riie No	190007	Board Item No.	
	COMMITTEE/BOAF AGENDA PACKI		<u></u>
Committee:	Rules Committee		July 29, 2019
Board of Su	pervisors Meeting	Date	9/3/19
Cmte Boar	Motion Resolution Ordinance Legislative Digest Budget and Legislative Youth Commission Rep Introduction Form Department/Agency Co Memorandum of Under Grant Information Form Grant Budget Subcontract Budget Contract/Agreement Form 126 - Ethics Com Award Letter Application Form 700 Vacancy Notice Information Sheet Public Correspondence	oort ver Letter and/or Re standing (MOU) I	port
OTHER	(Use back side if additi	onal space is neede	d)
Completed Completed	•	Date	July 25, 2019

[Administrative Code - San Francisco Special Tax Financing Law - Port of San Francisco]

Ordinance amending the Administrative Code Special Tax Financing Law, constituting Article 43.10, to authorize special tax financing of certain facilities and services related to property in the jurisdiction of the Port of San Francisco.

NOTE: Unchanged Code text and uncodified text are in plain Arial font.

Additions to Codes are in single-underline italics Times New Roman font.

Deletions to Codes are in strikethrough italics Times New Roman font.

Board amendment additions are in double-underlined Arial font.

Board amendment deletions are in strikethrough Arial font.

Asterisks (\* \* \* \*) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. FINDINGS. The Board of Supervisors of the City and County of San Francisco hereby finds, determines and declares:

(a) Article X of Chapter 43 of the Administrative Code ("Special Tax Financing Law") provides an alternative method of financing certain public and private capital facilities and services in the City and County of San Francisco ("City").

(b) California Statutes of 1968, Chapter 1333 ("Burton Act") and the San Francisco Charter Sections 4.114 and B3.581 empower the City, acting through the Port Commission, with the authority and duty to use, conduct, operate, maintain, manage, regulate and control the lands under the Port Commission jurisdiction.

(c) In 1990 the City's voters adopted Proposition H to require the City to prepare a comprehensive waterfront land use plan with maximum feasible public input. Following a 7-year public planning process, the Port Commission adopted in 1997 the Port of San Francisco

Waterfront Land Use Plan ("Waterfront Plan") and has periodically made minor amendments to address specific issues arising from capital development projects to existing Port resources.

- (d) In 2015, Port staff presented a comprehensive review of land use changes and events that have occurred under the Waterfront Plan to the Port Commission.
- (e) In furtherance of the Burton Act and the Waterfront Plan, and with Board of Supervisors approval, the Port has entered into long term leases and development and disposition agreements for the improvement and rehabilitation of Port land and assets, including (i) the 20th Street Historic Buildings with Historic Pier 70, LLC (Resolution No. 273-14, a copy of which is on file with the Clerk of the Board in File No. 140729), (ii) approximately 28 acres of real property located in the southeast portion of the larger area known as Seawall Lot 349 or Pier 70 with FC Pier 70, LLC (Resolution No. 401-17, a copy of which is on file with the Clerk of the Board in File No. 170986) and (iii) Seawall Lot 337 Associates, LLC, for approximately 28 acres of real property that are proposed to be developed for a project known as the Mission Rock project (Resolution No. 42-18, a copy of which is on file with the Clerk of the Board in File No. 180092).
- (f) The resolutions cited in the previous paragraph include the Board of Supervisors' findings pursuant to the California Environmental Quality Act (California Public Resources Code section 21000 et seq., "CEQA") and Administrative Code Chapter 31, which findings are incorporated herein by reference as though fully set forth, copies of which are on file with the Clerk of the Board in File Nos. 140729, 170986, and 180092.
- (g) Approval of this Ordinance shall not be construed as approval of any capital development project to any existing Port resource prior to CEQA compliance. The City will conduct environmental review of any such future activities and retains its absolute discretion to (a) require modifications to such proposed projects to mitigate significant adverse

environmental impacts; (b) select feasible alternatives that avoid significant adverse impacts of proposed projects, including the "no project" alternative; (c) require the implementation of specific measures to mitigate the significant adverse environmental impacts of proposed projects, as identified through environmental review; (d) reject all or part of a proposed project if the economic and social benefits of the proposed project do not outweigh otherwise unavoidable significant adverse impacts of that project; and (e) approve proposed projects upon a finding that the economic and social benefits of the proposed project outweigh otherwise unavoidable significant adverse environmental impact of that project; and (f) deny proposed projects; and

(h) The Board of Supervisors wishes to make certain amendments to the Special Tax Financing Law in furtherance of the Waterfront Plan and the Burton Act.

Section 2. Article X of Chapter 43 of the San Francisco Administrative Code is hereby amended as follows:

A. Section 43.10.9 is hereby amended as follows:

SEC. 43.10.9. INCORPORATION OF THE MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982.

The Mello-Roos Community Facilities Act of 1982 (Chapter 2.5, commencing with Section 53311 of Part 1, Division 2, Title 5 of the California Government Code) (the "Act"), as amended from time to time, is incorporated in and made a part of this Article. Except as otherwise provided by this Article, the purposes, *proceedings to establish a special tax district*, *limitations on*, mode and manner of levying and collecting special taxes and the issuance of bonds secured by special taxes shall be as prescribed in the *Act or in the proceedings to form a district as set forth under this Article, or a combination thereof.* 

B. Section 43.10.12 is hereby amended as follows:

### SEC. 43.10.12. DEFINITIONS.

Unless the context otherwise requires, the terms defined in this Article shall have the following meanings. Defined terms used in this Article but not defined in this Article have the meaning given them in the Act.

- (a) "Act" means the Mello-Roos Community Facilities Act of 1982 (Chapter 2.5, commencing with Section 53311 of Part 1, Division 2, Title 5 of the California Government Code), as amended from time to time.
- (b) "Board of Supervisors" means the Board of Supervisors of the City and County of San Francisco.
  - (c) "City" means the City and County of San Francisco.
- (d) "Entitlement costs" means the costs to obtain approvals necessary to proceed with development, such as the cost to comply with the California Environmental Quality Act, negotiate transaction documents, conduct community outreach, and prepare development design and land use requirements, but not expenses related to any campaign or ballot measure or any other expenses prohibited by law. Entitlement costs may include interim costs as approved from time to time by the Board of Supervisors.
  - (e) "Incidental expense" includes all of the following:
- (1) The cost of planning and designing facilities to be financed pursuant to this Article, including the cost of environmental evaluations of those facilities.
- (2) The costs associated with the creation of the district, issuance of bonds,

  determination of the amount of taxes, collection of taxes, payment of taxes, or costs otherwise incurred in order to carry out the authorized purposes of the district.
- (3) Any other expenses incidental to the construction, completion, and inspection of the authorized work, including costs for temporary facilities with a useful life of at least 3 years that are required to construct an authorized facility.

- (4) Special taxes levied on a property in the district and paid by a developer on behalf of a local agency or other landowner prior to the development of the property.
- (f) "Interim cost" means the market-based return on a developer's unreimbursed capital as agreed by the developer and the City in a written agreement.
- (g)—(d) "Services" means, in addition to the "Services" defined in Section 53317 of the Act <u>and 43.10.16 of this Article</u>, operation and maintenance of any improvements that may be financed under this Article or the Act, and any related studies, testing or monitoring.
  - C. Section 43.10.15 is hereby amended as follows:

### SEC. 43.10.15. AUTHORIZED FACILITIES.

In addition to the facilities that may be financed under the Act, special taxes may be levied and bonds may be issued to finance or refinance <u>any of</u> the following on or related to any land in <u>San Franciscothe City</u>, <u>and the related interim costs:</u>

- (a) The acquisition, installation and improvement of energy efficiency, water conservation, water pollution control, and renewable equipment with an estimated useful life of five years or longer and/or energy efficiency, water conservation, water pollution control, and renewable energy improvements that are attached to or on real property and in buildings, whether such real property or buildings are privately or publicly owned. Energy efficiency, water conservation, water pollution control and renewable energy improvements may only be installed on a privately owned building and on privately owned real property with the prior written consent of the owner or owners of the building or real property.
- (b) The work deemed necessary to bring <u>new or existing</u> buildings or real property, including privately owned buildings or real property, into compliance with seismic safety standards or regulations. *Only work certified as necessary to comply with seismic safety standards or regulations by local building officials may be financed. No project involving the dismantling of an existing building and its replacement by a new building, nor the construction of a new or substantially*

new building may be financed pursuant to this subparagraph. Work on privately owned property may only be financed with the prior written consent of the owner or owners of the privately owned property.

- (c) Demolition or partial demolition of existing buildings and structures, but only to the extent that this work is required to prepare areas that will be (1) in a public right of way, (2) in a publicly owned park or open space, (3) developed with other public facilities or improvements, (4) in a privately owned, publicly accessible park or open space or (5) developed with facilities or improvements that are being financed pursuant to subsection (f) and are listed in the resolution of formation for the special tax district and the ordinance levying the special taxes in the special tax district.
- (d) Work on qualified historical buildings or structures, including deconstruction and reconstruction work, relocation and flood-proofing costs. Such work shall be done carried out in accordance with applicable historic rehabilitation standards the State Historical Building Code (Part 2.7 (commencing with Section 18950) of Division 13 of the Health and Safety Code). Such w Work on privately owned property may only be financed with the prior written consent of the owner or owners of the privately owned property.
- (ee) Sustainability studies and guideline documents related to development in the planning area governed by the Central SoMa Plan & Implementation Strategy any area plan document approved by the Board of Supervisors.
- (4) The purchase, construction, <u>reconstruction</u>, expansion, improvement, or rehabilitation of real or other tangible property with an estimated useful life of three years or longer, whether such property is privately or publicly owned, if the Board of Supervisors has provided for the financing of such property in the resolution of formation for the special tax district and the ordinance levying the special taxes in the special tax district.
- (g) For the development of (i) the 20th Street Historic Buildings (as described in Board of Supervisors Resolution No. 273-14), (ii) the area known as Seawall Lot 349 or Pier 70 (described in

Board of Supervisors Resolution No. 401-17), (iii) the project known as the Mission Rock project (described in Board of Supervisors Resolution No. 42-18), and (iv) any previously undeveloped or underutilized area larger than 25 acres that the Board of Supervisors finds could not be developed without private investment to fund initial construction of public utility infrastructure, public access and open space areas, public right-of-ways, and other public amenities, the private developer's costs to establish the regulatory framework governing development in the area and to support the feasibility of special tax or other financing districts, including entitlement costs, if approved in the resolution of formation for the special tax district and the ordinance levying the special taxes in the special tax district.

