child care facility, and 1,450 square feetgsf of ground floor retail. Across the entire project site, the proposed project (Project) is proposing 322 off-street below-grade parking spaces (inclusive of 13 car share spaces), 5 off-street freight loading spaces plus eight service vehicles, 386 bicycle parking spaces (308 Class I, 78 Class II), 14,655 square feet of on-site open-spacePOPOS (consisting of 3,220 square feet of indoor POPOS and 11,440 square feet of exterior POPOS, including a mid-block alley), and various streetscape improvements collectively at One Vassar on Assessor's Block 3763, Lots 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113 (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 February 5, 2020, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

On February 20, 2020, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization (LPA) Application No. 2012.1384ENX.

On February 20, 2020, the Commission adopted Motion No. XXXXX approving an Conditional Use Authorization for the Project (Conditional Use Authorization Application No. 2012.1384CUA). Findings contained within that motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On February 20, 2020, the Commission adopted Motion No. XXXXX approving an Office Development Authorization for the Project (Office Development Authorization Application No. 2012.1384OFA). Findings contained within that motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On February 20, 2020, the Zoning Administrator conducted a duly noticed public hearing on Variance Application No. 2012.1384VAR, approving the requested variances for the Project. Findings contained within this approval 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. 2012.1384ENX is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization as requested in Application No. 2012.1384ENX, 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.** Commonly referred to as the "2nd and Harrison" or "One Vassar" (identified as Key Site No. 3 in the Central SoMa Area Plan), the One Vassar project (the "Project") will create an approximately 1.5 million-square foot mixed-use development located in close proximity to the 4th Street Central Corridor Muni, Transbay Terminal and Moscone Center. The proposed project will include approximately 42,013 gross square feet of production, distribution and repair (PDR) use, approximately 489 residential units, a hotel with 468 guestrooms, approximately 493,115 gross square feet (gsf) of office (consisting of approximately 430,000 new gsf at 400 2nd Street, and approximately 63,115 gsf of existing legal office use at 645 Harrison Street). The Project will also provide an approximately 14,000-gsf on-site child-care facility (exclusive of a 4,200 square foot outdoor open space), indoor and outdoor privately-owned public open space (POPOS), and approximately 37,551 gsf of neighborhood-serving retail space, including hotel restaurant/bars. The Project Sponsor also proposes a variety of street connection and pedestrian improvements, including a new mid-block pedestrian alley and POPOS plaza (Hawthorne Street Plaza) and the extension of Perry Street to 2nd Street. ~~A p~~Projecting art screen ~~s are~~is proposed on Hawthorne Street Plaza to help screen pedestrian views of Interstate 80 from the Project Site. ~~All~~Off-street parking for the Project would be located below grade in a shared garage at 400 2nd Street ~~as well as in an underground garage at 657 Harrison Street~~, and would include 309 off-street parking spaces, plus 13 car share spaces. The Project also accommodates three drop-off parking spaces for the childcare use at street level.

In detail, the Project includes:

400 2nd Street (hereinafter "Building 1"): This building consists of new construction of a 350-foot tall (or 385-feet tall with the rooftop mechanical equipment), 27-story office building consisting of approximately:

- 430,000 gsf of office
- 1,000 gsf of micro-retail
- 6,295 sf of indoor and outdoor POPOS (indoor POPOS excluded from gsf)
- 33,335 sf of subterranean accessory parking (excluded from gsf) (16,835 sf of which will be for 645 Harrison)
- 181 accessory off-street parking spaces plus 6 car share spaces (about half of which will be for 645 Harrison)
- 104 Class 1, & 45 Class 2 bicycle parking spaces (including 35 Class 1, & 34 Class 2 bicycle parking spaces for 645 Harrison)
- 2 loading spaces (at grade) and 3 subterranean service vehicle loading spaces (one of which will be for 645 Harrison)

645 Harrison (hereinafter "Building 2"): This building would retain the historic building and construct a 15-story vertical addition for a total height of 200-ft (or 220-ft with rooftop mechanical equipment) containing approximately 468 guestrooms. Details of Building 2 include:

- 221,965 gsf of hotel
- 63,115 gsf of office (existing)¹
- 42,013 gross square feet of PDR (existing and new)
- 31,101 gsf of retail
- 2 loading spaces (at grade)
- 3 service vehicle loading spaces (at grade)

657 Harrison (hereinafter "Building 3"): This building includes new construction of a 350-foot tall (or 385 feet with the rooftop mechanical equipment), 35-story residential building consisting of up to 489 dwelling units, which includes:

- 461,228 gsf of residential
- 14,000 gsf of childcare (not including designated open space)
- 1,450 gsf of retail
- 8,360 sf of outdoor POPOS (Hawthorne Street Plaza)
- 11,970 sf of outdoor residential usable open space (terraces)
- 61,512 sf of subterranean accessory parking
- 128 off-street accessory parking spaces plus 7 car-share parking spaces
- 204 Class 1 & 33 Class 2 bicycle parking spaces plus 25 cargo bicycle parking spaces (for longer bikes with incorporated child carriers or a storage space)
- 1 loading space (at grade) and 2 service vehicle spaces (at grade)

3. **Site Description and Present Use.** The Project site (Assessor's Block 3763, Lots: 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113) are located on the south side of Harrison Street, west

¹ As noted above, there is 113,484 gross square feet of existing legal office space at 645 Harrison, 63,115 gross square feet of which would be retained at 645 Harrison.

side of 2nd Street, east and west of Vassar Place, and north side of Perry Street in San Francisco's SoMa neighborhood. Cumulatively, the 12 lots have a lot area of approximately 102,694 square feet (2.36 acres), with approximately 606-ft of frontage along Harrison Street, 200-ft of frontage along 2nd Street, 175-ft of front along Vassar Place (east and west frontages), and 333-ft of frontage along Perry Street. The Perry Street frontage of the project site is adjacent to a recently built elevated bus ramp located below Interstate 80, which connects to the Bay Bridge.

The Project Site contains five existing buildings totaling approximately 239,000 square feet, which include 400 2nd Street, 645 Harrison Street, 653 Harrison Street, 657 Harrison Street and 665 Harrison Street. At 400 2nd Street, the existing building is a five-story, approximately 65,100 square foot office building constructed in 1917. Directly south of 400 2nd Street is an existing approximately surface parking lot with 90 off-street parking spaces. 645 Harrison Street (also known as Building 2) consists of a four-story, approximately 148,000 square foot mixed-use building constructed in 1948. This building contains 113,484 gsf of legal office space and 32,988 square feet of PDR use.² 653 Harrison Street is a vacant two-story mixed-use building containing approximately 8,500 square feet and a four-space surface parking lot. 657 Harrison Street is a vacant two-story mixed-use building containing approximately 9,900 square feet with a vacant surface parking lot. 665 Harrison Street is a vacant mixed-use two-story building containing approximately 7,500 square feet.

4. **Surrounding Properties and Neighborhood.** The Project Site is located in the Central SoMa Plan Area and Central SoMa Special Use District (SUD) and is located immediately adjacent to the Transit Center District Plan to the east. The immediate context is mixed in character with residential, ground floor commercial and industrial uses. The immediate neighborhood along Harrison Street includes two-to-eight story mixed-use buildings. The Project Site is located at the intersection of Harrison, 2nd Street, Vassar Place, and Perry Streets. Directly to the south and across Perry Street is the elevated Interstate 80 overpass; underneath the overpass are a bus ramp and AC Transit bus parking lots. To the west is a residential development and retail, to the north are office and residential developments, and to the east across 2nd Street is a surface parking lot. Other zoning districts in the vicinity of the project site include: P (Public), MUR (Mixed-Use Residential), and MUO (Mixed-Use Office), and C-3-O (Downtown Office) Zoning Districts. To the west of the project site across 3rd Street is another Central SoMa key site, 725 Harrison Street.
5. **Public Outreach and Comments.** To date, the Department has received comments in support of regarding the Project. Since 2012, the Project Sponsor has conducted extensive neighborhood outreach, including more than twenty (20) community presentations with stakeholders, including two open houses and direct group meetings with individual stakeholders and separate workshops and community outreach forums. The stakeholders the Project Team met with in no particular order include: South Beach/South Park, SOMBA, Clock Tower, SFHAC, YIMBY, SF Chambers, YBCBD, YBA, TODCO, SOMCAN, SoMa Pilipinas, United Playaz, SOMACC, Hotel Council,

² See Case No. 2013.1545BV. At that time, the Zoning Administrator determined that there was 14,520 gross square feet of pre-existing legal office space in the building and an office allocation for an additional 98,964 gross square feet was granted by Planning Commission Motion No. 19524 in 2015.

SPUR, SFBLU HIOA and Residents, West Bay, Good Jobs for All, Local 2, Mission Housing, 88 Perry Street-SRO and Veterans Building, Bike Coalition, Chinatown CDC, Early Care Educators San Francisco, MEPFS, and Carpenters Union.

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; most retail; institutional (except for hospital and medical cannabis dispensary); residential; and certain production, distribution, and repair uses are principally permitted within the CMUO Zoning District. In this zoning district, hotel use requires a Conditional Use Authorization.

The Project would construct new general office, retain existing office and PDR at Building 2, as well as provide new PDR, retail, residential, and a child care facility (institutional) use. Office, retail, PDR, childcare, and residential uses are all principally permitted within the CMUO Zoning District; therefore, the Project complies with permitted uses in Planning Code Section 848.

In addition to the uses above, the Project also proposes a new hotel. The Project Sponsor is requesting Conditional Use Authorization (CUA) to establish a new hotel in Building 2 (See Record No. 2012.1384CUA).

- B. **Lot Coverage.** Planning Code Section 249.78 states that lot coverage is limited to 80 percent at all residential levels, except that on levels in which all residential units face onto a public right-of-way, 100 percent lot coverage may occur. The unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in yards pursuant to Section 136(c) of the Planning Code. Where there is pattern of mid-block open space for adjacent buildings, the unbuilt area of the new project shall be designed to adjoin that mid-block open space.

The lot coverage requirements only apply to the residential portion of the Project at 657 Harrison Street (also known as Building 3). At this location, the Project is proposing a lot coverage of 70.8 percent. Therefore, the Project complies with the 80 percent lot coverage limitation.

- C. **Floor Area Ratio and Transferrable Development Rights (TDR).** Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts. However, the CMUO Zoning District has no maximum FAR limit. Rather, Section 249.78(e)(3) requires 'Tier C' projects in the Central SoMa SUD that contains new construction or an addition of 50,000 square feet or more of non-residential development and has an FAR of a 3 to 1 or greater, to acquire TDR from a Transfer Lot in order to exceed an FAR of 3 to 1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required.

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

The Project consists of new non-residential construction that is greater than 50,000 square feet. The Project lots are classified as Tier C. Each of the proposed lots will have an FAR of greater than 3 to 1 and greater than 4.25 to 1. As such, the Project must acquire TDR to develop to the Tier C area from 3 to 1 to 4.25 to 1 (1.25 x lot area). The Project Sponsor will be required to purchase TDR to develop the Project as a condition of approval (See Exhibit A).

- D. **Setbacks, Streetwall Articulation, and Tower Separation.** Planning Code Section 132.4 outlines setback, streetwall articulation, and tower separation controls in the Central SUD. Section 132.4(d)(1) requires that buildings within the Central SoMa SUD be built to the street- or alley-facing property line up to 65 feet in height, subject to the controls of Section 261.1 (additional height limits for narrow streets and mid-block alleys, which apply to the Project) (Section 132.4(d)(1)(A)) with certain exceptions including: to the extent necessary to accommodate any setback required by the Planning Code; for portions of residential buildings with walk-up dwelling units that have setbacks in accordance with the Ground Floor Residential Guidelines; for publicly-accessible open space built pursuant to the requirements of Section 138; or for building façade architectural articulation and modulation up to a maximum depth of 8 feet. Further, for towers in the CS Bulk District, along all property lines, a 15-foot setback is required for the tower portion for the entire frontage. This setback may be reduced for obstructions permitted according to Section 136. Section 132.4 also provides setback and separation controls for "tower" development above a height of 160 feet in the Central SoMa SUD. The tower portion of a project shall have a horizontal separation of at least 115 feet from the tower portion of any other tower. The Tower Portion of a project shall have a horizontal separation of at least 30 feet from any Mid-Rise Portion on the same development lot, except that a bridge between the Tower Portion and the Mid-Rise Portion may be permissible up to a height of 130 feet if the bridge is no more than one story in height, is set back a minimum of 15 feet from any property line, and is visually subordinate to the buildings it connects. Any development containing both a Tower Portion and Mid-Rise Portion shall be designed to emphasize a visual distinction between the Tower and Mid-Rise Portions as separate structures.

The Project meets the setback but does not meet tower separation requirements for Building 1 (also known as 400 2nd Street). The Project Sponsor is requesting a setback exception for Buildings 2 and 3 (also known as 645 and 657 Harrison Street, respectively), and a tower separation exception for Buildings 1, 2, and 3. The Project complies with providing at least 30 feet in between all mid-rise portions of the proposed towers.

The setback exception for Building 2 is required because the setbacks along Perry Street, Vassar Place and the proposed mid-block pedestrian alley (Hawthorne Street Plaza) will range from about five feet to seven and a half feet, which is less than the required 15 feet. Perry Street is at the rear of the Project Site adjacent to Interstate 80. A setback at that location would provide no public benefit and would unnecessarily reduce the number of hotel rooms. Hawthorne Street Plaza is sufficiently wide without the required setback: it ranges from 33 feet wide to more than 85 feet wide. Vassar Place provides sufficient separation between Buildings 1 and 2. Above that, the design of the hotel tower was carefully designed to be compatible with yet distinguishable from the historic building and was vetted and

reviewed by the Historic Preservation Commission Architectural Review Committee (ARC). During that review, no additional side setbacks were recommended. Instead, the primary setback will be from the façade of the historic building (75 feet) so the historic building and proposed hotel tower will read as separate buildings, particularly from the pedestrian perspective.

A setback exception is also required for Building 3 because the podium structure measures 85-ft 11-in. rather than 85 feet. Therefore, approximately 11 inches of the Tower portion will not be setback the required 15 feet from either Harrison Street or Hawthorne Street Plaza.

As noted above, the "tower" portion is the portion of the building above a height of 160 feet. Between Buildings 1 and Building 2, the towers will be approximately 83-ft apart, and will not meet the required 115-ft tower separation. Additionally, between Buildings 2 and Building 3, the towers will be approximately 71-ft apart, and will not meet the required 115-ft tower separation. Planning Code Section 132.4 includes criteria for granting an exception, which are not required to be met for designated Key Sites in the Central SoMa SUD, including the Project Site (Key Site No. 3), because such projects may request an exception to both the tower separation requirement and the associated criteria per Section 329(e)(3) if additional qualified amenities (as defined in Planning Code Section 329(e)(3)(A)) are provided. As noted above and discussed in more detail below, the Project will provide various qualified amenities, including but not limited to streetscape and pedestrian network improvements, a large POPOS plaza and mid-block pedestrian alley (also known as Hawthorne Street Plaza, which will exceed minimum alley dimensions), a child care facility (larger than specified under Section 414.5 for hotel and office uses by approximately 7,480 square feet), and inclusionary affordable housing at 110 percent of the otherwise applicable affordable housing requirement under Section 415.

The Project will meet some, but not all of the criteria under Section 132.4(d)(3); therefore, an exception is requested, which is specifically available to Key Sites in the Central SoMa SUD. The horizontal separation between the office and hotel towers will be approximately 83 feet; the residential and hotel towers will be approximately 71 feet, rather than 85 feet required between all towers, and the tower floor area will exceed 10,000 gross square feet. However, the towers will have a height difference of at least 50 feet, as specified (the towers will be 350 at Building 1 and Building 3 and 200 feet in height at Building 2). The tower portions will also be designed so as to maximize apparent distance and architectural differentiation from each other. The hotel tower will be set back from the street, toward the rear of the existing historic building at Building 2 (645 Harrison Street), which will result in a greater perceived distance between the towers. The towers will also be differentiated by design, as the hotel tower will be designed with a solid sculptural façade with punched openings, whereas the tower portion of Building 3 will be a sleek glass and steel tower with some clad masonry to reduce the scale of the tower. This architectural differentiation will help distinguish the towers as separate structures. The tower portion of Building 3 will connect to the ground at Hawthorne Street plaza, whereas the hotel tower will be located atop an existing podium base, which will in turn differentiate the massing between the two towers, particularly from the pedestrian perspective.

- E. **Residential Usable Open Space.** Planning Code Section 135 and 848 state that for residential uses 80 square feet of usable open space per dwelling unit are required if not publicly accessible. If publicly-accessible, 54 square feet of usable per dwelling unit are required. For

dwelling units that measure less than 350 square feet plus a bathroom, the minimum amount of usable open space provided for use by each shall be one-third the amount required for a dwelling unit; therefore, the requirement is 26.4 square feet for those dwelling units.

The Project will provide the required amount of residential usable open space. 489 dwelling units are proposed, 105 of which will be studio units, less than 350 square feet plus a bathroom, that qualify for a reduced usable open space requirement under Section 135(d)(2) (one-third of the otherwise applicable requirement) due to the smaller size of the units; therefore, a total of approximately 26,625 of common usable open space must be provided in the form of POPOS and/or other usable open space on the Project Site. Approximately 11,670 square feet of residential usable open space will be provided at Building 3 on shared outdoor terraces and approximately 300 square feet will be provided on private terraces. Approximately 14,655 square feet of POPOS will be provided on the Project Site, including in adjacent Hawthorne Street Plaza. Per Section 135(d)(5)(B)(i), POPOS count toward residential usable open space requirements in the Eastern Neighborhoods Mixed Use Districts, including the CMUO Zoning District, provided that the POPOS meet certain standards under Section 135(h), including a requirement that the POPOS are unenclosed; however, a special provision was included under Section 329(e) for this Key Site, which provides that "any indoor POPOS on the site may be deemed to satisfy the requirements of Sections 135(h) and 135.3." Therefore, a total of 14,655 square feet of countable POPOS will be provided, which meets the residential usable open space requirement in combination with usable open space provided at 657 Harrison (26,625 square feet total).

- F. **Dwelling Unit Exposure.** Per Planning Code Section 249.78 (d)(11) (Central SoMa SUD), the requirements of Section 140 shall apply, except that the required windows (as defined by Section 504 of the San Francisco Housing Code) of at least one room that meets the 120-square-foot minimum superficial floor area requirement of Section 503 of the Housing Code shall face on an open area as follows:

1. For units constructed above 85 feet in height, the required windows shall face directly on an open area that is no less than 15 feet by 15 feet;
2. 10% of units constructed at or below 85 feet may face directly onto an open area that is no less than 15 feet by 15 feet; and
3. Where required windows are built on an open area, pursuant to 140 (a)(2), the requirements to increase the horizontal dimension at each subsequent floor do not apply.

At Building 3, all of the dwelling units will face onto Harrison Street, Perry Street, Hawthorne Street Plaza (POPOS and mid-block pedestrian alley) or a 25-foot by 70-foot, ten inch inner courtyard along the western property line. Therefore, all dwelling units at Building 3 will meet dwelling unit exposure requirements applicable to projects in the Central SoMa SUD.

- G. **Non-Residential Usable Open Space.** Per Planning Code Section 135.3, within the Eastern Neighborhoods ("EN") Mixed Use Districts, Retail, Institutional, and like uses must provide 1 square foot of open space per each 250 square feet of occupied floor area of new or added square footage. Office uses in the EN Mixed Use Districts are required to provide 1 square foot of open space per each 50 square feet of occupied floor area of new, converted or added square

footage. PDR uses have no open space requirements. However, the Section 135.3 open space requirements shall not apply to Central SoMa SUD projects that are subject to the privately-owned public open space requirements pursuant to Section 138 (a)(2).

The Project is located within the Central SoMa SUD and subject to privately-owned public open space requirement (POPOS) per Planning Code Section 138(a)(2) and approximately 14,655 square feet of POPOS will be provided on the Project Site. Therefore, as noted above, the Project is not subject to a separate non-residential usable open space requirement per Section 135.3.

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

In the Central SoMa SUD, all determinations concerning the adequacy of the location, amount, amenities, design, and implementation of open space required by this Section shall be made in accordance with the provisions of Section 329 and Section 138(d)(2). As part of this determination, the Planning Commission must consider the ability of the open space to meet the open space, greening, and community needs of the neighborhood, as follows:

(A) **Location.** The provision of outdoor space, including off-site, should be given preference over the provision of indoor space and/or the payment of the in-lieu fee. The Commission may approve the provision of indoor space and/or the payment of the in-lieu fee only where the provision of outdoor space would (i) Be subject to substantially negative or unpleasant environmental conditions, such as noise, wind, or lack of access to direct sunlight; and/or (ii) Where provision of the open space outdoors would substantially degrade the street wall or otherwise undermine the pedestrian experience.

(B) **Amenities.** The type of amenities provided shall take into consideration and complement the amenities currently and foreseeably provided in nearby publicly-accessible open spaces and recreational facilities, both publicly and privately owned, with a preference given to provision of amenities and types of spaces lacking or over-utilized in the area.

(C) Community Needs. The Commission shall consider the extent to which the open space serves the open space and recreational needs of the diverse inhabitants of the Central SoMa Special Use District, including but not limited to residents, youth, families, workers, and seniors.

The Project is required to provide 14,075 square feet of POPOS. The Project will provide 14,655 square feet of POPOS through a combination of on-site indoor and outdoor open space that will comply with Central SoMa POPOS standards under Section 138(d)(2). The exterior POPOS will be provided via a mid-block pedestrian alley (Hawthorne Street Plaza), as well as exterior usable open space along Harrison, 2nd, and Perry Streets; the indoor POPOS will be provided at a prominent corner location Building 1 along both Harrison Street and 2nd Street. All of the POPOS will either be directly adjacent to or within a few feet of active ground floor retail space.

The proposed indoor POPOS at Building 1 is specifically permitted under the Central SoMa SUD provisions for project sites north of Bryant Street, including the Project Site. The indoor location will help avoid unpleasant environmental conditions, such as noise, wind, lack of sunlight and the degradation of the street wall along those primary streets, which would otherwise undermine the pedestrian experience. Furthermore, a substantial amount of outdoor POPOS will be provided on the Project site, including at proposed Hawthorne Street Plaza, which will be located between two buildings on the Project site and thus better protected. The proposed POPOS will provide a sufficient variety of amenities in a variety of POPOS spaces, including indoor and outdoor POPOS at a prominent pedestrian corner, in a mid-block pedestrian alley, a covered arcade, and open areas on sidewalks, with various amenities including seating areas adjacent to proposed retail uses, a water feature, and new landscaping, including multiple new trees. The proposed POPOS have been designed to accommodate and are expected to be utilized regularly by on-site and off-site residents, youth, families, workers, and seniors, due in part to the variety of POPOS spaces proposed and variety of amenities provided within and adjacent to those POPOS.

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

The Project meets the criteria of Section 138.1, as it is 2.36 acres in size, includes more than 50,000 square feet of new construction, and has a lot frontage length of over 150 feet on a public right-of-way; therefore, it is subject to Better Streets Plan requirements. The Project Sponsor has worked extensively with Streetscape Design Advisory Team (SDAT), which encompasses multiple City Agencies, to create a streetscape plan that meets the Better Streets Plan requirements.

The Project includes sidewalk widenings (where there are existing sidewalks), new sidewalks (where none exist), and other street improvements on Harrison Street, 2nd Street, Vassar Place and Perry Street. New sidewalks, curbs, gutter, and street trees will be installed. The Project will provide sidewalks at Vassar Place and along the proposed Perry Street extension, which do not currently exist. The proposed Better Streets Plan also includes 31 new street trees planted around the site including 19 along the southern curb of Harrison Street, 6 along the western curb of Vassar Place, and 4 along 2nd Street; 2 additional trees will be provided at the office building's driveway near Perry Street. Therefore, the Project complies with Planning Code Section 138.1.

- J. **Bird Safety.** Planning Code Section 139 outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards. Section 139 outlines façade-related hazards to birds throughout the City, which apply to certain freestanding glass walls and other building elements that have unbroken glazed segments that are 24 square feet and larger in size. New construction with glazed building elements such as free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops shall treat 100% of the glazing with bird-safe glazing treatments to reduce the potential impacts to bird mortality.

The Project site is not located within nor is it in close proximity to an Urban Bird Refuge. As proposed, the Project is not subject to feature-related standards because the largest glazed screen at Building 2 is 21 square feet, the largest glazed screen at Building 3 is 22.5 square feet, and no glazed screens are proposed at Building 1. Therefore, the Project is not subject to feature-related standards because neither Building 1, Building 2 nor Building 3 have unbroken glazed segments that are larger than 24 square feet. Even so, bird-safe glazing are proposed to reduce the potential impacts to bird mortality. The design of all buildings in the Project include articulate facades with mixture of glass, mullions and metal detailing to avoid creation of large free standing and unbroken glass facades.

- K. **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 rooftop mechanical equipment and appurtenances used in the operation or maintenance of the Project buildings will be arranged and screened so as not to be visible from any point at or below the roof level.

At Building 3, all rooftop mechanical elements have been organized such that they are grouped together and set back from all building perimeters. The screening wall which encloses the clustered mechanical areas is thus offset from the main tower and expressed as a terraced step-back to balance the overall composition of the building massing.

At Building 2, the podium roof areas at the south near Interstate 80 will house mechanical equipment for the office and PDR use, grouped within an architectural screen that is aligned with the hotel addition massing and designed to match the character of the addition façade. No mechanical equipment or screens are proposed within the primary tower setback along Harrison Street. At the 20th floor, mechanical equipment for the hotel will be set back from the tower footprint a minimum of 15ft from each direction, similarly clustered behind an architectural screen.

At Building 1, mechanical equipment will be located at the west side of the podium roof where the project proposes a significant 35-foot tower setback. The equipment will be screened from view with an architectural screen similar in character with the tower façade. All rooftop mechanical equipment will be located within the 35-foot bulkhead at the west end of the tower and thus screened from view.

- L. **Parking and Loading Entrances.** Under the street frontage controls of Planning Code Section 145.1(c)(2), no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new structure parallel to and facing a street may be devoted to parking and loading ingress or egress.

The Project's primary off-street vehicular parking and loading access is intentionally consolidated on secondary Perry Street, which is located at the rear of the Project Site adjacent to Interstate 80 and functions similar to an alley.

Since the off-street parking and loading entrances for each proposed building, as applicable, along Perry Street exceeds 20 feet in width, the Project Sponsor is separately requesting a variance from the Zoning Administrator (See Record No. 2012.1384VAR). The Project Sponsor is also separately requesting a variance for the proposed private driveway (the Perry Street extension to 2nd Street on Caltrans property), which will not be enclosed as required under Section 145.1.

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

Section 145.1 requires active uses along any façade facing a street at least 30 feet in width and imposes limitations on the size of parking and loading entrances. Section 249.78(c)(1) provides

that in the Central SoMa SUD, hotel and ground floor POPOS are considered active uses. Active uses are also required along outdoor POPOS in the Central SoMa SUD per Section 249.78(c)(1)(A).

The Project is seeking an exception under the LPA for:

(1) the Harrison Street frontage due to the proposed child care facility in the Building 3, which is not an active use because it will not meet transparency requirements due to screening requirements for security purposes;

(2) the outdoor POPOS plaza (Hawthorne Street Plaza) between Building 2 and Building 3, which will not be entirely lined with active uses due to the required mechanical space in Building 2 (at the rear of the building toward Perry Street) and the residential lobby frontage in 657 Harrison Street, which will be approximately 2,460 feet along the plaza ;

(3) the Perry Street frontage due to the proposed mechanical and off-street loading spaces in Building 2 the mechanical (including PG&E vaults) and off-street parking and loading spaces in Building 1 and Building 3 , and the bike ramp in Building 1; and

(4) the Vassar Place frontage due to the mechanical space, office/PDR entrance, and hotel entrance at Building 2 and the parking shuttle lobby and off-street parking and bike ramp in Building 1.

- N. **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 ground floor spaces and lobbies in the non-residential buildings (Building 1 and Building 2) are located at the sidewalk level and face directly onto the public right-of-way, of each respective street frontage, or onto the mid-block pedestrian alley and POPOS at Hawthorne Street Plaza. Building 3 is a residential building with an entrance along Hawthorne Street Plaza, which can be accessed from both Harrison and Perry streets. There is a grade change between Harrison and Perry Street and Hawthorne Street Plaza accommodates that topographical change in its proposed design. Therefore, non-residential active uses and lobbies will be as close as possible to the level of the adjacent sidewalk at the principal entrances to those spaces.

- O. **Transparency and Fenestration.** Per Planning Code Sections 145.1(c)(6) and 249.78(c)(1)(F) (Central SoMa SUD), 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.

Where active use requirements will not be met, transparency requirements will also not be met along portions of the Harrison Street, Perry Street and Vassar Place frontages. Therefore, the Project Sponsor is requesting an exception to Planning Code transparency and fenestration requirements for each of three buildings on the Project Site.

- P. **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. PDR space that is subject to the requirements of Section 202.8 or 249.78 (Central SoMa SUD) shall have a minimum floor-to-floor ceiling height of 17 feet.

The Project proposes a 12-ft floor-to-floor height in the retail space at the rear of the Building 3 due to the change in grade and related stepping of the adjacent POPOS space (Hawthorne Street Plaza) to allow for direct access to the retail space from the plaza. Further, the existing historic building at 645 Harrison Street (the Building 2 location) does not provide the required 17 foot ceiling height for the new PDR use from development of office at Building 1, to be consolidated with existing PDR on floors 2 and 3 (the existing ceiling heights are about 13 feet, 9 inches). Therefore, the Project requires a variance from the Zoning Administrator for both buildings (See Record No. 2012.1384VAR).

- Q. **Ground Floor Commercial.** Planning Code Section 145.4 states that in the Central SoMa SUD, a project whose street frontage is subject Section 145.4, may locate a Privately-Owned Public Open Space(s) (POPOS) along such street frontage, provided that the ground floor of the building facing the POPOS is lined with active commercial uses. Further, Second Street, on the west side, between Dow Place and Townsend Street in the Central SoMa Special Use District shall have active commercial uses.

At the Project Site, ground floor commercial uses are required along the 2nd Street frontage. At Building 1, an interior POPOS, office lobby, and retail are provided along 2nd Street. The interior corner POPOS at the prominent intersection of 2nd and Harrison Street is not entirely lined with retail because of the need to provide a building lobby with direct access from both Harrison and 2nd Streets and elevators adjacent to that lobby, which will be located at the center of the building. The corner POPOS will be steps away from retail spaces along Harrison Street and along 2nd Street (on the other side of the lobby toward Perry Street). Even so, neither the POPOS nor the proposed lobby will meet Section 145.4 requirements. Therefore, the Project is requesting a ground floor commercial exception. There is no other suitable location for the building lobby as retail space is appropriately proposed along Harrison Street adjacent to the corner POPOS and mechanical and off-street parking and loading entrances have intentionally been located along secondary Perry Street.

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

The Project has been designed to reduce substantial shadow impacts on public plazas and other publicly-accessible spaces and will not create any net new shadow on open spaces under the jurisdiction of the Recreation and Parks Department, including South Park, as detailed in the Community Plan Exemption (CPE), prepared for the Project. The Project would comply with Section 147. The detailed shadow analysis in the CPE for the Project is incorporated herein by reference.

- S. **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. Retail uses within the Central SoMa SUD may provide 1 space for each 1,500 square feet of GFA. Within the CMUO District, non-retail sales and service uses such as 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. Child Care Facilities may provide one car for each 25 children. For dwelling units, 1.5 parking spaces for each dwelling unit are permitted. For hotels, a maximum of 1 parking space for each 16 guest bedrooms, plus one for the manager's dwelling unit, if any.

The Project includes a total of approximately: 369,679 sf of OFA of office, 37,551 GFA (gsf) of retail, 460,779 sf of OFA of residential, 13,214 sf of OFA of child care, 39,493 sf of OFA of PDR, and 181,056 sf of OFA of hotel. Therefore, the proposed 309 accessory parking spaces are principally permitted across the entire Project Site. There will be 309 accessory parking spaces in total, plus 13 car share spaces, for a total of 322 off-street parking spaces. Therefore, the Project complies with the maximum permitted accessory parking limitations of Planning Code Section 151.1.

- T. **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 Retail uses, 1 loading space is required for 10,000 - 30,000 square feet of OFA. No loading spaces are required for Institutional uses below 100,000 OFA (here, the child care facility). PDR uses over 10,000 OFA but below 60,000 OFA must provide one loading space. 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. For hotel uses with occupied floor area of 200,001-500,000 square feet of OFA, 2 off-street freight loading spaces are required. For residential uses with over 500,000 square feet of OFA, 3 plus 1 space for each additional 400,000 square feet of OFA are required.

The Project requires nine off-street freight loading spaces. In detail:

- *Building 1: For 313,364 sf of OFA of office, three off-street loading spaces are required. For 5,000sf of OFA of retail, no off-street freight loading is required. Therefore, 3 off-street freight loading spaces are required.*
- *Building 2: For 27,873 sf of OFA of retail, one off-street freight loading space is required. For 39,493 SF of OFA of PDR, one off-street freight loading is required. For 56,315 sf of OFA of*

office, one off-street freight loading space is required. For 181,056 sf of OFA of hotel, one off-street freight loading space is required. Therefore, 4 off-street freight loading spaces are required.

- Building 3: For 460,779 sf of OFA of residential, two off-street freight loading spaces are required. For 13,214 sf of OFA of childcare (institutional), no off-street freight loading is required, and for 1,450 sf of OFA of retail, no off-street freight loading is required. Therefore, 2 off-street freight loading spaces are required.

The Project includes two loading spaces plus three service vehicle spaces at grade at Building 2, two loading spaces at grade plus three service vehicles below-grade at Building 1, and one loading space plus two off-street vehicle spaces at Building 3. Per Section 153, in the CMUO, two service vehicles can be substituted for each required off-street freight loading space. Therefore, the Project complies with off-street freight loading requirements.

Since the Project would provide loading and service vehicles in buildings other than for the use served, as required under Section 155(a), an administrative waiver of that requirement is separately requested from the Zoning Administrator pursuant to Section 161(e), which provides that a reduction or waiver of off-street loading requirements may be requested in recognition of the fact that site constraints may make provision of the required loading and service vehicle spaces impractical or undesirable. In granting such a waiver, the Zoning Administrator is required to consider certain criteria under Section 161(e), which contemplates "a jointly used underground facility with access to a number of separate buildings and meeting the collective needs for freight loading and service vehicles for all uses in the buildings involved," which is akin to the off-street loading proposed as part of the Project, which has been creatively organized to meet Project-wide off-street loading requirements without resulting in "the use of an unreasonable percentage of ground-floor area [for loading], and thereby preclude more desirable use of the ground floor for retail, pedestrian circulation and open space uses" per Section 161(e).

- U. **Parking Dimensions.** Per Planning Code Section 154(b), every required off-street freight loading space must have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet. However, the first such required loading space for any use may have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance of 12 feet. Each substituted service vehicle space provided under Section 153(a)(6) of the Planning Code shall have a minimum width of eight feet, a minimum length of 20 feet, and a minimum vertical clearance of seven feet. Per Planning Code Section 154(a), off-street parking spaces in the Eastern Neighborhoods Mixed Use Districts, including the CMUO District, shall have no minimum area or dimension requirements, except as required elsewhere in the Building Code for spaces specifically designated for persons with physical disabilities.

The Project is providing five off-street loading spaces and eight service vehicle spaces; the eight service vehicles count as four off-street loading spaces, for a total of nine off-street loading spaces. All of these spaces will meet the dimensional requirements under the Code. Therefore, the Project will comply with the off-street freight loading dimension requirements.

- V. **Rates for Long-Term Office Parking.** Planning Code Section 155(g) states that to discourage long-term commuter parking, off-street parking spaces provided for all uses other than residential or hotel must be offered pursuant to the following rate structure: (1) the rate charged for four hours of parking cannot be more than four times the rate charged for the first hour; (2) the rate charged for eight hours of parking cannot be less than ten (10) times the rate charged for the first hour; and (3) no discounted parking rates are allowed for weekly, monthly, or similar time-specific periods.

The Project will comply with the rate structure outlined in the Code and regulated by the City.

- W. **Private Service Driveway.** Planning Code Section 155(d). All off-street freight loading and service vehicle spaces in the CMUO District shall be completely enclosed, and access from a public Street or Alley shall be provided by means of a private service driveway that is totally contained within the structure.

The proposed Perry Street extension will be located on Caltrans property and will function as a private service driveway for off-street parking, loading and service vehicle spaces on the Project site. It will not be contained within the structures on the Project Site; therefore, the Project Sponsor is separately requesting a variance from the Zoning Administrator (See Record No. 2012.1384VAR).

- X. **Curb Cut Restrictions on 2nd Street.** Planning Code Section 155 (r)(2)(Y) does not permit a curb cut along 2nd Street between Market and Townsend Street.

The Project includes the removal of an existing curb cut on 2nd Street and a new curb cut for the connection of the proposed Perry Street extension at 2nd Street. The Project will limit use of the curb cut via a gate that will regulate the frequency of vehicles exiting Perry Street onto 2nd Street, and has been designed to limit movements to a right-turn only from Perry Street onto 2nd Street, as discussed in the Project's DLOP. Because a new 2nd Street curb cut is not permitted, the Project Sponsor is separately pursuing a curb cut variance from the Zoning Administrator (See Record No. 2012.1384VAR).

- Y. **Driveway Loading and Operations Plan in the Central SoMa SUD.** Planning Code Section 155(u) requires a Driveway and Loading Operations Plan ("DLOP") is required for projects in the Central SoMa SUD that are more than 100,000 of new gross square feet. The DLOP is meant to reduce potential conflicts between driveway and loading operations and pedestrians, bicycles, and vehicles, to maximize reliance of on-site loading spaces to accommodate new loading demand, and to ensure that off-site loading activity is considered in the design of new buildings. Applicable projects shall prepare a DLOP for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency ("SFMTA").

The Project is over 100,000 square feet in size and has prepared a DLOP authored by CHS. The building operator will implement the following measures into the operations and design of the Project. The

building operator or ownership will designate appropriate staff contact(s) for the implementation of the DLOP measures across the three buildings (Building 1, Building 2 and Building 3).

Valet Operations: The building operator will operate a 24-hour valet service from two separate valet stand locations, one along the west curbside of Vassar Place and a second on the B1 level of the 400 Second Street garage. All valeted vehicles processed at both stands will be stored in the 400 Second Street garage. The building operator will staff valet attendants at a level such that vehicle queues arriving and departing the valet locations will be contained within available curbside areas and thus not resulting in spillover and blockage of adjacent public streets, alleys, and sidewalks. It is estimated that the hotel valet operations will require one supervisor and between two and four runners onsite depending on the time of day. Additional runners may be added as necessary to ensure an orderly flow of vehicles at the valet stand and not result in vehicle queues. Valet operations will be organized into various daytime and overnight shifts that will be optimized according to anticipated demand.

Signage or additional active management strategies could be employed along Harrison Street as needed (e.g., during peak periods of operation, high volume events, or when additional queuing abatement is necessary) to help direct drivers seeking valet service to the valet stand appropriate to their building destination, described further below. The signage described and could be employed here is in addition to the signage described in section 5.0 Signage/Warning Devices.

645 Harrison Street (aka. Building 2) Hotel Valet Operations: The 645 Harrison Street hotel will operate valet service for guests along the west curbside of Vassar Place fronting the lobby. Upon guest arrival at the curbside, valet staff will process their vehicles, move them from the curbside, and store them within the 400 Second Street Garage. The valet will process both inbound and outbound hotel vehicles (non-Transportation Network Company) within the proposed four-space passenger loading zone on Vassar Place. The building operator will provide hotel guests with a pre-visit email that provides directions on getting to the Vassar curbside valet if they wish to drive and store vehicles on site, as well as information on associated valet parking costs and nearby public garages.

In terms of vehicle circulation, inbound hotel guests will be directed to arrive via eastbound Harrison Street and make a right-turn onto southbound Vassar Place to access the passenger loading zone and valet stand. Valet staff will work to quickly check-in hotel guests and remove vehicles from the queue. Valet staff will drive vehicles away from the curb to go southbound on Vassar Place and turn left onto eastbound Perry Street to access the 400 Second Street garage to store vehicles.

Similarly, outbound guests picking up their vehicles at the Vassar curbside will have their vehicles brought to that location by valet staff. Valet staff will account for variation in vehicle retrieval times in their ongoing management of the passenger loading zone at the Vassar Place curbside. Valet staff will advise outgoing drivers if Second Street is available for exit, based on the valet's ongoing monitoring of that exit (refer to Section 6.0 Metering System).

400 Second Street (aka. Building 1) Garage (Hotel Staff plus all Office, PDR, and Retail): The 400 Second Street garage will operate a dedicated valet stand on level B1, serving those driving and parking for the office, PDR, and retail uses, as well as hotel employees. The 400 Second Street garage

valet stand will include a 96-foot long (five spaces) valet staging area for outbound vehicles and a 56-foot long (three spaces) valet staging area for inbound vehicles, not including the inbound / outbound garage access ramp. That ramp can accommodate up to 128 feet (six spaces) of additional valet vehicle storage for inbound vehicles. Outbound vehicles will be staged within the garage as optimized by valet staff, who will control all vehicle movements inside the garage. Additionally, up to 60 feet (three spaces) of valet staging area can be used for outbound vehicles along the north side of the Perry Street private drive, between the entrance to the 400 Second Street garage and Second Street, outside weekday commercial loading hours (typically between 10:00 a.m. to 4:00 p.m.). Therefore, it is expected that the 400 Second Street garage will be able to accommodate valet vehicle queues up to eight outbound vehicles and up to nine inbound vehicles at any one time.

Manual System: The project sponsor may use a manual system to manage valet operations. Such a system will provide inbound valet users with a ticket or other type of valet parking identification upon arrival at the valet stand. The valet operator will staff the hotel vehicle drop-off appropriately in order to minimize dwell time, including staff to assist with baggage. The parking operator will post signage at the valet stand on Harrison Street and Vassar Place in the event that valet parking reaches capacity and unavailable for additional visitors. Outbound valet users returning to the valet stand will present their ticket or valet identification to the valet attendant to retrieve their vehicle. Customers are expected to be present prior to the valet vehicle being brought up for pick-up.