D. Section 43.10.15.1 is hereby added as follows:

SEC. 43.10.15.1. DELINQUENT SPECIAL TAXES.

In proceedings under this Article to establish a district, and notwithstanding any provision of the Act, the resolution of intention to establish the district may include the following in the case of any special tax levied against any taxable parcel used for private residential purposes to pay for facilities, (1) the maximum special tax that may be levied against such parcel, which shall be specified as a dollar amount that shall be calculated and established not later than the date on which the applicable parcel is first subject to the tax because of its use for private residential purposes, and which amount shall not be increased over time except for increases not to exceed 2 percent per year, (2) a tax year after which no further special tax subject to this sentence shall be levied against or collected from the applicable taxable residential parcel, except that a special tax that was lawfully levied in or before the final tax year and that remains delinquent may be collected in subsequent years, and (3) a statement that under no circumstances will the special tax levied in any fiscal year against any taxable residential parcel subject to this sentence be increased by more than 10 percent of the maximum special tax applicable to the taxable residential parcel because of delinquency or default by the owner of any other parcel within the district. For purposes of this Section, a parcel shall be considered "used for private residential

purposes" not later than the date on which an occupancy permit for private residential use is issued.

Notwithstanding the above, the district may establish limitations on the increase in the levy of special taxes on non-residential property because of a delinquency or default by the owner of any other parcel within the district provided such limitations are established in the resolution of intention and approved by the qualified electors of the district at the time of formation of the district.

Nothing in this Section is intended to or shall prohibit the legislative body from (i) establishing different tax rates for different categories of residential property and non-residential property, (2) changing the dollar amount of the special tax for a taxable residential parcel or taxable non-residential parcel if the size of the residence is increased or if the size or use of the parcel is changed, or (3) using special tax revenues deposited into a reserve fund that is intended to pay for authorized facilities to pay debt service on bonds following delinquencies by property owners in the district.

E. Section 43.10.15.2 is hereby added as follows:

### SEC. 43.10.15.2. PLEDGE AGREEMENTS.

A special tax district may enter into an agreement with any third party that pledges to the special tax district funds that will be used to pay for facilities or services that the special tax district is authorized to finance or to pay debt service on bonds or debt issued by or for the special tax district.

F. Section 43.10.16 is hereby amended as follows:

SEC. 43.10.16. AUTHORIZED SERVICES.

- (a) In addition to the services that may be financed under the Act, special taxes may be levied to finance the following within *San Franciscothe City*:
- (i) Recreation program services, library services, maintenance services for elementary and secondary schoolsites and structures, and the operation and maintenance of museums and cultural facilities if they have been approved by the qualified electors, regardless of whether the qualified electors are landowners or registered voters.

17.

- (ii) Any other services that the Board of Supervisors has authorized in the resolution of formation for the special tax district and the ordinance levying the special taxes in the special tax district.
- (b) It is hereby specifically provided that in proceedings under this Article to finance services, (i) the services may replace or supplant those provided before the district was formed, despite the limitations in Section 53313, and (ii) the services financed by the district may be provided inside or outside the district the limitations set forth in the penultimate paragraph of Section 53313 shall not apply.
  - G. Section 43.10.28 is hereby added as follows:

SEC. 43.10.28. ALTERNATE PROVISIONS RELATING TO SPECIAL TAX DISTRICTS
ESTABLISHED ON PROPERTY IN THE JURISDICTION OF THE PORT COMMISSION.

The following provisions apply to districts established on Port land:

- (a) Assessor's parcel numbers shall not be required in a landowner election.
- (b) In the resolution of intention to establish a district, the Board of Supervisors shall fix a time for a public hearing on the establishment of the district that may be more than 60 days after the adoption of the resolution.
- (c) The Executive Director of the Port Commission shall execute the ballot on behalf of the City whenever the City is a landowner of property within Port Commission jurisdiction.
- (d) Debt of the district may include an obligation to repay the Port Commission for advances made to pay for authorized costs, the district may execute a promissory note in favor of the Port Commission to evidence such debt, and the maximum term of such debt shall be specified in the Note and shall not exceed the term specified in the Note (if any).
- (e) To the extent listed in the resolution of formation for the special tax district and the ordinance levying the special taxes in the special tax district, special taxes may be levied and bonds may be issued to finance relocation assistance and costs related to the relocation of displaced tenants

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and/or residents within the territory of the district, including all the payments required by Chapter 16 (commencing with Section 7260) of Division 7 of Title 1 of the California Government Code. This displacement shall be deemed to be the result of public action.

H. Section 43.10.29 is hereby added as follows:

SEC. 43.10.29. JOINT COMMUNITY FACILITIES AGREEMENTS OR JOINT EXERCISE OF POWERS AGREEMENT.

The City may enter into an agreement described in Section 53316.2 of the Act at any time.

Section I. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

Section J. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:

DENNIS J/HERRERA

City Attorney

Deputy City Attorney

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### LEGISLATIVE DIGEST

[Administrative Code - San Francisco Special Tax Financing Law - Port of San Francisco]

Ordinance amending the Administrative Code Special Tax Financing Law, constituting Article 43.10, to authorize special tax financing of certain facilities and services related to property in the jurisdiction of the Port of San Francisco.

### **Existing Law**

The Board of Supervisors has previously established various community facilities districts in the City under the Mello-Roos Act, and under the City's Special Tax Financing Law, constituting Article 43.10 of the Administrative Code ("Special Tax Financing Law"). The City's Special Tax Financing Law incorporates and supplements the Mello-Roos Community Facilities Act of 1982 ("Mello-Roos Act"). The Special Tax Financing Law provides supplemental authority to use special tax financing for purposes that are not codified under the Mello-Roos Act.

The Special Tax Financing Law was recently amended by Ordinance No. 283-18 (adopted by the Board of Supervisors on November 27, 2018 and signed by the Mayor on December 7, 2018) in connection with the approval of a special tax district for the Central SoMa planning area. Among other purposes, amendments approved by Ordinance No. 283-18 were adopted to allow the City to finance facilities and services that are not authorized under the Mello-Roos Act if the facilities and services are described by the Board of Supervisors in the resolution of formation and the ordinance for the special tax district.

Community facilities districts or special tax districts are formed for the purpose of financing and refinancing the acquisition, installation and improvement of certain capital improvements or to real property and in buildings, whether such real property or buildings are privately or publicly owned, and certain services.

### **Background Information**

Under California Statutes of 1968, Chapter 1333 ("Burton Act") and the San Francisco Charter Sections 4.114 and B3.58, the City is empowered, acting through the Port Commission, to use, conduct, operate, maintain, manage, regulate and control the lands under the Port Commission jurisdiction.

In 1990, the City prepared a comprehensive waterfront land use plan. Following a 7-year public planning process, the Port Commission adopted in 1997 the Port of San Francisco Waterfront Land Use Plan ("Waterfront Plan") and has periodically made amendments to the Waterfront Plan to address specific issues arising from proposed capital development projects.

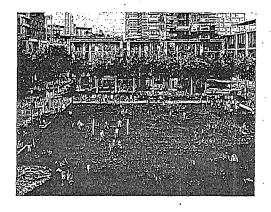
In 2015, Port staff presented a comprehensive review of land use changes and events that have occurred under the Waterfront Plan to the Port Commission.

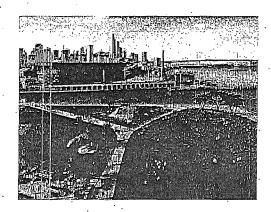
In furtherance of the Burton Act and the Waterfront Plan, and with Board of Supervisors approval, the Port has entered into long-term leases and development and disposition agreements for the improvement and rehabilitation of Port land and assets, including

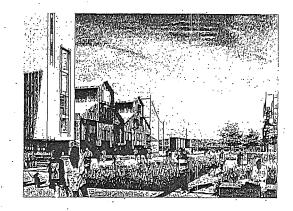
- the 20<sup>th</sup> Street Historic Buildings with Historic Pier 70, LLC (Board of Supervisors Resolution No. 273-14),
- approximately 28 acres of real property located in the southeast portion of the larger area known as Seawall Lot 349 or Pier 70 with FC Pier 70, LLC (Board of Supervisors Resolution No. 401-17); and
- Seawall Lot 337 Associates, LLC, for approximately 28 acres of real property that are proposed to be developed for a project known as the Mission Rock project (Board of Supervisors Resolution No. 42-18) (collectively, the "Port Projects").

The Proposed Ordinance seeks to amend the Special Financing Tax Law to facilitate the development of the Port Projects. The Proposed Ordinance seeks to provide authority for, or clarifies through technical amendments, the Port's ability to utilize special taxes to meet the specific needs of the Port Projects.

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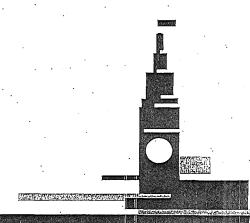




# SPECIAL TAX FINANCING LAW AMENDMENTS Pier 70 and Mission Rock

Rules Committee July 29, 2019

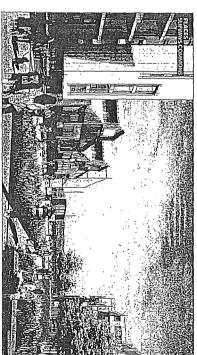
Port of San Francisco

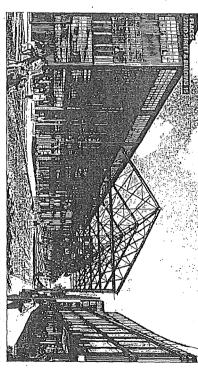




Historic Rehabilitation
Sea Level Rise Protections
90,000 SF Arts Facility

# Pier 70 Project Overview







# Mission Rock Project: Overview

# ntitled early 2018 8 acres

00 – 1,900 residential units

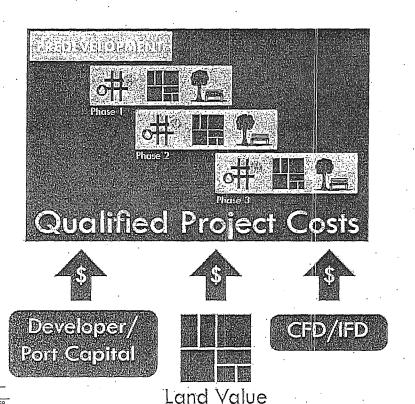
0K — 1.4 million gsf commercial acres open space





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# **Project Financing Structures**



- Possible sources to pay for qualified project costs:
  - Developer or Port Capital
  - Land Value
  - CFD/IFD
- Goal is to limit Developer Capital and accrual of Developer Return by:
  - Using CFD/IFD whenever possible
  - When CFD/IFD not available, advance land value proceeds or Port Capital repaid with CFD/IFD once available

# What is the Special Tax Financing Law?

- Used to create special tax districts, more commonly known as Community Facilities Districts (CFDs)
- Local law supplementing the Mello-Roos Community Facilities Act
- Originally adopted in connection with the GreenFinanceSF program
- Previously amended in November 2018 in connection with the Central SoMa plan



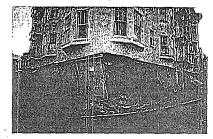
# **Current Amendments**

- Amendments incorporate improvements in the Pier 70 and Mission Rock projects
- Two types of amendments:
  - 1. Clarify uses of existing law and eliminate ambiguities
  - 2. Expand the law to allow the Board of Supervisors to authorize improvements not currently permitted

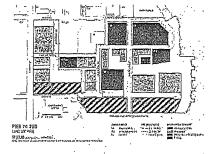




Seismic Improvements



**Entitlement Costs** 





### What's next?

- Declare intention to form Community Facilities Districts
- Form Community Facilities Districts by Special Election
- Issue CFD Bonds and levy special taxes for the maintenance of parks, open space, and shoreline improvements
- Leverage IFD tax increment when generated



### BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

### MEMORANDUM

TO:

Elaine Forbes, Executive Director, San Francisco Port Ben Rosenfield, City Controller, Office of the Controller

FROM:

Victor Young, Assistant Clerk

**Rules Committee** 

DATE:

June 13, 2019

SUBJECT:

LEGISLATION INTRODUCED

The Board of Supervisors' Rules Committee received the following proposed legislation on June 4, 2019:

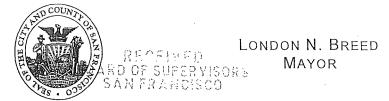
File No. 190657

Ordinance amending the San Francisco Administrative Code Special Tax Financing Law, constituting Article 43.10, to authorize special tax financing of certain facilities and services related to property in the jurisdiction of the Port of San Francisco.

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: victor.young@sfgov.org.

c: Daley Dunham, SF PortAmy Quesada, SF PortTodd Rydstrom, Office of the Controller

# Office of the Mayor san francisco



2019 JUN -4 PH 3:57

TO:

Angela Calvillo, Clerk of the Board of Supervisors

FROM:

Andres Power

RE:

San Francisco Special Tax Financing Law---Amendments

DATE:

Tuesday, June 4, 2019

Ordinance amending the San Francisco Administrative Code Special Tax Financing Law, constituting Article 43.10, to authorize special tax financing of certain facilities and services related to property in the jurisdiction of the Port of San Francisco.

Should you have any questions, please contact Sophia Kittler at 415-554-6153.

File No. <u>190826</u>	Committee Item No					
COMMITTEE/BOARD OF SUPERVISORS AGENDA PACKET CONTENTS LIST						
Committee: Board of Supervisors Meeting	Date: September 3, 2019					
Cmte Board    Motion   Resolution   Ordinance   Legislative Digest   Budget and Legislative A Youth Commission Report   Introduction Form   Department/Agency Covered   MOU   Grant Information Form   Grant Budget   Subcontract Budget   Contract/Agreement   Award Letter   Application   Public Correspondence	ort /er Letter and/or Report					
OTHER						
	tter - August 29, 2019 sponse Memo - August 26, 2019 se Letter - August 23, 2019 tter - August 18, 2019 i, 2019					

Prepared by:	Jocelyn Wong	Date:	August 30, 2019	
Prepared by:		Date:		

# RECEIVED BOARD OF SUPERVISORS SAM FRANCISCO

2019 JUL 22 PM 1: 26

July 22, 2019

Clerk San Francisco Board of Supervisors 1 Dr. Carlton B. Goodlett Place City Hall Room 244 S.F. Ca. 94102

### VIA HAND DELIVERY

# RE: APPEAL OF CEQA CATEGORICAL EXEMPTION DETERMINATION CASE: 2014-000203ENV PROJECT Address: 655 4th Street

Dear Honorable Members of the San Francisco Board of Supervisors:

We are the 601 4th Street Coalition -- Homeowners in 601 4th Street building. 601 4th Street is a:

- > Four story building
- > 30 feet away from the 655 Fourth Street

Project (655 Fourth Street) in question, is a:

- > 40 story building
- > Two towers
- > 960 residents
- > 38 room hotel
- > Retail

We are basing this appeal on the following grounds:

### Number 1 - DOES NOT QUALIFY

The project does not qualify for a community plan exemption under section 15183 of the CEQA guidelines or under the Public Resources Code Section 21083.3.

We submit to you that this project is not consistent with the San Francisco General Plan.

### Number 2 - CENTRAL SUBWAY CONSTRUCTION and 655 4TH STREET PROJECT

In addition, the proposed project results in effects on the environment that are peculiar to this project that were not identified as significant effects in the Central SOMA Environmental Impact Report (EIR). One example of this is the Central Subway construction project. This major construction project has been ongoing for the last four years in front of 601 4th street. Fourth Street is partially blocked. There are construction crews drilling and digging five days a week. The cumulative impact of the Central Subway project and the 655 4th street project was not taken into account in the SOMA EIR and subsequent studies.

The proposed project WOULD result in cumulative impacts that were not addressed in the SOMA EIR. The cumulative impact of the Central Subway project immediately outside our front door combined with the new project 30 feet adjacent to our homes, was never addressed.

### Number 3 -- MILLENIUM TOWER SOIL AND FOUNDATION

The proposed project WOULD result in significant effects, which as a result of substantial new information that was not known at the time of the Central SOMA EIR was certified, would be more severe than were already analyzed and disclosed in the EIR. In addition to the Central Subway Project, additional issues relating to the soil surrounding the project as evidenced by the problems with the Millennium Tower, have not been adequately addressed.

### Number 4 - LOSS OF AFFORDABLE OFFICE SPACE

This project will cause the loss of older smaller commercial buildings that provide more affordable office-type space for new small businesses, including technology start-ups which cannot afford newer space that provides more amenities. Such buildings are vital to SOMA's character and the City's economy. Thus the project is not consistent with the San Francisco General Plan.

### Number 5 -- INCREASED TRAFFIC CONGESTION

The SOMA EIR never addressed the unique cumulative effect of this project and the confluence of traffic from:

- > Oracle Park
- > 4th and King Street transportation Center: MUNI, CalTrain
- > Chase Center
- > Uber, Lyft
- > Facebook, Google buses:
- > Taxis
- > Electric scooters
- > Bicycles
- > Hotel guests from 655 Fourth Street
- > Businesses employees from 655 Fourth Street
- > Residents from 655 Fourth Street

### Number 6 -- HEARING DAMAGE AND LOSS dB LEVELS OF 96

Other unique effects of this project are the vibrations caused during construction. Our building is within 30 feet of the construction site, with trucks utilizing the driveway directly adjacent to our property.

### Decible Level Comparison

- > 60 dB -- Current Central Rail construction
- > 85 dB -- Hearing damage warning
- > 86 dB -- Average construction noise during 3 years
- > 96 dB -- Height of construction noise

Because our building is within 30 feet of the project, there are unique issues in regard to air and soil pollution.

### Number 7 -- PEDESTRIAN INJURY

The SOMA EIR and subsequent studies never considered the driveway of 601 4th street. The driveway entrance and exit is on 4th street, a busy street with a lot of pedestrian and automobile traffic. The driveway crosses over the

pedestrian sidewalk. Both during construction and after the completion of the project, the problem of pedestrian access, and or injury will be greatly exacerbated.

We reserve the right to supplement our issues and arguments in this appeal.

We submit that the CEQA exemption violates the US Constitution , the California Constitution, the California Environmental Quality Act, the San Francisco Municipal Code, and other controlling law, which we may describe in supplemental materials.

Thank you for your consideration.

Kevin Rudich<sup>2</sup>

601 Fourth Street Coalition Member kevrudich@aol.com

Michael Cruz

601 Fourth Street Coalition Member michaelcruz100@comcast.net

### OTHER MEMBERS OF THE 601 FOURTH STREET COALITION

Michael Guthrie 601 Fourth Street Coalition Member

Carol Guthrie 601 Fourth Street Coalition Member

Katharina Natividad 601 Fourth Street Coalition Member

Noel Natividad 601 Fourth Street Coalition Member

Sandy Lee 601 Fourth Street Coalition Member

### **EXHIBITS ATTACHED**

- 1 San Francisco Planning Department Certificate of Determination Community Plan Evaluation
- 2 Initial Study -- Community Plan Evaluation
- 3 Mitigation Monitoring and Reporting Program

cc: Lisa Gibson / Environmental Review Officer



# SAN FRANCISCO PLANNING DEPARTMENT

BOATE LE HOLEGO

# Certificate of Determination Community Plan Evaluation

2013 JUL 22 PM

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

415.558.6409

Reception: 415.558.6378

Fax:

Planning

Information: 415.558.6377

Case No.:

2014-000203ENV

Project Address:

655 Fourth Street

Zoning:

Central South of Market (SoMa) Mixed-Use Office District

400-CS Height and Bulk District

Block/Lot:

3787/Lots 26, 28, 50 and 161-164 71,290 square feet (1.64 acres)

Lot Size:

Central SoMa Area Plan

Plan Area: Project Sponsor:

655 Fourth Street Owner LLC attn. Jeremy Bachrach

415.344.6277; jbachrac@tishmanspeyer.com

Staff Contact:

Elizabeth White

415.575.613; elizabeth.white@sfgov.org

### PROJECT DESCRIPTION

The 655 Fourth Street project site is approximately 71,300 square feet, located in San Francisco's South of Market (SoMa) neighborhood, on the southeast corner of Fourth Street and Townsend Street. Composed of seven lots (lots 26, 28, 50, and 161–164 of Assessor's Block 3787), the project site is currently occupied by three buildings (one of which contains residential units), an approximately 4,000-square-foot surface parking lot, and a 2,300-square-foot loading area. The proposed project would entail demolition of the three existing buildings, associated surface parking lots, and vegetation on the project site, including street trees and other plantings. The project would merge the seven existing lots and construct two new buildings containing approximately 1,003,970 square feet of residential area, 24,500 square feet of hotel area (38 hotel rooms), 21,840 square feet of office area, and approximately 18,454 square feet of ground-floor retail use. The proposed project would consist of approximately 960 dwelling units in a mix of 242 studios, 330 one-bedroom units, 351 two-bedroom units, and 37 three-bedroom condominiums. Each building would have two towers: one of which would rise to a height of 425 feet above ground (including rooftop appurtenances 25 feet above the highest occupied floor) and the second which would rise to a height of 370 feet aboveground (including 10 feet for rooftop appurtenances).