Inbound vehicles to the 400 Second Street garage valet stand will proceed down the garage ramp to the valet stand located on level B1. Valet staff will work to quickly check-in vehicles, remove them from the queue, and park them in the available 400 Second Street garage spaces before returning to the valet stand. Similarly, outbound vehicles will be brought to the 400 Second valet stand for driver pick up. Additional staging capacity will be available within the 400 Second Street garage or along the north side of Perry Street between Vassar Place and Second Street, in the event the valet staging area on level B1 is at capacity. Outbound vehicles will generally be staged inside the 400 Second Street garage and thus away from the public right-of-way. Valet staff will advise outgoing drivers of the availability of Second Street if Second Street is available for exit, based on the valet's ongoing monitoring of that exit (refer to Section 6.0 Metering System).

The valet operation at 400 Second Street will be staffed according to anticipated vehicle arrivals and departures and refined over time as needed to abate queues (see Section 2.0 Queue Abatement).

Electronic System: The project sponsor may use an electronic system to help manage valet operations. Such a system will allow employees and hotel guests to pre-register their vehicle with the valet operator and drop off their vehicles at the valet stand without having to wait to exchange information. The system will also enable outgoing drivers to use a mobile application or other means to inform valet staff of vehicle pick-up ahead of time.

Pre-registered employees and guests will check-in at the garage valet stand via an electronic system to be determined by the building operator, for efficient processing and removal of vehicles from the queue. Employees and guests that do not pre-register their vehicles can check-in with the valet attendant before leaving their vehicles in the valet queue. The valet attendants will process any vehicles that are not pre-

registered in the system in a similar process to that described above under Manual System. Valet attendants will then work to quickly remove vehicles from the queue and park them in any of the available onsite parking spaces, before returning to the valet stand.

Inbound vehicles to the 400 Second Street garage valet stand will proceed down the garage ramp to the valet stand located on level B1. Valet staff will work to quickly check-in vehicles, remove them from the queue, and park them in the available 400 Second Street garage spaces. Similarly, outbound vehicles will be brought to the 400 Second valet stand for driver pick up. Additional staging capacity will be available within the 400 Second Street garage or along the north side of Perry Street between Vassar Place and Second Street, in the event the valet staging area on level B1 is at capacity. Outbound vehicles will generally be staged inside the 400 Second Street garage and thus away from the public right-of-way. Valet staff will advise outgoing drivers of the availability if Second Street is available for exit, based on the valet's ongoing monitoring of that exit (refer to Section 6.0 Metering System).

The valet operation at 400 Second Street will be staffed according to anticipated vehicle arrivals and departures and refined over time as needed to abate queues (see Section 2.0 Queue Abatement).

Queue Abatement: The building operator will prevent vehicle queues from occurring. A vehicle queue is defined as one or more vehicles waiting to access the project's driveways or adjacent on-street loading zones and blocking any portion of any public right-of-way (e.g., the traveled way along a public street, alley, or sidewalk) for 1) a combined 2 minutes during the peak consecutive 60 minutes for the adjacent public right-of-way or a combined 15 minutes between the hours of 6 a.m. and 10 p.m.; and 2) for at least three 24-hour periods in any consecutive seven-day period. The valet program will actively manage the Vassar Place loading zone and will set a performance standard for the dwell time at that loading zone to prevent vehicle queues.

The owner/operator of the building will employ proactive abatement methods as needed to prevent queues from occurring. Suggested abatement methods include the following: redesign of off-street loading spaces to improve vehicle circulation at the project driveways on Perry Street; redesign of off-street parking facilities to allow for additional off-street vehicle queueing capacity; modification of the valet program and operations (e.g., additional valet staff, modification of valet stand locations, or additional locations for inbound or outbound vehicle staging) to improve vehicle circulation at the Harrison Street and Vassar Place intersection and vehicle access to and from the project site; and travel demand management strategies such as additional bicycle parking, worker/customer shuttles, and consolidated deliveries.

If the Planning Department Director, or his or her designee, suspects that a recurring queue is present, the Department will notify the property owner in writing. Upon request, the building owner/operator will hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant will prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator will have 90 days from the date of the written determination to abate the queue.

Driveway and Off-Street Loading Attendant and Loading Dock Management: Off-street commercial loading spaces will be provided within each building and accessible via Perry Street. The building operator will ensure that tenants and visitors are informed of commercial loading regulations

in terms of scheduling, truck size, and prescribed routing to the site, through its building management practices which may include pre-move-in written information, information detailed on building websites and portals, vendor agreements, and communication from building management. The off-street loading spaces will be limited to delivery vehicles up to SU-30 in size. See the section 4, Large Truck Access, for additional guidance on deliveries by vehicles larger than an SU-30.

The loading dock attendant will coordinate and manage deliveries at the project building loading docks through scheduling. The attendant station will be located within the 645 Harrison Street building. Staffing will be at a level corresponding to the weekly and daily building delivery schedules.

All building tenants will be required to schedule large deliveries (e.g., requiring more than one delivery vehicle) with the loading dock attendant to ensure availability of off-street loading spaces. The attendant will help direct and guide trucks into the proper loading space previously scheduled for the corresponding delivery and ensure delivery vehicles do not block any adjacent sidewalks or travel lanes. Prior to delivery, the attendant will advise drivers of the prescribed route to the loading docks, which will be inbound from northbound Third Street to eastbound Perry and outbound from westbound Perry Street to northbound Third Street. The loading dock attendant will discourage delivery drivers from using Vassar Place or the connection to Second Street at Perry Street to access the project site.

Freight deliveries will be limited to time outside weekday commute peak periods and weekends. Specific hours following these guidelines will be established by the building operator.

Large Truck Access: The loading dock attendant will enforce the maximum truck size that can be accommodated within the project buildings (SU-30). Delivery truck larger than an SU-30 will not be allowed to use the off-street commercial loading spaces within the project buildings. To accommodate trucks larger than SU-30 that may require access to the project site (e.g., large move-in trucks for residential and commercial developments), the loading dock attendant will provide information to residential and commercial tenants on available nearby (i.e., within 250 feet of the site) commercial curb parking, as well as procedures to reserve available curbside loading space on adjacent streets with the San Francisco Municipal Transportation Agency (SFMTA). Potential curbside areas for reservation include, but are not limited to, the proposed passenger loading zones fronting each project building on Harrison Street (i.e. 657 Harrison Street, 645 Harrison Street, and 400 Second Street).

Signage/Warning Devices: The project sponsor will install the following signage to regulate vehicular traffic entering, circulating within, and exiting the Project area:

- "No right-turn into driveway" and "No left-turn into driveway" on Second Street approaching the Perry Street private drive, and "Do Not Enter" on Perry Street, to prohibit inbound vehicles from entering Perry Street from Second Street.
- "No parking" signs along the east side of Vassar Place to prevent parked vehicles from blocking vehicular through traffic on northbound Vassar Place.
- "No Access to Second Street" to discourage pass-through traffic on Perry Street between Third Street and Second Street. The signs will be installed on northbound Third Street approaching Perry Street, on eastbound Perry Street approaching Third Street, and on eastbound Perry Street at Vassar Place approaching Second Street.
- "No Left-turn-only" on Perry Street at the private drive with Second Street, to prohibit vehicles from turning ~~right-left~~ onto northbound Second Street.

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- A warning sign at the outbound side of the ramp in the 657 Harrison Street and 400 Second Street garages to alert drivers as to whether the Perry Street private driveway access to Second Street is available or closed due to the 25 vehicles per hour limit.
- Audible and/or visual warning devices at the project driveways to the off-street loading and parking facilities to alert people walking, bicycling, and driving vehicles entering or exiting the off-street facilities.
- "Full" signage near the off-street loading facility entrances. The transportation coordinator shall indicate "Full" if the off-street loading facility is fully occupied or if the coordinator anticipates it will be occupied by a forthcoming (e.g., within the next 10 minutes) delivery.

Metering System at Perry Street Access to Second Street: The project sponsor will install a physical metering system at the eastbound Perry Street private driveway approach to Second Street, which by condition will be limited to processing no more than 25 vehicles per any consecutive 60-minute period of any day. Once eastbound vehicles have reached the 25-vehicle per hour limit, vehicles on Perry Street will be directed to Harrison or Third streets. These vehicles will be strictly metered per hour and cannot be averaged throughout the day to allow for more vehicles during the peak times.

Construction of the proposed metering system will be subject to SFMTA review. The building operator will be required to provide the SFMTA with a monthly log of compliance to ensure this vehicle limit is not exceeded.

The San Francisco Fire Department will also be provided with an access key to the gate to allow emergency vehicle access.

The metering gate will be installed at the property line adjacent to the Second Street sidewalk to reduce the potential conflicts between exiting vehicles and people walking in the sidewalk or bicycling in the adjacent class IV bike lane. Additionally, a new median will be installed in the Second Street right-of-way to prevent left-turns into and out of the Perry Street private drive.

Trash/Recycling/Compost Collection Design and Management: The project sponsor or building operator shall meet with the appropriate representative from Recology (or other trash collection firm) to determine the location and type of trash/recycling/compost bins, frequency of collections, and procedures for collection activities, including the location of Recology trucks during collection. The location of the trash/recycling/compost storage room(s) for each building will be indicated on the building plans to be submitted to the Building Department. Procedures for collection shall ensure that the collection bins are not placed within any sidewalk, bicycle facility, parking lane or travel lane adjacent to the project site at any time.

Passenger Loading Plan

Coordination with For-Hire Vehicle Companies: The project sponsor will request that passenger loading zones are incorporated into respective for-hire companies' mobile device apps to better guide passengers and drivers where to pick up or drop off. The project sponsor shall notify the SFMTA of this request.

***Designated On-site and On-street Loading Zones:** The project sponsor or building operator will clearly mark passenger loading zones with adequate signage. On-site and on-street passenger loading zones will be time limited, restricting passenger loading activities to no more than five (5) minutes within the designated zone. Signage will clearly display the set time limits and alert passengers that their driver will depart/arrive within the allotted timeframe.*

***Notifications and Information:** The project sponsor or building operator will provide notification and information to residents, employees, and visitors about passenger loading activities and operations, including detailed information on vanpool services and locations for pick-up/drop-off of for-hire services. Hotel guests will receive a pre-trip email with proper passenger loading zone and valet station locations and operating instructions prior to arrival.*

Parents and guardians will be provided with information about the child care drop-off and pick-up management program, including instructions for using the passenger loading zone adjacent to the child care center on Harrison Street and the on-site child care passenger loading spaces located in the 657 Harrison Street building.

***Management and Monitoring:** The project sponsor or building operator will provide detailed roles and responsibilities for managing and monitoring the passenger loading zone(s) and to properly enforce any passenger vehicles that are in violation (e.g., exceeding posted time limit, blocking a sidewalk, bike lane, travel lane, etc.).*

The child care operator will enforce the child care drop-off and pick-up management program.

***Perry Street Project Variant:** The proposed project includes a design variant (Project Variant) that limits the Perry Street vehicular access to Second Street to emergency vehicles only. The table crossing and 15-foot wide curb-cut at Perry and Second streets will be retained, but removable bollards will be installed instead of the project gate arm and metering system in order to accommodate access for emergency vehicles. All other vehicle circulation to, from, and within the project site will otherwise remain the same as the project. All signage and warning devices installed as part of the project remain the same with the exception of those related to the vehicles exiting the private driveway at Perry Street and Second Street (e.g., the "no left-turn sign" prohibiting vehicles from turning left from Perry Street onto northbound Second Street).*

- Z. Bicycle Parking.** Planning Code Section 155.2 establishes bicycle parking requirements for new developments, depending on use. For office uses, one Class 1 space is required for every 5,000 occupied square feet, and two Class 2 spaces are required for the first 5,000 gross square feet; minimum two Class 2 spaces, plus one Class 2 space for each additional 50,000 occupied square feet. For PDR uses, one Class 1 space for every 12,000 square feet of OFA, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet; minimum two Class 2 spaces, plus four Class 2 spaces for any use larger than 50,000 occupied square feet. For child care facility uses, minimum two Class 1 spaces or one space for every 20 children; one Class 2 space for every 20 children. For Retail Sales and Services uses, one Class 1 space is

required for every 7,500 square feet of OFA; minimum two Class 2 spaces, and for eating and drinking retail, one Class 2 space for every 750 square feet of OFA is required. For a hotel, one Class 1 space for every 30 rooms is required; for Class 2, one space for every 30 rooms plus one Class 2 space for every 5,000 square feet of occupied floor area of conference, meeting or function rooms. For dwelling units, one Class 1 space for every dwelling unit. For buildings containing more than 100 dwelling units, 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100. For Class 2, one per 20 units are required.

The Project will provide 386 bicycle spaces in total, with 308 Class 1 spaces and 78 Class 2 spaces. This satisfies the required amounts provided in the Planning Code, which is 299 Class 1 and 75 Class 2 spaces. Under the Code requirements there will be 71 Class 1 and 11 Class 2 spaces for the office use; 4 Class 1 and 2 Class 2 spaces for the PDR use, 6 Class 1 and 6 Class 2 spaces for the child care use, 4 Class 1 and 15 Class 2 spaces for the 657 Harrison only retail use, 16 Class 1 for hotel and 16 Class 2 for hotel, as well as 198 Class 1 and 25 Class 2 for residential. Because the type of retail has not yet been identified, the Project is electing to comply with the most restrictive of the retail requirements for eating and drinking uses. The Project is meeting 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 in terms of the total quantity that must be provided. The Project Sponsor is separately seeking an Administrative Modification of Class 1 bicycle parking requirements from the Zoning Administrator under Planning Code Section 307(k), which is requested for the consolidation of Class 1 bicycle parking spaces Building 1, pursuant to Planning Code Section 155.1(b)(3)(B), which would otherwise require that the Class 1 bicycle parking be located in smaller facilities at each building.

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

The Project will provide four showers and 24 lockers at the second level of Building 1 to meet Planning Code requirements for both Building 1 and Building 2 (the Code requirement for showers and lockers is four showers, 24 lockers). The Project is separately requesting that the Zoning Administrator authorize the consolidation of the required shower and locker facilities at Building 1 (where consolidated Class 1 bicycle parking would also be located) pursuant to Planning Code Section 155.4(d). The Project Sponsor will be required to enter into a related agreement if and when the buildings would no longer be under common ownership.

- BB. **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 be required to 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.

- CC. **Car Sharing.** Planning Code Section 166 establishes requirements for new developments to provide off-street parking spaces for car-sharing services. The number of spaces depends on the amount and type of use. One car share space is required plus one space for every 50 parking spaces over 50 devoted to non-residential use. For residential uses, one car share space must be provided for 50-200 dwelling units, plus two spaces for every 200 dwelling units over 200. The car-share spaces must be made available to a certified car-share organization at the building site or within 800 feet of it.

The Project includes 181 off-street parking spaces for the proposed non-residential uses; therefore, four car-share spaces are required. The residential building at 657 Harrison is proposing 489 dwelling units; therefore, three car-share spaces are required. The Project will provide 13 car share spaces, six for the nonresidential uses, seven for the residential use, meeting and exceeding the Code requirements. Therefore, the Project will comply with car share spaces and will be provided on-site in the below grade parking garages at Building 3 (residential) and Building 1 (non-residential), which is within 800 feet of Building 2 (non-residential).

- DD. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. Within the Central SoMa SUD, Tier C projects that filed a Development Application or submitted an Environmental Application deemed complete on or before September 4, 2016 shall be subject to 75% of such target.

The Project submitted a completed Environmental Evaluation Application (EEA) on December 31, 2015 (the date that the EEA case was opened by the Planning Department). Therefore, the Project must achieve 75% of the point target established in the TDM Program Standards, resulting in a required target of 19 points for office (which, for TMD purposes, includes office, hotel and child care uses), 2 points for PDR, and 18 points for residential, and 18 points for retail.

As currently proposed, the Project will achieve its required target by providing the following TDM measures:

Office (includes Office, Hotel, and Childcare uses):

- Improve Walking Conditions (Option C): 1 point
- Bicycle Parking (Option A): 1 point
- Showers and Locker: 1 point
- Bicycle Repair Station: 1 point
- Delivery Supportive Amenities: 1 point
- On-Site Childcare: 2 points
- Multimodal Wayfinding Signage: 1 point
- Real Time Transportation Displays: 1 point
- Tailored Transportation Marketing Services (Option A): 1 point
- Unbundle Parking (Location C): 3 points

PDR:

- Parking Supply (Option G): 7 points
- Bicycle Parking (Option A): 1 point
- Showers and Lockers: 1 point

Residential:

- Improve Walking Conditions (Option C): 1 point
- Bicycle Parking (Option A): 1 point
- Bicycle Repair Station: 1 point
- Delivery Supportive Amenities: 1 point
- Family TDM Amenities (Option A): 1 point
- On-Site Childcare: 2 points
- Multimodal Wayfinding Signage: 1 point
- Real Time Transportation Displays: 1 point
- Tailored Transportation Marketing Services (Option A): 1 point
- Unbundle Parking (Location C): 3 points
- Parking Supply (Option G): 7 points

Retail:

- Improve Walking Conditions (Option C): 1 point
- Bicycle Parking (Option A): 1 point
- Showers and Lockers: 1 point
- Bicycle Repair Station: 1 point
- Delivery Supportive Amenities: 1 point
- Provide Delivery Services: 1 point

- On-Site Childcare: 2 points
- Multimodal Wayfinding Signage: 1 point
- Real Time Transportation Displays: 1 point
- Tailored Transportation Marketing Services (Option A): 1 point
- Unbundle Parking (Location C): 3 points
- Parking Pricing: 2 points
- Parking Supply (Option B): 2 points

EE. **Dwelling Unit Mix.** Planning Code Section 207.6 requires that (1) no less than 40% of the total number of proposed dwelling units contain at least two bedrooms or (2) no less than 30% of the total number of proposed dwelling units contain at least three bedrooms or (3) no less than 35% of the total number of proposed dwelling units contain at least two or three bedrooms with at least 10% of the total number of proposed dwelling units containing three bedrooms.

The Project meets the dwelling unit mix by providing at least 40% of the dwelling unit mix as at least two-bedroom units. The proposed unit mix is 37.8% two bedroom units (185 units out of 489) and 2.5% three bedroom units (12 units out of 489), for a total of 40.3%.

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

Under Section 249.78(c)(5), the following is exempted from the calculation of lot area: land dedicated to affordable housing as defined in Section 401; area dedicated to publicly accessible open space and mid-block alleys that are open to the sky, except for permitted obstructions and 10% of space that may be situated under a cantilevered portion of a building; and ground floor space dedicated to a child care facility.

The Project is not subject to PDR replacement controls under Section 202.8. Section 202.8 does not apply to properties zoned SSO or M-1 prior to the Central SoMa rezoning, which includes Block 3763 lot 001 (Building 1 location), lot 105 (Building 2 location) and lots 099-101 (Building 3 location). The portion of the Project Site that was zoned MUO prior to the Central SoMa rezoning are currently used as surface parking lots along Perry Street, with the exception of lot 113, which contains a small portion of the existing office building at 400 2nd Street (Building 1 location). The Project Site also includes a portion of lot 112 (the Caltrans parcel), which is zoned P (Public). The previous zoning districts, M-1, SSO, and P are Zoning Districts that are not subject to Section 202.8. One parcel, Lot 113 on Block 3763 was zoned MUO; however, said parcel does not contain PDR uses so PDR replacement requirements do not apply

Under Section 249.78(c)(5), 40% of the lot area, after the exclusion of the POPOS results in approximately 24,925 square feet. Therefore, the Project must provide a minimum of 9,970 square feet of new PDR space on the Project site. The Project is providing approximately 42,970 square feet (42,013 gsf) of PDR use at Building 2 (9,970 net new square feet), and therefore, meets FDR requirements for the Central SoMa SUD.

- GG. **Central SoMa SUD, Active Uses Required Along Outdoor POPOS.** Under Section 249.78(c)(1)(A), the controls of Section 145.1 and 145.4 shall apply to outdoor POPOS, except as specified in Section 249.78(c)(1)(A-F).

The Project requires an exception to this requirement for the outdoor POPOS between the Building 2 and Building 3 (Hawthorne Street Plaza), which will not be entirely lined with active uses due to the mechanical space at Building 2 (at the rear of the building toward Perry Street) and the residential lobby at Building 3, which will be approximately 2,460 feet along Hawthorne Street Plaza to help activate the plaza with pedestrian activity. See the Planning Code Section 145.1(c)(5) discussion above.

- HH. **Central SoMa SUD, Active Uses Within the First 10 feet of Building Depth along Narrow Streets.** Under Section 249.78(c)(1)(E), active uses are required within the first 10 feet of the building depth if the use is a Micro-Retail use located on a Narrow Street or the use is along a Narrow Street provided there is a doorway provided every 25 feet along the street frontage, at a minimum.

The Project includes an active Micro-Retail use along Vassar Place, which will be located within the first ten feet of building depth along that frontage. This provision is not applicable to the Perry Street frontage, which does not include doorways every 25 feet along that street frontage (other than doorways and entrances to mechanical and parking and loading entrances). The Project Sponsor is separately seeking an active use variance from the Zoning Administrator to address the active use requirements along Perry Street, as detailed under the Section 145.1 discussion above (See Record No. 2012.1348VAR).

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

The Project site is approximately 2.36 acres. Because the Project site is approximately 102,800 square feet in size, (102,800 sf divided by 20,000 sf = 5.14), five micro-retail spaces are required. The Project is providing one micro-retail space at the ground floor Building 1. Therefore, the Project does not comply with micro-retail requirements and is seeking a micro-retail exception for the reasons discussed below. No formula retail uses are proposed in the micro-retail space provided as part of the Project.

One micro-retail space measuring 1,000 gsf is proposed within Building 1. The micro-retail spaces cannot be accommodated at the residential building at 657 Harrison Street (aka-Building 3) due to the majority of the ground floor area being devoted to a much-needed child care facility. The historic building at 645 Harrison Street (aka-Building 2) also cannot accommodate the required micro-retail units because direct and independent access from the public right-of-way would alter character-defining features of the building, which would in turn be inconsistent with the Secretary of the Interior's Standards for the rehabilitation of historic buildings. The Project proposes a market hall on the ground floor of the Building 2, which would potentially accommodate multiple small retail spaces; however, those spaces would be located in one large open area and would therefore not meet the technical SUD micro-retail requirements. Even so, the Project would meet the intent of the micro-retail requirement.

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

The Project is located on a site larger than 40,000 square feet in size and is south of Harrison Street. Over two-thirds of the Project that is located below 160 feet in height are non-residential uses, consisting of POPOS, Retail, child care facility, PDR, Hotel, and Office uses. The residential building will have a childcare facility, commercial space, and entrance lobby space at the ground floor; residential uses will be provided between the second and 16th floors within 657 Harrison Street including 227,054 gsf below a height of 160 feet, as compared to 504,698 gsf of non-residential uses below that height Project-wide.

Total GFA for Building 1 below 160ft: 206,942 gsf.
Total GFA for Building 2 below 160ft: 292,938 gsf.
Total GFA for Building 3 below 160ft: 231,872 gsf
Total project-wide GFA below 160ft: 731,752 gsf

Maximum permitted residential GFA below 160ft: 243,917 gsf
Proposed Building 3 residential GFA below 160ft: 227,054 gsf (not including basement gsf)

Therefore, the residential portion of the Project below 160 feet in height does not equate to one-third of the total uses on Project site below 160 feet in height. As such, the Project complies with Planning Code Section 249.78(c)(6).

- KK. **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, allowing it to exceed the Prevailing Height and Density Limits up to the maximum height and density permitted under the Planning Code.

- LL. **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. Section 249.78(d)(4) requires certain development projects to meet the Living Roof requirements of Section 149. Projects that have a building height of 160 feet or less must meet the requirements. However, the proposed building heights of a 200-foot hotel, 350-foot residential building, and 350-foot office building are all exempt from this requirement. Since the buildings exceed 160 feet in height, the aforementioned Living Roof and Solar requirements do not apply.

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

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

- NN. **Central SoMa SUD, Lot Merger Restrictions.** Section 249.78(d)(7) applies to lots containing one or more buildings with California Historic Status Code 1, 2, 3, 4, 5 or 6L, as identified in a survey adopted by the Historic Preservation Commission and with any single street frontage under 200 feet in length. Any lot to which this subsection is applicable shall not merge with an adjacent lot in such a way that any existing street frontage of under 200 feet is increased to 200 feet in length or longer. Under subsection (d)(7)(C), lots abutting the north side of Perry Street and the street frontages along Harrison Street on Block 3763 in lots 099 and 100 are exempt from this requirement.

The Project is proposing to adjust the lot lines for 12 lots for the Project, including lot mergers, which will result in three Project lots. All but one of the Project lots are north of Perry Street or along Harrison Street on Block 3763 in lots 099 and 100 and are thus exempt from this control. The lot where the 400 2nd Street office building is and where Building 1 will be located is approximately 160 feet in length along Harrison Street, which length will not be altered as part of the proposed lot reconfigurations because of the fixed width of the lot due to its location between 2nd Street and Vassar Place. Therefore, the Project meets this Code requirement and the proposed lot line adjustments are permitted.

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

Comfort Criterion

Planning Code Section 249.78(d)(9) states that Projects in the Central SoMa SUD that are over 85 feet in height may not result in wind speeds that exceed the Comfort Level at any location. However, a project may seek exception from the wind comfort standards if it demonstrates that (1) it has undertaken all feasible measures to reduce wind speeds through such means as building sculpting and appurtenances, permanent wind baffling measures, and landscaping; and (2) further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the Project.

The Project requires an exception from the wind comfort standards. The wind analysis prepared for the Community Plan Exemption (CPE) for the Project determined that for the existing condition, wind speeds at 26 of 69 tested locations exceeded the 11-mph pedestrian comfort criterion. For the existing plus Project condition, wind speeds at 43 of 78 test locations are anticipated to exceed the 11-mph comfort criterion.

As required, all feasible measures have been taken to reduce wind speeds through such means as building sculpting and appearances, permanent wind baffling measures, and landscaping and further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the Project. The wind tunnel testing for the Project followed an iterative process. The project design was modified through a series of wind-tunnel tests that incorporated various changes in order to reduce wind effects. These included adding a solid canopy at Building 2, modifying the ground level building envelope and adding screen walls at Building 1, and adding on-site trees. The iterative wind-tunnel

testing process resulted in the current design for the Project. The Project's wind consultant determined that major changes to Project design would be necessary to substantially reduce wind speeds further.

Hazard Criterion

The wind analysis prepared for the CPE for the Project concluded that existing plus Project condition (including the wind reduction features described above) would result in two locations with wind hazard exceedances based on the 1-hour criterion. No locations were identified within the project site that would exceed the 9-hour wind hazard criterion. Although the proposed project would incorporate all feasible wind reduction measures in compliance with the Planning Code, the project would still result in two exceedances of the 1-hour hazard criterion.

Therefore the Project Sponsor is requesting an exception from the wind hazard standards, which may be granted by the Commission if the Project meets the following criteria: (a) The project with wind reduction measures does not result in net new locations with an exceedance of the Nine-Hour Hazard Criterion; (b) The project has undertaken all feasible measures to reduce hazardous wind speeds, such as building sculpting and appurtenances, permanent wind baffling measures, and landscaping; and (c) Meeting the Code requirements would detract from the building design or unduly restrict the square footage of the project.

The Project meets the foregoing criteria. All feasible measures have been taken to reduce wind speeds through such means as building sculpting and appurtenances, permanent wind baffling measures, and landscaping and further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the Project. Again, the wind tunnel testing for the Project followed an iterative process; a preliminary design for the proposed project identified eight wind hazard exceedance locations for the 1-hour hazard criteria and six wind hazard locations for the 9-hour hazard criteria under existing plus project conditions. Then, the project design was modified through a series of wind-tunnel tests that incorporated various changes in order to reduce wind effects (see above). The iterative wind-tunnel testing process resulted in the current design for the Project, which reduces the wind hazard exceedances to only the 1-hour criterion and only at two locations (rather than eight). There will be no exceedance of the 9-hour criterion.

- PP. **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 Sponsor will pay the applicable Jobs-Housing Linkage Fee.

- QQ. **Central SoMa SUD, TDR Requirements for Large Development Sites.** Section 249.78(e)(3) requires 'Tier C' projects in the Central SoMa SUD that contains new construction or an addition of 50,000 square feet or more of non-residential development and has an FAR of a 3

to 1 or greater, to acquire TDR from a Transfer Lot in order to exceed an FAR of 3 to 1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required.

The Project will comply with TDR requirements as discussed above under the Planning Code Section 128 discussion.

- RR. **Child Care Facilities.** Planning Code Sections 249.78(e)(4) (Central SoMa SUD) requires that, prior to issuance of a building or site permit for a development project subject to the requirements of Section 414.4, the sponsor of an Office or Hotel project on a Key Site within the Central SoMa SUD shall elect its choice of the options for providing Child Care Facilities as described in subsection (A), (B) and (E) of Section 414.4(c)(1) to fulfill any requirements imposed pursuant to Section 414.4 as a condition of approval.
As applicable to the Project, the Commission may grant an exception to this requirement if it finds that one or all of the following apply:

- (i) The space is being provided to the proposed child-care provider at a below-market rate rent and/or at a significantly reduced cost.
- (ii) The proposed child-care provider provides services consistent with the goals and expenditures of the Child Care Capital Fund in Section 414.14, which may include activities including, but not limited to, providing care affordable to households of low and moderate income, or providing care that fulfills unmet needs for child care by age group and/or neighborhood, as determined through a needs assessment conducted by the Director of the Office of Early Care & Education, or its successor.

The Project will meet the child care requirements by providing a 14,000-square foot indoor, child care facility with an additional 4,200 square feet of outdoor space at the two levels of ground floor of the residential building at 657 Harrison; even so, the Project Sponsor requests an exception to Section 414.5 requirements, as contemplated in the Central SoMa SUD, because the Project Sponsor will meet the Central SoMa SUD alternate requirement: at least the required portion of the child care facility (6,520 square feet) will be provided to a child care provider at a below-market rate rent and/or a significantly reduced cost and the proposed child care provider will be required to provide services consistent with the goals and expenditures of the Child Care Capital Fund in Section 414.14

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

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

- TT. **Roof Enclosures.** Per Section 260(b)(1)(F)), rooftop enclosures and screening for features that add additional building volume in any Eastern Neighborhoods Mixed Use District are permitted above the height limit. The rooftop enclosure or screen creating the added volume: shall not be subject to the percentage coverage limitations otherwise applicable to this Section 260(b) but shall meet the requirements of Section 141; shall not exceed 20 feet in height, measured as provided in subsection (a) above; may have a volume, measured in cubic feet, not to exceed three-fourths of the horizontal area of all upper tower roof areas multiplied by the maximum permitted height of the enclosure or screen; shall not be permitted within the setbacks required by Sections 132.1, 132.2, and 132.3; shall not be permitted within any setback required to meet the sun access plane requirements of Section 146; and shall not be permitted within any setback required by Section 261.1.

In the Central SoMa Special Use District, additional building volume used to enclose or screen from view the features listed in Section 260 subsections (b)(1)(A) and (b)(1)(B). The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to the building, but shall meet the requirements of Section 141; shall not exceed 10 percent of the total height of any building taller than 200 feet; shall have a horizontal area not more than 100 percent of the total area of the highest occupied floor; and shall contain no space for human occupancy. The features described in subsection (b)(1)(B) shall not be limited to 16 feet for buildings taller than 200 feet, but shall be limited by the permissible height of any additional rooftop volume allowed by Section 260 subsection (b)(L).³

The Project complies in that all buildings have designed rooftop enclosure and screening to follow allowances of Section 260(b)(L) as allowed for the Central SoMa SUD, where all rooftop screening volumes do not exceed 10 percent of the total building heights, do not exceed 100 percent of the total area of the highest occupied floor, and do not contain space for human occupancy. See the detailed discussion below under "Additional Building Volume."

- UU. **Additional Building Volume.** Per Planning Code Section 260(b)(L)), in the Central Soma Special Use District, additional building volume used to enclose or screen from view the features listed in Section 260 subsections (b)(1)(A) and (b)(1)(B) are exempted from the height limits. The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to the building, but shall meet the requirements of Section 141; shall not exceed 10 percent of the total height of any building taller than 200 feet; shall have a horizontal area not more than 100 percent of the total area of the highest occupied floor; and shall contain no space for human occupancy. The features described in subsection (b)(1)(B) shall not be limited to 16 feet for buildings taller than 200 feet, but shall be limited by the permissible height of any additional rooftop volume allowed by Section 260 subsection (b)(L).

The Project meets this requirement as follows:

Building 1: The building is 350 feet in height with a 35-foot high screened mechanical area as permitted in the Central SoMa SUD by Planning Code Section 260(b)(L). The screened area is less than 50% of

the total area of the highest occupied floor, and is 10 percent of the total height of the building. The screened area does not include space for human occupancy, and is used to screen mechanical rooms and equipment, as well as elevator, stair and mechanical penthouses per Section 260(b)(1)(A)-(B).

Building 2: The building is 200 foot in height with a 20 foot high screened mechanical area as permitted by Planning Code Section 260(b)(L). The screened area is less than 50% of the total area of the highest occupied floor, set back from the tower footprint, and is 10 percent of the total height of the building. The screened area does not include space for human occupancy, and is used to screen mechanical rooms and equipment, as well as elevator, stair and mechanical penthouses per Section 260(b)(1)(A)-(B).

Building 3: The building is 350 feet in height with a 35-foot high screened mechanical area as permitted in the Central SoMa SUD by Planning Code Section 260(b)(L). The screened areas are setback on all sides from the tower, which is itself setback back 15 feet from both Perry Street and Harrison Street. The screened area does not include space for human occupancy, and is used to screen mechanical rooms and equipment, as well as elevator, stair and mechanical penthouses per Section 260(b)(1)(A)-(B).

- VV. **Mass Reduction and Bulk Limits.** Planning Code Sections 261.1, ~~and~~ 270(h), ~~and~~ 271 apply the massing standards to development at the Project site, including the following standards:

Narrow Alley and Mid-Block Passage Controls (Section 261.1). Section 261.1 sets out setback requirements for subject frontages along narrow streets, including Perry Street, and required mid-block pedestrian alleys, including proposed Hawthorne Street Plaza. Within the Central SoMa SUD, subject frontages abutting a mid-block passage of 40 feet or less provided pursuant to Section 270.2 must provide upper story setbacks as follows: for mid-block passages between 20-30 feet in width, a setback of not less than 10 feet above a height of 25 feet; mid-block passages between 30 and 40 feet in width (applicable here), a setback of not less than 5 feet above a height of 35 feet. Within the Eastern Neighborhoods Mixed Use Districts, including the CMUO District, all subject frontages shall have upper stories set back at least 10 feet at the property line above a height equivalent to 1.25 times the width of an abutting narrow street (here, Perry Street).

The podium at Building 3, which will be approximately ~~86-85-ft-11-in.~~ feet in height, will not be set back from Perry Street by ten feet as required; therefore, the Project Sponsor is requesting an exception to the ten-foot setback requirement under the LPA. Perry Street is at the rear of the Project Site adjacent to Interstate 80. An upper-story setback at that location would provide no public benefit and would unnecessarily reduce the residential building square footage.

A small portion of the proposed Hawthorne Street Plaza will be approximately 33 feet in width and at that location, there will be no five-foot setback at either Building 2 or Building 3 as required; therefore the Project Sponsor is requesting an exception to the five foot setback requirement. A setback is not possible at the existing historic 645 Harrison Street podium at Building 2 and above that, would unnecessarily reduce the building square footage at the Building 2 hotel tower and 657 Harrison residential tower. Furthermore, the majority of proposed Hawthorne Street Plaza will be over 40 feet in width so a five foot setback would result in an irregular building design.

Apparent Mass Reduction (Section 270(h)): Tower (160-ft and above) building projects within the CS Bulk District are subject to Apparent Mass Reduction controls. Projects on all sides of a "major street" within a 160-foot height and above height district, are not required to provide apparent mass reduction for the tower portion (85-ft and above), but must provide 80% apparent mass reduction for the remainder of the building at 85 feet and above, up to a height of 160 feet. At the northwest side of Perry Street, in all height districts, the controls of Section 261.1(d)(1) shall apply rather than Section 270(h). Projects on all sides of any other "narrow street" (here, Vassar Place) within a 160-foot height and above height district are not required to provide apparent mass reduction for the tower portion (85-ft and above), but must provide an 85% apparent mass reduction at 35 feet and above, up to a height of 85 feet. Because required PDR would be provided at Building 2, the apparent mass reduction requirement applies beginning at 38 feet (three feet above the base height). For projects on all sides of a "mid-block passage" (here, Hawthorne Street Plaza) within all height districts, the controls of Section 261.1(d)(3) shall apply. See the separate Section 261.1 discussion above. The following applies to apparent mass reduction requirements under Section 270(h) only.

As designed, the Project's apparent massing is as follows:

- *Building 1: neither the Harrison Street façade nor the 2nd Street façade are subject to the apparent mass reduction requirements of 80% between a height of 85 feet and 160 feet; therefore, those street frontages comply. Along the Vassar Place façade, the apparent mass reduction requirement of 85% between a height of 35 feet and 85 feet that will not be met; therefore, an exception is requested.*
- *Building 2: the Harrison Street façade is not required to meet the apparent mass reduction requirement of 80% between a height of 85 feet and 160 feet; therefore, the Project complies along Harrison Street. Along the Vassar Place façade, the building does not meet the apparent mass reduction requirement of 85% between a height of 35 feet and 85 feet; therefore, an exception is requested.*
- *Building 3: the Harrison Street façade is not required to meet the apparent mass reduction requirement of 80% between a height of 85 feet and 160 feet; therefore, the Project complies along Harrison Street.*
- *Buildings 2 and 3: the mid-block passage (Hawthorne Street Plaza) do not comply with PC 261.1(d)(3) controls and therefore, an exception is required for alley controls as noted under that section.*

Therefore, the Project Sponsor is seeking exceptions from the apparent mass reduction requirement along Vassar Place pursuant to Section 207(h). See the Section 261.1 discussion above for information about the exceptions requested along Perry Street (narrow street) and Hawthorne Street Plaza (mid-block pedestrian alley).

The aforementioned exceptions are requested to achieve a superior design and maximize the development of new residential, hotel, PDR, office and retail uses on the Project Site, as called for

by the Central SoMa Plan, particularly at this Key Site No. 3 (see the detailed discussion of related Central SoMa Plan Goals, Objectives and Policies below, which are incorporated here by reference). Because of the substantial street frontages around the perimeter of and within the Project Site, with varying reduction requirements, the project design cannot accommodate the required apparent mass reductions, particularly at the existing historic 645 Harrison Street building. Even so, the Project will, on balance, meet the intent of the apparent mass reductions through the design of the buildings as follows:

- *Building 1: This office tower will anchor the overall development at the prominent corner of 2nd and Harrison Streets. The podium massing has been sculpted at 85-feet tall to frame the urban room per the Central SoMa Plan. The tower portion is setback from the base and employs two different exterior treatments between the eastern and western sides of the tower in order to present the appearance of a more slender structure. Adjacent Vassar Place also creates a visual separation between Building 1 and the other buildings on the Project Site.*
- *Building 2: The historic podium is existing and the mass of the tower will be set back significantly from Harrison Street (75 feet) so that the primary public experience is that of the historic resource, and the tower façade design employs a horizontal articulation that visually reduces the mass of the tower. This is a unique circumstance due to the historic nature of the existing building that warrants deviation of the otherwise applicable requirement. The proposed addition will achieve a unique and superior architectural design that would be compatible with the historic structure and will achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building while remaining sympathetic to the existing historic structure. Adjacent Vassar Place and Hawthorne Street Plaza also create a visual separation between Building 2 and the other buildings on the Project Site.*
- *Building 3: This building will be comprised of a collection of three buildings tied by complementary massing and design stitched together with a series of new open spaces and improved sidewalk and streetscapes. At the corner of the new public Hawthorne Street Plaza at Harrison and Hawthorne, the more solid podium base steps in a series of setbacks to express the tower touching down onto the plaza. The plaza starting at the widest portion at Harrison Street, measures approximately 85 feet in width, and meets the building podium height of ~~85-~~ft.-11-in.85 feet to create a proportionate urban room. The setbacks also serve to widen the plaza and its connection to the street while demarcating the residential lobby and the upper childcare entry, which are located off of the plaza. The tower portion of the building is setback and introduced at the 9th floor, where active rooftop uses are also proposed. Adjacent Hawthorne Street Plaza also creates a visual separation between Building 3 and the other buildings on the Project Site.*

Maximum Floor Plate and Dimensions (Section 270(h)(3): Section 270(h)(3) limits maximum GFA of any non-residential floor to 17,000 gross square feet and any residential floor to 12,000 gross square feet and the average GFA for floors in the Tower Portion shall not exceed 15,000 gross square feet. The maximum length of a tower floor is limited to 150 feet with the maximum diagonal being 190 feet. A tower is defined as any building taller than 160 feet in height, tower

portion is the portion of a tower above 85 feet in height, and upper tower is the upper one-third of the tower portion of a tower, rounded to the nearest floor.

As designed, the Project is seeking an exception from the maximum floor plate dimensions for Building 2, in that the maximum floor area, length and diagonal dimensions of the hotel addition will exceed the requirements of the Code.

*Maximum GFA is 15,143 sf
Maximum length = 209 feet
Maximum diagonal = 223 feet, 6 inches*

Building 2 will exceed the floor plate restrictions in the following ways: floor area maximum by 143 square feet per floor; maximum length by 59 feet; and maximum diagonal length by 33 feet, 6 inches, in order to achieve a compatible yet distinctive design from the existing historic 4-story structure. The exception will allow the addition to appropriately respond to the existing industrial large floor-plate and robust horizontal massing of the historic structure. The design of the hotel tower addition has been carefully vetted and deemed appropriate by the Historic Preservation Commission's Architectural Review Committee (ARC).

As detailed below, Building 3 (residential) and Building 1 (non-residential) comply with maximum floor plate limitations.