The proposed project would also include a 94,500-square-foot below-grade, four-level garage containing building amenities, a vehicle drop-off area, a loading dock, back of the house retail operations, refuse handing area, 276 car parking spaces, and other back-of-house features such as mechanical equipment required for operation and maintenance of the building. A 35-foot-wide curb cut on Townsend Street would provide two vehicle lanes and one two-way truck lane to access the vehicular ramp to the basement level. The project proposes 540 Class 1 bicycle parking stalls to be located in the basement and 81 Class 2 bicycle parking stalls at grade.<sup>1</sup>

¹ Class 1 bicycle spaces are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees. Class 2 bicycle spaces are spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

The project would include a number of wind reduction features: a porous Tower 1B façade; canopies installed on all four towers; a wind screen installed on southside of Townsend Street near the intersection of Townsend and Lusk streets; and onsite landscaping consisting of shrubs and deciduous trees.

The proposed project would require excavation to a maximum depth of approximately 55 feet below the ground surface for construction of the below-grade parking garage and building foundations, which would require the removal and disposal of approximately 142,000 cubic yards of soil.

The approval action for the proposed project is the approval of the large project authorization by the Planning Commission. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

### **COMMUNITY PLAN EVALUATION OVERVIEW**

California Public Resources Code Section 21083,3 and CEQA Guidelines Section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 655 Fourth Street project, described above and incorporates by reference information contained in the Programmatic EIR for the Central SoMa Plan (PEIR).<sup>2</sup> Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR.

### **FINDINGS**

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

- The proposed project is consistent with the development density established for the project site in the Central SoMa Plan;
- 2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Central SoMa PEIR;

SAN FRANCISCO
PLANNING DEPARTMENT

<sup>&</sup>lt;sup>2</sup> San Francisco Planning Department, Central SoMa Plan Final Environmental Impact Report, Planning Department Case Number 2011.1356E. Available online at:

https://sfplanning.org/environmental-review documents?field environmental review categ target id=214&items per page=10, accessed June 3, 2019.

- 3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Central SoMa PEIR;
- 4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Central SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
- 5. The project sponsor will undertake feasible mitigation measures specified in the Central SoMa PEIR to mitigate project-related significant impacts (see Attachment B).

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

### **CEQA DETERMINATION**

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

### DETERMINATION

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

Lisa Gibson

Environmental Review Officer

Date

### ATTACHMENTS

- A. Initial Study Community Plan Evaluation
- B. Mitigation Monitoring and Reporting Program
- CC: Jeremy Bachrach and Sarah Dennis-Phillips, project sponsor; Melinda Sarjapur, attorney; Supervisor Matt Haney, District 6; Linda Ajello-Hoagland, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

# Attachnent 1

### Certificate of Determination Community Plan Evaluation

Case No.:

2014-000203ENV

Project Address:

655 Fourth Street

Zoning:

Central South of Market (SoMa) Mixed-Use Office District

400-CS Height and Bulk District

Block/Lot:

3787/Lots 26, 28, 50 and 161-164 71,290 square feet (1.64 acres)

Lot Size: Plan Area:

Central SoMa Area Plan

Project Sponsor:

655 Fourth Street Owner LLC attn. Jeremy Bachrach

415.344.6277; jbachrac@tishmanspeyer.com

Staff Contact:

Elizabeth White

415.575.613; elizabeth.white@sfgov.org

415,558,6378 Fax: 415,558,6409

> Planning Information

Information: 415.558,6377

1850 Mission St. Suite 400

San Francisco, CA 94103-2479

Reception:

### PROJECT DESCRIPTION

The 655 Fourth Street project site is approximately 71,300 square feet, located in San Francisco's South of Market (SoMa) neighborhood, on the southeast corner of Fourth Street and Townsend Street. Composed of seven lots (lots 26, 28, 50, and 161–164 of Assessor's Block 3787), the project site is currently occupied by three buildings (one of which contains residential units), an approximately 4,000-square-foot surface parking lot, and a 2,300-square-foot loading area. The proposed project would entail demolition of the three existing buildings, associated surface parking lots, and vegetation on the project site, including street trees and other plantings. The project would merge the seven existing lots and construct two new buildings containing approximately 1,003,970 square feet of residential area, 24,500 square feet of hotel area (38 hotel rooms), 21,840 square feet of office area, and approximately 18,454 square feet of ground-floor retail use. The proposed project would consist of approximately 960 dwelling units in a mix of 242 studios, 330 one-bedroom units, 351 two-bedroom units, and 37 three-bedroom condominiums. Each building would have two towers: one of which would rise to a height of 425 feet above ground (including rooftop appurtenances 25 feet above the highest occupied floor) and the second which would rise to a height of 370 feet aboveground (including 10 feet for rooftop appurtenances).

The proposed project would also include a 94,500-square-foot below-grade, four-level garage containing building amenities, a vehicle drop-off area, a loading dock, back of the house retail operations, refuse handing area, 276 car parking spaces, and other back-of-house features such as mechanical equipment required for operation and maintenance of the building. A 35-foot-wide curb cut on Townsend Street would provide two vehicle lanes and one two-way truck lane to access the vehicular ramp to the basement level. The project proposes 540 Class 1 bicycle parking stalls to be located in the basement and 81 Class 2 bicycle parking stalls at grade.

¹ Class 1 bicycle spaces are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees. Class 2 bicycle spaces are spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

The project would include a number of wind reduction features: a porous Tower 1B façade; canopies installed on all four towers; a wind screen installed on southside of Townsend Street near the intersection of Townsend and Lusk streets; and onsite landscaping consisting of shrubs and deciduous trees.

The proposed project would require excavation to a maximum depth of approximately 55 feet below the ground surface for construction of the below-grade parking garage and building foundations, which would require the removal and disposal of approximately 142,000 cubic yards of soil.

The approval action for the proposed project is the approval of the large project authorization by the Planning Commission. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

### COMMUNITY PLAN EVALUATION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 655 Fourth Street project, described above and incorporates by reference information contained in the Programmatic EIR for the Central SoMa Plan (PEIR).<sup>2</sup> Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR.

### **FINDINGS**

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

- 1. The proposed project is consistent with the development density established for the project site in the Central SoMa Plan;
- 2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Central SoMa PEIR;

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<sup>&</sup>lt;sup>2</sup> San Francisco Planning Department, Central SoMa Plan Final Environmental Impact Report. Planning Department Case Number 2011.1356E. Available online at:

https://sfplanning.org/environmental-review documents?field\_environmental\_review\_categ\_target\_id=214&items\_per\_page=10, accessed June 3, 2019.

- The proposed project would not result in potentially significant off-site or cumulative impacts that
  were not identified in the Central SoMa PEIR;
- 4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Central SoMa PER was certified, would be more severethan were already analyzed and disclosed in the PER; and
- 5. The project sponsor will undertake feasible mitigation measures specified in the Central SoMa: PER to mitigate project related significant impacts (see Attachment B).

Mitigation measures are included in this project. See the attached and signed Mitigation Monitoling and Reporting Program,

### CEGA DETERMINATION

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

### DETERMINATION

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

Lisa Gibson

Environmental Review Officer

Date

### **ATTACHMENTS**

- A. Initial Study Community Plan Evaluation
- B. Mitigation Monitoring and Reporting Program
- CC: Jeremy, Bachrach and Sarah Demos-Phillips: project sponsor: Melinda Sarjapur, aftorney: Supervisor Matt Hauey; District 6: Linda-Ajello-Hoagland; Current Flanning Division; Visna Bytd, M.D.F. Exemption/Exclusion file.

san francisco Planning Departhent

# Attachment 2

# Attachment A

# Initial Study - Community Plan Evaluation Checklist

Case No.:

2014-000203ENV

Project Address:

655 Fourth Street

Zoning:

Central South of Market (SoMa) Mixed-Use Office District

400-CS Height and Bulk District

Block/Lot: Lot Size: 3787/Lots 26, 28, 50 and 161-164 71,290 square feet (1.64 acres)

Plan Aren:

Central SoMa Area Plan

Project Sponsor:

655 Fourth Street Owner LLC attn. Jeremy Bachrach

415.344.6277; jbachrac@tishmanspeyer.com

Staff Contact:

Elizabeth White

415.575.613; elizabeth.white@sfgov.org

# 1650 Mission St; Suite 400 San Francisco; SA 94103-2479

Reception:

415,558,6378

Fax;

416,558,6409

Planning Information;

415.558.6377

# A. PROJECT DESCRIPTION

# **Project Location**

The project site is located at 655 Fourth Street, 280–290 Townsend Street, and 292–296 Townsend Street in San Francisco's South of Market (SoMa) neighborhood (Figure 1, Project Location). The intersection of Fourth Street and Townsend Street is directly south of the project site, with Fourth Street to the west and Townsend Street to the south. The elevated I-80 structure is approximately two blocks north, and the Caltrain Station is located diagonally across the street, at the intersection of Townsend Street and Fourth Street. Oracle Park is located two blocks to the southeast. The closest public transit stop is located at Fourth Street and Townsend Street. It serves the E-Embarcadero Historic Streetcar; the N-Judah and T-Third Street Muni Metro Rail lines; the 10, 30, 45, and 47 Muni Bus lines; and 81X and 82X bus lines. Figure 2, Vicinity Map, provides an aerial view of the site.

## **Existing Site Conditions**

The approximately 71,300-square-foot project site (1.64 acres) is composed of seven lots (lots 26, 28, 50, and 161–164 of Assessor's Block 3787). Buildings on lots 26 and 28 were built in 1947. The building on lots 162–164 was built in 1996. Figure 3, Existing Project Site Conditions, illustrates existing site conditions, including locations of the lots, building heights, and access into the project site. The project site currently contains three buildings, an approximately 4,000-square-foot surface parking lot, and a 2,300-square-foot loading area. The project site is completely developed, has minimal landscaping, and has served largely commercial land uses. The project site measures approximately 275 feet along each border.

Lot 26, in the northwest portion of the site, fronts onto Fourth Street and consists of one building. The one-story portion of the building on the southern end of the lot is currently occupied by The Creamery—a café and restaurant. A restaurant, gym, and several commercial office tenants occupy the rest of the building on the remainder of lot 26. The building is 12 to 33 feet high and is not set back from the property line at the street front.

Following San Francisco convention, Market Street and streets parallel to it are considered to run east/west and the perpendicular numbered streets are considered to run north/south.

Lot 161 is a privately-owned driveway accessed via a 31-foot-wide curb cut along Townsend Street, which diagonally splits the project site between lot 26 and lot 28. This driveway is approximately 275 feet long by 30 feet wide and is lined with approximately 30 trees. There is one larger tree on the project site located on lot 161. Excluding the loading zone, there are 14 off-street parking spaces along lot 161 on the southern portion of the project site. There are also 11 off-street parking spaces (including one handicap space) within lot 50, a surface parking lot. Lot 50 is accessed via a 12-foot-wide curb cut along Townsend Street.

One building occupies lot 28 in the southeastern portion of the site. The two-story portion fronting Townsend Street is occupied by HD Buttercup (retail business). The one-story portion behind HD Buttercup is occupied by Bulthaup (a remodeling business) and accessed from the surface parking lot that is lot 50 and the loading area that is part of lot 161.

Lots 162–164 consist of one three-story building. The first floor is a commercial unit and the upper two floors are two separate residential units. Off-street parking for lots 162, 163, and 164 is accessed via the 31-foot-wide curb cut on Townsend Street, and each lot has an easement for one parking space within lot 161 and an easement for ingress and egress through lot 161 to access the reserved parking spaces.

The northwest property line of the project site faces the vehicular access driveway for 601 Fourth Street,

## Existing Land Use Designation and Zoning

The project site falls within the Central SoMa plan area, which was evaluated in the Central SoMa Plan Final Programmatic Environmental Impact Report (Central SoMa PEIR), certified on May 10, 2018. The zoning for the project site is Central SoMa Mixed-Use Office and Central SoMa Special Use District, which collectively permit a mix of residential and nonresidential uses, including office, retail, small-scale light industrial, and tourist hotels. The project site is located within the 400-CS height and bulk districts, as shown in Figure 4, Height and Bulk Limits.

# Project Characteristics

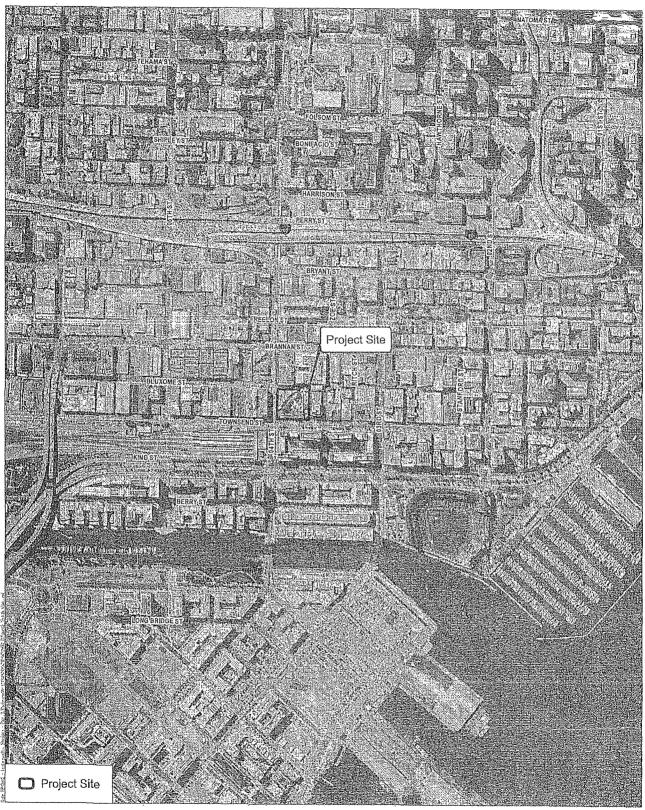
The 655 Fourth Street Project (project or proposed project) would entail demolition of the three existing buildings, associated surface parking lots, and vegetation on the project site, including street trees and other plantings. The project would merge the seven existing lots and construct two new 39-story, 425-foot-tall buildings containing approximately 1,014,968 square feet of residential area including 10,900 square feet of lounge and event space, 24,509 square feet of hotel area, 21,840 square feet of office area, 18,454 square feet of ground-floor retail use, and 2,484 square feet of interior privately owned, publicly accessible open space (POPOS). The new development would also include a 170,300-square-foot, below-grade, four-level basement containing building amenities, a vehicle drop-off area, a loading dock, back-of-house retail operations, refuse handling area, car parking, and other back-of-house features such as mechanical equipment required for operation and maintenance of the building. The project is subject to Health Code article 38 and would be equipped with appropriate (MERV-13) filtration systems.<sup>2</sup>

For sensitive-use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the Department of Public Health that achieves protection from PM2s (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration.

655 Fourth Street Project 2014-000203ENV

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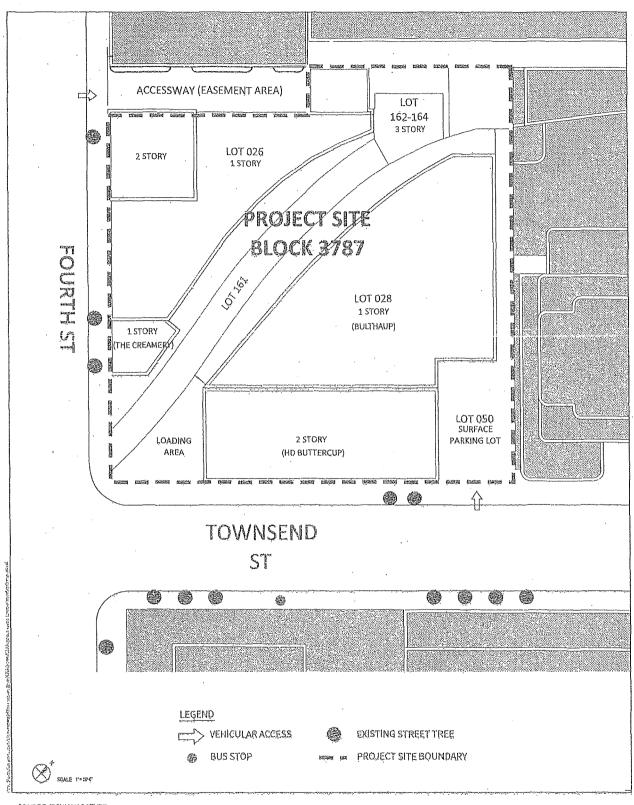
SOURCE: NAIP 2016; San Francisco County 2018

0 350 700 Feet FIGURE 2 Vicinity Map 655 Fourth Street Project Study Checklist

655 Fourth Street Project 2014-000203ENV

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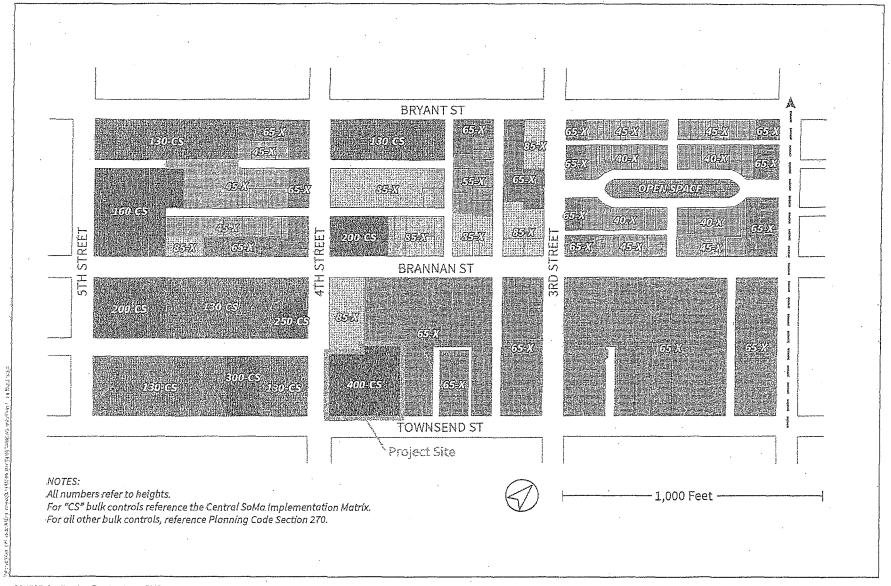


SOURCE: TISHMAN SPEYER
FIGURE 3
Existing Project Site Conditions
615 Fourth Street Project

655 Fourth Street Project 2014-000203ENV

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SOURCE: San Francisco Planning, August 2016

FIGURE 4
Height and Bulk Limits
655 Fourth Street Project

≨55 Fourth Street Project 2014-000203ENV

The proposed project would consist of approximately 960 dwelling units in a mix of approximately 242 studios, 330 one-bedroom units, 351 two-bedroom units, and 37 three-bedroom units. In addition, Building 2 would include 38 hotel rooms, which would be located on the sixth and seventh floors. The lobby entrance for the hotel would be accessed through the building's central plaza.