*Building 3: Maximum GFA is 12,000 sf (complies)
Maximum length = 130 feet (complies)
Maximum diagonal = 160 feet 5 inches (complies)*

*Building 1: Maximum tower GFA is 14,215 sf (complies; non-residential)
Maximum length = 145 feet (complies)
Maximum diagonal = 178 feet (complies)*

Bulk Limits in Section (271): The Planning Commission may grant an exception to the following bulk limits if the following criteria are met: (1) The appearance of bulk in the building, structure or development shall be reduced by means of at least one and preferably a combination of the following factors, so as to produce the impression of an aggregate of parts rather than a single building mass: (A) Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass; (B) Significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements; (C) Differences in materials, colors or scales of the facades that produce separate major elements; (D) Compensation for those portions of the building, structure or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted; and (E) In cases where two or more buildings, structures or towers are contained within a single development, a wide separation between such buildings, structures or towers; and (2) In every case the building, structure or development shall be made compatible with the character and development of the surrounding area by means of all of the following factors: (A) A silhouette harmonious with natural land-forms and building patterns.

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including the patterns produced by height limits; (B) Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character; (C) Use of materials, colors and scales either similar to or harmonizing with those of nearby development; and (D) Preservation or enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest. (3) While the above factors must be present to a considerable degree for any bulk limit to be exceeded, these factors must be present to a greater degree where both the maximum length and the maximum diagonal dimension are to be exceeded than where only one maximum dimension is to be exceeded. The project must also result in the achievement of a distinctly better design, in both a public and a private sense, than would be possible with strict adherence to the bulk limits, avoiding an unnecessary prescription of building form while carrying out the intent of the bulk limits and the principles and policies of the General Plan and/or provide widespread public service benefits and significance to the community at large, where compelling functional requirements of the specific building or structure make necessary such a deviation.

The apparent mass reduction and floor plate exceptions discussed below are warranted here, pursuant to the aforementioned criteria. The appearance of bulk has been reduced at 400 2nd Street and 645 Harrison Street so as to produce the impression of an aggregate of parts rather than a single building mass.

At 400 2nd Street the bulk of the building has been broken up: the podium massing has been sculpted at 85-feet tall to frame the urban room pursuant to the Central SoMa Plan and the tower portion is set back from the base and employs two different exterior treatments between the eastern and western sides of the tower in order to present the appearance of a more slender structure. Architecturally, this building will consist of two parts. Towards the west, the building will be comprised of a tower above an 85-foot tall podium, clad in an aluminum panel or terracotta frame that relates to the industrial past of the neighborhood. At the base, a retail space will activate Harrison Street, extending to the corner of Vassar Place. Towards the east, a simple faceted glazed curtain wall links to the character of adjacent Rincon Hill developments, reflecting the open floor workplace at the upper levels.

At 645 Harrison Street, the existing building, which has a bulky horizontal orientation, will become the podium base of the vertical hotel addition, which, in turn, will be set back 75 feet from the Harrison Street facade to minimize the visual effect of the addition and to distinguish the two structures, particularly from the pedestrian perspective. The hotel addition has been intentionally designed to also have a horizontal orientation, compatible with the historic structure. The main hotel lobby will be located on the 5th floor, which has been designed to create a horizontal massing break from the historic podium by recessing the footprint from the remaining 14 levels of the vertical addition, thereby creating a floating effect. The rooftop bar and terrace will be further setback from the edge of the tower footprint. The hotel addition will be clad with a woven metal panel facade, scaled to reflect the use of the building. The depth of the faceted surfaces will create a dynamic, ephemeral quality throughout the changing light of the day, reflecting the sky and blending into the skyline. Accentuated horizontal lines of the hotel will relate to the horizontal ribbon windows of the historic resource, yet will be a clearly distinct, new addition.

Both the 400 2nd Street and 645 Harrison Street buildings will be compatible with the character and development of the surrounding area by providing silhouettes harmonious with building patterns.

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including buildings on the project site and other buildings within the Central SoMa SUD and the height of the buildings will be similar to other Key Sites in the Central SoMa SUD, while at the same time providing a sensitive transition through the incorporation of podium structures ranging from 85-ft to 85-ft-11-in. in height. The materials, colors and scales will be in harmony with nearby development, including proposed development. The pedestrian environment will be enhanced by the provision of new pedestrian network connections, new and widened sidewalks and a new mid-block pedestrian alley and POPOS (Hawthorne Street Plaza) and also by the pedestrian scale at the ground level, including through the provision of new ground-floor retail spaces and POPOS.

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In sum, the buildings will result in the achievement of a distinctly better design, in both a public and a private sense, than would be possible with strict adherence to the bulk limits.

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WW. **Special Height Exceptions: Vassar and Harrison Streets.** Planning Code Section 263.33 states that to facilitate the provision of affordable housing and a large hotel proximate to the Moscone Convention Center on the Project Site, additional height is permitted. This provision is specifically applicable to Building 2 and Building 3 (Assessor's Block No. 3763, Lots: 078, 079, 080, 080A, 081, 099, 100, 101, and 105).

- A. The applicable lots shall have a base Height limit of 130 feet, except as specified below.
- B. For development on Assessor's Block No. 3763, Lot 105 (Building 2) , if a project sponsor elects one of the following options, the Height limit shall be 200 feet:
 - i. Development of the site for a hotel use, or
 - ii. Development of the site for a residential or combined residential and hotel use, with election of the on-site affordable housing alternative, or with the voluntary provision of 110% or more of the requirement set forth in Section 415.5 for the subject lot.
- C. For development on Assessor's Block No. 3763, Lots: 078, 079, 080, 080A, 081, 099, 100, and 101 (Building 3), if the project sponsor elects to provide 110% or more of the requirement set forth in Section 415, the Height limit shall be 350 feet.
- D. Conditional Use Authorization by the Planning Commission shall not be required for use of this special height exception.

The Project is providing a hotel use (Building 2) and is separately pursuing a Conditional Use Authorization (See Record No. 2012.1384CUA) for the hotel use. The Project is providing a residential building (Building 3) and will provide inclusionary affordable housing at 110% of the requirement set forth in Section 415. Therefore, the Project is utilizing the special height exception that is codified under Section 263.33 as identified available to Block 3763, Lots: 078, 079, 080, 080A, 081, 099, 100, 101, and 105. Planning Commission authorization is not required to utilize this special codified height exception.

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

The Project Sponsor requests an exception from these standards at Building 2. The historic podium is existing and the hotel tower will not include a horizontal mass reduction that meets the specified dimensions by exceeding the dimension nominally; instead, the mass of the tower is set back significantly from Harrison Street (75 feet) so that the primary public experience is that of the historic resource, and the tower façade design employs a horizontal articulation that visually reduces the mass of the tower. This is a unique circumstance due to the historic nature of the existing building that warrants deviation of the otherwise applicable requirement. The proposed addition will achieve a unique and superior architectural design that would be compatible with the historic structure and will achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building while remaining sympathetic to the existing historic structure. The design of the hotel tower addition has been carefully vetted and deemed appropriate by the Historic Preservation Commission's Architectural Review Committee (ARC).

- YY. **Mid-Block Alley Requirements.** Under Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. New mid-block alleys must meet the following requirements: generally be located in the middle of the of the subject block face, perpendicular to the subject frontage and connecting to any existing streets and alleys; it must be open to pedestrians; provide no, or limited vehicular access; have a minimum depth of 20 feet; have a minimum clear walking width of 10 feet free of any obstructions in the case of a pedestrian-only right-of-way; have at least 60 percent of the area of the alley or pathway open to the sky, with obstructions permitted within setbacks pursuant to Section 136 may be located within the portion of the alley or pathway that is required to be open to the sky; and be fronted with active uses pursuant to Section 145.1. New buildings abutting mid-block alleys provided pursuant to this Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1. Section 261.1 also sets out setback requirements for subject frontages along narrow streets. See the Section 261.1 discussion above.

The Project is providing a mid-block alley (known as Hawthorne Street Plaza) that meets and exceeds the requirements of Section 270.2. The Hawthorne Street Plaza is being provided between the residential building, Building 3, and the hotel (and PDR, retail and office) building, Building 2, and will provide a direct connection from the Hawthorne Street sidewalk, which will in turn connect pedestrians to and from Harrison to Perry Streets via the plaza and 2nd Street beyond via the proposed Perry Street extension, including new sidewalks, which will in turn connect pedestrians to Project POPOS along Perry and 2nd Streets and the indoor POPOS and retail spaces at Building 1. It will vary in width from

approximately 33 feet to more than 85 feet, and primarily open to the sky except for the proposed projecting art panel, which will screen pedestrian views of Interstate 80 from the Project site. Factoring in that projection, the plaza will be approximately 70.8% open to the sky, which exceeds the 60% requirement.

As proposed, neither building is providing a setback along the mid-block pedestrian alley. The historic building at 645 Harrison Street (the podium below the proposed hotel at Building 2) is already built above that height limit without setbacks and alterations to that structure are limited by the Secretary of the Interior's Standards; further, the residential building (Building 3) is required to provide a 85-ft.-11-in.-85-foot podium to emphasize the urban room within Central SoMa. Therefore, the Project is seeking an exception from the upper-story setback controls along the mid-block alley pursuant to Section 261.1 as part of the Large Project Authorization. See the detailed Section 261.1 discussion above, the Hawthorne Street Plaza portion of which is incorporated here by reference.

- ZZ. Transportation Sustainability Fee ("TSF") (Section 411A).** The TSF applies to the construction of a new non-residential use in excess of 8,000 gross square feet and to new construction of a PDR use in excess of 1,500 gross square feet.

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

- AAA. Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of ten or more units. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide. The applicable percentage is dependent on the number of units in the project, the zoning of the property, if the project is a rental or ownership project, and the date that the project submitted a complete Project Application.

Under Planning Code Section 419.6, the Land Dedication alternative is available for projects within the Central SoMa Special Use District under the same terms and conditions as provided for in Section 419.5(a)(2), except that in lieu of the Land Dedication Alternative requirements of Table 419.5, projects may satisfy the requirements of Section 415.5 by dedicating land for affordable housing if the dedicated site will result in a total amount of dedicated Gross Floor Area that is equal to or greater than 45% of the potential Gross Floor Area that could be provided on the principal site, as determined by the Planning Department. Any dedicated land shall be within the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue.

Per Planning Code Section 263.33, for development on Assessor's Block No. 3763, Lots: 078, 079, 080, 080A, 081, 099, 100, and 101 (Building 3), if the project sponsor elects to provide 110% or more of the requirement set forth in Section 415, the Height limit shall be 350 feet. Therefore, the Project is required to provide 110% of the otherwise required inclusionary amount.

The Project Sponsor has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program through payment of the Fee. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, whether the project is rental or ownership, and the date that the project submitted a complete Project Application.

A complete Project Application was submitted on December 31, 2015; therefore, pursuant to Planning Code Section 415.3(b)(3)(B-C) in the Central SoMa Special Use District and because the Central SoMa Development is a Tier C, the Inclusionary Affordable Housing Program requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 30% for a rental project. However, as part of a qualified amenity and to utilize the Special Height Exception: Vassar and Harrison pursuant to Planning Code Section 263.33, the Project shall provide 110% of the Inclusionary Affordable Housing requirements set forth in Section 415; therefore, the Project will provide 33% of the proposed units via an in-lieu fee.

The Project will provide 33% of the proposed units via an in-lieu fee; therefore, the proposed 489 dwelling units (including: 105 studios, 187 1-bedroom, 185 2-bedroom, and 12 3-bedroom units), result in 161.37 or 161 dwelling units that would be subject to the inclusionary requirement. This project is a rental project. If the Project would like to pursue a land dedication option in the future, then additional information would be required as noted in Planning Code Section 419.5 and additional coordination with MOHCD would be required.

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

The Property was rezoned from a varying height limit of 40-X, 45-X, 65-X, and 85-X to a split zoning of 130-CS-200-CS; 130-CS-350-CS; and 350-CS. All portions are classified as Tier C. Therefore, the Project will comply with the applicable Eastern Neighborhoods Infrastructure Impact fee to the city as required for Tier C sites.

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

The Project will comply with this Section by dedicating one percent of the Project's construction cost to works of art. The public art concept will be done in consultation with the San Francisco Arts Commission and presented to the Planning Commission at an informational hearing prior to being installed. The Project Sponsor is pursuing a projecting art screen over Hawthorne Street Plaza and in the future a major encroachment for a similar suspended art screen over Vassar Place, which will screen pedestrian

views of Interstate 80 from the Project site and are proposed to at least partially satisfy the art requirement for the Project.

DDD. 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 SUD 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.

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

The Property was rezoned from a varying height limit of 40-X, 45-X, 65-X, and 85-X to a split zoning of 130-CS-200-CS; 130-CS-350-CS; and 350-CS. All portions are classified as Tier C. Therefore, the Project will comply and will pay the applicable Central SoMa Infrastructure Impact Fee for Tier C sites.

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

The Property was rezoned from a varying height limit of 40-X, 45-X, 65-X, and 85-X to a split zoning of 130-CS-200-CS; 130-CS-350-CS; and 350-CS. All portions are classified as Tier C and the Project will exceed the Prevailing Building Height and Density Controls established by the SUD, as contemplated for this Key Site No. 3. Therefore, the Project will comply with this Section by participating in the Central SoMa Community Facilities District with the applicable rates for Tier C sites.

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.

Building 1: As an integral part of the mixed-use Project, Building 1 a 350-foot tall office tower that anchors the overall development at the corner of Second and Harrison Street. The office tower contributes and strengthens the character of Second Street, aligning with the City's vision of a bike and pedestrian-friendly urban corridor, and proposes appropriate density to meet the district objective of increasing employment opportunities. The podium massing has been sculpted at 85-feet tall to frame the urban room pursuant to the Central SoMa Plan. The tower portion is set back from the base and employs two different exterior treatments between the eastern and western sides of the tower in order to present the appearance of a more slender structure.

Building 2: Situated at the center of the mixed-use Project, Building 2 consists of an adaptive re-use of a 56 foot, four-story historic structure, with a hotel addition at the rear of the property rising to 200 feet. The project rehabilitates the historic resource, which is an important part of the neighborhood's cultural heritage. The horizontal, large four-story mixed-use building will become the podium base of the vertical hotel addition. On top of the historic building, the new hotel addition is set back 75 feet from Harrison Street to minimize the visual effect of the addition. The new hotel addition will also carry a horizontal orientation, compatible with the historic structure. The hotel main arrival lobby and guest services of the 468-room hotel is located on the 5th floor, which is designed to be a horizontal massing break from the historic podium by recessing the footprint from the remaining 14 levels of the vertical addition, thereby creating a floating effect. The remaining existing historic rooftop will be a terrace that adds activation and interest at the 5th floor. Hotel levels rise to the 18th floor, and the 19th floor is a rooftop bar and outdoor terrace open to the public that is further setback from the edge of the tower footprint.

Building 3: The residential tower proposed is an integral part of the overall mixed-use Project and is comprised of a collection of three buildings tied by complementary massing and design stitched together with a series of new open spaces and improved sidewalk and streetscapes. At the corner of the new public 'Hawthorne Street Plaza' at Harrison and Hawthorne, the more solid podium base steps in a series of setbacks to express the tower touching down onto the plaza. The plaza starting at the widest portion at Harrison Street, measures approximately 85 feet in width meets the building podium height of 85-ft-11-in, 85 feet to create a proportionate urban room pursuant to the Central SoMa Plan. The setbacks also serve to widen the plaza and its connection to the street while demarcating the residential lobby and the upper childcare entry, which are located off of the plaza. The tower portion of the building is setback and introduced at the 9th floor, where active rooftop uses are also proposed.

The Project's mass and scale are appropriate for this Key Site No. 3, which includes multiple lots totaling approximately 2.36 acres, and surrounding context. The Project fronts two major streets: Harrison, 2nd, and also secondary Perry Street, which currently dead-ends at the back of the existing 645 Harrison building (Building 2 location) but will extend to 2nd Street as part of the Project. In order to break up the massing to avoid one large uniform building on the Project site, the Project has been divided into three separate buildings: an office tower (Building 1), a hotel tower atop the existing historic building at 645 Harrison (Building 2), and a residential tower (Building 3).

This density is specifically contemplated in the Central SoMa Plan generally, and specifically for this Key Site No. 3. The existing neighborhood is already 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, many of which will be redeveloped pursuant to the Central SoMa Plan and rezoning. The massing of the proposed buildings has also been designed to respect the scale and character of the evolving Central SoMa neighborhood, as contemplated by the Central SoMa Plan and rezoning. The Project site is located to the east (along Harrison Street) from the separate 725 Harrison Street project, which is also proposed for redevelopment.

Overall, the scale and massing of the Project is in keeping with the intended development of this Key Site No. 3 and other buildings on and near the subject block, as well as with those that will be developed over the next several years in the recently adopted Central SoMa SUD.

B. Architectural treatments, facade design and building materials.

Building 1: Architecturally, this building consists of two parts. Towards the west, the building is comprised of a tower above an 85 foot tall podium, clad in an aluminum panel or terracotta frame that relates to the industrial past of the neighborhood. At the base, a retail space activates Harrison Street, extending to the corner of Vassar Place. Towards the east, a simple faceted glazed curtain wall links to the character of adjacent Rincon Hill developments, reflecting the open floor workplace at the upper levels. At the prominent location is a 3,200 square foot interior open space (POPOS) at the corner of Second and Harrison streets, which will serve the growing neighborhood, and function as the primary building identity street presence. The office lobby entry and another retail space and exterior POPS along 2nd Street will further active the public realm.

Throughout the development, the Project aims to provide a safe, convenient and attractive walking environment. At the corner of 2nd and Harrison streets, the east portion of the office tower is set back from Harrison Street to create an open space plaza (POPOS) that connects with the interior open space (POPOS). Along 2nd Street, the office building is set back from the property line at the first two levels, widening the sidewalk and providing a 30ft tall covered open space (POPOS) activated by retail. On Perry Street, the existing dead end is opened up to create a new pedestrian connection via new sidewalks on the proposed Perry Street extension to 2nd Street. In addition, on Vassar Place, new sidewalks are provided to provide a second pedestrian connection between Harrison Street and Perry Street.

Building 2: Significant features of the existing four-story resource will be rehabilitated and retrofitted along Vassar Place and Harrison Street, with new punched windows at the west fronting Hawthorne Street Plaza that are sympathetic to the character of the historic resource and the ground floor will include openings in a similar pattern as the existing loading dock openings along Vassar Place. The hotel addition is clad with a woven metal panel facade, scaled to reflect the use of the building. The depth of the faceted surfaces creates a dynamic, ephemeral quality throughout the changing light of the day, reflecting the sky and blending into the skyline. Accentuated horizontal lines of the hotel relate to the horizontal ribbon windows of the historic resource, yet is clearly a distinct, new addition. The design of the hotel tower addition has been carefully vetted and deemed appropriate by the Historic Preservation Commission's Architectural Review Committee (ARC).

Building 3: At street level, the ~~85-ft-11-in.~~ 85-foot tall masonry podium is composed as a gridded façade using punched windows articulated with steel surrounds to inject a geometric element to the street wall and pedestrian experience and will function as an urban room, pursuant to the Central SoMa Plan. The rhythm and massing complements and reflects that of the adjacent buildings, playing to the industrial past of the site and neighborhood. An 11-foot grade change along Harrison Street allows for the design to prominently accommodate a large, two-level childcare facility with a protected private outdoor play area of approximately 4,200 square feet.

The point-counter point of the glass and metal tower and masonry and glass podium are reconciled with vertical glass planes as the podium step back reveals and a vertical terra cotta plane emanating from the podium and tracing up to the roof terrace to form a bris soleil.

In sum, the Project incorporates a simple, yet elegant, architectural language that is accentuated by contrasts in the exterior materials. Overall, the Project offers a high-quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood, and is anticipated to be compatible with other projects developed over the next several years in the recently adopted Central SoMa SUD.

- C. **The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access.**

The ground floor of the Building 1 contains retail spaces fronting Harrison Street, the proposed Hawthorne Street Plaza POPOS, and Vassar Place. The ground floor Building 1 contains retail spaces fronting the indoor and outdoor POPOS, Harrison, 2nd and Perry streets and Vassar Place. The ground floor of Building 3 contains retail space fronting Hawthorne Street Plaza and a child care facility fronting Harrison Street. The pedestrian entrance to the residential building (Building 3) will be off of Hawthorne Street Plaza, which will be directly accessible from both Harrison and Perry streets. Pedestrian entrances to the market hall retail spaces on the ground floor of Building 2 will be from Hawthorne Street Plaza, Harrison Street and Vassar Place. Pedestrian access to the hotel and office uses at Building 2 will be from Vassar Place, which will lead to designated elevator lobbies. Pedestrian entrances to the ground floor retail space and office uses above at Building 1 will be from Harrison and 2nd streets and Vassar Place, with the main office lobby off of 2nd Street. Parking and loading entrances for each of the three buildings, as applicable, have intentionally been located along secondary Perry Street.

The ground floors at Building 1 and Building 3 will be at least 14 feet in height and the ground floor indoor POPOS space proposed at the prominent corner of 2nd and Harrison streets would be significantly higher than 14 feet. All ground floor spaces have been designed to be transparent, inviting, and to allow people to view activities inside the buildings and in the public spaces. All of these spaces and lobbies are located at the sidewalk level and face directly onto the public right-of-way or on proposed Hawthorne Street Plaza, which, again, will function as both a POPOS and mid-block pedestrian alley. Building 1 has been designed with ground floor retail spaces that consist of a variety of vertical elements with glass panels, interspersed with storefront entrances. With the exception of the child care facility, which may include non-transparent components along Harrison Street for security reasons, all of the ground floor spaces, including indoor POPOS at Building 1, have been designed to allow visibility into the interior spaces, creating active engagement between the pedestrians along the street and users within the buildings.

- 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 meets both the residential usable open space requirement and the POPOS requirement on the Project site in part by constructing a publicly-accessible mid-block pedestrian alley in between Building 2 and Building 3, Hawthorne Street Plaza, which will include various seating areas, a shade trellis, water feature(s) and landscaping. At Building 3, roof terraces with usable open space will be provided for use by residents of that building. In addition, exterior and interior POPOS will be provided at Building 1. More specifically, the POPOS program for the Project includes an approximately 3,220 square foot indoor POPOS at the prominent intersection of 2nd and Harrison streets with various seating areas and adjacent to two retail spaces, approximately 3,075 square feet of outdoor POPOS along Harrison, 2nd and Perry streets adjacent to the indoor POPOS and/or retail space, and the aforementioned Hawthorne Street Plaza POPOS, which will be approximately 8,360 square feet, for a total of approximately 14,655 square feet of POPOS Project-wide where 14,075 square feet of POPOS is required. In addition, an interior, approximately 700 square foot "view garden" will be provided at Building 1 along Vassar Place and adjacent to the proposed micro-retail space in that building. An approximately 4,200 square foot designated open space area will also be provided for the child care facility, which will be located adjacent to the western property line at Building 3.

- 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.**

Pursuant to Planning Code Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. In addition, new buildings abutting mid-block alleys provided pursuant to Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1. Section 261.1 sets out setback requirements for subject frontages along mid-block alleys. Specifically, the following setback controls of 261.1 apply to Project because a portion of the proposed mid-block alley would be less than 40 feet wide: frontages abutting a mid-block passage of between 30 and 40 feet in width provided pursuant to Section 270.2 must provide upper story setback of not less than 5 feet above a height of 35 feet.

The Project is providing a mid-block alley and POPOS (Hawthorne Street Plaza) that meets the mid-block alley requirements of Section 270.2. The mid-block alley is being provided between Building 2 and Building 3 and will connect Harrison to Perry Streets and 2nd and 3rd streets beyond, will extend the pedestrian circulation of Hawthorne Street, and will provide an access point to other POPOS on the Project site and in the surrounding neighborhood. It will be 33-feet wide at its narrowest location (over the required 20 feet) and primarily open to the sky (over the required 60 percent). Under Section 261.1, the façades of both the hotel and residential buildings that front the mid-block alley (Building 2 and Building 3) must provide a setback of 5 feet above a height of 38 and 35 feet, respectively. As proposed, neither building is providing a setback along the mid-block alley, in part because the existing 645 Harrison building (the location of Building 2) is an existing historic building and the podium of Building 3 has been intentionally design to create an urban room, pursuant to the Central SoMa Plan. The Project Sponsor is therefore seeking an exception from the upper-story-setback controls along the mid-block alley pursuant to Section 261.1 as part of the Large Project Authorization. The separate and more detailed POPOS and Section 161.1 and 270.2 discussions above are incorporated here by reference.

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

In compliance with Planning Code Section 138.1, there will be sidewalk and streetscape improvements made to Harrison Street, 2nd Street, and Perry Street. New sidewalks, curbs, gutters and street trees will be provided along all three street frontages. The Project also includes extending the Harrison Street sidewalk from 10 feet to 15 feet for the entire Harrison Street block face, beyond the Project's frontage extending to 3rd Street. There will be 15 new street trees along Harrison Street, three new street trees along Perry Street, one new street tree on Vassar Place at 2nd Street, and seven new street trees along 2nd Street. Street furniture will also be provided on Harrison and Second streets. In addition, proposed Hawthorne Street Plaza (POPOS and mid-block pedestrian alley) will include various seating areas, lighting and landscaping, including approximately eleven new trees planted within view of Harrison and Perry streets.

G. Circulation, including streets, alleys and mid-block pedestrian pathways.

The Project provides ample circulation in and around the project site through the streetscape improvement and construction of a publicly-accessible mid-block pedestrian alley (Hawthorne Street Plaza) that will connect pedestrians to and from Hawthorne, Harrison and Perry streets and 2nd and 3rd streets beyond. Automobile access is limited to ingress and egress from secondary Perry Street as well as on-street loading from Vassar Place. All off-street parking and loading spaces (including service vehicle spaces) will be accessed from secondary Perry Street.

H. Bulk limits.

The Project is subject to special bulk limits and setback requirements that apply in the Eastern Neighborhood Mixed Use Districts. See the Section 270.1, 270.2 and 261.1 discussions above, which are incorporated here by reference.

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. Central SoMa Key Site Exceptions & Qualified Amenities (Section 329(e)).** Pursuant to Section 329(d), the Planning Commission may grant certain exceptions to the provisions of the Planning Code. Pursuant to Section 329(e), within the Central SoMa SUD, certain additional exceptions are available for projects on Key Sites that provide qualified amenities in excess of what is required by the Code. Qualified additional amenities that may be provided by these Key Sites include: affordable housing beyond what is required under Section 415et seq.; land dedication pursuant to Section 413.7 for the construction of affordable housing; PDR at a greater amount and/or lower rent than is otherwise required under Sections 202.8 or 249.78(c)(5); public parks, recreation centers, or plazas; and improved pedestrian networks. Exceptions under Section 329(e) may be approved by the Planning Commission if the following criteria are met:

- a. The amenities and exceptions would, on balance, be in conformity with and support the implementation of the Goals, Objectives, and Policies of the Central SoMa Plan,

The Project is providing community benefits as was envisioned in the Central SoMa Plan. Specifically, the Project will provide various qualified amenities, including but not limited to streetscape and pedestrian network improvements, a large POPOS plaza and mid-block pedestrian alley (Hawthorne Street Plaza), which will exceed minimum alley dimensions, a child care facility, which will be larger than specified under Section 414.5 by approximately 7,480 square feet, and inclusionary affordable housing at 110 percent of the otherwise applicable affordable housing requirement under Section 415.

Streetscape and pedestrian network improvements proposed as part of the Project include new pedestrian connections from Hawthorne Street through proposed Hawthorne Street Plaza to Perry Street to 2nd Street beyond via the proposed Perry Street extension, including new sidewalks, and an improved connection from Harrison Street to Perry Street and beyond via new sidewalks on Vassar Place. The project also proposes sidewalk widening along Harrison and 2nd Streets and multiple outdoor POPOS and retail spaces to activate those frontages.

The Project Sponsor is seeking exceptions through the Large Project Authorization process, including horizontal mass reduction, wind, tower separation, and maximum floor plate and dimensions, including related criteria, bulk controls, child care facility restrictions, and setback requirements along narrow streets and mid-block alleys, and exceptions specifically included for this Key Site No. 3 (for lot coverage and micro-retail, active use/transparency and ground floor commercial use requirements). The exceptions are not egregious nor deviate significantly from the Planning Code requirements.

The Project is in conformity with the General Plan including the Central SoMa Plan, particularly the parameters outlined for this Key Site No. 3, and meets the community benefits envisioned for the Plan area, including but not limited to the provision of on-site child care, on-site POPOS, neighborhood-serving retail and much-needed residential, hotel, office and PDR space within close proximity to multiple sources of public transit, employment opportunities, and Moscone Center. The Project is consistent with and would help further the goals, objectives and policies of the Central SoMa Plan, which is part of the City's General Plan. One of the primary eight goals of the Central SoMa Plan is to "Accommodate a Substantial Amount of Jobs and Housing." Related Central SoMa Plan Objective 3.1 provides: "Ensure the Plan Area accommodates significant space for job growth" and Objective 3.2 specifically provides: "Support the growth of office space." As explained in the Central SoMa Plan:

The City should support the development of office space in Central SoMa. Office space typically has a high amount of jobs per square foot, and thus benefits from proximity to the neighborhood's excellent transit. This office space can also support the success of these knowledge-sector companies that are driving the overall economy (including the need for local-serving jobs throughout the city, like health care, education, and retail). Increasing the supply of office space will also support non-profits and other organizations that have been challenged to find space in the city, forcing some to move elsewhere in the Bay Area (such as Oakland) or out of the region altogether.

Regarding the importance of on-site child care, Central SoMa Plan Policy 2.6.2 provides:

Help facilitate the creation of childcare facilities. San Francisco is suffering from a lack of licensed childcare. This is due to a lack of funding and a difficulty in finding space that meets the strict requirements for childcare centers.

Regarding the proposed hotel use, Central SoMa Objective 3.5 and Policy 3.5.1 provide:

Hotels are important to the wellbeing of San Francisco – enabling our tourism sector to flourish while also supporting important civic functions through room taxes. Simultaneously, hotels can make very good neighbors, providing lively ground floors, near 24-hour activity, and customers for local shops and restaurants. Hotels are particularly important in Central SoMa, given the area's proximity to the Moscone Convention Center and its transit accessibility. Allow hotels throughout the growth-oriented parts of the Plan Area. Currently, there are parts of the Plan Area where hotels are not permitted, even if they otherwise allow residential and commercial growth. Where hotels are permitted, they are typically restricted to "boutique" sizes of 75 rooms or less. However, the City is in need of multiple new hotels to meet demand, particularly new "conference sized" hotels of at least 500 rooms plus meeting facilities. As such, the City should support increasing the area where hotels are permissible to include those areas where new growth is anticipated, and to remove the cap on room count.

- b. The amenities would result in an equal or greater benefit to the City than would occur without the exceptions, and

The requested exceptions are necessary to maximize development on the Project Site to maximize the size of the child care facility, the number of residential units provided, allow for a new hotel tower within close proximity to Moscone Center. The requested exceptions (e.g., from micro-retail requirements) are also necessary in part to preserve the existing historic building at 645 Harrison Street (Building 2) in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation. Overall, the intent of those requirements would be met through the provision of a large ground-floor multi-tenant market hall at Building 2.

- c. The exceptions are necessary to facilitate the provision of important public assets that would otherwise be difficult to locate in a highly developed neighborhood like SoMa.

The Central SoMa Plan envisions a mixed-use multi-tower development on this Key Site No. 3, which is a compilation of multiple lots totaling approximately 2.36 acres. This presents a unique opportunity to maximize development within close proximity to multiple sources of public transit, employment opportunities, and Moscone Center. In order to do so, it was acknowledged during the Central SoMa rezoning process that various exceptions to standard Planning Code requirements would be required to achieve the ultimate design for this Key Site (see the list above). Those exceptions will allow the Project Sponsor to provide important public assets that would otherwise be difficult to located in a highly developed neighborhood like SoMa, including a large mid-block pedestrian alley and POPOS, which will

far exceed minimum Planning Code requirements, including dimensional requirements. Other public assets include an on-site child care facility which, again, will be significantly larger than otherwise required under the Planning Code for office and hotel uses in the Central SoMa SUD. See above for other public assets that will be provided, including new and improved pedestrian connections.

Because the proposed configuration of the buildings, indoor and outdoor POPOS, as well as mid-block alley are arranged in the prescriptive manner encouraged and envisioned in the Central SoMa Area Plan, and because the Project's various amenities will allow valuable public assets in a densely-developed area where it would be otherwise be difficult to locate so many public benefits, the exceptions and variances the Project is seeking are necessary to facilitate the provision of the aforementioned public benefits as well as align with the vision identified in the Central SoMa Area Plan.

Accordingly, pursuant to Planning Code Sections 329(d) and 329(e) the Planning Commission has considered the following exceptions to the Planning Code, makes the following findings, and grants each exception to the Project as further described below:

- A. **Building Setbacks, Streetwall Articulation and Tower Separation (Section 132.4).** Section 132.4 requires that, as potentially applicable to the Project (i) buildings within the Central SoMa SUD be built up to the street-or alley-facing property line up to 65 feet in height, subject to the controls of Section 261.1 (additional height limits for narrow streets and midblock-alleys), which are applicable to the Project; (ii) Towers in the CS Bulk District include a 15-foot setback along all property lines for the Tower Portion of the entire frontage; and (iii) the Tower Portion have a horizontal separation of at least 115 feet from the Tower Portion of any other Tower.

Streetwall:

Building 1: The structure will measure approximately 350 feet tall, with a 35-foot-tall mechanical screen for a total height of 385 feet. The building's podium along all facades will have a height of 85 feet built to the property line with the exception of the northeast corner of the building and the southern portion of the lot. A 15-foot setback is provided at the corner of 2nd and Harrison with a length of 72 feet 3 inches, and a southern 15-foot setback is provided for a length of 156 feet 3 inches. Because of the 15-foot setbacks, a continuous streetwall is not provided. However, the setbacks are used to provide POPOS pursuant to Planning Code Section 138, as well as to provide a voluntarily pedestrian circulation and path of travel along Perry Street to connect Vassar to 2nd Street; therefore, 400 2nd Street ~~complies with~~ requires a streetwall articulation exception.

Building 2: The structure, after the horizontal addition, will measure approximately 200 feet tall, with a 15-foot-tall mechanical screen, for a total height of 215 feet. The building's podium along all facades will have a height of 55 feet, which is the height of the existing structure. At 55 feet, the building is setback 20 feet 8 inches from Vassar Place, 9 feet from Perry Street, 35 feet from the Hawthorne Street Plaza (mid-block alley), and 81 feet from Harrison Street for the entirety of each respective street frontage (100 percent). The hotel's vertical addition was meticulously designed to consider the sensitivity of the existing historic building, in consultation with the Preservation Division and the Historic Preservation Commission. The intent was for the hotel to be differentiated from the existing structure, further

emphasized by the setbacks. The proposed setbacks are required for building façade architectural articulation and modulation. However, because said depths exceed the maximum of 8 feet, a streetwall articulation exception is needed.

Building 3: The structure will measure approximately 350 feet tall, with a 35-foot-tall mechanical screen, for a total height of 385 feet. The building's podium along all facades will have a height of ~~85 ft. 11 in. 85 feet.~~ Along Harrison Street, the Project is setback 15 feet for 69 feet 9 inches and a 160-foot setback for 17 feet 11 ½ inches from Hawthorne Street Plaza (mid-block alley) along Perry Street. ~~Neither of these setbacks exceed the maximum 60 percent.~~ Further, all side setbacks are provided to accommodate the code-required mid-block alley, Hawthorne Street Plaza. Therefore, a streetwall articulation exception is required.

As noted above, streetwall requirements apply as discussed above in addition to the controls of Section 261.1: setback requirements along narrow streets and mid-block alleys. In addition to streetwall articulation, setback requirements apply along Perry Street (narrow street) and Hawthorne Street Plaza (mid-block alley). Setback requirements also apply to the Project along 2nd Street and Harrison Street (major streets) as part of the apparent mass reduction requirements under Section 270(h). The Project Sponsor is requesting exceptions to these requirements, as discussed in more detail above under the Section 261.1 and Section 270(h) discussions, which are incorporated here by reference.

Setback: Setback requirements apply to Towers in the CS Bulk District, which must include a 15-foot setback along all property lines for the Tower Portion of the entire frontage, which is the portion of the Tower above 85 feet in height.

Building 1: Above the 85-foot podium, 15-foot setbacks are provided along 2nd Street and Harrison Street, as well as a 35-foot setback along Vassar Place for the entire Tower portion up to 350 feet.

Building 2: The tower portion of the vertical addition of the hotel building has a 5-foot setback along Perry Street, 7-foot-6-inch setback along Vassar Place, 7-foot-6-inch setback along Hawthorne Street Plaza (mid-block alley), and 75 feet from Harrison Street. Therefore, the Project requires tower setback exceptions as setbacks along Perry Street, Vassar Place and Hawthorne Street Plaza (mid-block alley) are less than the required 15 feet. The exceptions are warranted for the reasons set forth under the Section 132.4 discussion above, which are incorporated here by reference.

Building 3: The tower portion of the residential building has a 15-foot setback along both Perry and Harrison Street. The building has varying setbacks along Hawthorne Street Plaza (mid-block alley), from 17 feet to 52 feet.

Tower Separation: Through the procedures of Section 329, the Planning Commission may reduce the separation requirements under subsection 132.4(d)(3)(A) if it finds that a tower projects meets all of the following criteria, unless the project is on a Key Site, in which case the project may be exempted from the following criteria:

- (i) The tower portion of the project has, at a minimum, a horizontal separation of at least 85 feet from the tower portion of any other tower;
- (ii) The maximum floor area of any floor of the tower portion of the project is no more than 10,000 gross square feet;
- (iii) The maximum height of the uppermost building element or mass, occupied or unoccupied, of the tower has a difference of at least 50 feet in height from the maximum height of the uppermost element of any other tower within 115 feet of horizontal distance; and
- (iv) The tower portion of the project is designed so as to maximize apparent distance and architectural differentiation from any other nearby tower.

A tower separation exception is required for the Project. See the Section 132.4 discussion above, which is incorporated here by reference.

- B. Controls for Wind Comfort and Hazards (Section 249.78(d)(9)).** Projects in the Central SoMa SUD that are over 85 feet in height may not result in wind speeds that exceed the Comfort Level at any location. Projects must generally refrain from resulting in wind speeds exceeding a "Comfort Level" (ground-level wind speeds of 11 mph in areas of substantial pedestrian use and seven mph in public seating areas between 7 a.m. and 6 p.m., when occurring for more than 15% of the time year round) and may not cause a "Substantial Increase" in wind speeds of more than six miles per hour for more than 15% of the time year round) at any location where the existing or resulting wind speed exceeds the Comfort Level. However, a project may seek exception from this standard if it demonstrates that (1) it has undertaken all feasible measures to reduce wind speeds through such means as building sculpting and appearances, permanent wind baffling measures, and landscaping; and (2) further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the project.

See the discussion of wind comfort and wind hazards above.

- C. Narrow and Mid-Block Alley Controls (Sections 261.1).** Pursuant to Planning Code Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. In addition, new buildings abutting mid-block alleys provided pursuant to Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1. Section 261.1 sets out setback requirements for subject frontages along narrow streets. Specifically, the following setback controls of 261.1 apply to Project: frontages abutting a mid-block passage of between 30 and 40 feet in width provided pursuant to Section 270.2 must provide upper story setback of not less than 5 feet above a height of 35 feet.

See the discussion above ~~regarding~~ regarding narrow and mid-block alley controls.

D. Apparent Mass Reduction (Section 270(h): Tower (160-ft and above) building projects within the CS Bulk District are subject to Apparent Mass Reduction controls. Projects on all sides of a "major street" within a 160-foot height and above height district, are not required to provide apparent mass reduction for the tower portion (85-ft and above), but must provide 80% apparent mass reduction for the remainder of the building at 85 feet and above, up to a height of 160 feet. At the northwest side of Perry Street, in all height districts, the controls of Section 261.1(d)(1) shall apply rather than Section 270(h). Projects on all sides of any other "narrow street" (here, Vassar Place) within a 160-foot height and above height district are not required to provide apparent mass reduction for the tower portion (85-ft and above), but must provide an 85% apparent mass reduction at 35 feet and above, up to a height of 85 feet. Because required PDR would be provided at Building 2, the apparent mass reduction requirement applies beginning at 38 feet (three feet above the base height). For projects on all sides of a "mid-block passage" (here, Hawthorne Street Plaza) within all height districts, the controls of Section 261.1(d)(3) shall apply. See the separate Section 261.1 discussion above. The following applies to apparent mass reduction requirements under Section 270(h) only.

See the discussion above regarding apparent mass reduction.

E. Bulk Limits in Section (271): The Planning Commission may grant an exception to the following bulk limits if the following criteria are met: (1) The appearance of bulk in the building, structure or development shall be reduced by means of at least one and preferably a combination of the following factors, so as to produce the impression of an aggregate of parts rather than a single building mass: (A) Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass; (B) Significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements; (C) Differences in materials, colors or scales of the facades that produce separate major elements; (D) Compensation for those portions of the building, structure or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted; and (E) In cases where two or more buildings, structures or towers are contained within a single development, a wide separation between such buildings, structures or towers; and (2) In every case the building, structure or development shall be made compatible with the character and development of the surrounding area by means of all of the following factors: (A) A silhouette harmonious with natural land-forms and building patterns, including the patterns produced by height limits; (B) Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character; (C) Use of materials, colors and scales either similar to or harmonizing with those of nearby development; and (D) Preservation or enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest. (3) While the above factors must be present to a considerable degree for any bulk limit to be exceeded, these factors must be present to a greater degree where both the maximum length and the maximum

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diagonal dimension are to be exceeded than where only one maximum dimension is to be exceeded. The project must also result in the achievement of a distinctly better design, in both a public and a private sense, than would be possible with strict adherence to the bulk limits, avoiding an unnecessary prescription of building form while carrying out the intent of the bulk limits and the principles and policies of the General Plan and/or provide widespread public service benefits and significance to the community at large, where compelling functional requirements of the specific building or structure make necessary such a deviation.

See the discussion above regarding apparent mass reduction.