Each building would be made up of two tower structures, one approximately 55 feet taller than the other (Figure 5, Axonometric View of Proposed Project). Unlike a typical building where each floor is the same square footage, these buildings would have large ground floors and each subsequent higher floor would be slightly smaller than the floor below it until approximately two-thirds up each tower, when all floors would become uniform in size. This design creates a stepping effect, allowing for private balconies on the lower portions of each tower. Further, cantilevered floors are placed in such a way as to allow for the two segments of the building to operate as separate structures until the seventh floor, where they connect as one building (Figure 6, Proposed Project Rooftop View). The two towers would be placed on the site as mirror images of each other. This design would give the impression of four distinct buildings. All towers within the two buildings would include screened rooftop appurtenances, including mechanical elements such as cooling towers, a generator, elevator penthouses, and building maintenance units. All towers would access common basement levels, with residential amenities on the first two levels, such as a swimming pool, a children's play area, a fitness center, bike facilities, pet care, spa facilities; special interest rooms supporting music, games, and maker activities; and car parking on the lowest level. Figure 7, Proposed Project Ground Floor Plan, provides a plan view of the proposed ground floor uses and shows the location of the off-site wind screen proposed on Lusk and Townsend streets (described further below).

#### Building 1

Building 1, on the west side of the project site, would be split into two towers, which, for the purpose of environmental analysis, are referred to as *Tower 1A* and *Tower 1B*.

### Tower 1A

Tower 1A would rise 425 feet above ground (including rooftop appurtenances 25 feet above the highest occupied floor) and have 39 floors of residential units. The ground floor of Tower 1A would feature one level of retail space and residential lobbies facing a landscaped central plaza. As shown in Table 1, Tower 1A would have 3,070 square feet of ground-floor retail and 297,075 square feet of residential space. On the ground floor, Tower 1A would be set back from the property line by 44 feet, creating the Fourth Street Plaza. The bases of Tower 1A and Tower 1B would be separated by an approximately 28-foot-wide public pedestrian walkway, known as the Fourth Street Gateway, leading from Fourth Street into the central plaza. After the ground floor of Tower 1A, the first six floors would angle toward Tower 1B until they join together on the seventh floor. The floors of Tower 1B would cantilever toward Fourth Street by 5.5 feet and then by incrementally smaller steps on each floor. The northwest comer of the building would be set back approximately 44 feet from Fourth Street to allow for a landscaped street-level plaza. Pedestrian access to the central plaza would be provided between Tower 1A and Tower 2B from the North Alley.

Table 1
Proposed Building Uses by Gross Square Feet

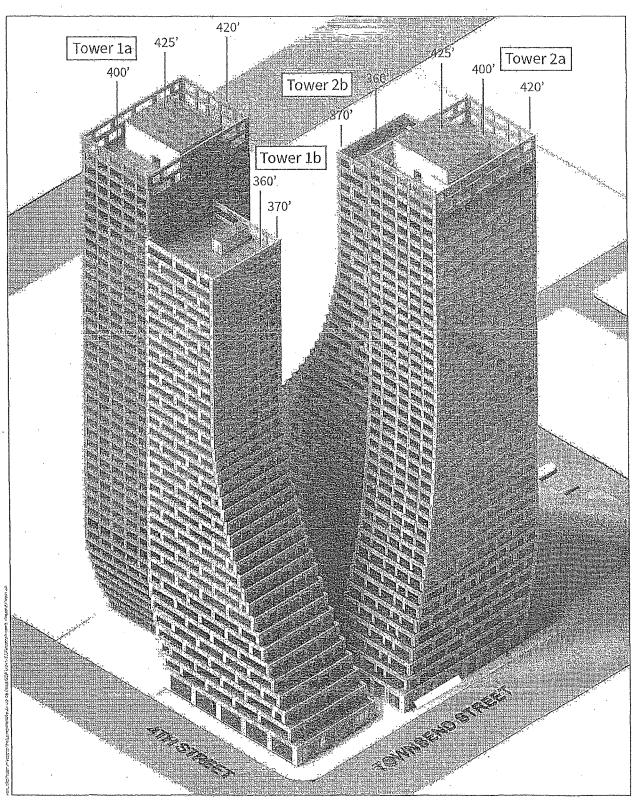
	Tower 14	Fower 4.5	Fower 2A	Tower 28	Forek
Ground-Floor Retail	3,070	4,130	4,254	7,000	18,454
Interior Privately Owned, Public Open Space (POPOS)	<del></del>	2,484			2,484
Office (2nd and 3rd Floors)	-fi-c		_	21,840	21,840
Hotel (6th and 7th Floors)	-	- "		24,509	24,509
Residential	297,075	208,986	318,305	179,604	1,003,970
Event (8th floor)*				10,900*	10,900*
Total	300,145	215,600	322,559	243,853	1,082,157

<sup>\*</sup> Event space will generally serve as a residential amenity during most hours; the frequency of events expected for the space is approximately two large events and two medium-sized events per month.

Note: Table values have been rounded.

#### Tower 1B

Tower 1B would be 370 feet high, including rooftop appurtenances 10 feet above the highest occupied floor. Similar to Tower 1A, the ground floor of Tower 1B would feature one level of retail space and residential lobbies facing a landscaped central plaza. Tower 1B would have 4,130 square feet of ground-floor retail, 2,484 square feet of interior POPOS, and 208,986 square feet of residential space. Tower 1B's Townsend Street-facing façade would step back 8 feet after the first floor and then in incrementally smaller steps every floor until it reaches a 103-foot setback at 220 feet in height. At this point, the building would rise as a flush vertical façade. Tower 1B's Fourth Street façade would incorporate a smaller incremental setback starting at 2 feet after the first floor and then in incrementally smaller steps every floor until it reaches a height of 85 feet. At 85 feet above street level, the building would reach a 20-foot setback from Fourth Street, at which point it would rise as a flush vertical façade.

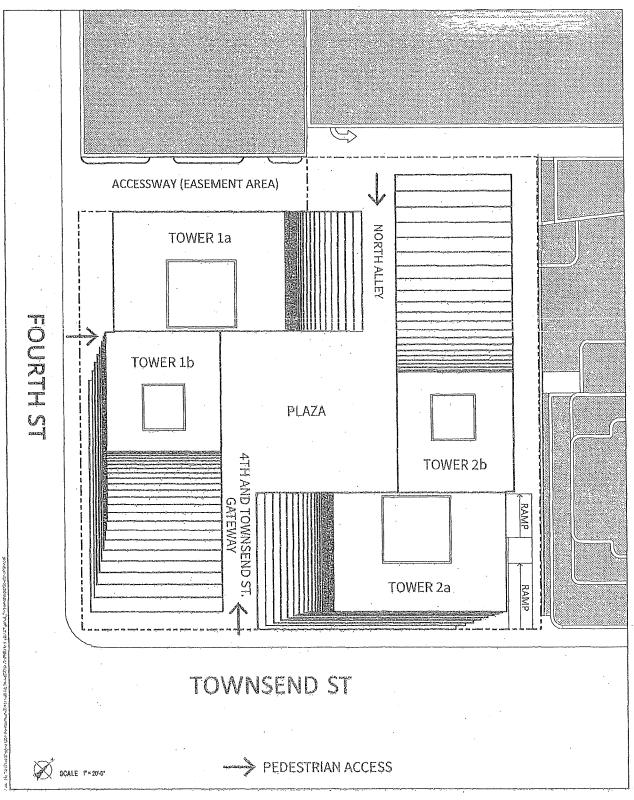


SOURCE: TISHMAN SPEYER

FIGURE 5

Axonometric View of Proposed Project 655 Fourth Street Project

655 Fourth Street Project 2014-000203ENV



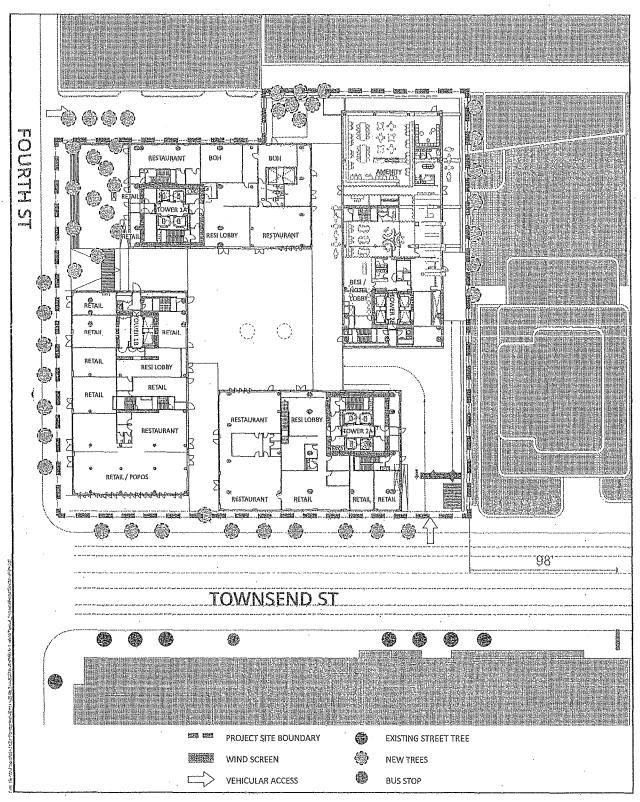
SOURCE: TISHMAN SPEYER

FIGURE 6

Proposed Project Rooftop View

655 Fourth Street Project

655 Fourth Street Project 2014-000203ENV



SOURCE: TISHMAN SPEYER

FIGURE 7

Proposed Project Ground Floor Plan 655 Fourth Sheet Project

### Building 2

Building 2, on the east side of the project site, would be split into two towers, which, for the purpose of environmental analysis, are referred to as *Tower 2A* and *Tower 2B*. Similar to Building 1, the two towers of Building 2 would be different heights.

### Tower 2A

Tower 2A would be 425 feet high, including rooftop appurtenances 25 feet above the highest occupied floor. Tower 2A would front Townsend Street and the adjacent properties to the east of the project site. The tower structures would be mirror images of Building 1, but the 28-foot-wide gap would continue down to the basement level following the footprint of the vehicular ramp. Similar to Building 1, the ground floor would feature 4,254 square feet of retail space and a residential lobby. Above the ground floor, Tower 2A would have 318,305 square feet of residential space. Consistent with Tower 1A, the first six floors of Tower 2A would step toward Tower 2B and the two towers would join together on level seven. Starting at the second floor, the tower would cantilever toward the neighboring property over the driveway on Townsend Street with the same dimensions as Tower 1A of Building 1. On the Townsend Street side, the massing would step back starting at 2 feet after the first floor and then in incrementally smaller steps every floor until it reaches a height of 85 feet. The rooftop appurtenances would be consistent with Tower 1B and reach a height of 25 feet above the top of the last occupied floor. Pedestrian access from Townsend Street to the central plaza would be provided between Tower 1B and Tower 2A through the Fourth Street and Townsend Street Gateway.

### Tower 2B

Tower 2B would be 370 feet high, including rooftop appurtenances 10 feet above the highest occupied floor. The ground floor would have 7,000 square feet of retail space and the second and third floors would have 21,840 square feet of office space. Above the ground floor, Tower 2B would have 179,604 square feet of residential space. The sixth and seventh floors would have 38 hotel rooms totaling 24,509 square feet and an entrance through Tower 2B's central plaza frontage. The eighth floor of Tower 2B would contain a 10,900-square-foot residential amenity and event space with an outdoor terrace. It would hold a maximum occupancy of 300 individuals, This space is intended to function as a meeting and event space available for building occupants; it will also be available for rental and reservation by external entities and groups for limited programmed events (approximately two large events and two medium-sized events are expected per month). Large events would include approximately 150-200 people and medium events would include approximately 75-150 people. Events on the exterior eighth floor would generally be restricted to a 10 p.m. completion time, though on occasion events may go beyond 10 p.m. If required, an entertainment event permit would be obtained from the San Francisco Entertainment Commission for associated events. The interior eighth floor event space would have no event restrictions. Tower 2B would be set back 80 feet from Townsend Street at grade to allow room for a vehicular ramp accessing below-grade parking, Unlike Building 1's Tower 1B, Building 2's Tower 2B would start to step back 9.5 feet at 80 feet high. Incremental step-backs would continue until the building reaches a total 125-foot setback from the rear property line at 270 feet high, at which point it would rise as a vertical façade,

Access to the four respective lobbies would be provided through the publicly accessible central courtyard. Ground-floor retail uses would be connected to the central courtyard and to the public right-of-way along Townsend Street and Fourth Street. A 35-foot-wide curb cut on Townsend Street would provide two vehicle lanes and one two-way truck lane to access the vehicular ramp to the basement level, serving the valet parking drop-off and a loading dock with five loading bays.

Floor plans for the 2nd-3rd, 8th, 10th, 33rd-36th, 37th, and 39th floors are shown in Figures 8-13.

# **Loading Dock Operations**

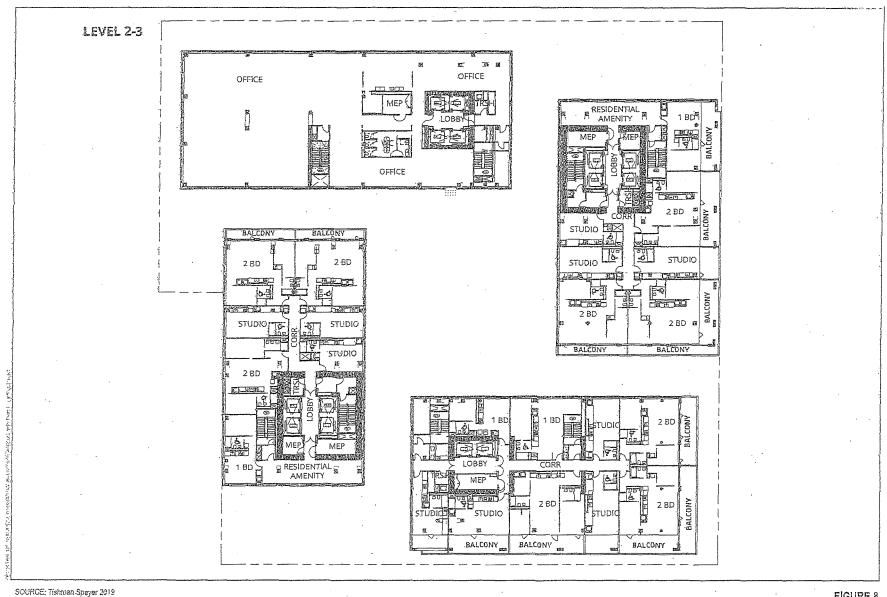
The loading dock would facilitate the majority of delivery operations for the building, including the following:

- Residential move-in and move-out operations
- · Residential package, furniture, dry cleaning, grocery, and other deliveries
- · Retail food supply/servicing and wholesale delivery
- Refuse compaction and recycling services
- Load in and load out of prepared food and materials for events (as described above)
- Building maintenance service vehicles

The loading dock would also contain a central receiving office and a processing/storage facility for package processing for building residents.

# **Loading Zones**

The project proposes to establish a new on-street loading zone for passenger loading (white curb) along the north side of Townsend Street adjacent to the project site. The zone would measure approximately 120 feet in length (equivalent to approximately five on-street parking spaces). Within this loading zone, 45 feet of the 120-foot loading zone would be reserved for San Francisco Municipal Transportation Agency (SFMTA) vehicles during the hours of 6–9 a.m., Monday through Friday.



Floor Plan: Level 2-3 655 Fourth Street Project

255 Project

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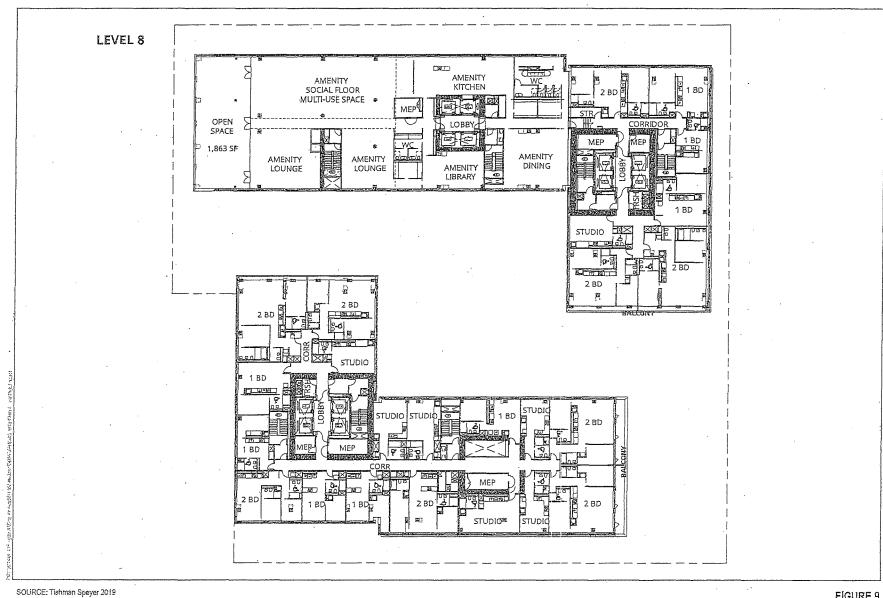
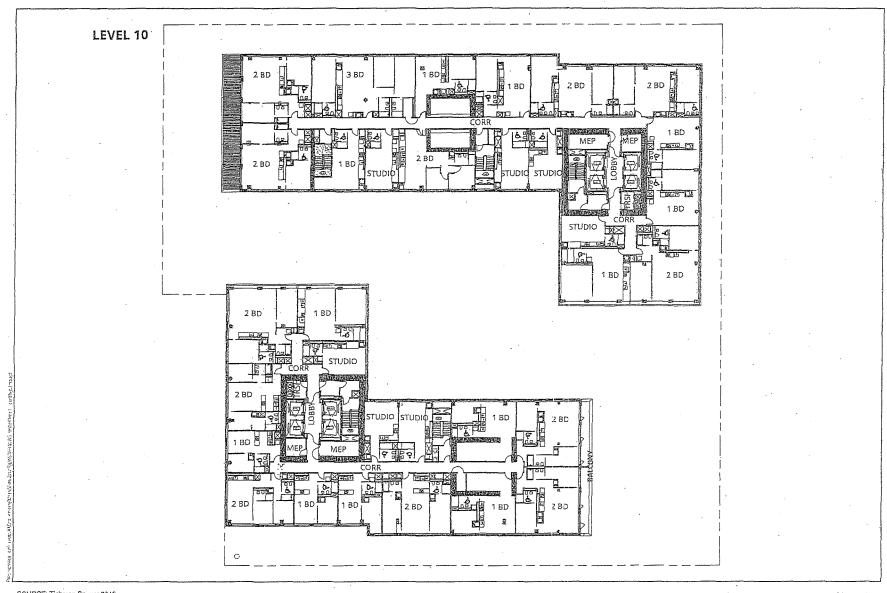