- F. Maximum Floor Plate and Dimensions (Section 270(h)(3)): Section 270(h)(3) limits maximum GFA of any non-residential floor to 17,000 gross square feet and any residential floor to 12,000 gross square feet and the average GFA for floors in the Tower Portion shall not exceed 15,000 gross square feet. The maximum length of a tower floor is limited to 150 feet with the maximum diagonal being 190 feet. A tower is defined as any building taller than 160 feet in height, tower portion is the portion of a tower above 85 feet in height, and upper tower is the upper one-third of the tower portion of a tower, rounded to the nearest floor.

See the discussion above regarding maximum floor plate and dimensions.

- D.G. **Horizontal Mass Reduction (Section 270.1).** Planning Code Section 270.1 requires that new development in the Eastern Neighborhoods with building lengths exceeding 200 square feet incorporate horizontal mass reductions with certain minimum dimensions, to break up the apparent building massing. The mass reduction breaks shall not be less than 30 feet in width and less than 60 feet in depth from the street facing building façade, shall extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet. The Planning Commission may modify or waive this requirement through the process set forth in Section 329. When considering any such application, the Commission shall consider the following criteria: (1) no more than 50% of the required mass is reduced unless special circumstances are evident; (2) the depth of any mass reduction breaks provided is not less than 15 feet from the front facade, unless special circumstances are evident; (3) the proposed building envelope can be demonstrated to achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building; and (4) the proposed building achieves unique and superior architectural design.

An exception is required for 645 Harrison Street, which will include a to-be rehabilitated four-story historic building with a 15-story hotel addition at the rear of the property. The existing building, which has a bulky horizontal orientation, will become the podium base of the vertical hotel addition, which, in turn, will be set back 75 feet from the Harrison Street facade to minimize the visual effect of the addition and to distinguish the two structures, particularly from the pedestrian perspective. The hotel addition has been intentionally designed to also have a horizontal orientation, compatible with the historic structure. The main hotel lobby will be located on the 5th floor, which has been designed to create a horizontal massing break from the historic podium by recessing the footprint from the remaining 14

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levels of the vertical addition, thereby creating a floating effect. The rooftop bar and terrace will be further setback from the edge of the tower footprint.

The historic nature of the existing building is a special circumstances that warrants a complete exception, pursuant to the aforementioned criteria. As explained above, the proposed building envelope will achieve a distinctly superior effect of reducing the apparent horizontal dimension of the hotel tower and the hotel tower will achieve unique and superior architectural design that will be compatible with the historic structure. The design of the hotel tower addition has been carefully vetted and deemed appropriate by Planning Department Historic Preservation staff and reviewed by the Historic Preservation Commission's Architectural Review Committee (ARC).

The Project is seeking an exception from the horizontal mass reduction standards for the proposed hotel tower frontage on Harrison Street, which would be more than 200 feet. The proposed hotel building's facades along Perry and Harrison Street do not contain massing breaks that meet the Code. The existing historic building at 645 Harrison Street does not meet the massing reduction requirement, which was implemented many years after the building was constructed. The hotel tower addition has been intentionally designed to be located atop the historic building but set back from the facade. This is a special circumstance that warrants waiver of the otherwise applicable requirement and application of the otherwise applicable criteria for a waiver. The proposed design will achieve a unique and superior architectural design and will achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building while remaining sympathetic to the existing historic structure. The design of the hotel tower addition has been carefully vetted and deemed appropriate by the Historic Preservation Commission's Architectural Review Committee (ARC).

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.

The Project will provide approximately 369,679 GSF of office, 461,228 GSF of residential, 221,965 GSF of hotel, 42,013 GSF of PDR, 37,551 GSF of retail, and 14,000 GSF of child care uses; thus, the Project will expand diverse employment opportunities including hotel service, office, institutional (childcare) and retail jobs for city residents, including through compliance with the First Source Hiring Program. These uses will help to retain existing commercial and industrial activity and attract new activity, as cited under the Qualified Amenities provision above. The Project will also include a micro-retail space intended to contain smaller-scale neighborhood-serving uses. Further, a market hall will provide opportunities for smaller vendors to operate.

OBJECTIVE 4:

IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.

Policy 4.1:

Maintain and enhance a favorable business climate in the city.

Policy 4.2:

Promote and attract those economic activities with potential benefit to the City.

Policy 4.11:

Maintain an adequate supply of space appropriate to the needs of incubator industries

The Project is not subject to Proposition X controls but would contain approximately 42,013 gross square feet of PDR use consistent with Central SUD requirements, which will mitigate against the potential displacement of viable industrial firms. The existing PDR space at 645 Harrison will be retained.

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1

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

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 4:

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

Policy 4.1

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

Policy 4.4

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.5

Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

OBJECTIVE 11:

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

Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4:

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

Policy 11.6

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

Policy 11.8

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

OBJECTIVE 12:

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

Policy 12.2

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

The Project will provide on-site open space (residential usable open space and POPOS), an on-site child care facility and one-site neighborhood-serving retail for residents on the Project site and in the surrounding area. The Project is proposing a 350-foot tall residential building and will meet the inclusionary housing requirements at 110% of the otherwise application Planning Code Section 415 requirement. The proposed residential building will include 489 dwelling units and will meet dwelling unit mix requirements. A 14,000-square foot childcare facility is provided at the ground floor, which exceeds the Planning Code requirement for child care facilities provided to satisfy childcare requirements for office and hotel uses by approximately 7,480 square feet.

The Project will continue and improve the mixed-use nature of this mixed-use neighborhood. The Project will accommodate an appropriate balance of jobs and housing by providing space for residential, office, retail, institutional (child care), hotel and PDR uses.

URBAN DESIGN ELEMENT

OBJECTIVE 1:

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

Policy 1.3:

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

Policy 1.4:

Protect and promote large-scale landscaping and open space that define districts and topography.

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.3:

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

Policy 3.4:

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

Policy 3.5:

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

Policy 3.6:

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

The Project features varied and engaged architecture that will contribute to the character of the neighborhood. The building materials are of high quality and will promote visual relationships and transitions with new and older buildings in the Central SoMa neighborhood, including within the Project site. The Project will feature two new buildings, residential and office, and an addition for a new hotel, which have been designed to break down the prevailing scale of the development to avoid an overwhelming or dominating appearance along Harrison Street, 2nd Street, Vassar Place, and Perry Street.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 2:

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION.

Policy 2.2:

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Policy 2.7:

Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3:

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.2:

Establish and Implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.

As cited under the Qualified Amenities section above, the Project will provide a cumulative 14,655 square feet of indoor and outdoor POPOS. This includes a 3,220-square foot interior POPOS at the prominent corner of 2nd and Harrison streets as well as exterior POPOS, 8,360 square feet of which will be via a mid-block pedestrian alley (Hawthorne Street Plaza). The Central SoMa Plan area currently suffers from a shortage of public parks and recreational areas relative to the number of existing residents. The proposed location of the Hawthorne Street Plaza will effectively extend Hawthorne Street for pedestrian circulation through the plaza to Perry Street and 2nd and 3rd streets beyond. The Project would also improve Vassar Place and a portion of Perry Street with sidewalks, none currently exist. Due to the scarcity of publicly-accessible open spaces in Central SoMa, the creation of open space was identified as a high priority of the Plan.

CENTRAL SOMA PLAN

GOAL 2: MAINTAIN A DIVERSITY OF RESIDENTS

OBJECTIVES AND POLICIES

OBJECTIVE 2.3:

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

Policy 2.3.2:

Require contribution to affordable housing from commercial uses.

Policy 2.3.3:

Ensure that affordable housing generated by the Central SoMa Plan stays in the neighborhood.

OBJECTIVE 2.6:

SUPPORT SERVICES – SCHOOLS, CHILD CARE, AND COMMUNITY SERVICES – NECESSARY
TO SERVE LOCAL RESIDENTS

Policy 2.6.2:

Help facilitate the creation of childcare facilities.

The Project will provide a 14,000 square foot child care facility within the residential building (Building 3) and will meet the inclusionary affordable housing requirement at 110% of the otherwise applicable requirement under Planning Code Section 415.

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

OBJECTIVES AND POLICIES

OBJECTIVE 3.1:

ENSURE THE PLAN AREA ACCOMMODATES SIGNIFICANT SPACE FOR JOB GROWTH

Policy 3.1.1:

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

OBJECTIVE 3.2:

SUPPORT THE GROWTH OF OFFICE SPACE

Policy 3.2.1:

Facilitate the growth of office.

OBJECTIVE 3.3:

ENSURE THE REMOVAL OF PROTECTIVE ZONING DOES NOT RESULT IN A LOSS OF
PDR IN THE PLAN AREA

Policy 3.3.2:

Limit conversion of PDR space in formerly industrial districts.

Policy 3.3.3:

Require PDR space as part of large commercial development.

OBJECTIVE 3.4:

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

Policy 3.4.2:

Require ground-floor retail along important streets.

Policy 3.4.3:

Support local, affordable, community-serving retail.

The Project will provide a mix of office, retail, hotel, residential, PDR and child care uses. Ground-floor retail will be located along proposed Hawthorne Street Plaza and all of the Project street frontages: Harrison Street, 2nd Street, Vassar Place and Perry Street. The new office, hotel, retail, childcare facility, and PDR uses will accommodate significant opportunities for job growth within the Central SoMa SUD.

OBJECTIVE 3.5:

SUPPORT DEVELOPMENT OF HOTELS

Policy 3.5.1:

Allow hotels throughout the growth-oriented parts of the Plan Area.

Hotels are important to the wellbeing of San Francisco – enabling the tourism sector to flourish. Simultaneously, hotels can provide lively ground floors, near 24-hour activity, and customers for local shops and restaurants. Hotels are particularly important in Central SoMa, given the area's proximity to the Moscone Convention Center and its transit accessibility. Allow hotels throughout the growth-oriented parts of the Plan Area. Currently, there are parts of the Plan Area where hotels are not permitted, even if they otherwise allow residential and commercial growth (for example the SOMA NCT, SALI or the MUR Zoning Districts). However, hotels are conditionally permitted in the CMUO Zoning District with no room limit. The entire project site is within the CMUO. The City is in need of multiple new hotels to meet demand, particularly new "conference sized" hotels of at least 500 rooms plus meeting facilities. As such, the City should support increasing the area where hotels are permissible to include those areas where new growth is anticipated, and to remove the cap on room count.

As a whole, the Project will result in an ideal balance between economic growth, housing development, transportation, and public services by providing 468 guestrooms.

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

OBJECTIVE 4.1:

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

Policy 4.1.2:

Ensure sidewalks on major streets meet Better Streets Plan standards.

Policy 4.1.8:

Ensure safe and convenient conditions on narrow streets and alleys for people walking.

Policy 4.1.10:

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

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OBJECTIVE 4.4:
ENCOURAGE MODE SHIFT AWAY FROM PRIVATE AUTOMOBILE USAGE

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

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

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

The Project will limit off-street parking spaces to permitted accessory amounts and will provide the required amount of off-street loading. Additionally, a total of 308 Class 1 and 78 Class 2 bicycle spaces will be provided for a total of 386 bicycle parking spaces. The Project has also developed a TDM Program and will incorporate improvements to the pedestrian network, including bulb-outs, landscaping, and new and widened sidewalks. All street and sidewalk improvements will comply with the City's Better Street's Plan and Vision Zero Policy.

GOAL 5: OFFER AN ABUNDANCE OF PARKS AND RECREATIONAL OPPORTUNITIES
OBJECTIVES AND POLICIES

OBJECTIVES AND POLICIES

OBJECTIVE 5.5:
AUGMENT THE PUBLIC OPEN SPACE AND RECREATION NETWORK WITH PRIVATELY-OWNED PUBLIC OPEN SPACES (POPOS).

Policy 5.5.1:
Require new non-residential development and encourage residential development to provide POPOS that address the needs of the community.

The Project include approximately 14,655 square feet of POPOS, 8,360 of which will be an exterior POPOS via a mid-block alley (Hawthorne Street Plaza) as well as exterior POPOS along Harrison Street, 2nd Street, and Perry Street and an indoor 3,220-square foot POPOS at the prominent corner of 2nd and Harrison Streets. An indoor "view garden" is also proposed along Vassar Place.

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

OBJECTIVES AND POLICIES

OBJECTIVE 8.1:

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

Policy 8.1.1:

Require that ground floor-uses actively engage the street.

Policy 8.1.2:

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

Policy 8.1.3:

Ensure buildings are built up to the sidewalk edge.

Policy 8.1.4:

Minimize parking and loading entrances.

OBJECTIVE 8.4:

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

Policy 8.4.1:

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

OBJECTIVE 8.5:

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

Policy 8.6.1:

Conform to the City's Urban Design Guidelines.

Policy 8.6.2:

Promote innovative and contextually-appropriate design.

Policy 8.6.3:

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

Policy 8.6.4:

Design buildings to be mindful of wind.

Policy 8.6.5:

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

The Project Sponsor has worked with City staff for many years to develop a project that would incorporate high-quality design in and around all three structures, including the design of open space and street and sidewalk improvements. The Project features varied and engaged architecture and includes a mid-block alley providing a mid-block connection between Perry and Harrison Street, and extending the pedestrian circulation to and from Hawthorne Street. The building materials of are high quality and will promote visual relationships and transitions with new and older buildings within the Project site and in the greater Central SoMa neighborhood. The Project will feature three distinct structures, which have been designed to break down the prevailing scale of development to avoid overwhelming or dominating appearance in new construction.

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 and instead will add 37,551 gsf of retail use. In addition, the Project would provide approximately: 42,013 gross square feet for PDR, 14,000 gross square feet for a child care facility (not including designated open space), 461,228 gross square feet of residential, 221,965 gross square feet for a hotel, and 369,679 gross square feet for Office uses. The new proposed uses would enhance future opportunities for resident employment and ownership.

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

There is no existing housing on site. Building 3 will provide 489 new dwelling units. The Project will meet its inclusionary housing requirements at 110% of the otherwise applicable Planning Code Section 415 requirement; thus, resulting in an overall increase in the neighborhood housing stock. In addition, the Project would add ground floor retail uses and new indoor and outdoor POPOS spaces, which add to and improve the public realm and neighborhood character. The Project is expressive in design and relates well to the scale and form of the surrounding neighborhood. For these reasons, among others, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

No affordable housing exists or would be removed for this Project. The Project will either pay the in-lieu fee or combine the in-lieu fee with a land dedication for future affordable housing development within the Central SoMa SUD to satisfy its inclusionary housing requirement at 110% of the otherwise applicable Planning Code Section 415 requirement. Future development of this site at Building 3 would enhance the City's available housing stock by 489 dwelling units.

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

The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 8, 8AX, 8BX, 10, 12, 25, 30, 45, 47, 81X, 82X, and KLM 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 a few blocks away from the Project site along 4th Street. The Project also provides off-street parking at the principally permitted amounts and sufficient bicycle parking for employees, hotel guests, and residents.

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

The Project does not replace existing industrial uses with commercial office development; instead, the project would provide approximately 42,013 gross square feet of space for PDR uses at 645 Harrison. Thus, the Project will retain and expand the neighborhood's supply of available industrial use space. The Project will therefore expand future opportunities for employment and ownership in these sectors. In addition, hotel guests, retail patrons, residents and employees will contribute to the service sector uses on the project site and in the surrounding area.

- 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. The Project will include seismic improvements to the existing historic structure at 645 Harrison and the proposed addition and proposed buildings will be built in compliance with all applicable earthquake-related code requirements.

- G. That landmarks and historic buildings be preserved.

Currently, the Project Site does not contain any City Landmarks or historic buildings listed under Article 10 or 11 of the Planning Code or on the California or National Register of Historic Places. The Project will retain the historic building at 645 Harrison, upgrading structural building systems and rehabilitate the historic exterior consistent with the Secretary of the Interior's Standards. The Project will replace the existing building at 400 2nd Street, which was determined by the Planning Department to be an historic resource under CEQA, with new construction; however, it was determined through an extensive analysis that it would not be feasible to retain the existing building as part of the proposed Project.

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

The Project has been designed to reduce substantial shadow impacts on public parks and open spaces and will not create any net new shadow on open spaces under the jurisdiction of the Recreation and Parks Department, including South Park, as detailed in the CPE prepared for the Project. As also detailed in the CPE and consistent with the Central SoMa EIR, the Project would only result in a small amount of net new shadow on the following non-section 295 spaces: Jessie Square, Yerba Buena Gardens Playground, Marathon Plaza, Marriott Courtyard A&B, and 235 Second Street. Yerba Buena Gardens and Yerba Buena East Gardens would experience minimal new shading as a result of the Project. The Project would also only result in a minimal amount of shading on the following non-section 295 spaces: Bryant Street Parkette and Rincon Hill Dog Park. Therefore, the CPE concluded that the Project would not result in new or more-severe significant shadow impacts, or significant project or cumulative shadow impacts peculiar to the site, beyond those analyzed in the Central SoMa EIR. In sum, because a minimal amount of area would be shadowed and the duration of the shadow would also be minimal, the Project would comply with Section 147 (see above). The detailed shadow analysis in the CPE for the Project is incorporated herein by reference.

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. 2012.1384ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated February 5, 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 J" 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. Any appeal shall be made to the Board of Appeals, unless an associated entitlement is appealed to the Board of Supervisors, in which case the appeal of this Motion shall also be made to the Board of Supervisors (see Charter Section 4.135). For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103, or the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission **ADOPTED** the foregoing Motion on February 20, 2020.

Jonas P. Ionin
Commission Secretary

Draft Motion
February 20, 2020

RECORD NO. 2012.1384ENX
One Vassar Place

AYES:

NAYS:

ABSENT:

ADOPTED: February 20, 2020.

EXHIBIT A

AUTHORIZATION

This authorization is for a large project authorization to allow the demolition of four of the existing buildings and alteration of a fifth building on the project site, merging twelve lots, and new construction of a 27-story, 350-foot tall, residential building with ground floor retail and child care uses, together totaling approximately 476,700 gross square feet, a 35-story 350-foot tall office building with ground floor retail uses, together totaling approximately 433,700 gross square feet, and a 15-story vertical addition for a hotel with restaurants and bar above an existing podium structure with ground floor retail and PDR and office uses, together totaling approximately 358,200 gross square feet located at One Vassar Place (addressed at 400 2nd Street, 645 Harrison Street, and 657 Harrison Street), Block 3763, and Lots 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113 pursuant to Planning Code Section 329 within the CMUO Zoning District and a 130-CS-200-CS, 130-CS-350-CS, and 350-CS Height and Bulk Districts; in general conformance with plans, dated February 5, 2020, and stamped "EXHIBIT XXXX" included in the docket for Record No. 2012.1384ENX and subject to conditions of approval reviewed and approved by the Commission on February 20, 2020 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on February 20, 2020 under Motion No XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
6. **Additional Project Authorization-OFA.** The Project Sponsor must obtain a Project authorization under Section 321 for the Project. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
7. **Additional Project Authorization-CUA.** The Project Sponsor must obtain a Project authorization under Section 303 to establish a hotel use. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
8. **Additional Project Authorization-Variances and Administrative Waiver and Modification.** The Project Sponsor must obtain Variances from the Zoning Administrator to address the Planning Code requirements for street frontage requirements including ground floor ceiling height, parking setbacks and off-street parking and loading entrances (Planning Code Section 145.1), required enclosure of a private service driveway (Section 155(d)) and curb cut prohibition on 2nd Street (Section 155(r)). The Project Sponsor must also obtain an Administrative Waiver and Modification from the Zoning Administrator for the location of required Class 1 bicycle parking (Section 155.2) and the location of required off-street loading (Sections 155 and 161) and Zoning Administrator authorization for the location of required shower and lockers (Section 155.4). The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
9. **Development Timeline - Office.** Pursuant to Planning Code Section 321(d) (2), construction of the office development project shall commence within 18 months of the effective date of this Motion. Failure to begin work within that period or to carry out the development diligently thereafter to completion, shall be grounds to revoke approval of the office development under this office development authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

10. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
11. **Transferable Development Rights.** Pursuant to Section 128, the Project Sponsor shall purchase the required number of units of Transferable Development Rights (TDR) and secure a Notice of Use of TDR prior to the issuance of a site permit for all development which exceeds the base FAR of 3 to 1, up to an FAR of 4.25 to 1. The net addition of gross floor area subject to this requirement shall be determined based on drawings submitted with the Building Permit Application.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

DESIGN – COMPLIANCE AT PLAN STAGE

12. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
13. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
14. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
15. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

16. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
17. **Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to compliment, not compete with, the existing architectural character and architectural features of the building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
18. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. The Project Sponsor will continue to work with the Planning Department in consultation with Public Works on the final location(s) for the transformer vaults. The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>
19. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.
For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org
20. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

PARKING AND TRAFFIC

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

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

For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 415-558-6377, www.sf-planning.org.

22. **Car Share.** Pursuant to Planning Code Section 166, no fewer than 13 car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

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

23. **Bicycle Parking** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 386 bicycle parking spaces Project-wide (308 Class 1 spaces and 78 Class 2 spaces). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

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

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

25. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 309 off-street accessory parking spaces, not including required car share spaces.

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

26. **Off-Street Loading.** Pursuant to Planning Code Section 152, the Project shall provide the equivalent of 9 off-street loading spaces.

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

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

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

28. **Driveway Loading and Operations Plan.** Pursuant to Planning Code Section 155(u), the Project Sponsor shall prepare a DLOP for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency. The DLOP shall be written in accordance with any guidelines issued by the Planning Department.

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

29. **POPOS Design and Operations Strategy (Central SoMa Plan – Implementation Matrix Measure 5.5.1.3).** The project shall be required to submit a design and operations strategy for the proposed Privately-Owned Public Open Spaces, that will be reviewed and approved by the Planning Department and Recreation and Parks Department (if applicable), soliciting feedback from members of the public.

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

30. **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

31. **Rates for Long-Term Office Parking.** Pursuant to Planning Code Section 155(g), to discourage long-term commuter parking, off-street parking spaces provided for all uses other than residential or hotel must be offered pursuant to the following rate structure: (1) the rate charged for four hours of parking cannot be more than four times the rate charged for the first hour; (2) the rate charged for eight hours of parking cannot be less than ten (10) times the rate charged for the first hour; and (3) no discounted parking rates are allowed for weekly, monthly, or similar time-specific periods. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sfplanning.org*

PROVISIONS

32. **Transferable Development Rights.** Pursuant to Section 124 and 249.78(e)(3) the Project Sponsor shall purchase the required number of units of Transferrable Development Rights (TDR) and secure a Notice of Use of TDR prior to the issuance of a site permit for all development on the Tier C portion of the Project which exceeds the base FAR of 3 to 1, up to an FAR of 4.25 to 1. *For more information about compliance, contact the Planning Department at 415-558-6378, www.sf-planning.org*
33. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*
34. **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*
35. **Transportation Brokerage Services .** Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's transportation management program, subject to the approval of the Planning Director. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

36. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
37. **Jobs-Housing Linkage Fee.** The Project is subject to the Jobs-Housing Linkage Fee, as applicable, pursuant to Planning Code Section 413. In the event the City adopts legislation establishing a new Jobs Housing Linkage Fee, increasing the amount of the Fee, or changing the methodology for determining the amount of the Jobs Housing Linkage Fee, before the Project procures a Certificate of Occupancy or a Certificate of Final Completion, and such new fee is applicable to development projects in the Central SOMA Plan area that have not procured a Certificate of Occupancy or a Certificate of Final Completion under the terms of the legislation, the Project shall be subject to such new or increased fee and shall pay any additional amounts due before the City may issue a Certificate of Occupancy or Final Completion.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
38. **Child-Care Requirements for Office and Hotel Development.** The Project is subject to the requirement to provide a child care facility for the office and hotel development pursuant to Section 249.78(e)(4) because it is located on a Key Site in the Central SoMa SUD. The Project will include an on-site child care facility, at least 6,520 square feet of which must be provided to a child care provider at a below-market rate rent and/or significantly reduced cost and the child care provider must provide services consistent with the goals and expenditures of the Child Care Capital Fund in Section 414.14.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
39. **Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
40. **Inclusionary Affordable Housing Program.** Pursuant to Planning Code Section 415 the following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document.
1. **Requirement.** Pursuant to Planning Code Section 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is thirty-three percent (33%) because it is a rental project that is providing one hundred and ten percent (110%) of the otherwise required amount of thirty percent (30%) pursuant to Planning Code

Section 263.33. The Project Sponsor shall pay the applicable Affordable Housing Fee at the prior to the issuance of the first construction document.

2. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing and Community Development ("MOHCD") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing and Community Development's websites, including on the internet at:
<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale or rent. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- a. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document.
- b. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
- c. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law, including interest and penalties, if applicable.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

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

42. **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*
43. **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*
44. **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*
45. **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).
46. **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 415-558-6378, www.sf-planning.org*
47. **Art Plaques.** Pursuant to Planning Code Section 429(b), the Project Sponsor shall provide a plaque or cornerstone identifying the architect, the artwork creator and the Project completion date in a publicly conspicuous location on the Project Site. The design and content of the plaque shall be approved by Department staff prior to its installation. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*
48. **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 415-558-6378, www.sf-planning.org*

49. **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 415-558-6378, www.sf-planning.org

50. **Art - Residential Projects.** Pursuant to Planning Code Section 429, the Project Sponsor must provide on-site artwork, pay into the Public Artworks Fund, or fulfill the requirement with any combination of on-site artwork or fee payment as long as it equals one percent of the hard construction costs for the Project as determined by the Director of the Department of Building Inspection. The Project Sponsor shall provide to the Director necessary information to make the determination of construction cost hereunder. Payment into the Public Artworks Fund is due prior to issuance of the first construction document.

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

MONITORING - AFTER ENTITLEMENT

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

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

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

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

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

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

OPERATION

54. **Eating and Drinking Uses.** As defined in Planning Code Section 202.2, Eating and Drinking Uses, as defined in Section [102](#), shall be subject to the following conditions:

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

For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>.

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

For information about compliance of fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org.

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

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

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

For information about compliance with odor or other chemical air pollutants standards, contact the Bay Area Air Quality Management District, (BAAQMD), 1-800-334-ODOR (6367), www.baaqmd.gov and Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

- D. Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash

shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>.

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

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

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

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

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

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

58. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

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

59. **Privately- Owned Public Open Space Provision.** Pursuant to Planning Code Section 138, the Project shall provide no less than 14,075 square feet of privately-owned public open space (POPOS) Project-wide.

The Project Sponsor shall continue to work with Planning Department staff to refine the design and programming of the POPOS so that the open space meets the standards of Section 138(d) and the Urban Design Guidelines. Prior to the first certificate of occupancy for any building on the site,

the Project Sponsor shall submit a maintenance and operations plan for the POPOS for review and approval by the Planning Department. At a minimum the maintenance and operations plan shall include:

- a. a description of the amenities and programming for the POPOS and how it serves the open space and recreational needs of the diverse users, including but not limited to residents, youth, families, workers, and seniors;
- b. a site and floor plan of the POPOS detailing final landscape design, irrigation plan, public art, materials, furnishings, lighting, signage and areas for food service;
- c. a description of the hours and means of public access to the POPOS;
- d. a proposed schedule for maintenance activities; and
- e. contact information for a community liaison officer.

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

60. **Hours of Access of Open Space.** All POPOS shall be publicly accessible during all daylight hours, from 7AM to 6PM every day. Should all or a portion of the POPOS be temporarily closed due to construction or maintenance activities, the operator shall contact the Planning Department in advance of the closure and post signage, plainly visible from the public sidewalks, that indicates the reason for the closure, an estimated date to reopen, and contact information for a community liaison officer.

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

61. **Food Service in Open Spaces.** Pursuant to Planning Code Section 138, food service area shall occupy no more than 20% of the required POPOS during the hours that the open space is accessible to the public. Restaurant seating shall not take up more than 20% of the seating and tables provided in the required open space.

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62. **Open Space Plaques.** Pursuant to Planning Code Section 138 (i), the Project Sponsor shall install the required public open space plaques at each building entrance. The plaques shall be plainly visible from the public sidewalks on Harrison, 4th Street, and Perry Streets. Design of the plaques shall utilize the standard templates provided by the Planning Department, as available, and shall be approved by the Department staff prior to installation.

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

63. **Monitoring and Reporting - Open Space.** One year from the issuance of the first certificate of occupancy for any building on the site, and then every 3 years thereafter, the Project Sponsor shall submit a maintenance and operations report to the Zoning Administrator for review by the Planning Department. At a minimum the maintenance and operations report shall include:

- a. a description of the amenities, and list of events and programming with dates, and any changes to the design or programing during the reporting period;
- b. a plan of the POPOS including the location of amenities, food service, landscape, furnishing, lighting and signage;
- c. photos of the existing POPOS at time of reporting;
- d. description of access to the POPOS;
- e. a schedule of the means and hours of access and all temporary closures during the reporting period;
- f. a schedule of completed maintenance activities during the reporting period;
- g. a schedule of proposed maintenance activities for the next reporting period; and
- h. contact information for a community liaison officer.

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Updated on 2/20/20

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South Beach Neighbors (Alice Rogers)	10/2/19
Westbay Pilipino Multi-Service Center	10/24/19; 1/22/20; 2/10/20; 2/14/20; 2/15/20
Clock Tower	11/19/19
Yerba Buena Lofts residents	11/19/19
Mural Music and Arts Project (MMAP)	11/25/19; 2/14/20
Yerba Buena Alliance (YBA)	12/5/19; 1/17/20
Yerba Buena Community Benefit District (YBCBD)	1/8/20; 1/15/20
Mission Housing Development Corporation	1/15/20

United Playaz	1/22/20; 2/10/20; 2/14/20
SOMCAN	1/22/20; 1/29/20; 2/18/20; 2/19/20;
SOMA Pilipinas	1/22/20 ; 2/14/20; 2/18/20
South of Market Child Care, Inc. SOMACC	1/27/20; 2/4/20
Good Jobs for All	1/29/20; 2/14/20; 2/18/20; 2/19/20
Hotel Council of San Francisco	1/31/20
Early Care Educators of San Francisco	2/3/20
San Francisco Bay Area Planning and Urban Research Association (SPUR), Project Review Committee	2/5/20
Chinatown Community Children's Center	2/8/20
San Francisco Travel Association	2/10/20
SFMOMA	2/11/20
SF Public Library	2/12/20
Community Youth Center of San Francisco (CYC)	2/13/20
Community Housing Partnership	2/14/20
Jobs with Justice	1/29/20; 2/14/20
sfCLOUT	1/29/20; 2/14/20
Chinese for Affirmative Action	2/19/20
Fremont Street Marin Day School	2/19/20

SEC. 419.5. ALTERNATIVES TO THE INCLUSIONARY HOUSING COMPONENT.

(a) **Alternatives to the Inclusionary Housing Component.** In addition to the alternatives specified in Section 415.5(9) the project sponsor may elect to satisfy the requirements of Section 415.5 by one of the alternatives specified in this Section. The project sponsor has the choice between the alternatives and the Planning Commission may not require a specific alternative. The project sponsor must elect an alternative before it receives project approvals from the Planning Commission or Planning Department and that alternative will be a condition of project approval. The alternatives are as follows:

(1) **Middle Income Alternative.** On sites with less than 50,000 square feet of total developable area, applicants may provide units as affordable to qualifying "middle income" households as follows:

(A) A minimum percent of the total units constructed shall be affordable to and occupied affordable to qualifying "middle income" households upon initial sale, according the schedule in Table 419.5. If the total number of units is not a whole number, the project applicant shall round up to the nearest whole number for any portion of .5 or above. Units shall be affordable to households between 120 percent and 150 percent of the San Francisco Area Median Income, with an average affordability level of 135 percent for all units provided through this alternative.

(B) Where market rate sales prices exceed restricted sales prices, the difference between the market rate sales prices and the restricted sales prices shall be held by the Mayor's Office of Housing as a silent second mortgage according to the Procedures Manual. The City shall hold a deed of trust and promissory note for the second mortgage. MOH shall hold this mortgage shall release it when the original note and proportional share of the appreciation are paid in full to the City.

(C) Units shall initially be sold at or below prices to be determined by MOH in the Conditions of Approval or Notice of Special Restrictions according to the formula specified in the Procedures Manual to make them affordable to middle income households. Upon resale, the seller shall be permitted to sell the units at their market price. The City will waive its right of first refusal to the seller when the promissory note and deed of trust are paid, along with the City's share of the appreciation of the unit. The promissory note shall accrue no interest and shall require no monthly payments.

(D) Upon first resale, the seller shall have a right to keep a percentage of the total appreciation of the unit proportional to every year the original seller owns the unit as an owner occupant. The remainder of the proceeds of the sale, after the first mortgage, the second mortgage, and any other subordinate financing is paid off, shall be repaid to MOH. Detailed resale procedures shall be specified in the Middle Income Housing Procedures Manual published by MOH and approved by the Planning Commission. The Director of MOH shall amend the Procedures Manual as needed with the Commission's approval.

(E) The City shall monitor units provided under this option during the 2- and 5-year Monitoring Report specified in Section 342 of this Code and in separate resolution. Should this monitoring report indicate that units constructed under this program do not meet the programs stated goals of providing affordable housing to Middle Income Households, the Planning Department and MOH shall consider changes to this program, including, but not limited to, legislative changes.

(F) If the project sponsor elects to satisfy the requirements of Section 415.5 and of this Section by the alternative specified above, the dwelling unit mix required by Section 207.6 may be waived provided the minimum percent of total units affordable to qualifying "middle income" as required by Table 419.5 is increased by 10%.

(2) **Land Dedication Alternative.** Applicants may dedicate a portion of the total developable area of the principal site to the City and County of San Francisco for the purpose of constructing units affordable to qualifying households. A minimum percentage of developable area, representing an equivalent percent of total potential units to be constructed, shall be dedicated to the City according the schedule in Table 419.5. To meet the requirements of this alternative, the developer must convey title to land in fee simple absolute to MOH

according to the Procedures Manual, provided the dedicated site is deemed of equivalent or greater value to the principal site per those procedures and is in line with the following requirements:

(A) The dedicated site will result in a total amount of inclusionary units not less than forty (40) units. MOH may conditionally approve and accept dedicated sites which result in no less than twenty-five (25) units at its discretion.

(B) The dedicated site will result in a total amount of inclusionary units that is equivalent or greater than the minimum percentage of the units that will be provided on the principal site, as required by Table 419.5. MOH may also accept dedicated sites that represent the equivalent of or greater than the required percentage of units for all units that could be provided on a collective of sites within a one-mile radius, provided the total amount of inclusionary units provided on the dedicated site is equivalent to or greater than the total requirements for all principal sites participating in the collective, according to the requirements of Table 419.5.

(C) The dedicated site is suitable from the perspective of size, configuration, physical characteristics, physical and environmental constraints, access, location, adjacent use, and other relevant planning criteria. The site must allow development of affordable housing that is sound, safe and acceptable.

(D) The dedicated site includes infrastructure necessary to serve the inclusionary units, including sewer, utilities, water, light, street access and sidewalks.

(E) The developer must submit full environmental clearance for the dedicated site before the land can be considered for conveyance, and before a first site or building permit may be conferred upon the principal project.

(F) The City may accept dedicated sites that vary from the minimum threshold provided such a dedication is deemed generally equivalent to the original requirement by the Mayor's Office of Housing.

(G) The City may accept dedicated sites that meet the above requirements in accordance with the Procedures Manual, in combination with fees or on-site units, provided such a combination is deemed generally equivalent by MOH to the original requirement.

(H) The project applicant has a letter from MOH verifying acceptance of site before it receives project approvals from the Planning Commission or Planning Department, which shall be used to verify dedication as a condition of approval.

(I) If the project sponsor elects to satisfy the requirements of Section 415.5 and of this Section by the alternative specified above, the dwelling unit mix required by Section 207.6 may be waived.

(J) The Land Dedication Alternative may be satisfied through the dedication to the City of air space above or adjacent to the project, upon the approval of MOH, or a successor entity, and provided the other requirements of subsection (a)(2)(A)-(I) are otherwise satisfied.

TABLE 419.5

HOUSING REQUIREMENTS FOR THE UMU DISTRICT

Tier	On-Site Housing Requirement	Off-Site/In-Lieu Requirement	Middle Income Alternative*	Land Dedication Alternative for sites that have less than 30,000 square feet of developable area	Land Dedication Alternative for sites that have at least 30,000 square feet of developable area
A	14.4%	23%	30%	35%	30%
B	16%	25%	35%	40%	35%
C	17.6%	27%	40%	45%	40%

*Requirement increases by 5% if dwelling unit mix required by Section 207.6 is waived.

(b) **Adjustments to Requirements for the Inclusionary Housing Component.** This Section is intended to incorporate, rather than supersede, any changes made to Planning Code Section 415. In the instance that the base requirements of Section 415 are amended, the above-noted requirements shall be reviewed, and if appropriate, amended and/or increased accordingly.

(Added by Ord. 108-10, File No. 091275, App. 5/25/2010; amended by Ord. 55-11, File No. 101523, App. 3/23/2011; Ord. 196-11, File No. 110786, App. 10/4/2011, Eff. 11/3/2011; Ord. 56-13, File No. 130062, App. 3/28/2013, Eff. 4/27/2013; Ord. 62-13, File No. 121162, App. 4/10/2013, Eff. 5/10/2013; Ord. 182-15, File No. 150496, App. 10/16/2015, Eff. 11/15/2015)

AMENDMENT HISTORY

Divisions (a)(1)(F), (a)(2)(B), (a)(2)(I) amended; former Table 419A.4 redesignated as Table 419.5 and internal references adjusted accordingly; Table 419.5 note amended; Ord. 196-11, Eff. 11/3/2011. [Former] division (b) amended; Ord. 56-13, Eff. 4/27/2013. Table 419.5 amended; Ord. 62-13, Eff. 5/10/2013. Former division (b) deleted; former division (c) redesignated as (b); Ord. 182-15, Eff. 11/15/2015.

SEC. 419.6. LAND DEDICATION ALTERNATIVE IN THE MISSION NCT DISTRICT AND CENTRAL SOMA SPECIAL USE DISTRICT.



New Ordinance Notice

Publisher's Note: This section has been **AMENDED** by new legislation (Ord. 296-18, approved 12/21/2018, effective 1/21/2019). The text of the amendment will be incorporated under the new section number when the amending legislation is effective.

(a) **Mission NCT District.** The Land Dedication alternative is available for any project within the Mission NCT District under the same terms and conditions as provided for in Section 419.5(a)(2)(A)-(J).

(b) **Central SoMa Special Use District.** The Land Dedication alternative is available for projects within the Central SoMa Special Use District under the same terms and conditions as provided for in Section 419.5(a)(2), except that in lieu of the Land Dedication Alternative requirements of Table 419.5, projects may satisfy the requirements of Section 415.5 by dedicating land for affordable housing if the dedicated site will result in a total amount of dedicated Gross Floor Area that is equal to or greater than 45% of the potential Gross Floor Area that could be provided on the principal site, as determined by the Planning Department. Any dedicated land shall be within the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue.

(Added by Ord. 108-10, File No. 091275, App. 5/25/2010; amended by Ord. 188-15, File No. 150871, App. 11/4/2015, Eff. 12/4/2015; Ord. 296-18, File No. 180184, App. 12/12/2018, Eff. 1/12/2019)

AMENDMENT HISTORY

Section amended; Ord. 188-15, Eff. 12/4/2015. Section header amended; section designated as division (a); division (b) added; Ord. 296-18, Eff. 1/12/2019.

[VISITACION VALLEY COMMUNITY FACILITIES AND INFRASTRUCTURE FEE AND FUND]

Updated on 2/20/20

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South Beach Neighbors (Alice Rogers)	10/2/19
Westbay Pilipino Multi-Service Center	10/24/19; 1/22/20; 2/10/20; 2/14/20; 2/15/20
Clock Tower	11/19/19
Yerba Buena Lofts residents	11/19/19
Mural Music and Arts Project (MMAP)	11/25/19; 2/14/20
Yerba Buena Alliance (YBA)	12/5/19; 1/17/20
Yerba Buena Community Benefit District (YBCBD)	1/8/20; 1/15/20
Mission Housing Development Corporation	1/15/20

United Playaz	1/22/20; 2/10/20; 2/14/20
SOMCAN	1/22/20; 1/29/20; 2/18/20; 2/19/20;
SOMA Pilipinas	1/22/20 ; 2/14/20; 2/18/20
South of Market Child Care, Inc. SOMACC	1/27/20; 2/4/20
Good Jobs for All	1/29/20; 2/14/20; 2/18/20; 2/19/20
Hotel Council of San Francisco	1/31/20
Early Care Educators of San Francisco	2/3/20
San Francisco Bay Area Planning and Urban Research Association (SPUR), Project Review Committee	2/5/20
Chinatown Community Children's Center	2/8/20
San Francisco Travel Association	2/10/20
SFMOMA	2/11/20
SF Public Library	2/12/20
Community Youth Center of San Francisco (CYC)	2/13/20
Community Housing Partnership	2/14/20
Jobs with Justice	1/29/20; 2/14/20
sfCLOUT	1/29/20; 2/14/20
Chinese for Affirmative Action	2/19/20
Fremont Street Marin Day School	2/19/20



January 30, 2020

San Francisco Planning Commission
1650 Mission Street, 400
San Francisco, CA 94103

Re: One Vassar Project – Planning Department Case No. 2012.1384

Dear Commission President Koppel and Planning Commissioners,

I am writing as the Executive Director of Mission Housing Development Corporation (Mission Housing), a nonprofit, community-based organization creating and preserving high-quality affordable housing, and providing supportive services for residents of low and moderate incomes in the Mission District and throughout San Francisco. As a leader in the San Francisco affordable housing community, I am pleased to submit this endorsement.

One Vassar will create sorely needed market rate and affordable housing for existing residents and generations of San Franciscans to come. The project has made a 110% inclusionary commitment, which would allow entities such as ours to access rare land opportunities while adding much need funding necessary to conduct small site acquisitions and gap financing for affordable housing development. We strongly support the proposed inclusionary strategy of combined land dedication and fee contribution as it addresses the most constrained resources needed to deliver affordable housing in San Francisco. In particular, the fee will allow non-profit developers like Mission Housing to leverage additional funding sources and financing structures that will ensure the maximum number of Permanent Low Income Units are built.

One Vassar will not only provide housing but also provide long term support and community development for one of the SRO community buildings we co-own at 88 Perry St, located on the subject block of One Vassar. We are excited to see the sorely needed proposed circulation improvements, neighborhood-serving amenities, large child care center, open space for community use and other significant enhancements to the public realm. Additionally, many new diverse employment opportunities will be created through the development of the projects' proposed hotel and array of diverse retail uses.

The One Vassar mixed-use development is critical to helping the City of San Francisco realize its vision for the Central SOMA district. We encourage your approval of this important project.

Sincerely,



Sam Moss
Executive Director
Mission Housing Development Corporation

som**ba** South of Market Business Association

615 Seventh Street • San Francisco , CA 94103-4910 • www.sfsomba.org
Phone: 415.621.7533 • Fax: 415.621.7583 • e-mail: info@sfsomba.com

January 13, 2020

Mr. Jonas P. Ionin
Commission Secretary
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: One Vassar Project – Planning Department Case No. 2012.1384

Dear Commission President Melgar and Planning Commissioners,

On behalf of the South of Market Business Association (SomBa), I am pleased to submit our support of the One Vassar development. The project proposes a transit oriented integrated mixed-use development containing a 35-story residential mixed-use building, 15-story hotel addition over an historic office and PDR mixed-use building with diversified ground floor retail, and a 27-story office mixed-use building.

One Vassar exemplifies the Central SoMa Plan's objectives to create employment, offer housing, develop facilities to support the growing SoMa community and provide neighborhood serving amenities including a market hall; community friendly open spaces; large child care facility; and significant improvements to the public realm. The project's mixed-use approach with diverse uses will help activate the area both in the daytime and evening time, thereby increasing the vibrancy and safety of the neighborhood. Further, the project is making a \$120M impact fee investment in the Central SoMa community to support the much-needed infrastructure demands.

We also appreciate One Vassar's commitment to affordable housing by providing 110% of the citywide inclusionary requirement.

SomBa feels that the One Vassar proposal supports our mission to promote South of Market as a vital place to live, work, visit and do business. We strongly urge the Planning Commission to approve the project and look forward to welcoming the future business occupants into our community.

Sincerely,



Henry Karnilowicz
Vice President



February 18, 2020

San Francisco Planning Commission
1 Dr. Carlton B. Goodlett Place, Room 400,
San Francisco, CA 94102

RE: YBCBD Public Realm Improvement Recommendations for One Vassar

Dear Commissioners:

The Yerba Buena Community Benefit District Board of Directors is submitting below recommendations for public realm improvements to One Vassar, a project that will serve as an important gateway at the edge of the neighborhood.

We applaud the project team's efforts to take fundamental requirements for public realm elements of the project and turn them into major strengths of the development. We support the project's public space and neighborhood servicing amenities including the inclusion of much needed community childcare services in addition to the hotel and residential components of the development.

Our organization will have a reciprocal relationship with One Vassar. The district will benefit from new communities made possible by the project's mixed-use components — including housing, retail, hotel, and offices— which will enliven this part of the district. The development, in turn, will benefit from our service teams who help clean our streets, enhance public safety and connect those in need with services.

The Yerba Buena Street Life Plan, created with the community, provides a vision for the district and serves as a guide for projects within the district. Our recommendations for One Vassar support our shared vision to enhance livability, safety, vitality, inclusiveness and sustainability. Implementing recommendations based on our Street Life Plan encourages projects to stay true to the vision of our community and is what defines our neighborhood.

Our recommendations are as follows:

- Incorporate neighborhood history and culture into public art commitments.
- Prioritize interaction and experience at street level. For example: activate the large blank expanse along 645 Harrison Street with art, greenery, etc. to engage people with the facade.
- Ensure access to the child care facility meets the needs of working families in the development and throughout the district.
- Create a family-friendly play area open to the public.
- Include community serving amenities for the broader neighborhood that prioritize local small businesses to build community.

- Ensure that the POPO is easily accessible, has effective wayfinding signage, and serves the needs of the broader neighborhood.
- Implement strategies to ensure pedestrian safety in Vassar Place Alley. For example, include treatments to distinguish the alley from adjacent streets to slow traffic, improve lighting and implement smart curbside management. Activating alleys improves safety in surrounding streets, which will be important since this alley will include the hotel entrance and delivery portals.
- Ensure that all publicly accessible amenities also benefit from the 18/7 live-work-play environment retail, child care, and POPOS.

The YBCBD is dedicated to improving the quality of life in our district with a range of services to make it cleaner, safer and more inviting. We encourage One Vassar and the San Francisco Planning Commission to adopt our recommendations to improve the public realm around this development.

Sincerely,



Cathy Maupin
Executive Director
Yerba Buena Community Benefit District



UNITE HERE!

Dear Members of the Planning Commission,

Our union represents nearly 13,000 hospitality workers in San Francisco and San Mateo counties, including many who work in hotels, a critical industry in San Francisco. I am writing to you today in support of the proposed mixed-use project at One Vassar, which is seeking its approvals on February 20. Unite Here Local 2 and the project sponsor have signed an agreement regarding the hotel jobs at this project, specifically a guarantee for a fair and neutral process for the eventual workers of the hotel if they wish to be represented by a union.

Agreements such as these continue to create a path for the hardworking people in the hospitality industry to fight for respect and dignity on the job, affordable health care benefits, a dignified retirement, and a living wage. They represent a true commitment to the community and to the people who work in this critical industry. We will speak in support of the project this Thursday at the Planning Commission and ask you to grant its approvals. Please reach out to me if you have any questions.

Thank you,

A handwritten signature in blue ink, appearing to read "C. Gómez".

Cynthia Gómez

Senior Research Analyst

Unite Here, Local 2

Anand Singh
President

Chito Cuéllar
Vice-President

Tina Chen
Secretary-Treasurer

209 Golden Gate Ave., San Francisco, CA 94102 • phone: 415.864.8770 • fax: 415.864.4158

209 Highland Ave., Burlingame, CA, 94010 • phone: 650.344.6827 • fax: 650.344.9406





SPUR

San Francisco | San Jose | Oakland

February 7, 2020

San Francisco Planning Commission
1650 Mission Street
San Francisco, CA 94103

RE: SPUR Endorsement of One Vassar

Dear Planning Commissioners:

One Vassar LLC presented the One Vassar project to SPUR's Project Review Advisory Board at our February 5, 2020 meeting for review and consideration. **The SPUR Project Review Advisory Board finds this development proposal to be an appropriate set of uses for this location and endorses the development of One Vassar at 400 2nd Street, 645 Harrison Street and 657 Harrison Street.**

SPUR is generally focused on policies, plans and codes rather than on individual projects. In order to make infill development easier, we prefer to help set good rules around zoning, fees, housing affordability, sustainability, etc. However, on occasion, our Project Review Advisory Board will review and endorse development proposals of citywide or regional importance, evaluating their potential to enhance the vitality of the city and region according to the policy priorities and principles of good placemaking supported by SPUR.

One Vassar is a significant mixed-use development project planned for three high-rise towers on a 2.4-acre site located in Central SoMa. This project incorporates over 500,000 square feet of office, a 468-room hotel and 489 residential units, as well as a 14,000 square-foot childcare center, 44,200 square feet of PDR and over 40,000 square feet of retail, including a planned market hall. The site also includes over 40,000 square feet of open space, including an outdoor plaza and an indoor POPOS at 2nd and Harrison.

SPUR affirms that One Vassar:

- ✓ **Is located at an appropriate location for development**, near transit and infrastructure and not on a greenfield site. This former brownfield site is located in the Central SoMa plan area, one of the city's most transit-oriented neighborhoods and with access to BART, Caltrain, Muni Metro, bus lines, the Transbay Terminal and the new Central Subway Station, projected to open in mid-2021. One of the Central SoMa Plan's key development sites, the One Vassar site offers great opportunity to add density exactly where the impact of greenhouse gas emissions is likely to be minimized, consistent with the tenets of the Central SoMa plan, a plan SPUR strongly supported.
- ✓ **Provides an appropriate mix of land uses** of residential, office, hotel, retail, PDR and childcare, contributing to a diverse stock of housing, fostering economic development and providing

SAN FRANCISCO
225 Market Street
San Francisco, CA 94102
(415) 398-8700

SAN JOSE
26 South First Street
San Jose, CA 95114
(408) 638-1085

OAKLAND
1544 Broadway
Oakland, CA 94612
(510) 327-8900

SOUTON

amenities and services to the surrounding community. This proposal includes an impressive mix of uses for the size of the site, incorporating several uses that San Francisco needs: residential, transit-oriented office, childcare, hotel.

- ✓ **Provides sufficient density at the site** with two 350' towers (residential and office) and one 15-story hotel addition over an existing 4-story historic structure, totaling 200' in height. This supports a residential density of approximately nearly 800 units per acre and an office floor area ratio of 19.2, supporting adjacent transit and preventing underutilization of land, serving the future needs of Bay Area residents. The project currently includes 489 residential units in a 350' tower and will provide 110% of its inclusionary requirement through land dedication and fees, contributing at least \$31.7 million in value.
- ✓ **Creates a good place for people and contributes to a walkable environment** with active ground floor uses and retail along the street frontages (recognizing that the market entries along Harrison are limited due to the historic nature of the building that is being retained). The POPOS, located at the corner of 2nd and Harrison Streets, will provide seating and community space in a protected space, and the Harrison Street Plaza, which reads as a space open to the public, will be activated by the multiple entries (the market hall, childcare and residential) fronting it. We are pleased that the project is not proposing to exceed its as-of-right car parking and will exceed its bicycle parking requirements. We also believe that the project design deals with the significant grade change quite nicely.

The SPUR Project Review Advisory Board finds this development proposal to be an appropriate set of uses for this location and endorses the One Vassar project. We are impressed with this project's proposed mix of uses – housing, office, hotel, retail (including the market hall), PDR and childcare – many of which address some of the urgent needs of San Francisco and San Franciscans today. The open design and mix of uses at the ground plane of this project are likely to lead to a healthy level of pedestrian activity. The Central SoMa Plan is one of the most important planning efforts in the Bay Area today, and One Vassar helps to realize the place-making and public benefits envisioned by the plan, as well as connecting to adjacent Rincon Hill and Transbay districts.

Please do not hesitate to contact us or Kristy Wang, SPUR's Community Planning Policy Director, with any questions or clarifications.

Sincerely,

Charmaine Curtis Diane Filippi
Co-Chairs, SPUR Project Review Advisory Board
cc: SPUR Board of Directors



235 Montgomery St., Ste. 760, San Francisco, CA
94104 tel: 415.352.4520 • fax: 415.392.0485
sfchamber.com • twitter: @sf_chamber

January 29, 2020

San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: One Vassar Project – Planning Department Case No. 2012.1384

Dear Commission President Melgar and Planning Commissioners,

On behalf of the San Francisco Chamber of Commerce, I am pleased to submit our support of the One Vassar development. The San Francisco Chamber of Commerce is the only organization that champions all businesses across all industries in the City. We attract, support, and grow business through advocacy, economic development, and business development.

One Vassar exemplifies the Central SoMa Plan's objectives to create employment, offer housing, develop facilities to support the growing SoMa community and provide neighborhood serving amenities including a market hall; community friendly open spaces; large child care facility; and significant improvements to the public realm. Further, the project is making a \$120M impact fee investment in the Central SoMa community to support the much-needed infrastructure demands.

We also appreciate One Vassar's commitment to affordable housing by providing 110% of the citywide inclusionary requirement.

The San Francisco Chamber of Commerce feels that the One Vassar proposal supports goals to encourage housing affordability & density, transportation & infrastructure upgrades and workforce development. We strongly encourage the Planning Commission's approval of One Vassar.

Sincerely,

A handwritten signature in black ink that reads "Emily Abraham".

Emily Abraham
Manager, Public Policy



February 17, 2020

San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Commission President Koppel and Commissioners,

On behalf of the Hotel Council of San Francisco, I am pleased to submit our support of the One Vassar development. The Hotel Council of San Francisco is a non-profit trade association founded in 1987 to advocate on behalf of our hotel and allied members to ensure economic vitality of the hospitality industry in San Francisco.

As the voice of the hospitality industry, we are excited about One Vassar's proposal for a new 468-room hotel near transit options, to support San Francisco tourism and over 30,000 square feet of food and beverage spaces, creating over 150 new hospitality jobs. The project would bring over \$7 million in annual Transient Occupancy Taxes for the City's budget, and 1.5 percent of the hotel's sales tax will be used to support the city's arts and culture programs including supporting nonprofit arts groups of all budget sizes, increasing funding to the city's cultural equity endowment and allocating funding to the city's cultural districts.

The One Vassar mixed-use development provides a vibrant work, live and play environment with diverse uses that will help activate the area both in the daytime and evening time, thereby increasing the vibrancy and safety of the neighborhood.

The Hotel Council of San Francisco strongly encourages your support of One Vassar.

Sincerely,

A handwritten signature in dark ink, appearing to read "Kevin Carroll". The signature is fluid and cursive, with the first name "Kevin" and last name "Carroll" clearly distinguishable.

Kevin Carroll
President & CEO



February 14, 2020

San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Commission President Koppel and Commissioners,

On behalf of the San Francisco Travel Association, which represents over 1,300 Bay Area business partners, I am writing to support of the One Vassar development.

In 2018, San Francisco welcomed over 25 million visitors who spent over \$10 Billion during their stay. Visitor dollars spent here generated \$771 million in taxes and fees that contribute to the City's General Fund. Unique experiences, like this project, attract visitors who spend in San Francisco and support our local businesses.

One Vassar's proposal for a new 468-room hotel is ideally located and sorely needed to support the growing demand for large room blocks to accommodate the convention market at Moscone Center with over one million convention attendees that visit San Francisco annually. Additionally, the proposed hotel will also create hundreds of high-quality permanent jobs for the city's hospitality workforce.

The city's arts and cultural programs will also benefit from the One Vassar project, as 1.5 percent of the hotel's sales tax will be used to support nonprofit arts groups of all budget sizes, increasing funding to the city's cultural equity endowment and allocating funding to the city's cultural districts.

One Vassar exemplifies the Central SoMa Plan's objectives to create employment, offer housing, develop facilities to support the growing SoMa community and provide neighborhood serving amenities. The San Francisco Travel Association requests your approval of One Vassar.

Sincerely,

Joe D'Alessandro
President and CEO of San Francisco



San Francisco
HOUSING
ACTION
COALITION

PROJECT REVIEW REPORT CARD

Project Address: 657 Harrison Street, San Francisco, CA 94107

Project Sponsor: One Vassar

Date of SFHAC Review: 1/15/2020

Grading Scale

★ = The project meets the high standard set by local jurisdiction and/or SFHAC

★★ = The project exceeds SFHAC standards

★★★ = The project far exceeds SFHAC's standards and exhibits creativity in its proposed solutions

Criteria for SFHAC Endorsement

1. The Project must have been presented to the SFHAC Project Review Committee
2. The Project must score a minimum of ★ on any given guideline

<i>Guideline</i>	<i>Comments</i>	<i>Score</i>
Summary	SFHAC is proud to support One Vassar's proposed project at 657 Harrison Street.	★★
Land Use	The project team plans to rebuild this underutilized key site into a well-balanced mixed-use project including 489 new homes as well as a much needed childcare services for San Franciscans. In the context of our acute housing shortage, a mix of uses including infill housing is the best use of the site.	★★
Density	The project design maximizes density on the site according to the specifications of the Central SoMa Plan placing the 489 homes on 482,000 gross constructed square feet. The team achieved this by going above and beyond the base zoning of 130 feet to achieve 350 feet.	★★
Affordability	The proposal provides 110% of San Francisco's city-wide inclusionary requirement. To achieve this, the project team split their requirements between an inclusionary fee and a land dedication. Approximately half of their affordability program will be accomplished by paying a fee equivalent to 33% and approximately half will be a land dedication at 49.5%. Their total inclusionary contribution is valued at \$31.7M as of 2019.	★★★
Parking & Alternative Transportation	The project includes 128 subterranean parking spaces for residential, childcare, and retail use. This is a residential parking ratio of .25:1. While SFHAC encourages project teams to continue to be open to potential opportunities to reduce parking, we acknowledge that a lower parking ratio is aspirational due to the realities of financing and neighborhood demands. In addition, there will be 204 Class I, 33 Class II, and 25 cargo bicycle parking spaces implemented into the project. The site is also well-served by transit with access to the 8, 10, 12, 30, 45, and 81 MUNI lines as well as future access to two subway stations currently under construction. A new protected bike lane will be located along 2nd street and Transbay Terminal 2.5 blocks away. The proposed project exceeds TDM requirements.	★
Preservation	The project will rehabilitate the historically significant building on site which will be retained and seismically retrofitted as part of the multi-structure mixed-use development.	★★

Urban Design	The project plan includes strong urban design elements. The design features open space at the prominent corner of 2nd and Harrison Streets. It will also connect two dead-end allies (Perry Street and Vassar Place) to increase the block's porosity. Additional street improvements, such as the widening of sidewalks, complete a package of urban improvements. The Committee would like to commend the project team for their decision to include the market hall, a proven way to create community by providing restaurants, retail, and other services on site.	★★
Environmental Features	The project will meet San Francisco's high environmental standards. The project team expects the project to be designed to LEED Gold standards and comply with Title 24 and Green Point-rated standards.	★
Community Benefits	The project will include an 18,000 square foot childcare center, open space, including a new pedestrian mid-block connection, programmable community open spaces, \$7.5 Million in public art, 41,300 square feet of retail, and public realm improvements to create safer, more inviting streetscapes. Overall, the project contributes a value of approximately \$120 Million in impact fees and infrastructure investments, which will go toward improving the lives of San Franciscans.	★★
Community Input	The project sponsor has engaged the SoMa community by conducting several open house sessions. They have done additional outreach with key stakeholder groups, namely: Yerba Buena Alliance, Yerba Buena CBD, Good Jobs for All, SOMACC, SoMa Pilipinas, TODCO, SOMBA, SF Bicycle Coalition, South Beach Neighbors, SF Chamber of Commerce, West Bay, United Playaz, SOMCAN, SF Travel, Hotel Council, Local 2, YIMBYs, and SPUR. The project was also refined through the Central SoMa Plan evolution, which established specific goals and expectations from key sites, such as this one.	★★

MO

Monday, February 17, 2020

President Joel Koppel
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

SF

Re: Support for One Vassar Project

Dear Commission President Koppel and esteemed Commissioners:

The San Francisco Museum of Modern Art is supportive of the One Vassar development located on Harrison and Second Streets in San Francisco, and believes it would be a welcome addition to our community.

The project would provide expanded residential, office, and hotel support serving SFMOMA members and visitors and those of our cultural partners located in the Yerba Buena and the greater Central SoMa community.

The project would also make welcome quality of life and public realm improvements that benefit the area including public art, family services, upgraded public space and streetscapes, and neighborhood servicing amenities. The development has great potential to contribute meaningfully to enhancing the livability and vitality of the district particularly in coordination with the Yerba Buena Community Benefit District.

The project embraces community values that the museum supports and contributes to the public and artistic program of San Francisco. SFMOMA looks forward to further discussion with the project leadership regarding activating cultural programming for visitors and residents.

Sincerely,



Noah Bartlett
Chief Facilities Officer,
SFMOMA

Cc: Neal Benezra, Director
Nan Keeton, Deputy Director, External Relations

MA



November 8, 2019

San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Planning Commissioners,

As the owner of the adjacent SRO and veteran services mixed-use building, located at 671 Harrison Street and 88 Perry Street, I am contacting you to express my support for the One Vassar proposal. It is a well-balanced residential, office and hotel mixed-use development that includes amenities such as child-care, multifaceted retail and generous open space. One Vassar is an ideal transit-oriented development and takes full advantage of its proximity to the new Transbay Terminal and soon to be completed Central Subway.

We currently experience a lot of homelessness and other vagrant behavior on this block, and this project will have improve street activation, safety, and be a positive addition to the neighborhood. I am strongly aligned with the One Vassar vision to transform this underutilized portion of the block into an integrated mixed-use development. What has been a thoroughfare through the downtown San Francisco area will be revitalized into a destination, offering a walkable, pedestrian-scale, vibrant public realm for residents, worker, visitors and neighbors to enjoy safely.

I strongly encourage you to vote in favor of the One Vassar development.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Rocca".

Tom Rocca



FOR YOUTH DEVELOPMENT
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

January 29, 2020

San Francisco Planning Commission
1650 Mission Street, 400
San Francisco, CA 94103

Re: One Vassar

Dear Commission President Koppel and Planning Commissioners,

The Chinatown YMCA is pleased to offer our support to One Vassar and its principles. We greatly appreciate One Vassar's generous support of our community and mission to provide quality programs for our members; honoring the legacy of our 100-year history as a vital anchor institution of the Chinese American community in the Bay Area.

We value our shared commitment in strengthening our communities and support the positive investments One Vassar is making in San Francisco.

Yours sincerely,

Andy Chu
Chinatown YMCA

January xx, 2020

San Francisco Planning Commission
1650 Mission Street
San Francisco, CA 94103

Re: One Vassar Project – Planning Department Case No. 2012.1384

Dear Commission President Melgar and Planning Commissioners,

I am Clifford A. Leventhal, a full-time resident of the BLU Condominiums, 631 Folsom Street for over six years. I am writing you today to express my strong support for the proposed One Vassar mixed-use development.

The primary reason I purchased my condo was because of its excellent proximity to transit and the promise of an upgraded neighborhood, as detailed by the Central Soma Plan. The One Vassar mixed-use development will bring much needed housing and neighborhood-serving amenities including a variety of new retail uses, large community open spaces, child care center and most importantly better and safer streets.

I am aware that some members of my HOA Board, who had been opponents of the Central Soma Plan, and other condo owners and residents in the neighborhood have raised anti-growth concerns regarding congestion, pollution or views, even if the projects conformed to the Central SOMA Plan. This project was planned for jobs and housing density near transit and has been designed to be consistent with the area plan as analyzed and approved by this Commission in 2018.

I am strongly in favor of One Vassar and ask for your support to help improve my neighborhood.

Sincerely,

Cliff Leventhal

From: [Hunter Oatman-Stanford](#)
To: esmeralda.jardines@sfgov.org
Cc: [Luis Cuadra](#)
Subject: One Vassar proposal
Date: Monday, January 13, 2020 6:39:13 PM

Hi there,

I'm a resident of San Francisco who lives and works around the corner from the proposed One Vassar project, and I wanted to write a letter expressing my full support for the proposal.

In addition to bringing much needed hotel, office, and residential space to downtown SF, the project will provide several great neighborhood amenities (childcare, restaurants, open space) and finally reconnect the street grid behind these buildings.

I strongly urge the Planning Commission to expedite the approval of this project.

thank you,
Hunter Oatman-Stanford
855 Folsom St
SF CA 94107

February 18, 2020

San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Commission President Koppel and Commissioner,

My name is Sonya Clark-Herrera, I am a nearby longtime property owner and neighborhood resident, and also the co-founder of the Mural Music and Arts Project (MMAP), a non-profit youth development organization that educates, empower and inspires youth through engagement in the arts.

As a longtime South of Market resident, I am excited about the positive change One Vassar will bring to our community. The proposed project will vastly improve the fabric of the neighborhood, providing new neighborhood-serving amenities including diverse new retail, large community open spaces, on-site childcare and significant improvements to the public realm. Further, the project is making an approximately \$120M impact fee investment in the Central Soma community.

The project also proposes multiple art opportunities and funding in public art. I'm also very excited for the new market hall, which will open up the historic building and be an adaptive reuse that will allow the public to enjoy a bit our neighborhood history.

I strongly encourage your approval of the One Vassar project.

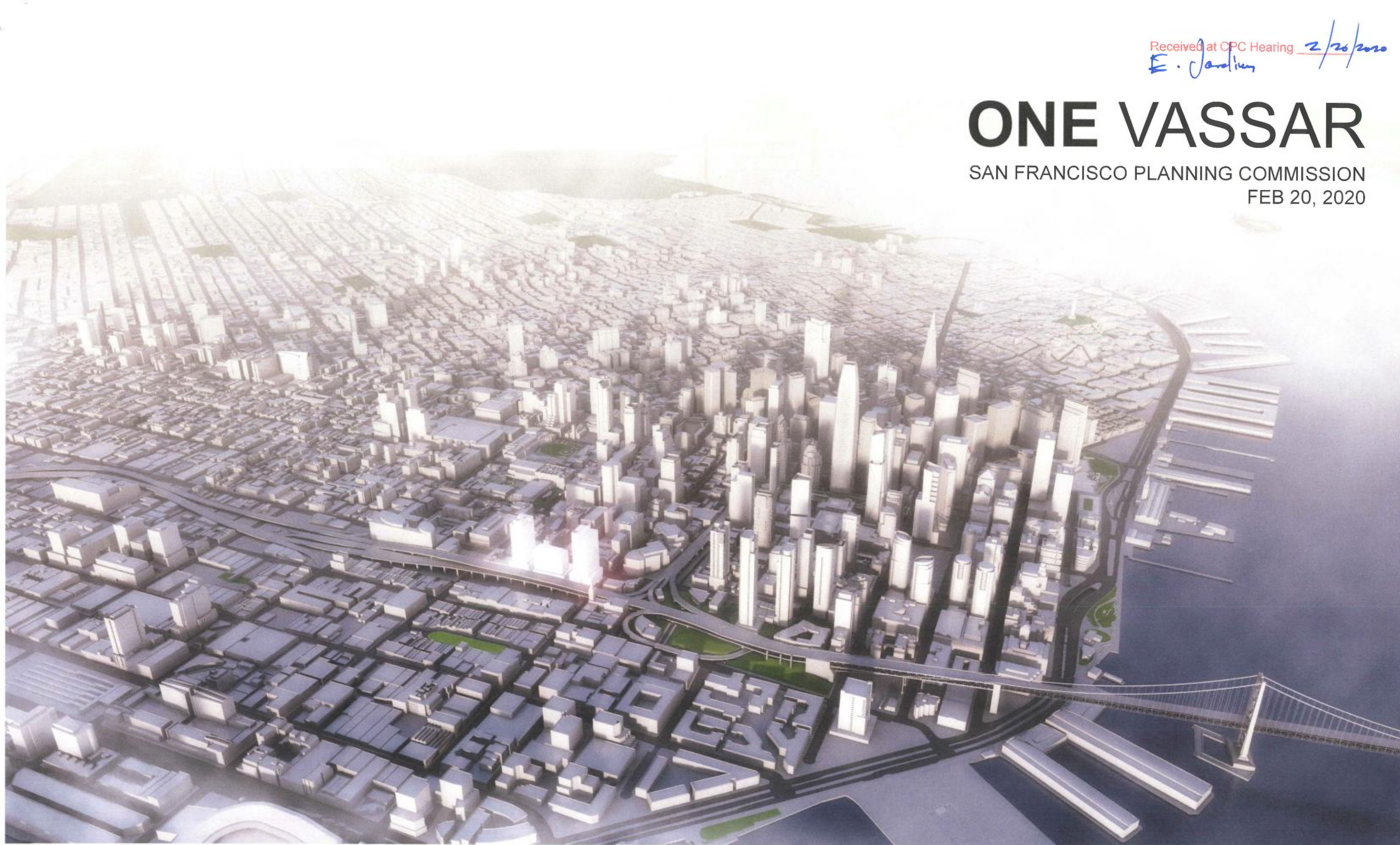
Thank you.

Sonya Clark-Herrera
33 Clementina Street #1,
SF, CA 9410

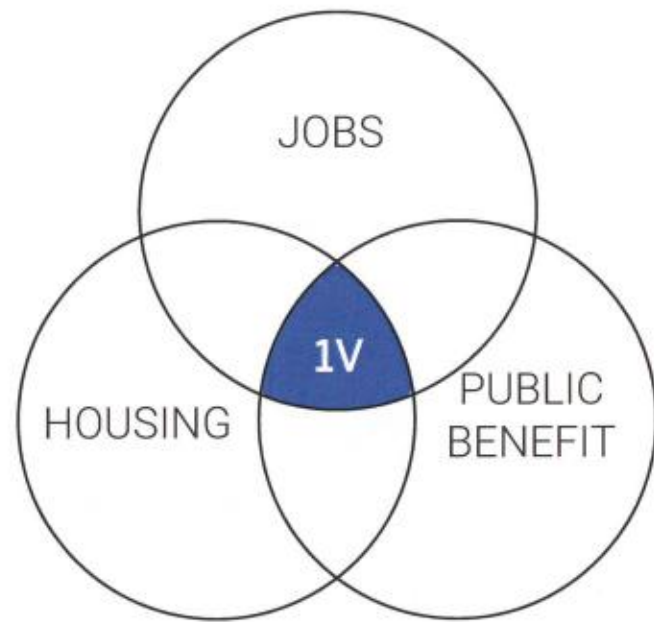
Received at CPC Hearing 2/26/2020
E. Jandien

ONE VASSAR

SAN FRANCISCO PLANNING COMMISSION
FEB 20, 2020



Central SoMa Plan - Programmatic Priorities



CHILDCARE



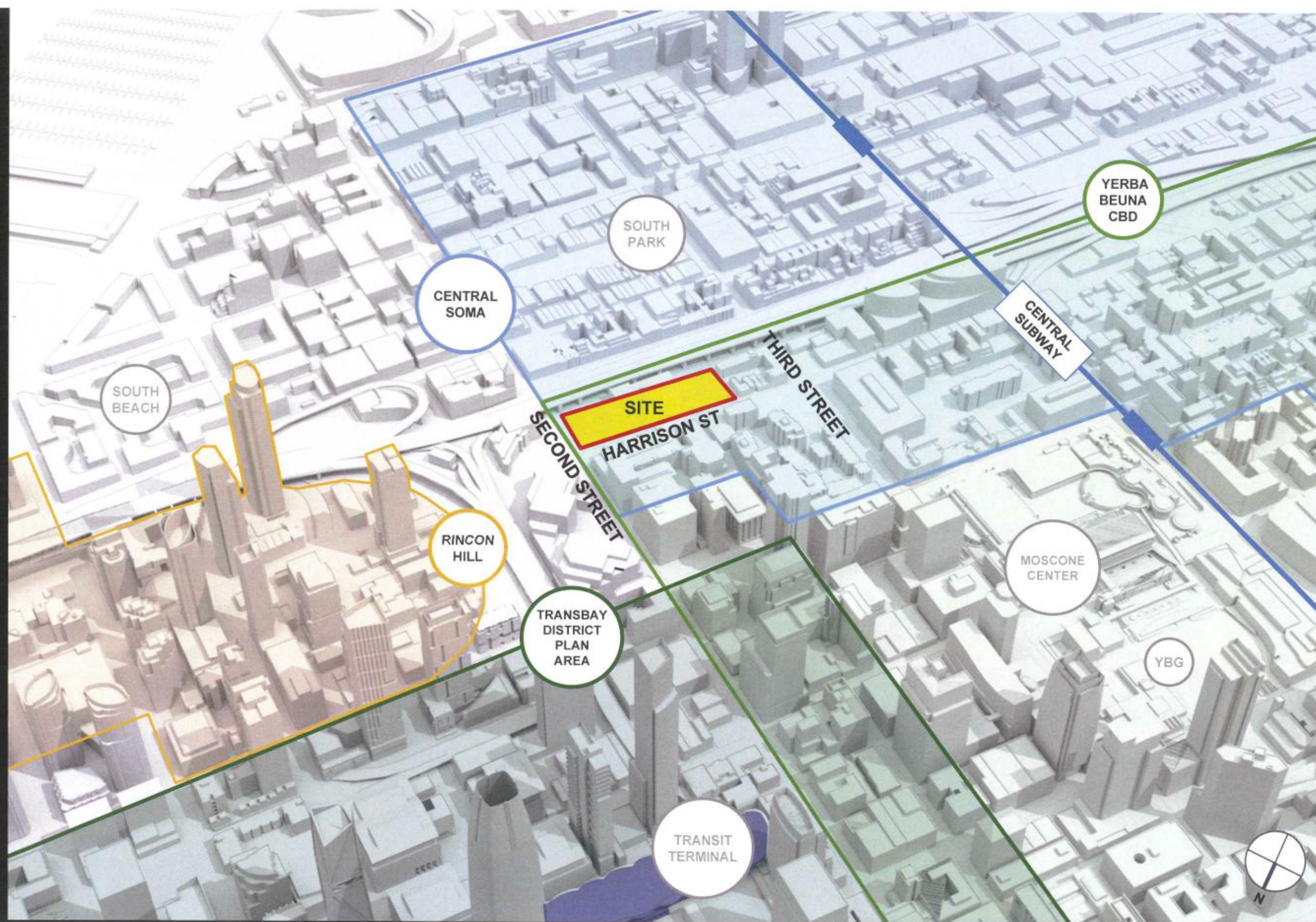
OPEN SPACE



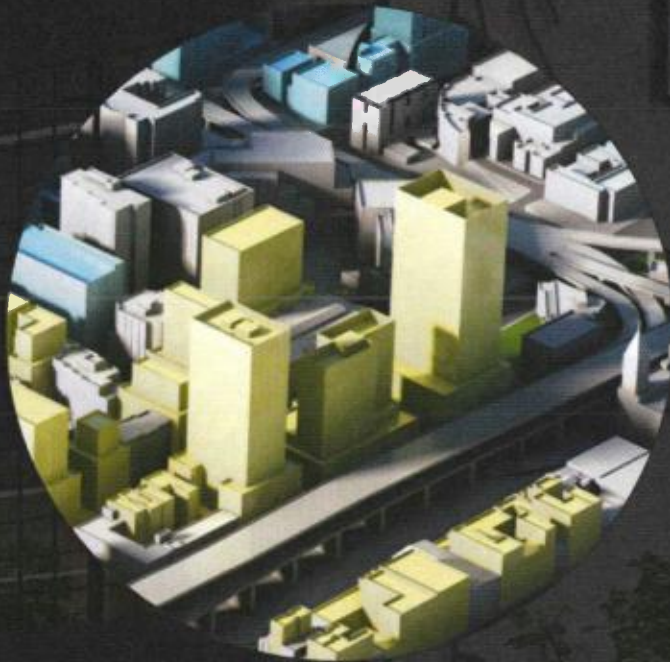
HOUSING



HOTEL



Community Outreach



8

years



20+

meetings with
immediate
neighbors



25

community
group
presentations



30+

stakeholder
groups engaged

Community Benefits Summary

110% of Citywide Inclusionary from 489 units (Land Dedication & Fees)		\$33,700,000
Hawthorne Street Plaza (8,360 sf)		\$8,400,000
Indoor Community Open Space (3,200 sf)		\$4,300,000
Public Realm On-grade Street Improvements (Regrading and Removing Two Dead-end Alleys)		\$4,400,000
Rehabilitation of 645 Harrison		\$23,900,000
One Time Total Impact Fees:		\$77,000,000
Central SoMa Impact Fees	\$11,700,000	
Jobs Housing Linkage Fee (non-residential)	\$22,400,000	
Other Fees	\$42,900,000	
POPO Space Art		\$1,500,000

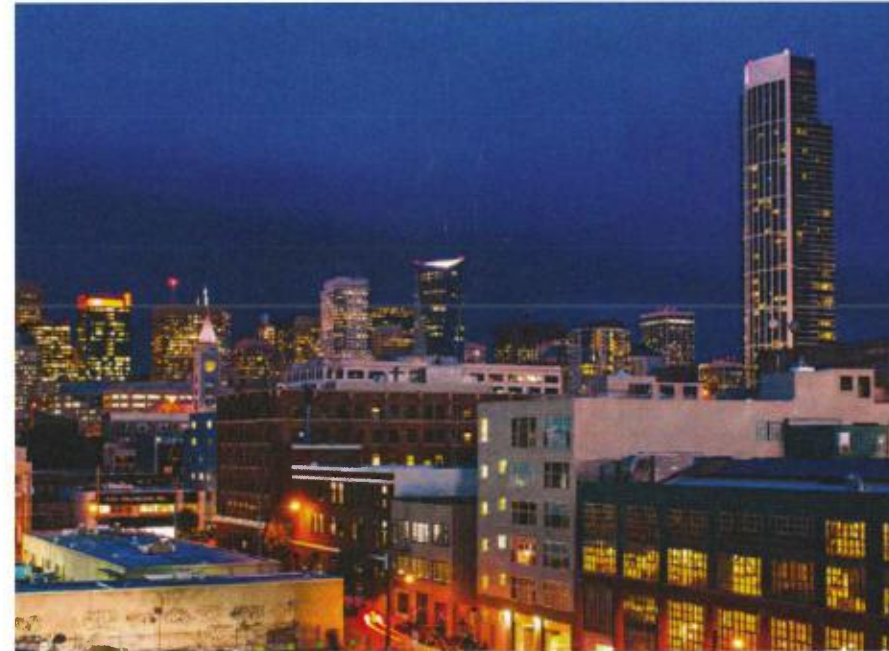
Total Value of Upfront Community Impact

\$153,200,000+

Ongoing Investment:

BMR Childcare and Dedicated Open Space - 55 years+		\$12,900,000
Annual Transient Occupancy Tax		\$7,000,000+
Annual Art Contribution (1.5% of TOT)	\$105,000	
Service Jobs		+/-150 jobs
30,000 sf Neighborhood Serving Market Hall		-
Mello-Roos		\$42,000,000

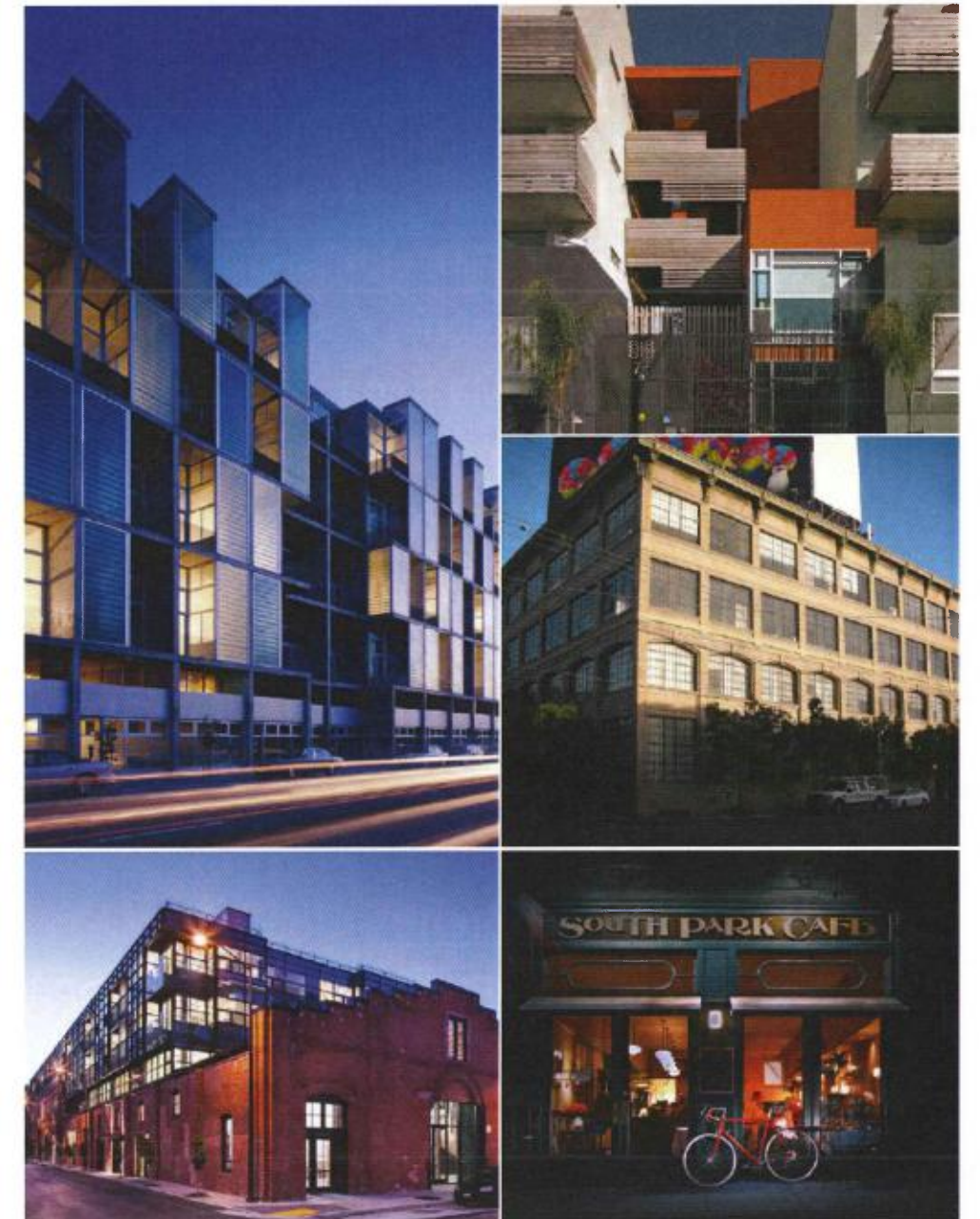
REINTEGRATE SITE WITH THE FABRIC OF THE CITY- EMBODY PRINCIPLES OF THE CENTRAL SOMA PLAN



Permeable Public Realm



Diversity of Uses

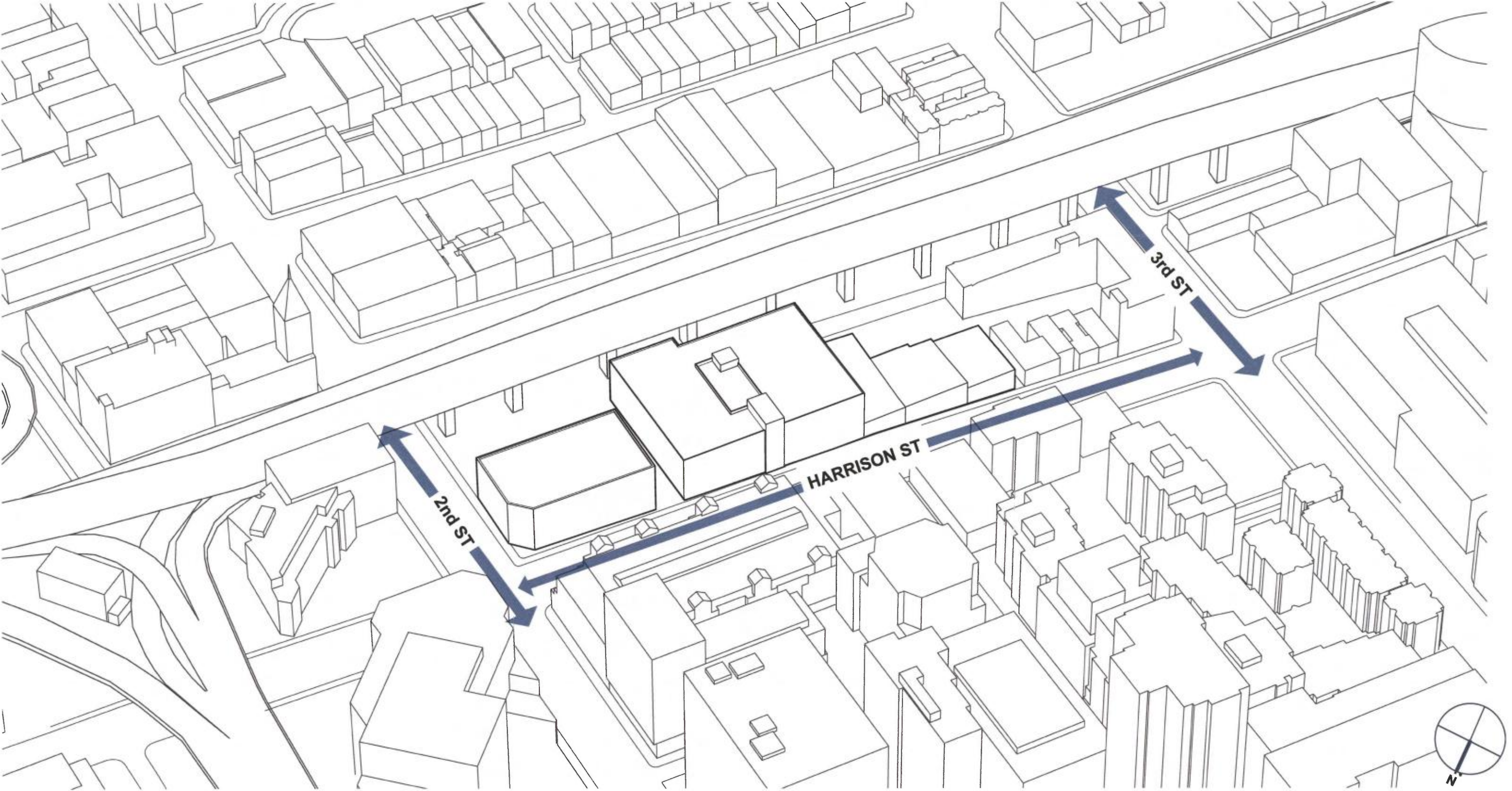


Diversity of Architecture

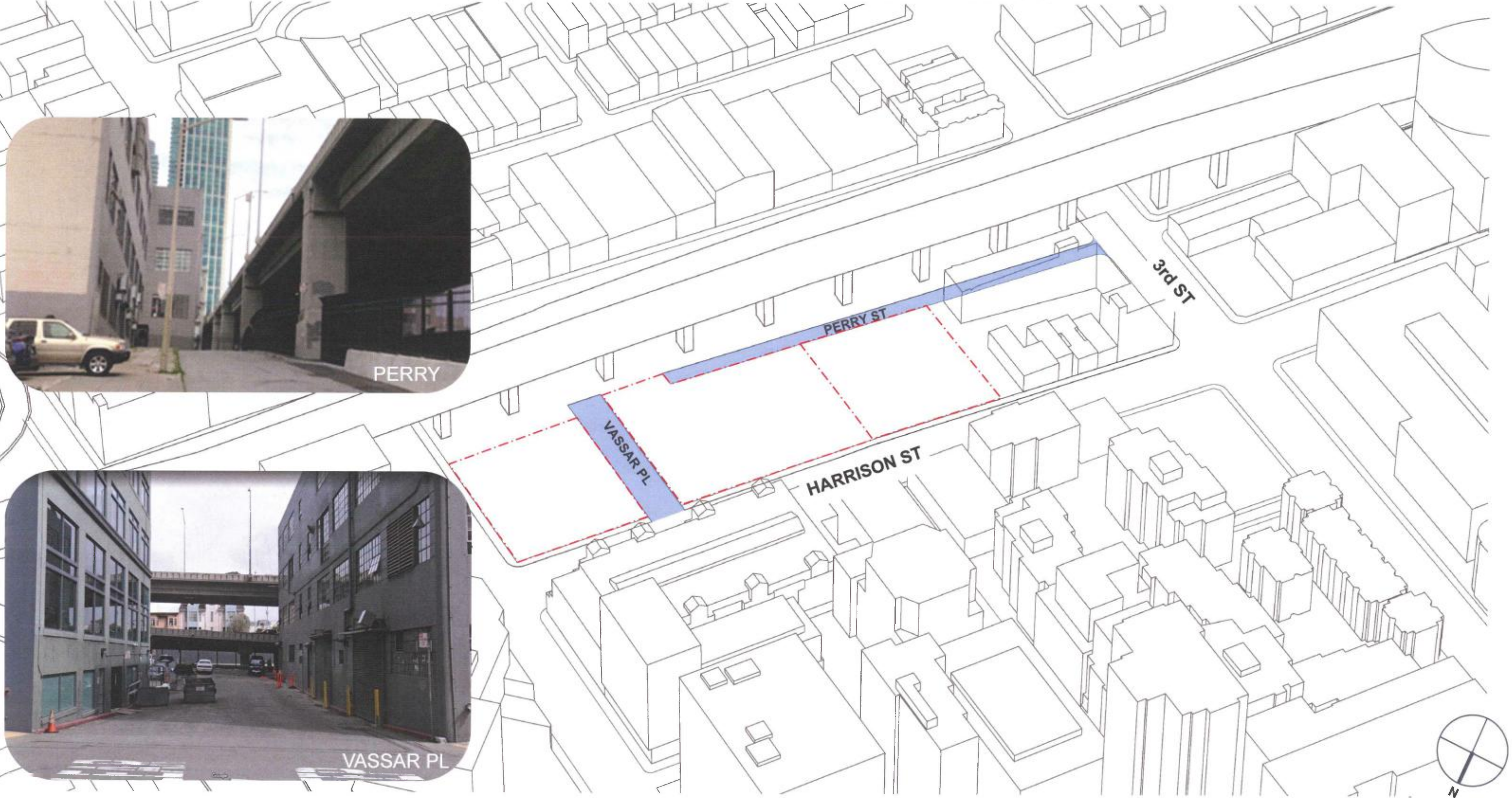
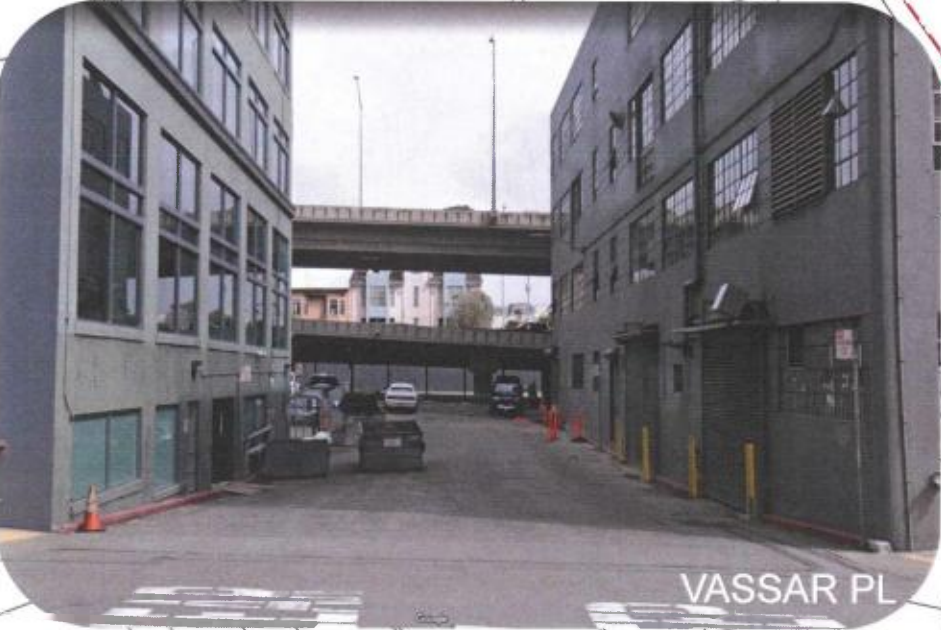
EXISTING CONTEXT – A TRANSFORMED NEIGHBORHOOD



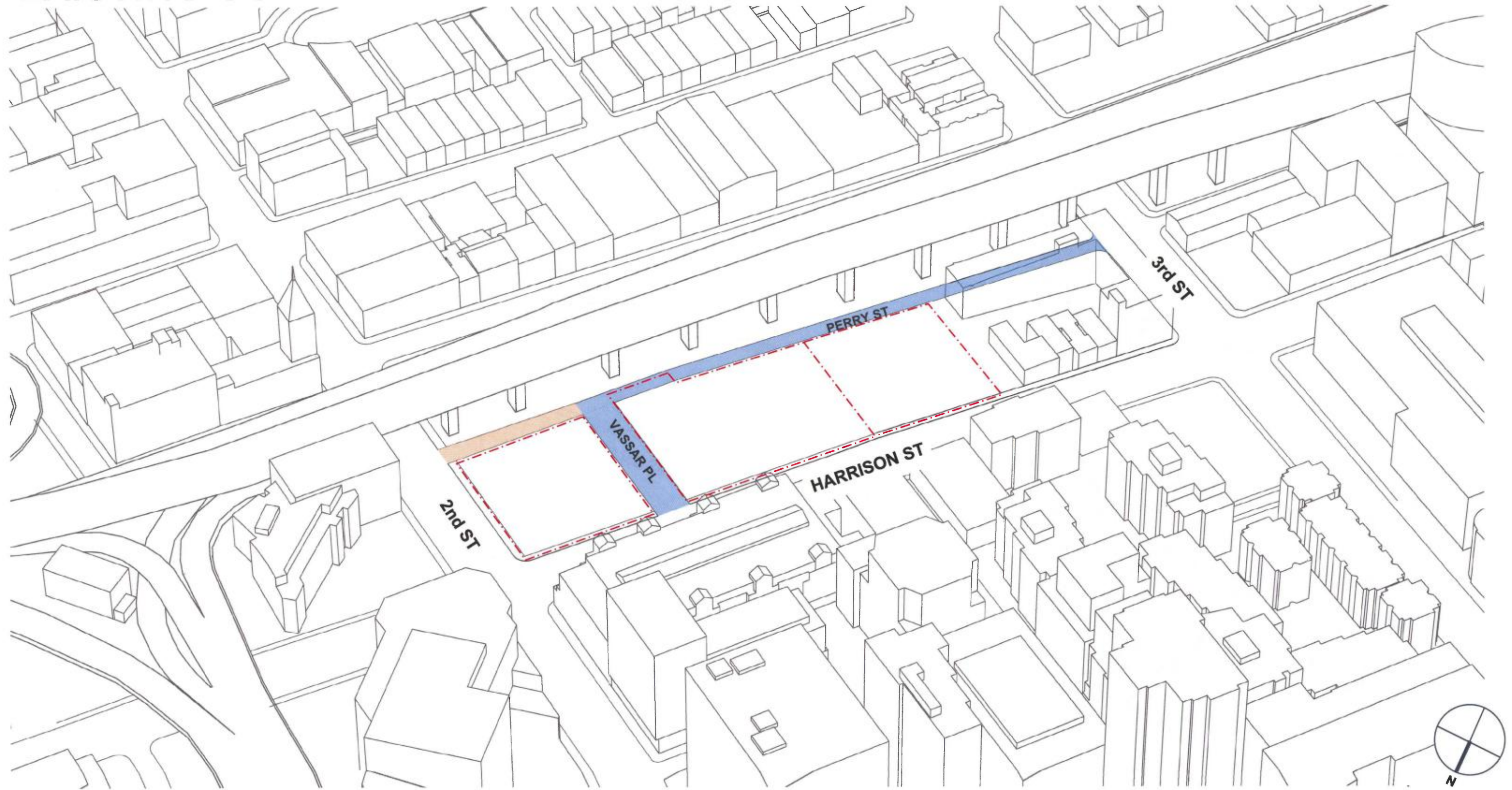
EXISTING CONTEXT – A TRANSFORMED NEIGHBORHOOD



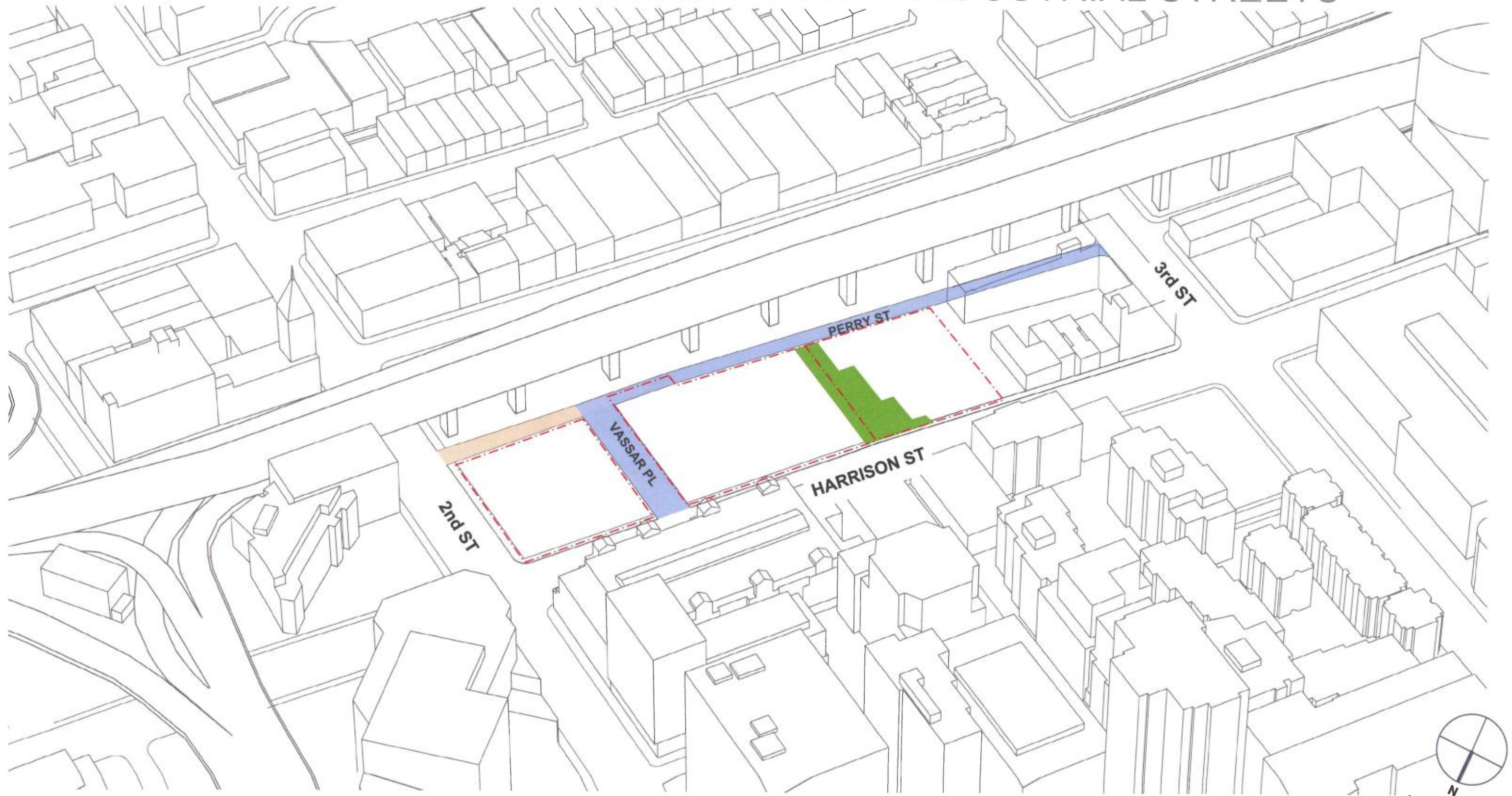
EXISTING CONTEXT – FORMER INDUSTRIAL STREETS



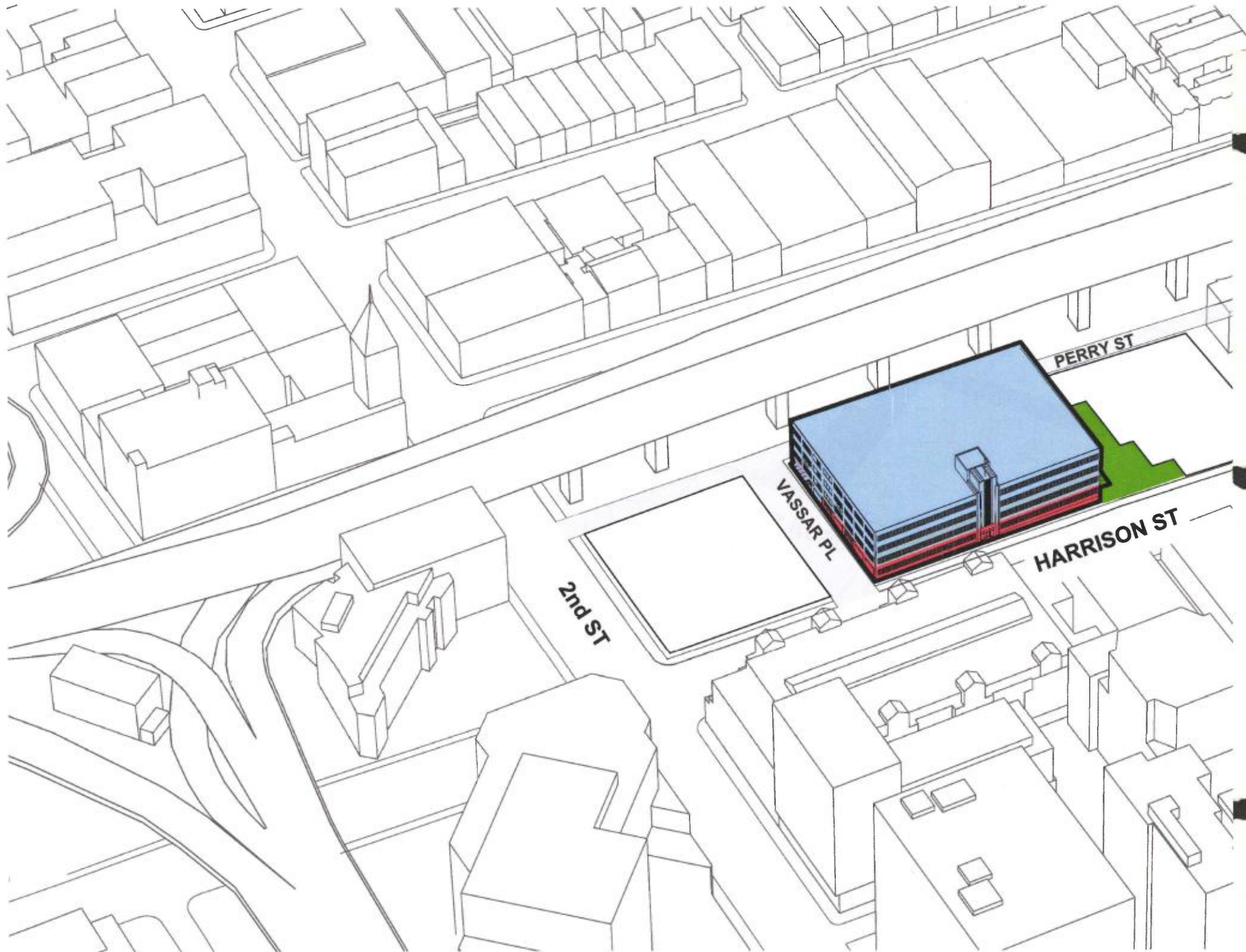
EXISTING CONTEXT – CONNECTING FORMER INDUSTRIAL STREETS



EXISTING CONTEXT – CONNECTING FORMER INDUSTRIAL STREETS



RETAIN HISTORIC 645 HARRISON – FORMER CARLISLE PRINTING CO. BUILDING



645 Harrison at Vassar
street address

3763
block number

105
lot number

2
summary

building type/use/number of floors

landmark number

RELATIONSHIP WITH SURROUNDING BUILDINGS

Relationship of setting to building -2 -1 0 1 2 3 4 5

Importance as contribution to a cluster/streetscape -2 -1 0 1 2 3 4 5

ARCHITECTURAL DESIGN VALUATION

Facade proportions -2 -1 0 1 2 3 4 5

Richness/Excellence of detailing/decoration -2 -1 0 1 2 3 4 5

Unique visual feature of interest 0 1 2 3 4 5

Example of a rare or unusual style or design 0 1 2 3 4 5

Overall architectural quality -2 -1 0 1 2 3 4 5

☐ PROPOSED FOR FURTHER INVESTIGATION

☐ CORNICE, PARAPET, APPENDAGE

Importance of cornice to building design -2 -1 0 1 2 3 4 5

Cornice contribution to streetscape -2 -1 0 1 2 3 4 5

FACADE CONDITION

Physical condition -2 -1 0 1 2 3 4 5

Paint/Material color -2 -1 0 1 2 3 4 5

☐ REMODELING

Appropriateness of improvements -2 -1 0 1 2 3 4 5

Engle 7/76
date

Field Notes

powerful moderne imagery, almost Mendelssohnian.

Review Notes

Junior League Listing

☐ text ☐ index ☐ file

☐ Northern California Guide

☐ Other Listing

photo 201-25

FL

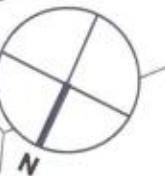


REFLECT THE NEIGHBORHOOD'S DIVERSITY OF USES – ACTIVE GROUND FLOORS

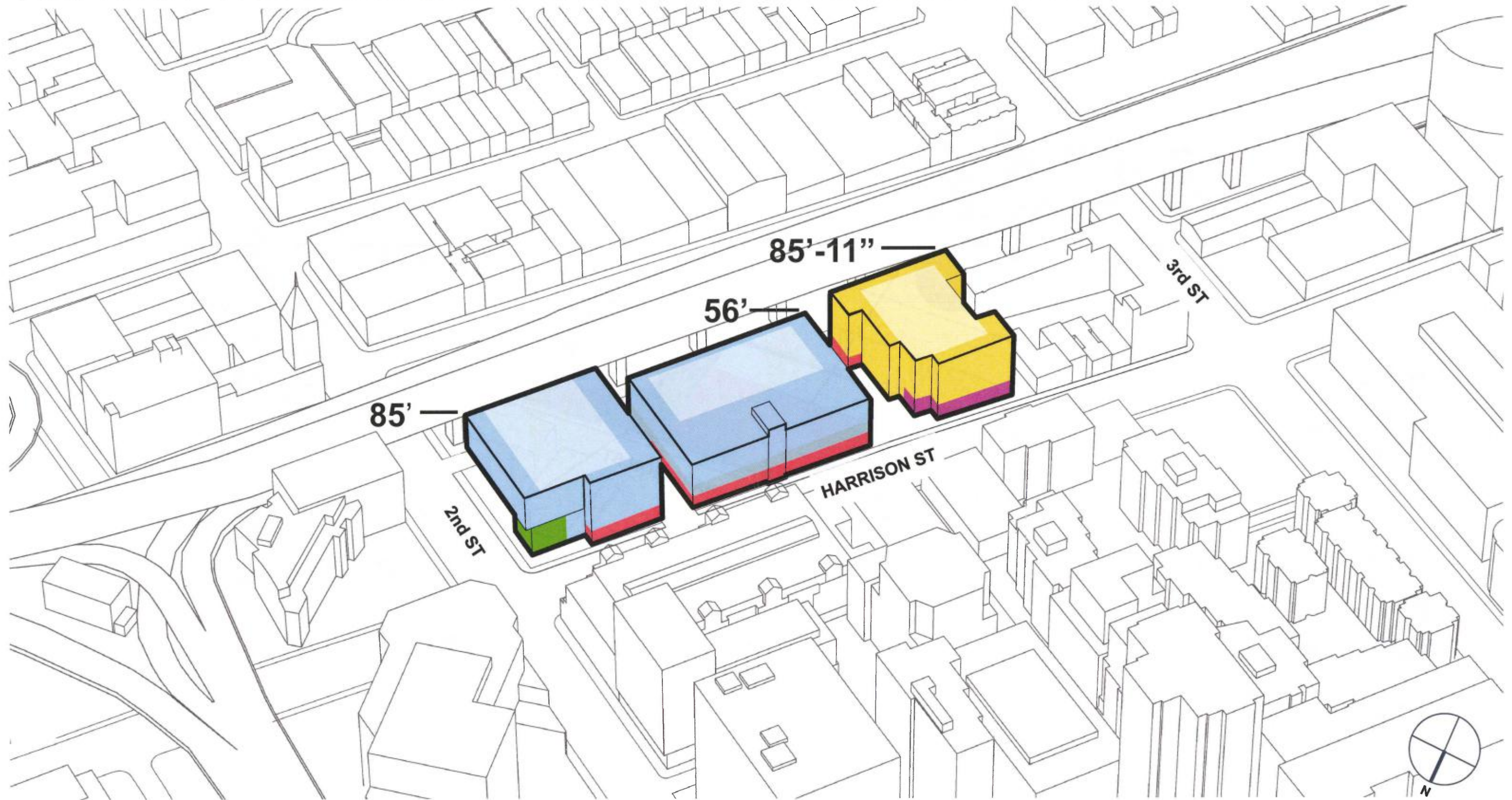


2nd ST

HARRISON ST



REFLECT THE NEIGHBORHOOD'S PREDOMINANT SCALE



SETBACK TOWERS FROM PUBLIC REALM

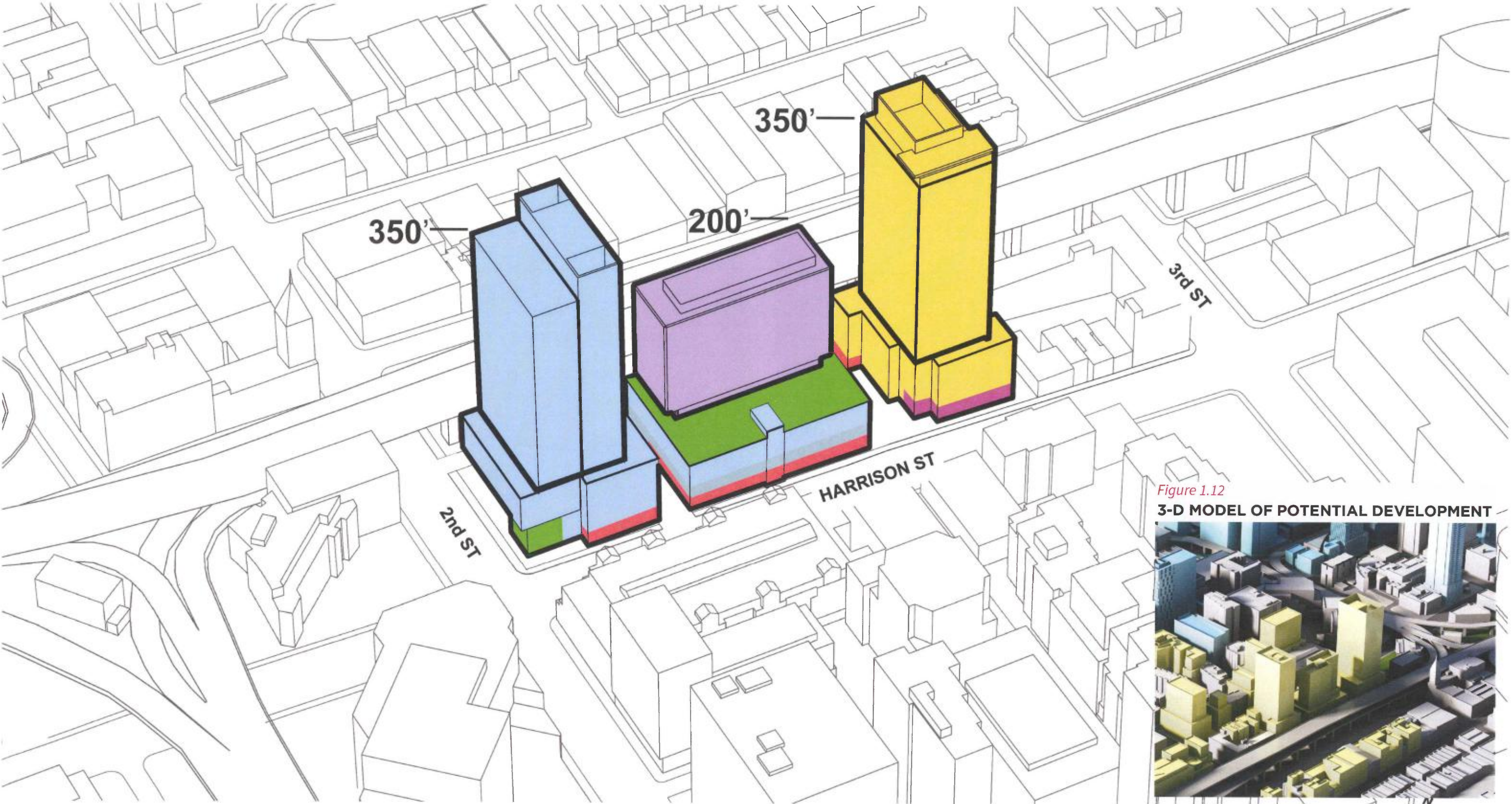
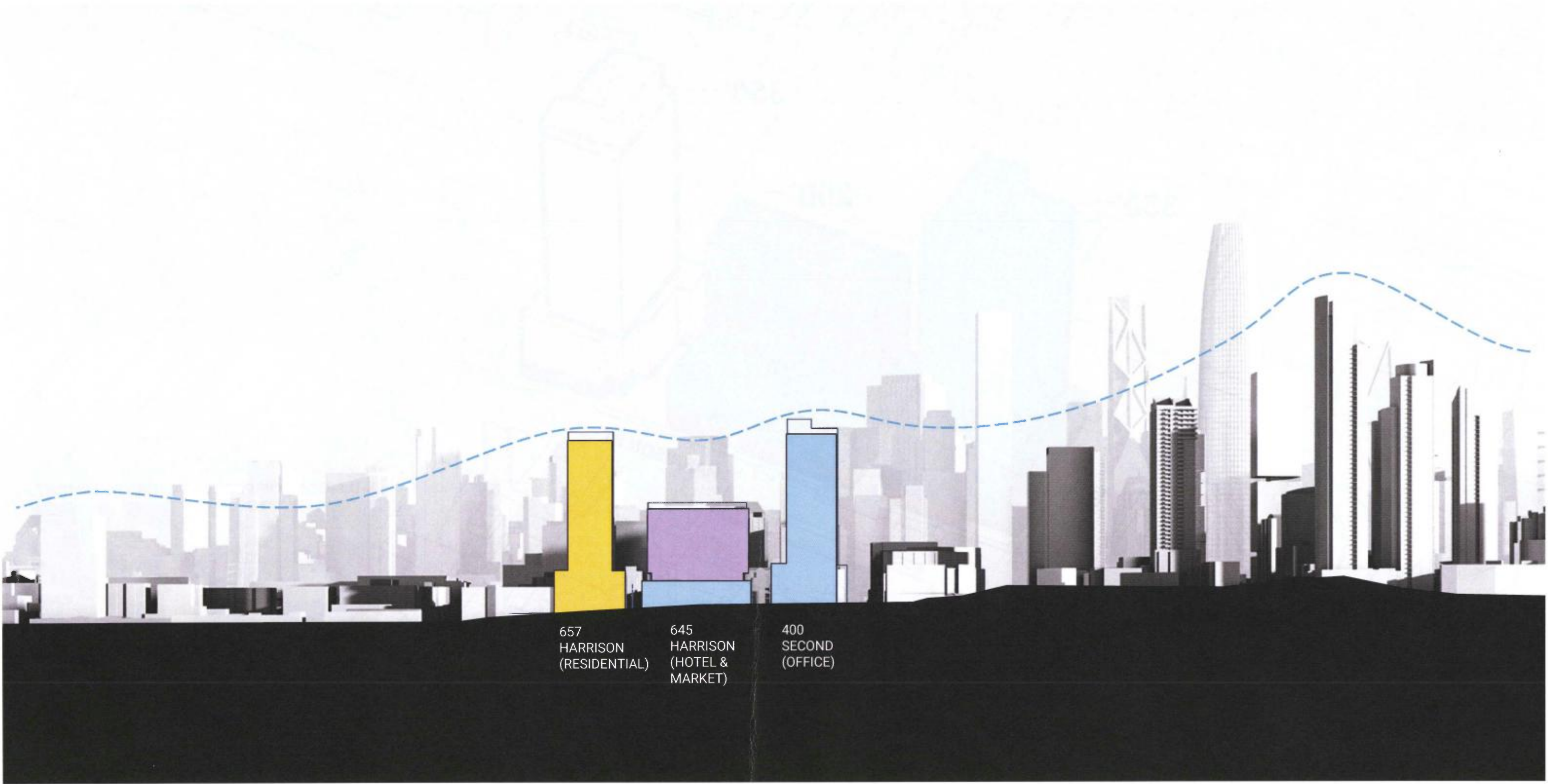


Figure 1.12
3-D MODEL OF POTENTIAL DEVELOPMENT



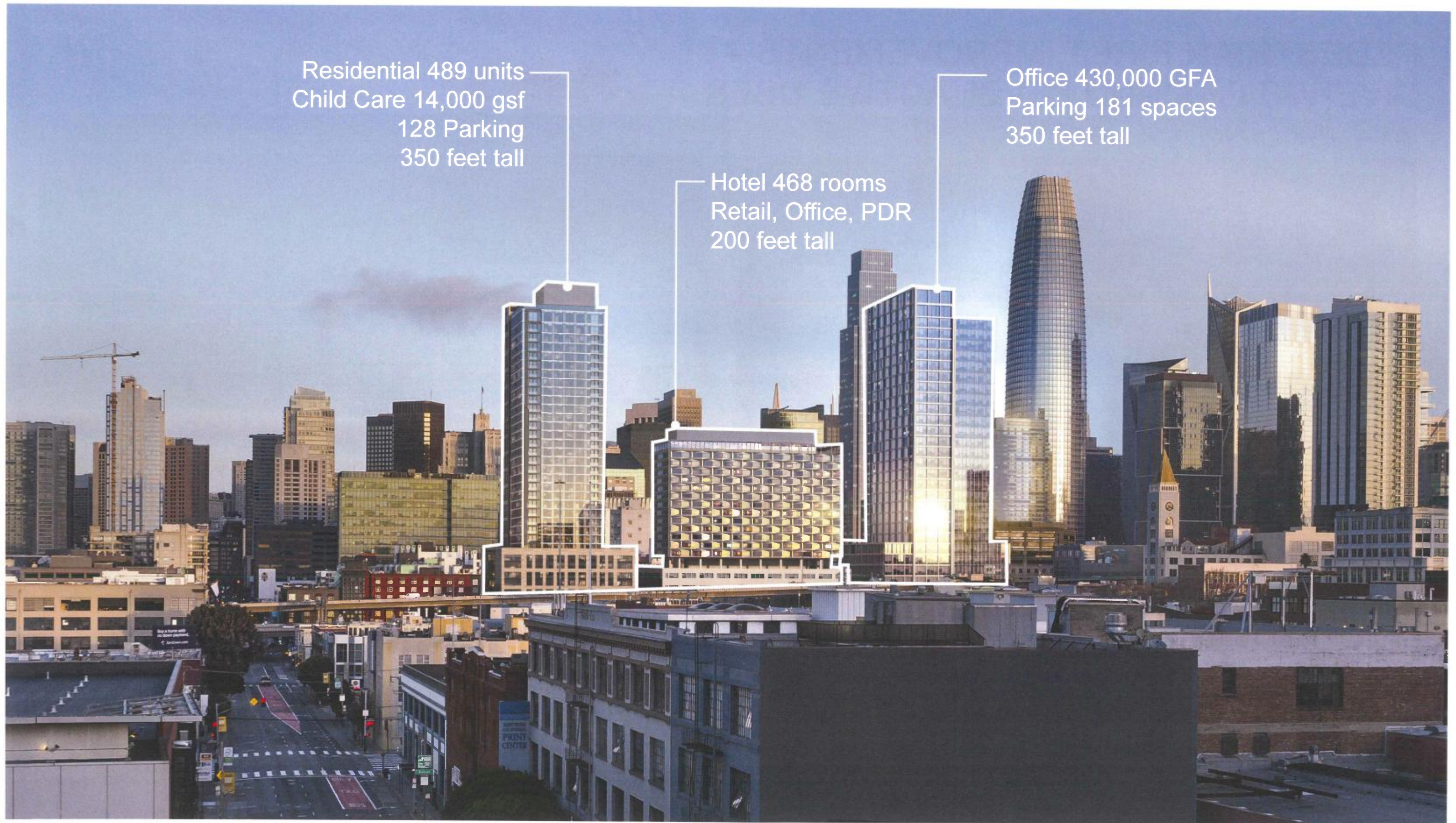
CONTRIBUTE TO OVERALL SKYLINE FORM OF THE CITY



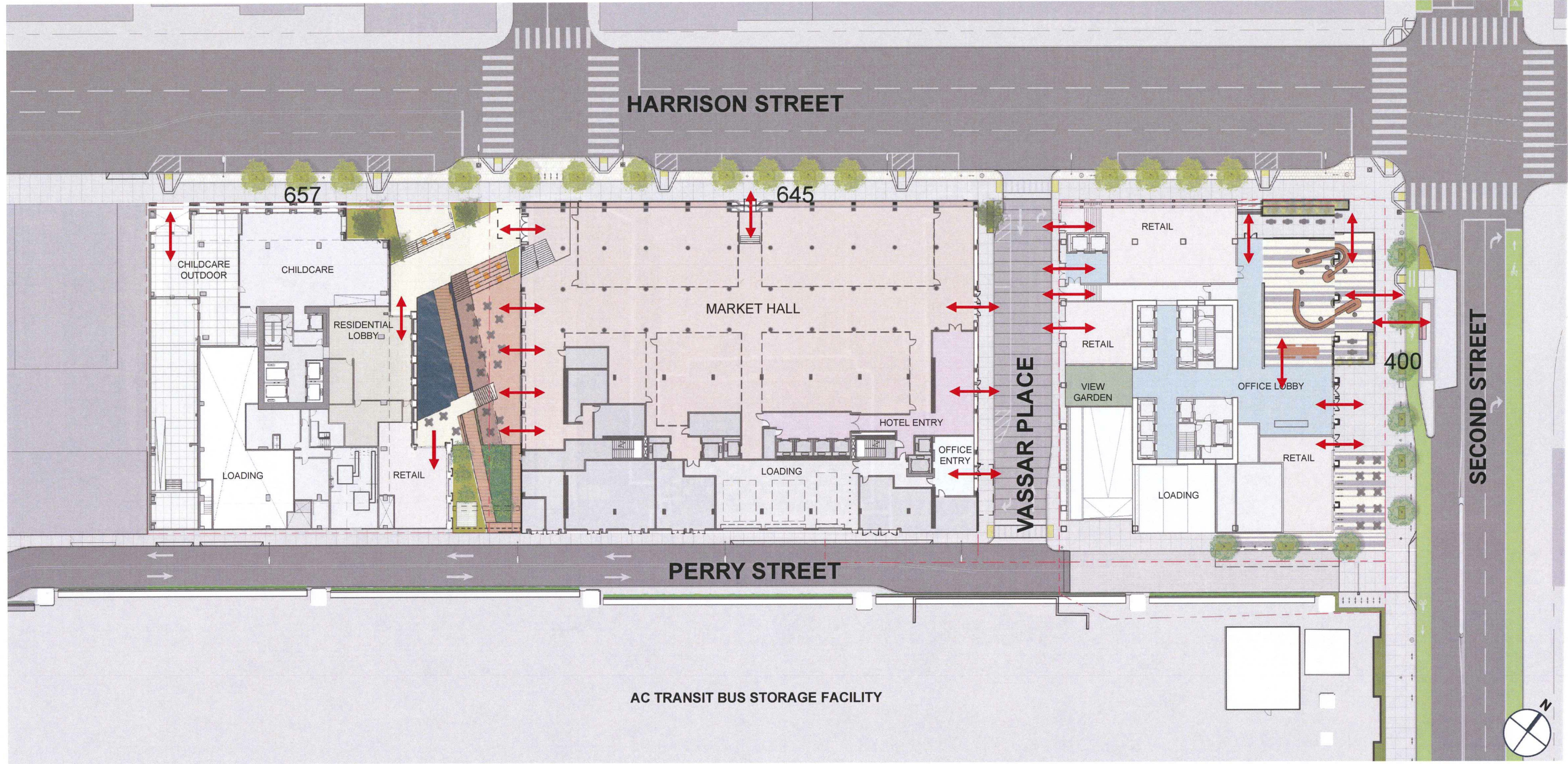
Residential 489 units
Child Care 14,000 gsf
128 Parking
350 feet tall

Hotel 468 rooms
Retail, Office, PDR
200 feet tall

Office 430,000 GFA
Parking 181 spaces
350 feet tall



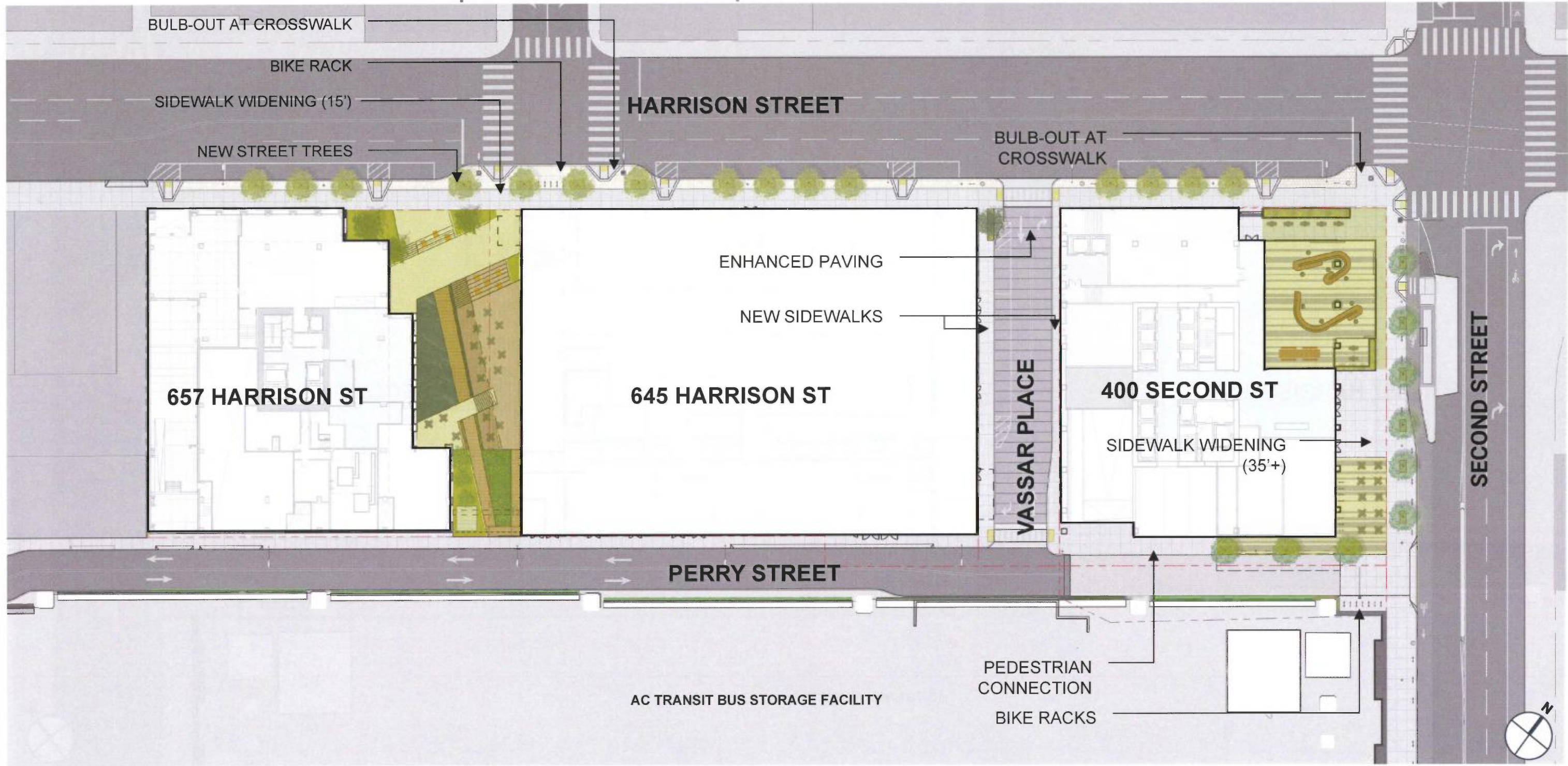
PEDESTRIAN FIRST IMPROVEMENTS – DIVERSE GROUND LEVEL ACTIVE USES



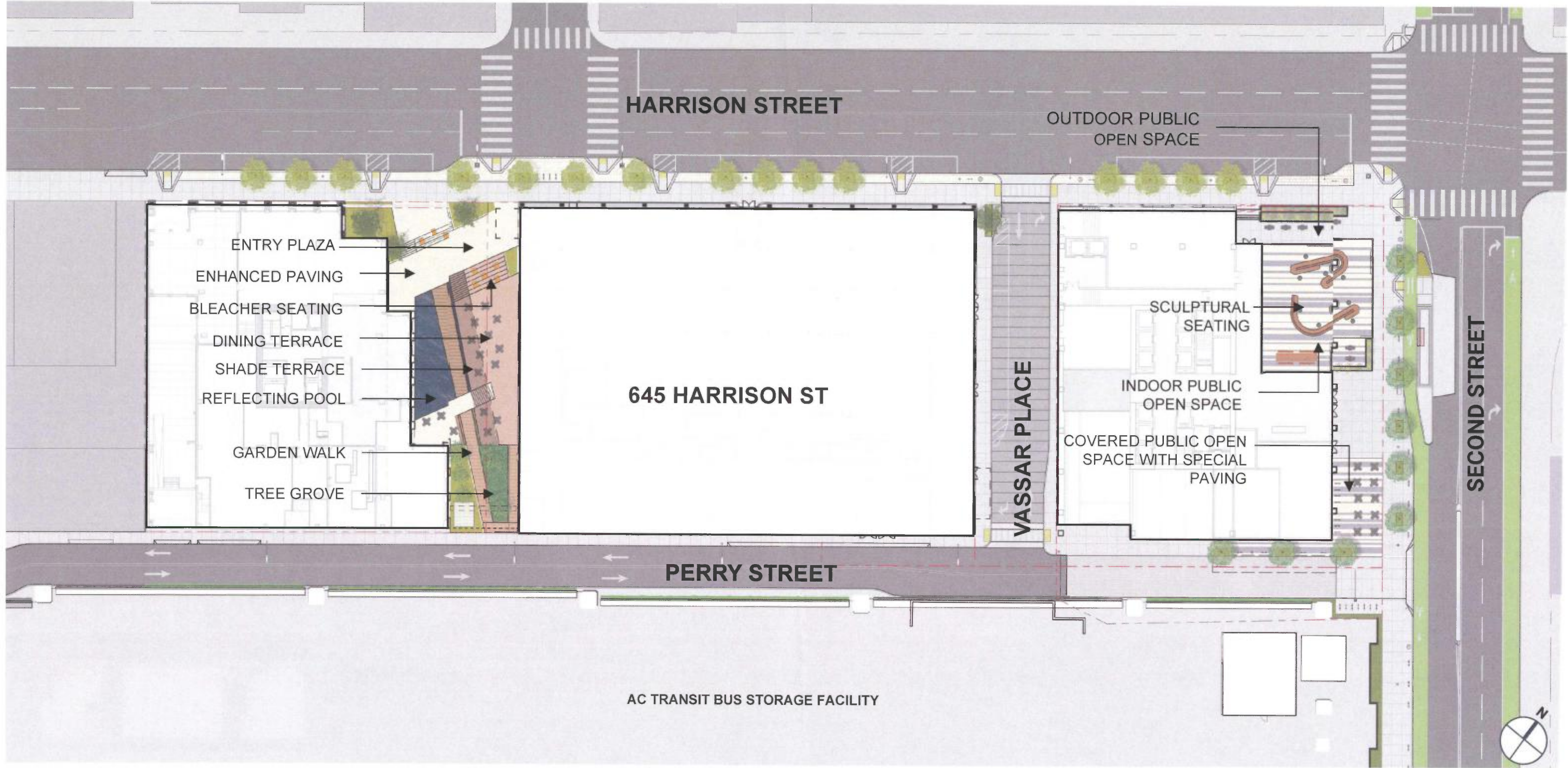
PEDESTRIAN FIRST IMPROVEMENTS



PEDESTRIAN FIRST IMPROVEMENTS – SIDEWALK WIDENING | BULB-OUTS | LANDSCAPE



PEDESTRIAN FIRST IMPROVEMENTS – DIVERSE GROUND LEVEL ACTIVE USES



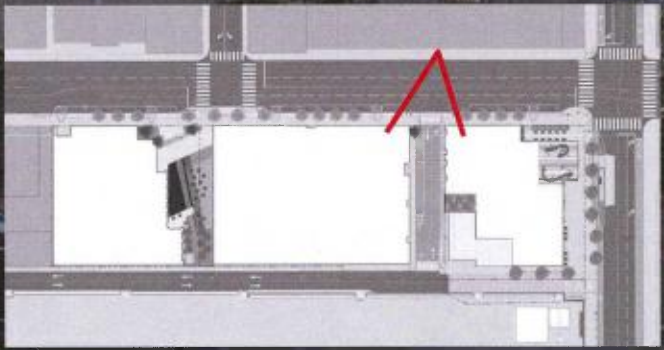
SECOND AND HARRISON – INTERIOR PUBLIC OPEN SPACE



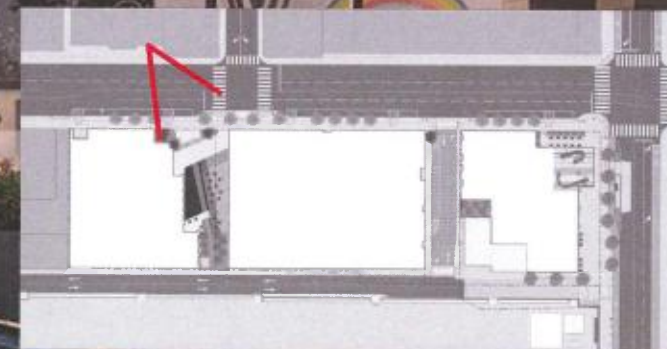
SECOND STREET VIEW



VASSAR ST IMPROVEMENTS



HAWTHORNE STREET PLAZA

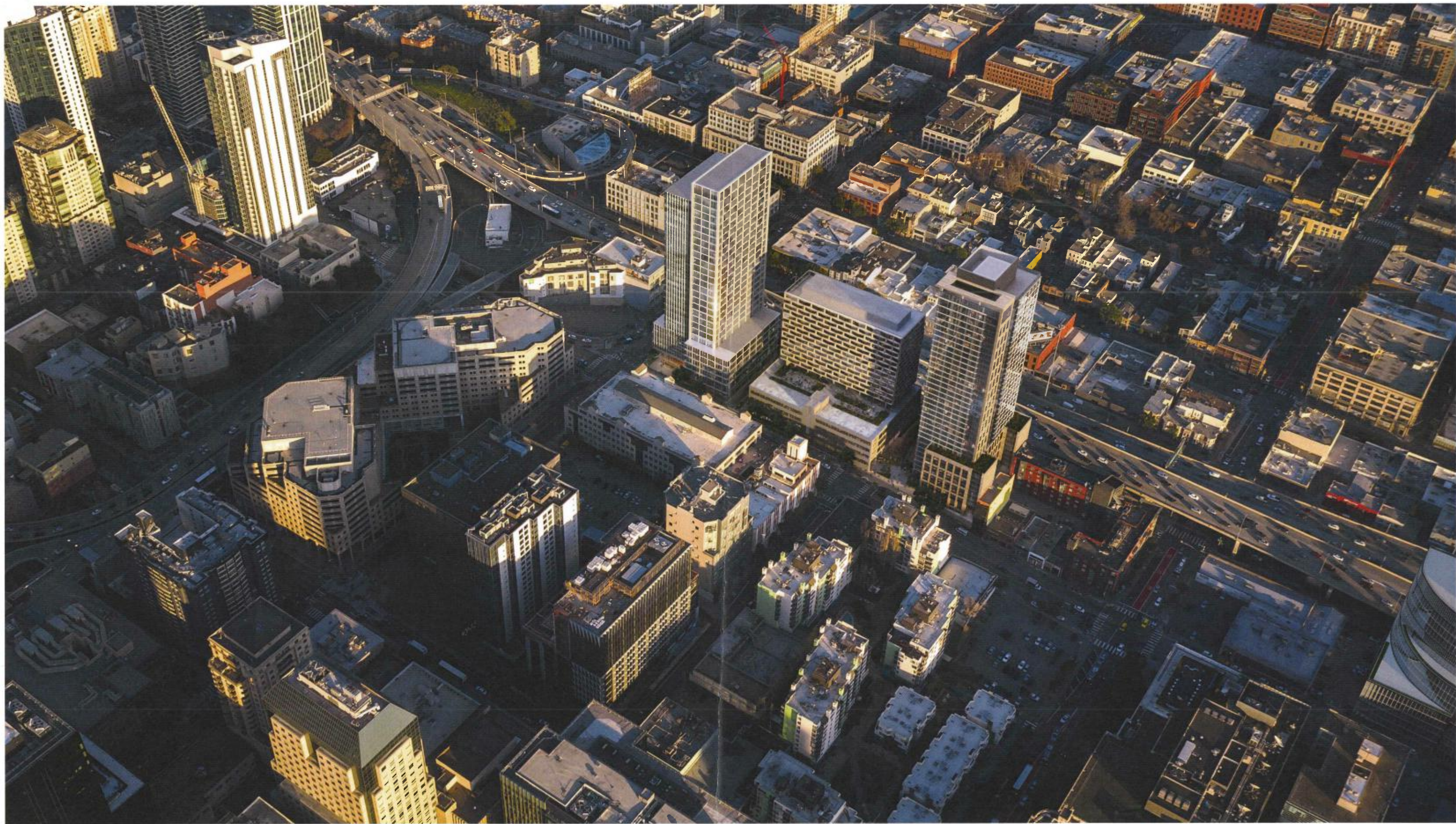


HAWTHORNE STREET PLAZA



ONE VASSAR FROM HARRISON STREET





HUNTERS VIEW HOPE SE

CONDITIONAL USE AND
DESIGN-FOR-DEVELOPMENT MODIFICATIONS

SECTION 295 SHADOW FINDING

Planning Commission
February 20, 2020



San Francisco
Planning

Hunters View HOPE SF

■ Today's Presentation

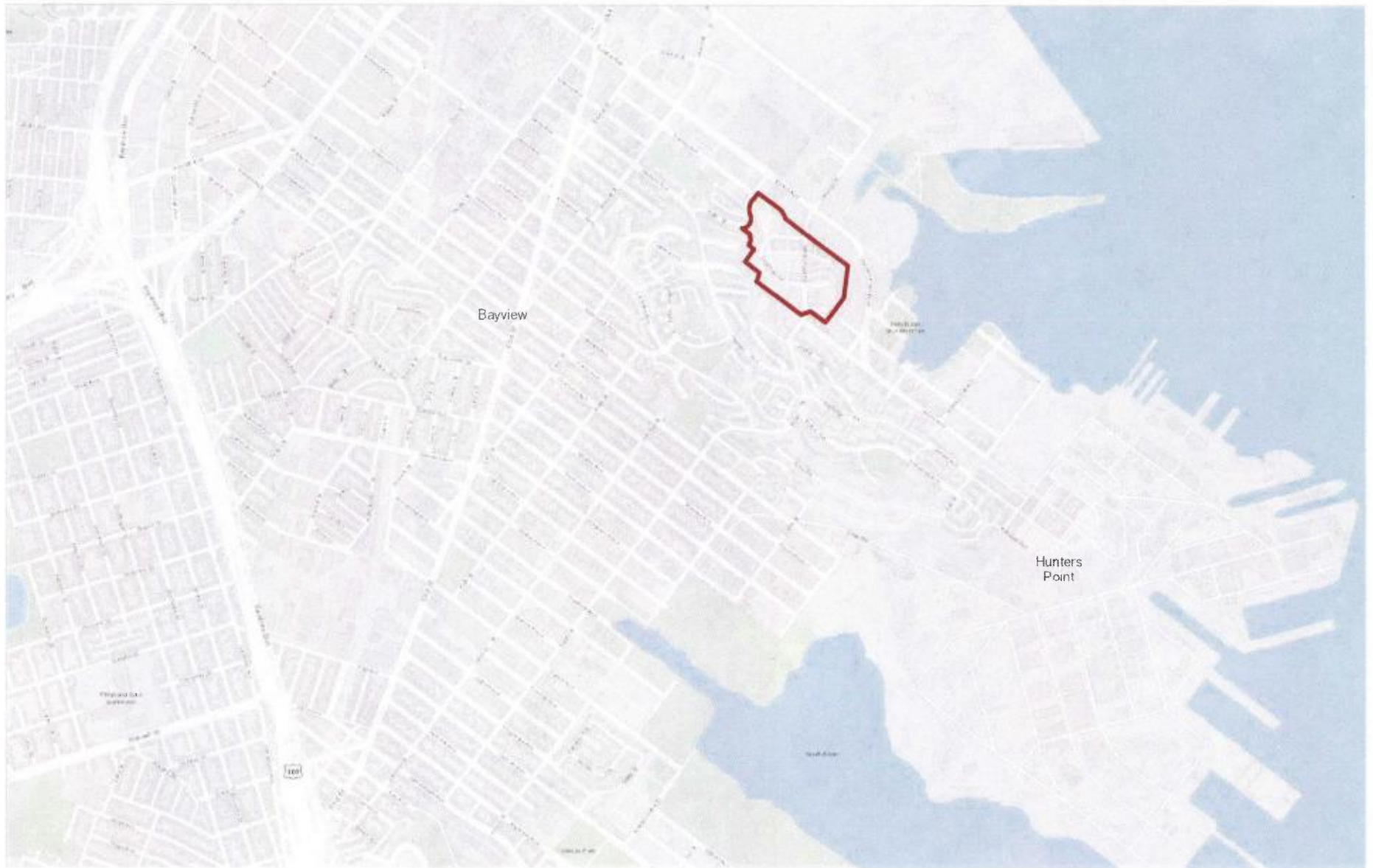
1. Original Approvals and Design-for-Development
2. Progress to Date
3. Actions before the Planning Commission
4. Design Informational Presentation
 - Block 14 and 17
 - Block 9
 - Blocks 2 and 3



HUNTERS VIEW
DESIGN FOR DEVELOPMENT



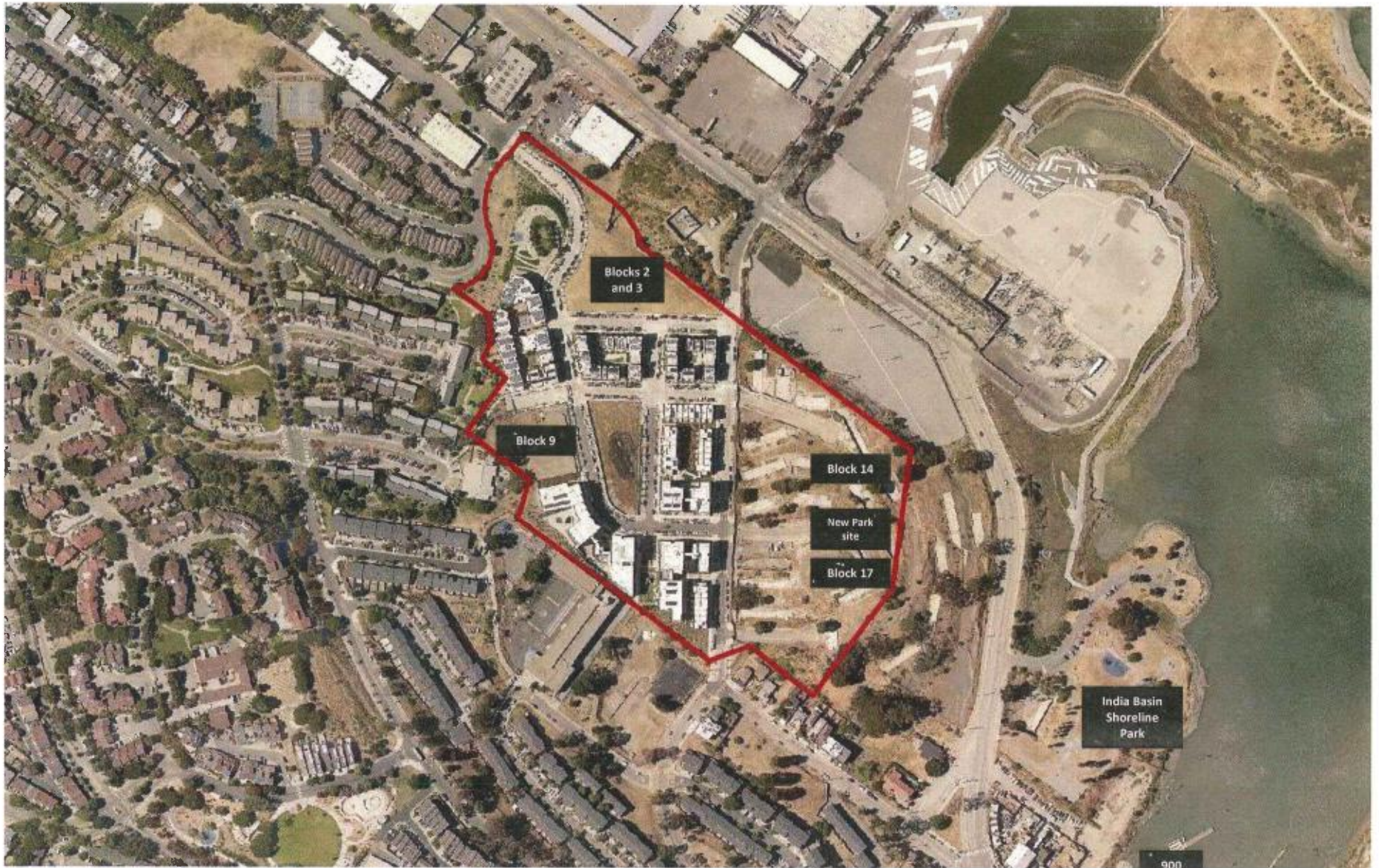
Hunters View **HOPE SF** Context



Hunters View HOPE SF Previous Condition



Hunters View HOPE SF Current Condition



Hunters View HOPE SF

■ Background of Original Approvals

- Planned Unit Development
- Design-for-Development
- Rezoning
 - Hunters View SUD
 - 40/65-X Height and Bulk District



HUNTERS VIEW
DESIGN FOR DEVELOPMENT



Hunters View **HOPE SF**

■ Progress to Date

• Phase I:

- 107 affordable housing units and Community space
- Blocks 4, 5 and 6 complete and fully occupied
- Promontory Park
- Grand Opening in April 2014



Hunters View HOPE SF

■ Progress to Date

• Phase I:

- 107 affordable housing units and Community space
- Blocks 4, 5 and 6 complete and fully occupied
- Promontory Park
- Grand Opening in April 2014

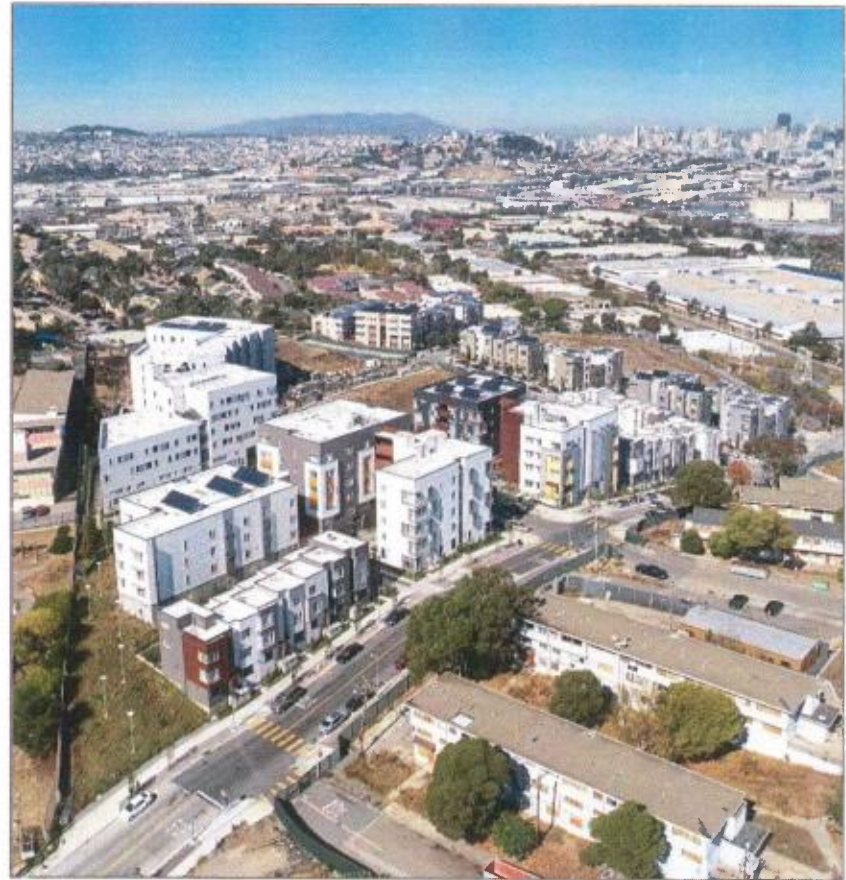


Hunters View **HOPE SF**

■ Progress to Date

■ Phase II (Blocks 7, 10 and 11)

- 179 units of public and affordable rental housing
- Community Room, Wellness Center, Childcare Center, and other resident amenities
- Ironwood Park
- All original Hunters View households are now rehoused in Phase I or Phase II
- Grand Opening in February 2019



Hunters View HOPE SF

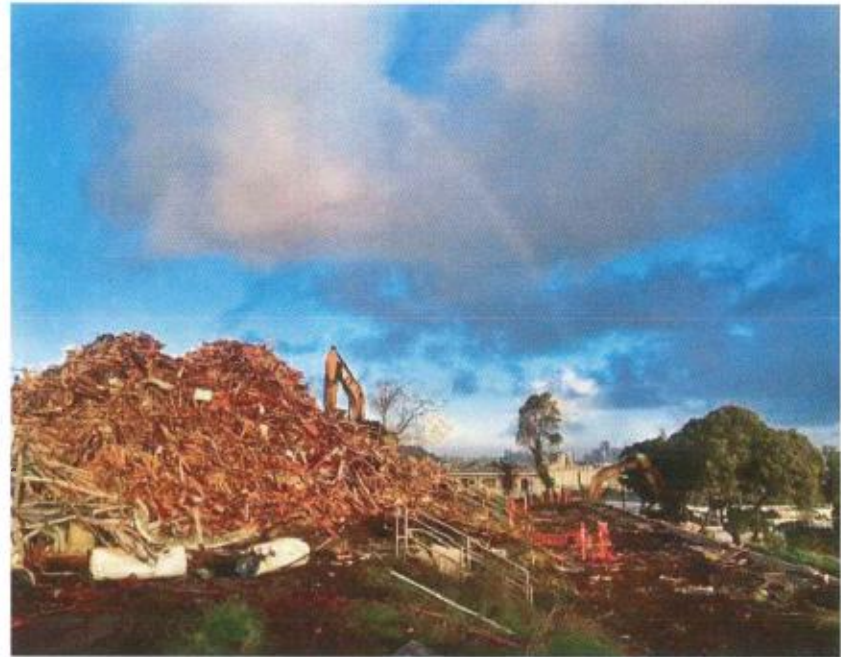
■ Progress to Date

- Phase II (Blocks 7, 10 and 11)
 - 179 units of public and affordable rental housing
 - Community Room, Wellness Center, Childcare Center, and other resident amenities
 - Ironwood Park
 - All original Hunters View households are now rehoused in Phase I or Phase II
 - Grand Opening in February 2019



Hunters View **HOPE SF**

- Progress to Date
- Phase III (Demolition)



Hunters View HOPE SF

■ Progress to Date



Phase I

Completed 2013

107 units

80 public housing replacement units
26 new tax credit units
1 manager's unit

3 new buildings + Promontory Park + new roads, sidewalks, and utilities

Bayview YMCA office



Phases IIA-B

Completed 2017-2018

179 units

134 public housing replacement units
43 new tax credit units
2 managers' units

3 new buildings + Ironwood Park + new roads, sidewalks, and utilities

Block 10 Community Hub
FrandelJA childcare, DPH Wellness Center, Phoenix Project



Phase III

Construction begins 2020

118 units

53 public housing replacement units
64 new tax credit units
1 manager's unit

2 new buildings + Bayview Park + new roads, sidewalks, and utilities

Learning/literacy space + library kiosk, café/commercial kitchen

Hunters View **HOPE SF**

■ Actions before the Commission

— CUA / PUD Modifications

- Modifications to Conditions of Approval
 1. Performance Period: additional 10 years
 2. Review of Subsequent Phases: allow 10-percent modifications
 3. Review of Subsequent Phases : notify Commission
- Modifications to Design-for-Development
 1. Increase Heights on Blocks 14 and 17
 2. Reconfigure Parks
 3. Usable Open Space on POPOS
 4. Parking Alleys
 5. Parking: allow parking per underlying zoning



HUNTERS VIEW
DESIGN FOR DEVELOPMENT

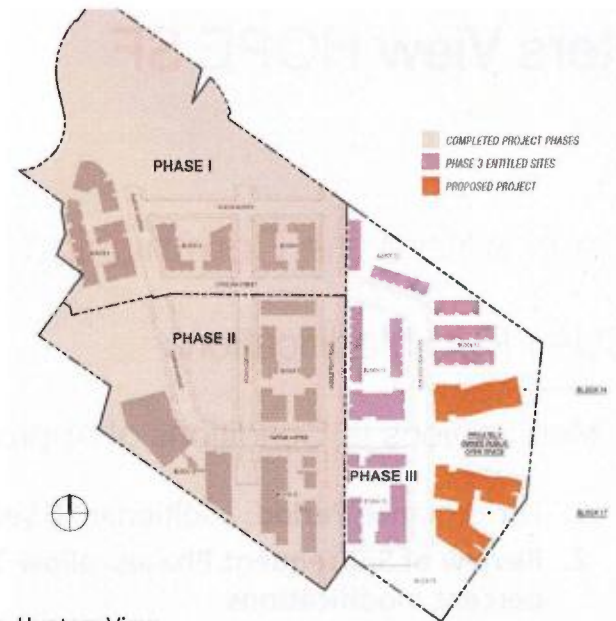


Hunters View HOPE SF

■ Actions before the Commission

— Section 295 Shadow Findings

- India Basin Shoreline Park
- 900 Innes Avenue Future Park site
- Park and Recreation Commission Recommendation



Site Plan- Hunters View



Hunters View **HOPE SF**

- Actions before the Commission

- Section 295 Shadow Findings

QUANTITATIVE CRITERIA	INDIA BASIN SHORELINE PARK (5.37 ACRES)		900 INNES FUTURE PARK SITE (3.17 ACRES)	
	SFH	PERCENTAGE	SFH	PERCENTAGE
THEORETICAL ANNUAL AVAILABLE SUNLIGHT (TAAS)	869,765,534	100%	514,679,881	100%
EXISTING SHADOW	18,631,845	2.14%	49,473,926	9.6126%
PROJECT SHADOW	3,499,779	+0.40%	1,167	+0.0002%
TOTAL SHADOW WITH PROPOSED PROJECT	22,131,624	2.54%	49,475,093	9.6128%

Hunters View HOPE SF

■ Actions before the Commission

– Section 295 Shadow Findings

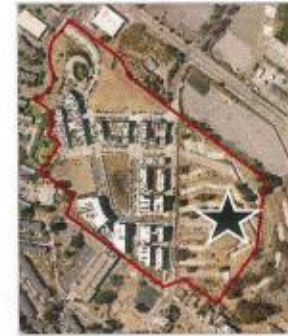
QUALITATIVE CRITERIA	INDIA BASIN SHORELINE PARK (5.37 ACRES)	900 INNES FUTURE PARK SITE (3.17 ACRES)
TIME OF YEAR NEW SHADING WOULD OCCUR	BETWEEN WINTER-SPRING-SUMMER-FALL: LATE AFTERNOON/EARLY EVENINGS, AS WELL AS, SOME WINTER MORNINGS	BETWEEN JUNE 1-JULY 11 & AUG 24- APRIL 18 EARLY MORNING
NO. OF DAYS/YEAR SHADING WOULD OCCUR	239 - 251 DAYS ANNUALLY	29 - 41 DAYS ANNUALLY
ANNUAL RANGE IN DAILY DURATION OF SHADOW (+/- 7 MINS.)	0 - 48 MINUTES 32 MINUTES AVG.	0 - 20 MINUTES 9 MINUTES AVG.
DATE AND TIME OF MAX NET NEW SHADOW	MAY 17 & JULY 26 AT 7:15 PM	JUNE 21 AT 7:36 PM
PERCENTAGE OF PARK COVERED BY LARGEST NEW SHADOW	0 UP TO 83,573 SF (35.76% OF PARK)	0 UP TO 220 SF (.1593%)
LOCATION OF SHADOW ON DATES OF MAX NET NEW SHADOW	TWO SEPARATE RECTANGULAR SHADOW COLUMNS EXTENDING FROM WEST EDGE OF PARK EASTWARD TO MIDDLE OF PARK	NW CORNER
PARK AREAS AFFECTED BY SHADOW	EXISTING: LAWN, PICNIC, KIDS PLAY, PUBLIC ENTRY, PATH PROPOSED: PARKING, LAWN, COOKOUT, PORTION OF BASKETBALL COURT, PATH	BAYWATER, SHORELINE PROMENADE (PATHWAY), CHILDREN'S PLAY AREAS

Hunters View **HOPE SF**

- Staff Recommendations
 - Adopt Motion Approving Changes to CUA and Design-for-Development
 - Adopt 295 Shadow Findings

Hunters View **HOPE SF**

- Design Informational Presentation: Blocks 14 and 17





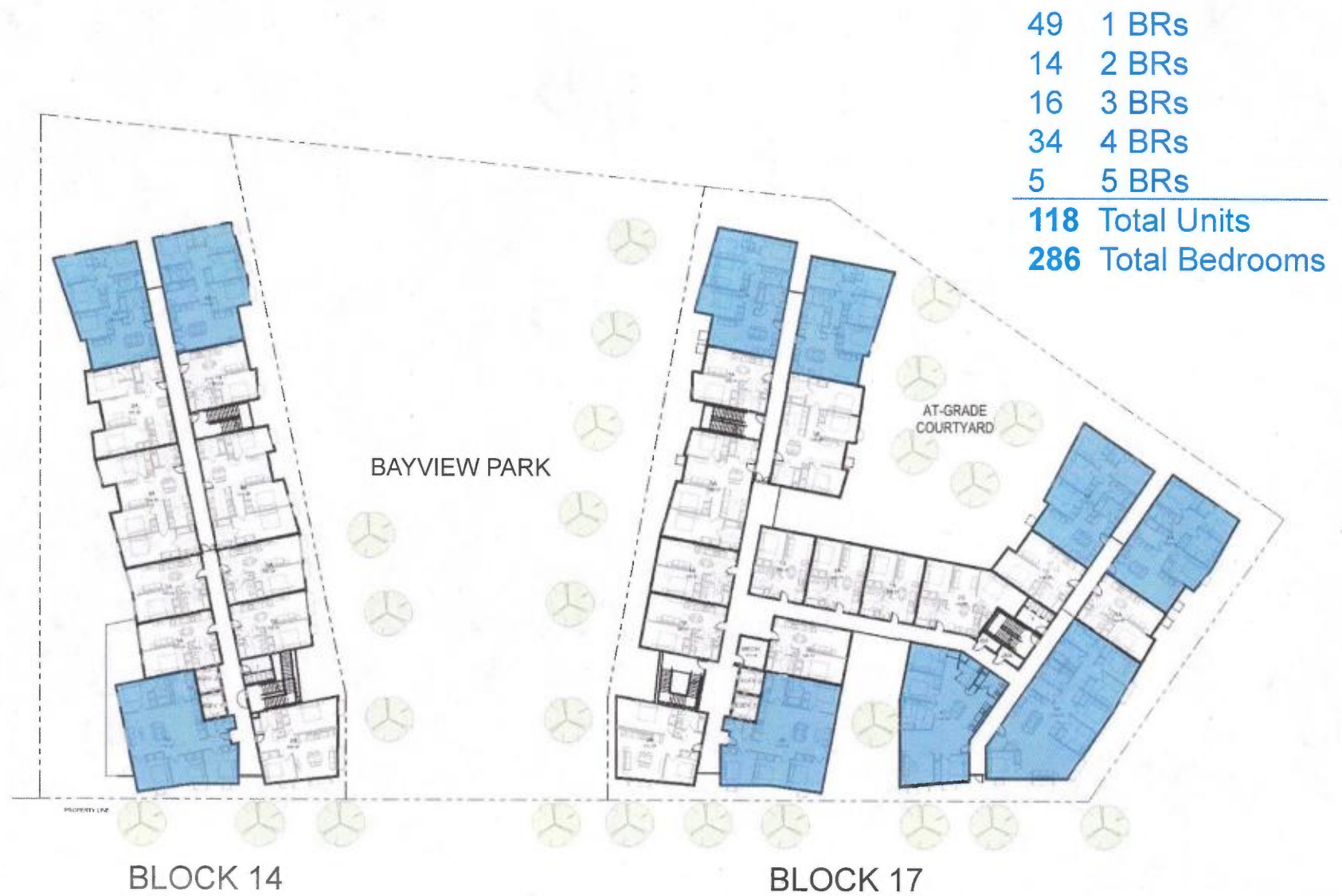
Site Plan







Ground Floor Plan



⊕ Upper Level Plan











Hunters View HOPE SF

- Market Rate Developer, Blocks 2, 3, & 9

FTW\#YHQXUHV

- Bay Area Builder
- Creates communities in **urban infill & transit oriented** sites
- All-electric, **solar-powered** homes – panels come standard
- Energy efficient** building materials, heating & cooling, and appliances
- Pre-wiring for **electric car chargers** in every home
- Low impact** landscaping and **low flow water fixtures**



SUNPOWER

Take Power your building
in a new way



Energy Star buildings efficiency
certification for low carbon footprint

nest

Smart thermostat learns your lifestyle
saves energy all day long

THE BOLD LOOK
OF KOHLER

WaterSense and AirSense faucets offer up to 15%
water savings reducing water bills

WILLOW
Milgard

Triple-glazed windows & ultra-quiet coating
offer insulation against cold & heat



ENERGY STAR certified Energy Efficiency
certification for low carbon footprint

Hunters View HOPE SF

- Market Rate Developer, Blocks 2, 3, & 9

PDUNHW#JDWH#SDUWQHUVKIS

- Partnership began in **2015**
- Land Price gets **reinvested into future HOPE SF** projects
- Housing Authority is a **profit participant** in the market rate project.



Hunters View HOPE SF

- Design Informational Presentation: Blocks 2 and 3



Hunters View HOPE SF



TOTAL SITE AREA: ±1.62 Acres (±70,445 SF)
 LOT C AREA: ±0.17 Acres (± 7,315 SF)
 EASMENT AREA: ±0.38 Acres (± 16,760 SF)
 DEVELOPABLE AREA: ±1.06 Acres (±46,370 SF)

TOTAL UNITS: 34 Homes
 Plan 1: (2) 2 Bedrooms
 Plan 2: (20) 2 Bedrooms
 Plan 3: (0) 2 Bedrooms
 Plan 4: (12) 3 Bedrooms
 DENSITY: 32.0 Homes per Acre

FRQFHSWXDO#GQXVWUDWLYH#VINH#SODQ

Hunters View HOPE SF



KEY
PLAN

UHOGHUIQJ#IURP#DFDFID#DQG#IDIJID [

Hunters View HOPE SF



UHOGHUIQJ#IURP#DFDFTD#DQG#PIGGCH#SRIQW

Hunters View HOPE SF



UHQGHUIQJ#IURP#IDIWID [#ORRNIQJ#VRXWK

Hunters View HOPE SF



ODQGVFDSH#GHVLTQ#LPDUHU\

Hunters View HOPE SF

- Design Informational Presentation: Block 9



Hunters View HOPE SF



TOTAL SITE AREA: ±0.92 Acres (±39,075 SF)
TOTAL UNITS: 30 Homes
 Plan 1: (7) 2 Bedrooms
 Plan 2: (11) 2 Bedrooms
 Plan 3: (8) 2 Bedrooms
 Plan 4: (4) 3 Bedrooms
DENSITY: 33.33 Homes per Acre

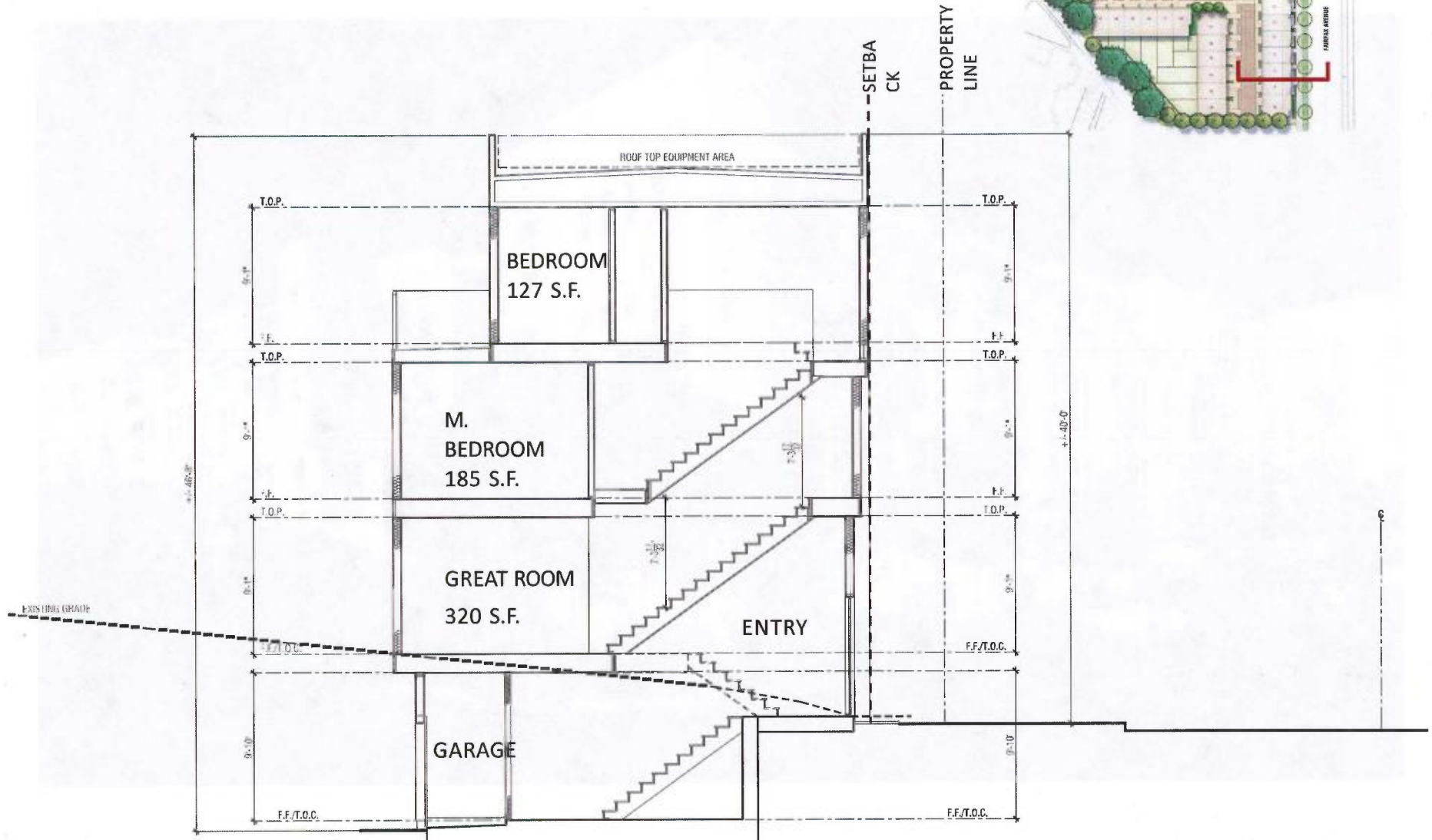
FRQFHSWXDO#GOXVWUDWLY#VIW#SODQ

Hunters View HOPE SF



UHQGHUIQJ#IURP#IDIWID [#DQG#FDWDOIQD

Hunters View HOPE SF



VDPSCH#EXIIGIQJ#HFWIRQ

Hunters View HOPE SF



FOURTH LEVEL



SECOND LEVEL



THIRD LEVEL



FIRST LEVEL

VDP SCH#10RRU#S0DQV

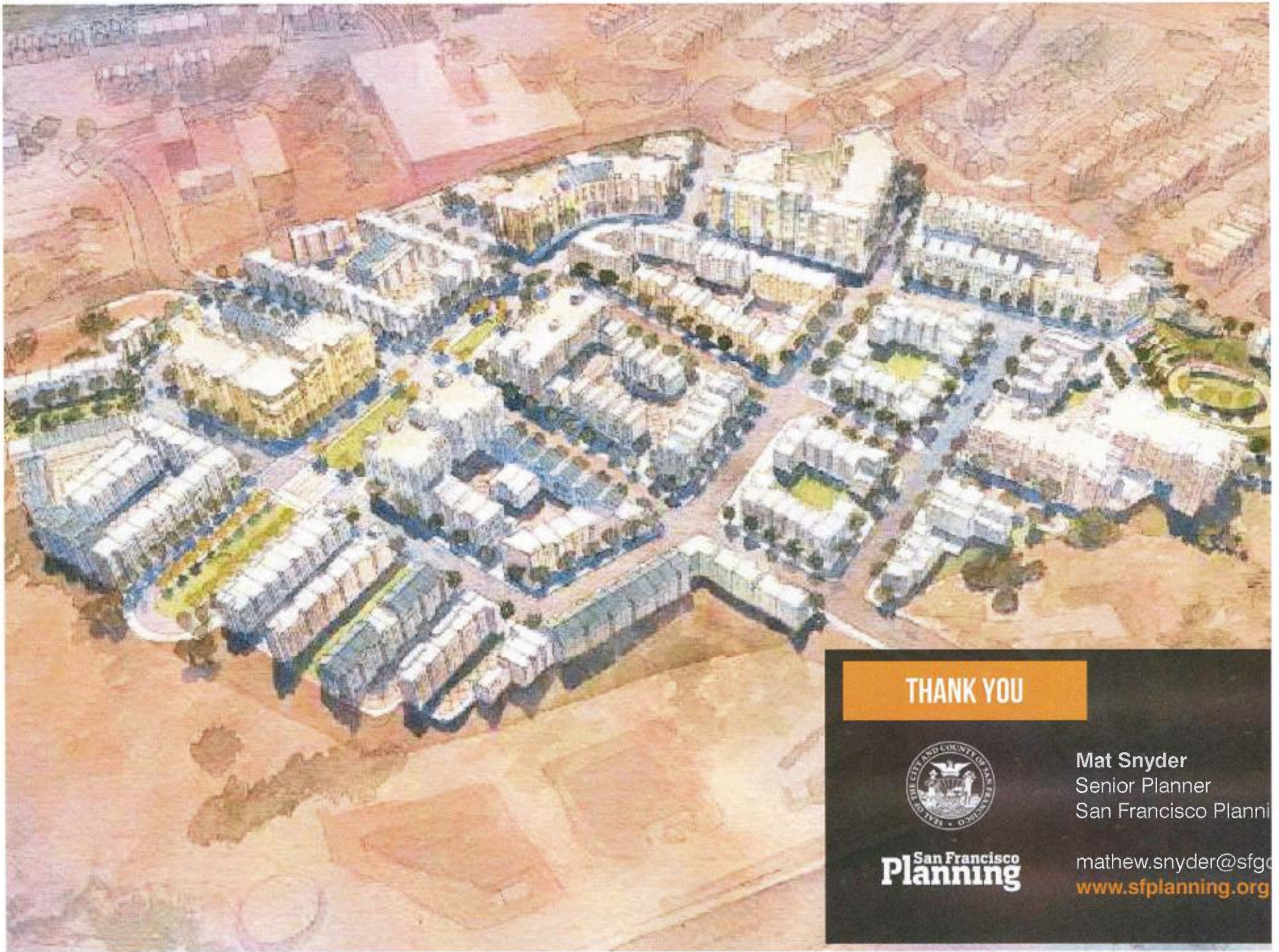
Hunters View HOPE SF



ODQGVFDSH#GHVLTQ#LPDJHU\

Hunters View **HOPE SF**

- Staff Recommendations
 - Adopt Motion Approving Changes to CUA and Design-for-Development
 - Adopt 295 Shadow Findings



THANK YOU



San Francisco
Planning

Mat Snyder
Senior Planner
San Francisco Planning

mathew.snyder@sfgo
www.sfplanning.org

PREAMBLE

On March 27, 2008, the Project Sponsor filed Application No. 2007.0168C for Conditional Use authorization pursuant to Planning Code Sections 303 and 304 to construct a new Planned Unit Development (PUD) for up to 800 dwelling units with exceptions to the following Planning Code requirements: lot width and area (Planning Code Section 121), rear yards (Planning Code Section 134(a) and (c)), usable open space (Planning Code Section 135), allowable obstructions (Planning Code Section 136), spacing of street trees (Planning Code Section 143), parking (Planning Code Sections 150, 151, 154 and 155), bicycle parking (Planning Code Section 155.5), loading (Section 152), dwelling unit exposure (Section 140), measurement of height (Planning Code Sections 102.12 and 260(a)) and density (Planning Code Section 209.1).

The proposed Hunters View HOPE SF Development Project (Project) includes the revitalization of Hunters View and consists of demolition of all existing public housing units and other community facilities on the site, which would result in a mixed-income community that will include up to 800 new residential units and provide one-for-one replacement of the existing 267 public housing units. Of the 800 residential units, the Project would construct 350 affordable rental units (267 of which will be the replacement public housing units). In addition, the net proceeds from the sale of the market-rate, for-sale units will cross-subsidize a portion of the development costs of the public housing replacement units and affordable rental units.

On June 12, 2008, the Department certified the Final Environmental Impact Report for the Hunters View Redevelopment Project (State Clearinghouse No. SCH 2007112086) for the Project (the "Final EIR").

On June 12, 2008, the Planning Commission adopted Motion No. 17621, approving the Conditional Use Authorization-Planned Unit Development, along with Planning Code text and map amendments that created the Hunters View Special Use District (Planning Code Sections 249.44 and 263.23), and changed the height and bulk district for the site from a 40-X Height and Bulk District to a 40/65-X Height and Bulk District ("Original Approvals"). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On September 18, 2018, Hunters View Associates, L.P. (hereinafter "Project Sponsor") filed Application No. 2007.0168CUA-02 (hereinafter "Application") with the Planning Department (hereinafter "Department") to modify Conditions of Approval of Motion No. 17621 by modifying three conditions of approval and modifying five provisions in the Hunters View Design-for-Development ("D4D") document.

On January 16, 2020, the Department issued an addendum to the Final EIR. The FEIR analyzed the environmental effects of implementing the Hunters View project. As shown in this addendum, the modified project, which is the subject of this addendum, would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures. Additionally, no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. Therefore, as discussed in more detail below, the modified project would not change the analysis or conclusions reached in the FEIR. that found changes to the Project and the changes to the associated approvals do not change the conclusions of the Final EIR and that no supplemental environmental review is required.

On February 20, 2020, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use/Large Project

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On February 20, 2020, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use/Large Project Authorization/Downtown Project Authorization Application No. 2015-000123CUA.



London N. Breed, Mayor
Phillip A. Ginsburg, General Manager

Date: February 20, 2020

To: San Francisco Planning Department
Attn: Mat Snyder, Senior Planner, Citywide Planning

From: Recreation & Park Department
Chris Townes, Senior Planner, Capital & Planning Division

Subject: Hunters View Phase 3 Shadow Project
(Case No. 2007.0168SHD-03; Block 4624, Lot 032)

Mr. Snyder,

I'm writing to inform you that the Hunters View Phase 3 Shadow Project (Case No. 2007.0168SHD-03; Block 4624, Lot 032) appeared before the Recreation and Park Department Commission at today's (February 20, 2020) Commission hearing and the Commission unanimously voted in the affirmative to resolve that "the Commission recommends that the Planning Commission find that the shadow cast by the proposed project Hunters View Phase III will not have a significant adverse impact on the use of India Basin Shoreline Park and 900 Innes Future Park Site, pursuant to Planning Code Section 295 (the Sunlight Ordinance)." The final Resolution of this decision is forthcoming; however, it is still being prepared by our Recreation and Park Commission Secretary which may take a few days. I will forward you the final Resolution once available; however, I'm providing this memo summary of the Recreation and Park Commission's decision at today's hearing for shared Departmental reference in the interim.

Thank You,

Chris Townes, Senior Planner

Recreation and Park Department

Planning & Capital Improvement Division

Tel: (415) 575-5602

Email: chris.townes@sfgov.org



ZACKS, FREEDMAN & PATTERSON

A PROFESSIONAL CORPORATION

Received at CPC Hearing 2/20/2020
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February 20, 2020

VIA HAND DELIVERY AND EMAIL

President Joel Koppel
San Francisco Planning Commission
1650 Mission Street
San Francisco, CA 94103

Re: Bayview Industrial Triangle Zoning Update
Planning Case No. 2020-000084PCA/MAP
File No. 2000086

Dear President Koppel and Honorable Members of the Planning Commission:

Our office represents Bobby Fallon, the owner of 3830 Third Street, San Francisco (block/lot 5235/003). Mr. Fallon, along with numerous owners of property within the project area, strenuously objects to the proposed rezoning of the Bayview Industrial Triangle. The project includes imposing Production, Distribution and Repair ("PDR") on many parcels in the district, including Mr. Fallon's Property, which will lose its ability to build direly needed housing as a result. Mr. Fallon opposes the above-captioned project, inter alia, on the grounds that the Planning Department's certification of a categorical exemption for the project violates the California Environmental Quality Act ("CEQA") and the Housing Crisis Act of 2019 ("SB 330," Gov. Code §66300).

As an initial matter, the Executive Summary for the February 20, 2020 hearing states that only one parcel, Mr. Fallon's, would lose housing capacity as a result of the rezoning, costing the City 64 potential residential units. Under the BIT plan, this parcel is designated as "light industrial commercial," which allows housing above the ground floor. The underlying zoning for this lot is M-1, which allows housing as a conditional use. The project would rezone Mr. Fallon's property to PDR-1G, which does not allow housing.

The proposed amendment also lists a total of 46 M-1 parcels that would undergo the same zoning change, but fails to address the resultant loss of housing. The Staff Report incorrectly uses the BIT plan as the baseline to assess the loss of potential housing under this proposal, rather than the underlying M-1 zoning district, to which the lots will revert when the BIT plan expires in June 2020. The correct baseline is the underlying zoning district for these lots, which allows residential development as a conditional use (notwithstanding that the BIT plan currently does not permit residential development on these lots). Changing the underlying zoning of these lots to PDR-1G represents the loss of some 1,233 potential residential units, according to planning consultant Kate McGee of KM Planning Strategy, whose letter is included in the Executive Summary. (Attached.)

On February 12, 2020, the Planning Department issued an erroneous Categorical Exemption for the project. This determination waves away CEQA with a project description that characterizes

the rezoning as “largely procedural and housekeeping measures.” The central purpose of CEQA is to ensure that all potential environmental impacts of a project are disclosed and analyzed. For this to occur, a correct and complete description of a project, including the baseline conditions, is of utmost importance. An “accurate, stable and finite project description is the sine qua non of an informative and legally sufficient” CEQA document. (County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 199.) By contrast, an “unstable project description draws a red herring across the path of public input.” (Id. at pp. 197–198.) If the full extent of a project is not disclosed, or if there is no stable project description, it is impossible for the public to assess its impacts. Here, the Project description is substantially inaccurate.

Moreover, a project is only exempt from CEQA review if “it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.” This project seeks to shift more than 1,200 units of residential capacity out of the Bayview Industrial Triangle. This is especially significant in light of the recent Muni T-Line that was placed just feet from the affected parcels. Barring the City’s sudden desire to impose zoning that mandates industrial use and industrial use only, it is all but certain that housing developments would be built in this area. A change of this magnitude unquestionably requires CEQA review, as it will shift development patterns and the locations of resulting significant impacts, *inter alia*, traffic, blight, public service needs, and businesses catering to residential vs. industrial uses.

In addition to violating the letter and spirit of CEQA, this project has also purported to comply with the Housing Crisis Act without actually meeting its stringent requirements. SB 330 states that no parcel may be downzoned such that residential housing can no longer be built on the land. Though there is a carve-out in the law for a “concurrent” rezoning that results in no net loss of housing capacity, the Executive Summary states that the project is in compliance with the SB 330 because the project is concurrent with the Potrero Power Station upzoning. However, the Planning Commission approved this project, and recommended that the Board of Supervisors upzone the site, at its January 30 meeting. The Board of Supervisors will take this matter up via a separate ordinance (File No. 200039) on an unknown date in the future. This is not “concurrent.”

This is more than a pedantic distinction or procedural technicality. The state legislature directed that SB 330 “be broadly construed so as to maximize the development of housing within this state.” (Gov. Code §66300(f)(2).) A broad interpretation means that any upzoning must be part of the same downzoning action. SB 330 does not allow a city to create a pot of upzoning credits to be doled out among other properties to be downzoned. While the Potrero Power Station upzoning laudably creates some 2,600 housing units for the City, this does not allow the City to now use those units as credits to keep its housing capacity unchanged. Such a reading of an ancillary clause would impermissibly use a technicality to subvert the overarching intent of the law: to rapidly increase housing stock to ameliorate California’s housing crisis.

Mr. Fallon is prepared to file suit to invalidate the rezoning of his property.

San Francisco Planning Commission
February 20, 2020
Page 3

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC

A handwritten signature in blue ink, appearing to read "Ryan J. Patterson", is written above a horizontal line.

Ryan J. Patterson

Encl.



January 22, 2020

To: Joy Navarrete, SF Planning via email
From: Kate McGee, KM Planning Strategy

Re: Notification of Project Receiving Environmental Review
Case No.: 2020-000084ENV
Project Address: Bayview Industrial Triangle Rezoning and Cannabis Restrict Use District

This letter is made in response to the Notification of Project Receiving Environmental Review ("Project") for the Bayview Industrial Triangle Rezoning and Cannabis Restricted Use District ("BIT"). Comments regarding the potential environmental effect of the project are as follows:

Development Capacity

To analyze the potential indirect physical effects of a regulatory program such as what's proposed in the Project, it is necessary to develop a set of reasonable assumptions concerning the future physical development that could be constructed under the proposed Project. Typically, when determining development capacity for a particular area, one reviews the existing and proposed zoning, identifies specific sites with realistic potential as development sites, and accommodates for known entitled and reasonably foreseeable projects.¹

The existing allowable height limit for all parcels off Third Street ("Area") in the Redevelopment Plan is 40'. Because the existing underlying height limit is 65', the Project does not include a Height and Bulk Map Amendment. However, the removal of the Redevelopment Plan allows for more development capacity than what is currently permitted.

Is the Planning Department's review of the Project going to incorporate the increased development capacity associated with the removal of the Redevelopment Plan and the additional permitted height?

Growth Forecasts

Plan Bay Area considers the need for growth in Priority Development Areas ("PDAs") to leverage existing infrastructure to minimize development in our green fields and maximize growth in transit-rich communities. This strategy helps to lower vehicle miles traveled and greenhouse gases². The Project resides in a PDA and is therefore considered an area for focused

¹ Central SoMa Plan: Comments and Response Document

² <https://abag.ca.gov/our-work/land-use/pda-priority-development-areas>

growth. Consistent with the goals of the PDA, growth (increased housing allocation) is directed to locations where the transit system can be utilized more efficiently, where workers can be better connected to jobs, and where residents can access high-quality services.

The Project seeks to prohibit residential and commercial development except right on Third Street through the implementation of PDR zoning, whereas the current underlying M-1 zoning permits residential uses with conditional use authorization. The Project seeks not to accommodate forecasted growth in a part of the city that is easily accessible by transit, thereby potentially contributing to an increase in greenhouse gas emissions by requiring development to occur in less-transit-accessible locations.

What is the relationship between the development capacity of the Project and the citywide growth allocation, derived from ABAG and MTC regional projections?

What is the growth forecast for this area and how does the proposal to eliminate housing potential effect these forecasts and associated funding for improvements to the Project area?

What is the employment forecast for the area and how does the proposed PDR-1-G zoning district limit or meet employment projections?

Housing

SB 330 Housing Crisis Act of 2019

SB 330 (Cal. Gov't Code Section 66300) prohibits the city from rezoning actions or imposing new development standards that would reduce the zoned capacity for housing. The existing M-1 zoning district allows for residential development. The proposal to change the zoning in the Area to PDR-1-G prohibits housing, in violation of SB 330.

What is the number of units being analyzed as part of the Project under current M-1 zoning and how does the proposal to prohibit housing in most of the area comply with SB330?

State or Local density bonus programs

The conversion of M-1 zoning to PDR-1-G eliminates the opportunity to use State or Local density bonus programs such as the State Density Bonus Program, HOME-SF, and the San Francisco 'Density Done Right' program. As a result, the proposal to rezone the area could result in fewer affordable units than what would be currently permitted.

Does the environmental review compare the relative impacts of these two scenarios on the environment? (current zoning and affordable housing potential and proposed zoning in the Area with no affordable housing potential)

PDR Uses – aesthetics, parking, loading, manufacturing and air quality

The BIT is bordered by residential and neighborhood commercial uses on all sides except for the southeast wastewater treatment plant, which is undergoing a \$1.3 billion renovation expected to be completed in 2024 and has a focus on improving air quality. The Project is required to

disclose the off-site physical environmental impacts that could result under the proposed Plan from intense industrial development of the area.

If PDR uses are only allowed in the Area, how will 'PDR' be reviewed with regard to aesthetics, transportation, parking, loading and air quality?

Community Alternative to the Project

In a letter dated January 14, 2020, stakeholders of the BIT requested more flexible zoning, including incorporating commercial, R&D, and housing uses as permitted uses for the Area, allowing for PDR uses on the ground floor in the proposed NCT-3 zoning district, and generally increasing the number of housing units permitted in the area and employment density.

Based on our assumptions detailed in the attached, the total housing potential along Third Street is 339 units. Given the lot configuration of many of these parcels (narrow and less than 3,000 square feet), it is expected that new construction would build to 50' in height and not to the maximum 65' height limit, further reducing potential housing capacity by approximately 20% (271 units). However, lot configuration changes in parcels located off of Third Street and many parcels can provide housing projects that trigger affordable housing requirements thereby increasing not only the number of housing units, but the number of affordable units, in total to approximately 1,572 units. At a 20% affordable housing rate, not accounting for State or Local density bonus programs, the Community Alternative has the capacity to provide for over 300 units of affordable housing. Stakeholders agree to a 1:1 replacement of existing PDR therefore, in addition to the housing potential, the approximately 200,000 square feet of existing PDR space within the subject area would remain.

The request for flexible zoning seeks to enhance feasibility for the creation of PDR, housing, retail, commercial and R&D space. We assume you are analyzing 1,500,000 square feet of PDR space. We request that the analysis include other uses such as retail, commercial, and R&D space as well as 1,572 residential units.

What is the additional analysis that is needed to study the requests of the stakeholders?

What is the process to include these requests into the environmental review process for the Project?



3rd Street Housing Potential

Block	Lot	Lot Size	Rear Yard Allocation	Gross Building SQFT per Floor	Bldg Circulation	Net Usable SQFT	Average Unit size	Units per floor	# of Floors	Total Unit	
										Bldg Count	
5242	21	2,396	0.75	1,797	0.8	1,438	750	2	5	10	
	22	2,624	0.75	1,968	0.8	1,574	750	2	5	10	
	23	2,848	0.75	2,136	0.8	1,709	750	2	5	11	
	24	3,075	0.75	2,306	0.8	1,845	750	2	5	12	
	42	11,633	0.75	8,725	0.8	6,980	750	9	5	47	
5253	29	2,439	0.75	1,829	0.8	1,463	750	2	5	10	
	30	2,667	0.75	2,000	0.8	1,600	750	2	5	0	
	31	2,894	0.75	2,171	0.8	1,736	750	2	5	12	
	32	3,121	0.75	2,341	0.8	1,873	750	2	5	12	
	33	2,128	0.75	1,596	0.8	1,277	750	2	5	9	
	34	2,391	0.75	1,793	0.8	1,435	750	2	5	10	
	8	5,263	0.75	3,947	0.8	3,158	750	4	5	21	
5260	32		0.75	-	0.8	-	750	0	5	0	
	34	3,110	0.75	2,333	0.8	1,866	750	2	5	12	
	35	2,156	0.75	1,617	0.8	1,294	750	2	5	9	
	36	2,387	0.75	1,790	0.8	1,432	750	2	5	10	
5272	045 / 048		0.75	-	0.8	-	750	0	5	85	
5279	1	3,750	0.75	2,813	0.8	2,250	750	3	5	15	
	2	1,875	0.75	1,406	0.8	1,125	750	2	5	8	
	3	1,873	0.75	1,405	0.8	1,124	750	1	5	7	
	4	7,496	0.75	5,622	0.8	4,498	750	6	5	30	
5260	1		0.75	-	0.8	-	750	0	5	0	

53

339

Parcels Not Fronting 3rd Street

Housing Unit Count Potential

Block	Lot	Lot Size	Rear Yard Allocation	Gross Building SQFT per Floor	Bldg Circulation	Net Usable SQFT	Average Unit size	Units per floor	# of Floors	Total Unit Bldg Count
5235	3	16,271	0.75	12,203	0.8	9,763	750	13	5	65
5242	20	2,500	0.75	1,875	0.8	1,500	750	2	5	10
5242	16	10,000	0.75	7,500	0.8	6,000	750	8	5	40
	15	15,000	0.75	11,250	0.8	9,000	750	12	5	60
5253	9	10,000	0.75	7,500	0.8	6,000	750	8	5	40
	13	5,000	0.75	3,750	0.8	3,000	750	4	5	20
	15	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	16	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	17	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	18	5,000	0.75	3,750	0.8	3,000	750	4	5	20
	20	5,000	0.75	3,750	0.8	3,000	750	4	5	20
	39	15,000	0.75	11,250	0.8	9,000	750	12	5	60
	28	2,495	0.75	1,871	0.8	1,497	750	2	5	10
5260	4	14,997	0.75	11,248	0.8	8,998	750	12	5	60
	10	22,498	0.75	16,874	0.8	13,499	750	18	5	90
	19	11,796	0.75	8,847	0.8	7,078	750	9	5	47
	37	9,997	0.75	7,498	0.8	5,998	750	8	5	40
	38	5,693	0.75	4,270	0.8	3,416	750	5	5	23
	30	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	31	2,500	0.75	1,875	0.8	1,500	750	2	5	10
5272	11	7,050	0.75	5,288	0.8	4,230	750	6	5	28
	14	2,495	0.75	1,871	0.8	1,497	750	2	5	10
	15	2,495	0.75	1,871	0.8	1,497	750	2	5	10
	16	2,495	0.75	1,871	0.8	1,497	750	2	5	10
	17	9,997	0.75	7,498	0.8	5,998	750	8	5	40
	18	14,997	0.75	11,248	0.8	8,998	750	12	5	60
	19	19,998	0.75	14,999	0.8	11,999	750	16	5	80
	20	19,994	0.75	14,996	0.8	11,996	750	16	5	80
	43	2,495	0.75	1,871	0.8	1,497	750	2	5	10
	44	10,000	0.75	7,500	0.8	6,000	750	8	5	40
5279	48	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	49	5,000	0.75	3,750	0.8	3,000	750	4	5	20
	45	2,495	0.75	1,871	0.8	1,497	750	2	5	10
	44	2,495	0.75	1,871	0.8	1,497	750	2	5	10
	43	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	42	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	41	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	39	5,000	0.75	3,750	0.8	3,000	750	4	5	20
	37	5,000	0.75	3,750	0.8	3,000	750	4	5	20
	36	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	35	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	34	2,500	0.75	1,875	0.8	1,500	750	2	5	10
	33	2,495	0.75	1,871	0.8	1,497	750	2	5	10
	51	5,000	0.75	3,750	0.8	3,000	750	4	5	20
	54	5,000	0.75	3,750	0.8	3,000	750	4	5	20
	53	2,500	0.75	1,875	0.8	1,500	750	2	5	10



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February 12, 2020

RE: BIT Re-Zoning

Dear President Koppel and Member of the Planning Commission,

I am writing this letter to request that you continue the item before you regarding the proposed ordinance to rezone most of the expiring Bayview Industrial Triangle Redevelopment Area to a strictly PDR zoning district. The Bayview Industrial Triangle is a small segment of the Bayview district just west of Third Street in an area that contains a mix of commercial, residential and light industrial uses.

All the properties being reconsidered for this rezoning are within 30 to 500 feet from the T – Line rail on Third Street which was a major infrastructure upgrade at a cost in excess of \$660 Million. There is a tremendous opportunity here to revitalize what is now a landscape of broken and aging structures and allow our neighborhood to grow and become vibrant again. This will only be possible if zoned appropriately. My property specifically has a front door that is within 30 feet of the Third and Evans St. southbound T-Line stop. We have owned this property and ran our family business from this location for over 25 years. We are very deeply vested in this community and spent countless hard-earned dollars maintaining and improving our properties since we purchased them. My property is currently group zoned with the remainder of the properties that border Third St. Under the proposed plan this very influential parcel would be converted to PDR while the remainder of the Third St. properties would be converted to NCT-3. This clearly shows the plan being proposed is extremely flawed and seems to be driven by a special interest that doesn't have an improved future of the neighborhood as its main goal. Our main goal is to see proper zoning and lower barriers to investment to hopefully revitalize this small but strategic section of the neighborhood and hopefully the entire Bayview neighborhood. We need to encourage people to invest in this neighborhood and restore a sense of pride for the residents and businesses in the area. We need to say "No" to being a forgotten piece of the city and "No" to being a dumping ground for displaced homeless, drug abusers and dirty and loud businesses that have been deemed "unsuitable" for other neighborhoods, but it's ok, we'll just dump them on the BIT and the Bayview.

As longtime property owners, employers, small business owners, property tax payers and citizens of the Bayview, we as a family are requesting a more flexible zoning designation, such as UMU (Urban Mixed Use) that permits a mix of compatible uses including housing and commercial uses, as well as PDR. We believe allowing for greater flexibility will enhance the businesses along the Third Street corridor, increase employment and residential density making our neighborhood safer, and help address the City's housing shortage. We live here and our businesses are here. This is not a purely industrial part of the city like the Bayshore and should not be treated as such. Our community has a

voice and we request a continuance be granted so that the Planning Department can incorporate our needs for the area and modify the legislation to allow for a mix of uses.

Best Regards,

The Fallon Family.

Received at CPC Hearing 2/10/2020
R. Jay

Tong, Reanna (CPC)

From: Saul Nadler <saul@floragrubb.com>
Sent: Thursday, February 13, 2020 4:02 PM
To: Tong, Reanna (CPC)
Subject: Bayview Industrial triangle - Rezoning Plan

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear President Koppel and Members of the Planning Commission,

I am writing this letter to request that you continue the item before you regarding the proposed ordinance to rezone most of the expiring Bayview Industrial Triangle Redevelopment Area to a strictly PDR zoning district. The Bayview Industrial Triangle is a small segment of the Bayview district just west of Third Street in an area that contains a mix of commercial, residential and light industrial uses.

All of the properties being reconsidered for this rezoning are within 50 to 500 feet from the T – Line rail on Third Street which was a major infrastructure upgrade at a cost in excess of \$660 Million. There is a tremendous opportunity here to revitalize what is now a landscape of broken and aging structures and allow our neighborhood to grow and become vibrant again. This will only be possible if zoned appropriately.

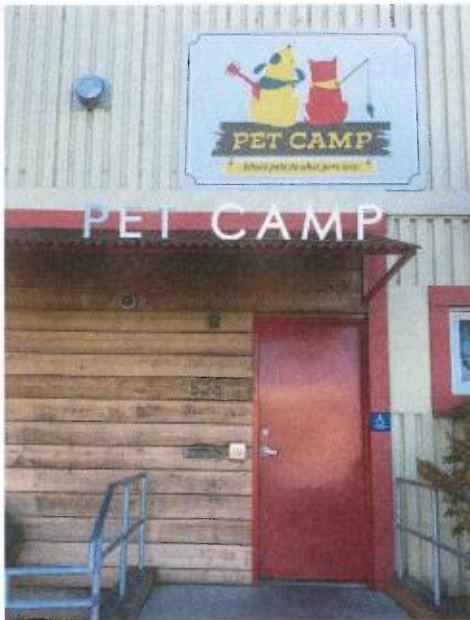
We are the area's stakeholders and are requesting a more flexible zoning designation, such as UMU (Urban Mixed Use) that permits a mix of compatible uses including housing and commercial uses, as well as PDR. We believe allowing for greater flexibility will enhance the businesses along the Third Street corridor, increase employment and residential density making our neighborhood safer, and help address the City's housing shortage. We live here and our businesses are here. This is not a purely industrial part of the city like the Bayshore and should not be treated as such. Our community has a voice and we request a continuance be granted so that the Planning Department can incorporate our needs for the area and modify the legislation to allow for a mix of uses.

Saul Nadler

1634 Jerrold Ave SF, CA 94124

415-694.6440

R. Tong



BAYVIEW INDUSTRIAL TRIANGLE ZONING UPDATE

SAN FRANCISCO PLANNING DEPARTMENT | FEBRUARY 2020

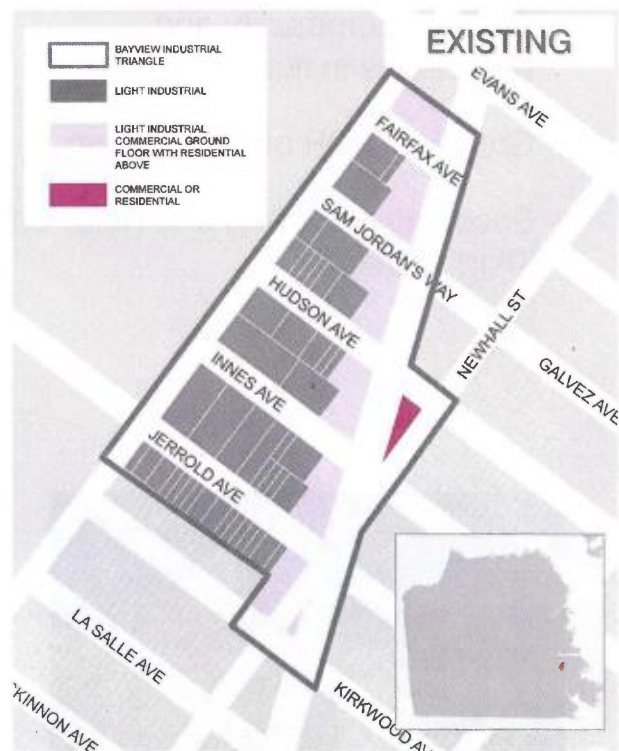


San Francisco
Planning

Bayview Industrial Triangle (BIT) Redevelopment Plan

Goals of BIT Redevelopment Plan (1980-2020):

- Preserve & expand industrial and commercial development
- Create buffer between industrial areas and residential/commercial uses on 3rd Street
- Relocate residential structures from industrial areas to nearby residential areas, allowing for new industrial development
- Address blight & support economic development

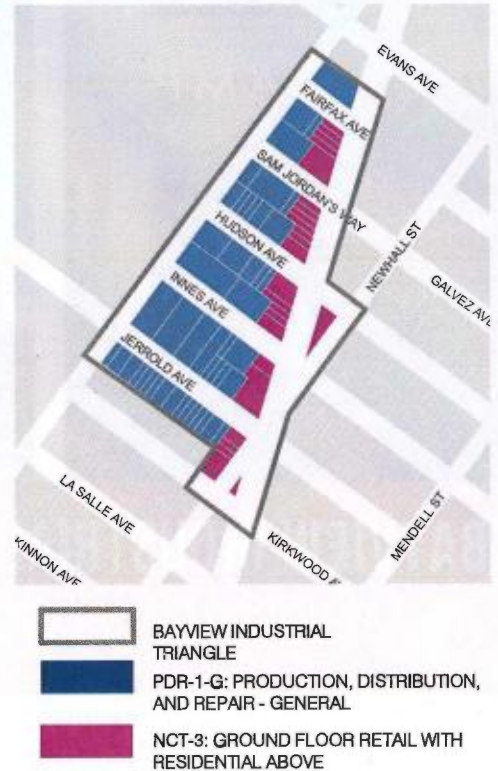


Bayview Industrial Triangle (BIT) Zoning Update: Why Update the Zoning and Why Now?

- Redevelopment Plan expires on June 30, 2020
- Zoning will revert to an outdated district (M-1)

Potential Impacts of Expiring to M-1 Zoning:

- Increased rents
- Property speculation
- Influx of market rate housing and office, leading to community gentrification and business displacement
- Change of uses without notification



Bayview Industrial Triangle Zoning Update

Goal of Proposed Zoning Update

- Stabilize community and businesses in the BIT
- Growth of PDR off Third Street
- Encourage Housing and Retail on Third Street



Why housing on Third Street?

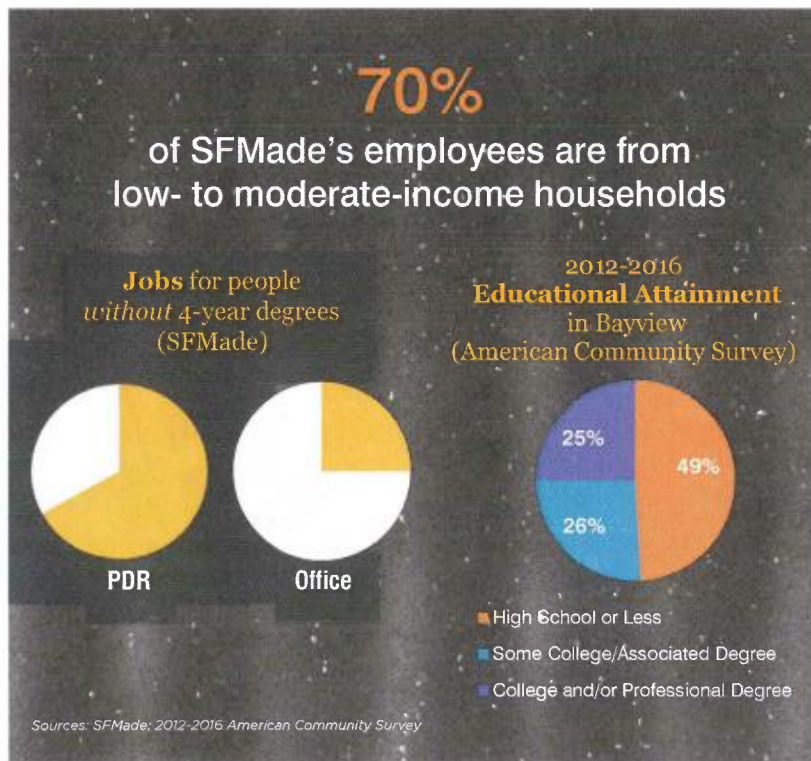
- Promote goal of developing up to 400 units of housing on this corridor



Bayview Industrial Triangle Zoning Update

Why should we retain PDR?

Good pay relative to education



2018 Median wages

PDR

\$78,500

Retail

\$49,800

Source: EMSI Labor Market Analytics, Quarterly Census of Employment and Wages (QCEW)

Bayview Industrial Triangle Zoning Update

PDR Zoning Today



Bayview Industrial Triangle (BIT) Zoning Update: Existing and Proposed Height Limits



Bayview Industrial Triangle (BIT) Zoning Update: Racial and Social Equity Assessment

Equity Goals

- Decrease displacement risk and negative public health impacts on low income, people of color, and other vulnerable populations
- Decrease displacement risk of small businesses in and adjacent to the Bayview Industrial Triangle
- Increase affordable housing options for low income residents and communities of color
- Preserve and increase opportunities for job access to low income, people of color, and populations with lower levels of educational attainment



Bayview Industrial Triangle (BIT) Zoning Update: Outreach and Engagement to Date

- Bayview CAC (June, July, September, October 2019)
- Southeast Community Facility Advisory Committee (June 2019)
- Hunters Point Shipyard CAC (August 2019)
- Bayview Industrial Triangle Businesses Focus Group (August 2019)
- Bayview Merchants Association (August 2019)
- Community meeting with BIT property and business owners (August 2019)
- Friday office hours in the BIT (September 20th and 27th, 2019)
- Community workshop (November 2019, January 2020)



Implementation Overview

- **January 28** - Supervisor Walton introduced legislation at Board of Supervisors
 - Zoning
 - Restriction on cannabis retail
- **February 20** – Hearing on the Supervisor-initiated legislations at Planning Commission
- **2020 – ongoing:** Planning Department staffing for African American Arts & Cultural District CHHESS Report (Cultural History, Housing and Economic Stability Strategies)

Bayview Industrial Triangle Zoning Update

THANK YOU!

Reanna Tong

reanna.tong@sfgov.org

Susan Exline

susan.exline@sfgov.org

Aaron Yen

aaron.yen@sfgov.org

<https://sfplanning.org/bayview-industrial-triangle-zoning-update>

Bayview Industrial Triangle Zoning Update

D. Sanchez



San Francisco Planning Commission
1 Dr. Carlton B. Goodlett Place, Room 400
San Francisco, CA 94102

Attn: Candace SooHoo, Deputy Communications Manager
candace.sooHoo@sfgov.org

Re: 2020-000083PCA OCEAN AVENUE LOT MERGERS, NEIGHBORHOOD NOTICE AND ZONING CONTROLS

To the Planning Commission,

The Ingleside Merchants Association is supportive of the proposed Planning Code Text Amendment to to require consideration of smaller commercial spaces when creating large lots, limit lot frontages to 50 feet on Ocean Avenue, create an exception from neighborhood notices for certain uses in the Ocean Avenue Neighborhood Commercial Transit (NCT) District and add Arts Activity as a use to the Ocean Avenue Neighborhood Commercial Transit District.

All of these changes will be conducive to the attraction and operation of independent businesses on Ocean Avenue, especially the limit on the development of large retail spaces, which account for some of the especially pernicious vacancies on the street. Some of the largest vacant storefronts on the street have been vacant for the longest—a former CVS pharmacy, a former furniture store and the historic El Rey Theater have all been vacant for the past three years, and the combined effect of these large vacancies in close proximity has been detrimental to the activity of the existing businesses on the Western end of Ocean Avenue.

Allowing for Arts Activity uses will bring excitement to Ocean Avenue, which, thanks to the efforts of community members, is a self-designated Arts and Culture district. Allowing for more arts activities will support the existing efforts that merchants have made to utilize limited live performance permits and to support public art projects on the street.

Thank you for your consideration of this matter and your support for the small businesses of Ocean Avenue.

Ingleside Merchants Association

Dear Honorable Supervisors and The Planning Commission,

I am a displaced tenant, forced out of a rent-controlled unit at 875 Clayton Street, which is long known to the Department of Planning, Department of Building Inspection, and the Assessor for multiple violations including unlawful conversion to a multi-unit boarding house. I oppose Mayor Breed's appointment of Mr. Hillis, whom she says "Shares Her Vision?!" What vision? One where I, a former preschool teacher was forced to hide in a dwelling with rats, and unsafe construction because of fear of retaliation from my scofflaw landlord!

There are approximately 43,000 illegal dwellings inside so called "Single Family" homes. Many of these landlords on the west side of the city skirt tax laws and benefit from Prop 13, while exploiting vulnerable tenants, when they convert the property into multi-family structures knowing no city official wants to notice or care or enforce the law. The people who hide in "Apt A's" who live in squalid SRO situations have no effective representation because they are afraid of their landlord's harassment and risk of homelessness.

During my saga of bringing this situation to light to Planning, to DBI, to Supervisors, to the Rent Board, and eventually EDC, my senior mother and I were forced out. Planning allowed this, although the landlord repeatedly failed to legalize her structure by curing multiple violations going back to 2010!!!! Enforcement failures by city agencies allowed her to fill the structure with up to 13 tenants at times and collect cash rent of many tens of thousands of dollars. Landlords are rewarded by planning and DBI with expedited procedures, as they threaten and force out vulnerable tenants. Lies on permit applications go unnoticed, and when called-out no one does anything about it - Green Lights for Scofflaws!!!!

So, no we don't need less red tape we need protection and enforcement. There is housing on the west side the people inside need help to maintain, including representation to keep their housing safe and permanent. If you want to save rent controlled housing start with someone who understands the plight of the people under the stairs! Many voters deserve help preserving affordable housing that allows low-income people to age in place, rather than official encouragement for retaliatory evictions of already vulnerable tenants! The Department of Planning permits this landlord, Nicole Donn, to create a pattern of harassment that unlawfully forces long term tenants out.

I disagree with Mayor Breed's vision of a city overdeveloped with high-price hi-rises. Her man Mr. Hillis green-lights the same old "pat on the back for scofflaws!" We need radical change in Planning! Someone who understands the plight of the silent survivors!

Voter! Velvet Valentine