FIGURE 9 Floor Plan: Level 8 655 Fourth Street Project

655 Fourth Street Project 2014-000203ENV



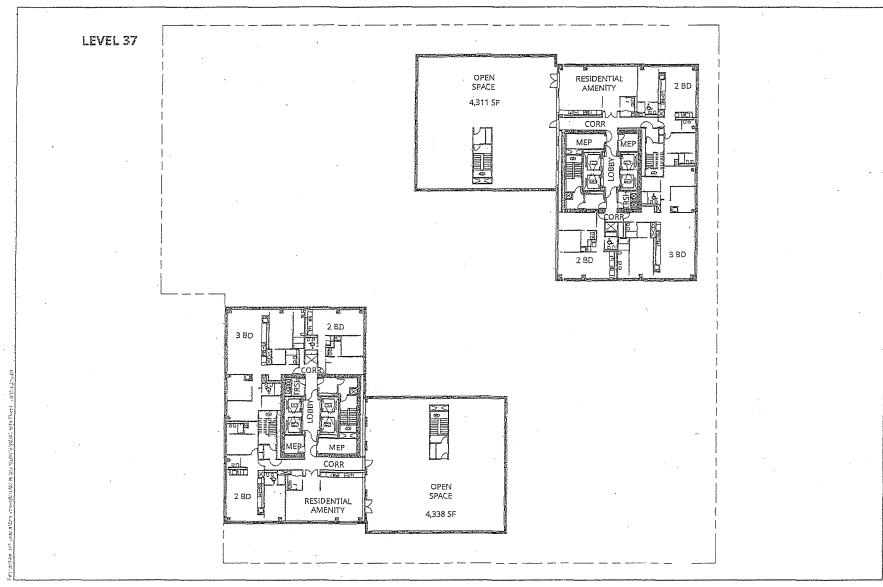
SOURCE: Tishman Speyer 2019

FIGURE 10 Floor Plan: Level 10 655 Fourth Street Project

655 Fourth Street Project 2014-000203ENV

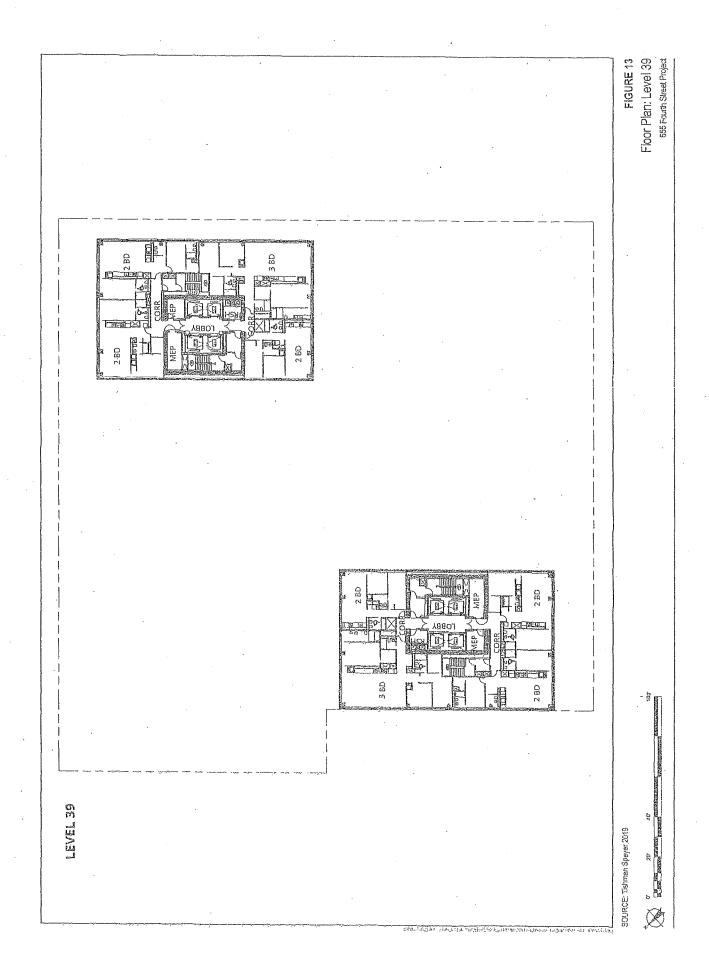
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655 Fourth Street Project 2014-000203ENV



SOURCE: Tishman Speyer 2019

Floor Plan: Level 37 655 Fourth Street Project Community Plan Evaluation. Initial Straty Checkhot 655 Fourth Street Project 2014-000203ENV



655 Fourth Street Project 2014-000203ENV

# Driveway and Loading Operation Plan

The proposed project would result in new construction of more than 100,000 gross square feet; therefore, the proposed project is required to implement a driveway and loading operations plan (DLOP) pursuant to planning code section 155(u). As required under planning code section 155(u), the project sponsor is required to prepare a DLOP to reduce potential conflicts between driveway and loading operations, including passenger and commercial loading activities and pedestrian, bicycles, and vehicles, to maximize reliance of off-street loading spaces to accommodate loading demand, and to ensure that off-street loading activity is considered in the proposed project's design. The proposed DLOP includes the following components:

- Loading Dock Management. To ensure that off-street loading facilities are efficiently used, and that trucks that are longer than can be safely accommodated are not permitted to use a building's loading dock, the project sponsor will develop a plan for management of the building's loading dock and ensure that tenants in the building are informed of limitations and conditions on loading schedules and truck size.
- Loading Dock Attendant. Building management will employ attendant(s) for the project's loading dock. The attendant would be stationed at the project's driveway to direct freight loading/service vehicles entering and exiting the building and avoid any safety-related conflicts with pedestrians on the sidewalk during the a.m. and p.m. peak periods of traffic, bicycle, and pedestrian activity, with extended hours as dictated by traffic, bicycle, and pedestrian conditions and by activity in the loading dock. The project will also install audible and/or visible warning devices, or comparably effective warning devices as approved by the San Francisco Planning Department and/or the SFMTA, to alert pedestrians of the outbound vehicles from the loading dock.
- Large Truck Access. The loading dock attendant will dictate the maximum size of truck that can be accommodated at the on-site loading area, in order to accommodate any large trucks (i.e., generally longer than 40 feet) that may require occasional access to the site (e.g., large move-in trucks that need occasional access for both residential and commercial tenants), the DLOP plan will include procedures as to the location of on-street accommodation, time-of-day restrictions for accommodating larger vehicles, and procedures to reserve available curbside space on adjacent streets from the SFMTA.
- Trush/Recycling/Compost Collection Design and Management. The project sponsor or representative will 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 prior to submittal of plans to the building department. Procedures for collection will 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.
- Delivery Storage. The loading dock area will be designed to allow for unassisted delivery systems (i.e., a range of delivery systems that eliminate the need for human intervention at the receiving end), particularly for use when the receiver site (e.g., retail space) is not in operation. Examples could include the receiver site providing a key or electronic fob to loading vehicle operators, which enables the loading vehicle operator to deposit the goods inside the business or in a secured area that is separated from the business.

The final DLOP and all revisions will be reviewed and approved by the environmental review officer or designee of the planning department and the sustainable streets director or designee of the SFMTA. The DLOP will be memorialized in the notice of special restrictions on the project site permit.

# Parking and Valet Operations

A vehicular ramp from Townsend Street would lead to an approximately 94,500-square-foot, three-level subterranean garage with approximately 276 vehicle parking stalls serving the residential and retail components of the project. There are anticipated to be approximately 40 spaces on basement levels 1 and 2, for a total of 80 spaces, with the balance of the vehicle parking capacity located on basement levels 3 and 4. The garage would be open 24 hours a day, 7 days a week. No vehicle stackers or special parking systems are proposed.

The parking would be unbundled and open to all occupants, visitors, and guests who choose to park their vehicle in the valet-operated garage, as described below. Of the 276 parking spaces, 240 would be made available to residents, 15 would be made available for the retail uses, six spaces for office use, three for hotel guests, and 12 car-share parking spaces.

When vehicles arrive at the first basement level, signage and an attendant would assist drivers in pulling forward and exiting their vehicle. The valet attendant would greet the occupant and request expected time of departure. The attendant would also help guide the occupant to the proper tower. The valet attendant would park the vehicle in one of the levels below. Code-required Americans with Disabilities Act spaces would be provided and managed by the valet operator. If the need arises, specially equipped vehicles would be guided to the appropriate parking space by the valet attendant. When the patron returns for their vehicle, they would either pre-request their car or guests would go to the valet office to pay and request their car. Pre-requested cars would be staged near the pick-up/drop-off zone. The standard garage operation would employ approximately five valet attendants.

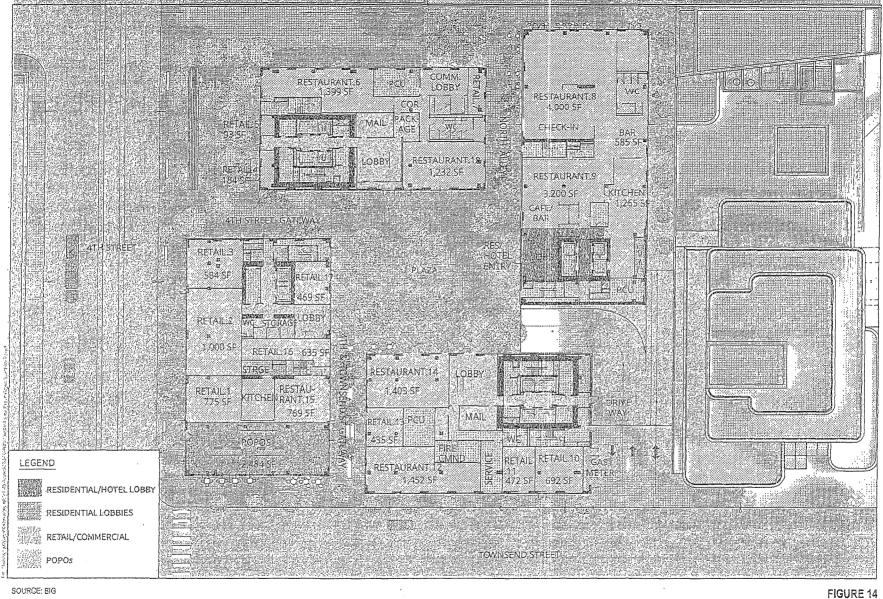
#### Bicycle Parking/Storage

The proposed project would provide 540 class 1 bike parking stalls within three rooms on the basement level and 81 class 2 stalls at-grade near the main pedestrian entries to the buildings.<sup>3</sup> These would be accessed through an elevator connecting to the ground level.

#### Landscaping

The project would have approximately 59,595 square feet of open space, including 35,100 square feet of private and commonly accessible open spaces for building residents and 2,484 square feet of ground-floor exterior POPOS (Figure 14, Proposed Access and Ground Floor Uses). POPOS areas would be provided within the central courtyard between the two buildings, at the Fourth Street Plaza in front of Tower 1A, in other areas in front of or between the buildings, and at an enclosed space at the corner of Fourth and Townsend streets. The POPOS would include landscaped trees and vegetation, seating, and public art displays. The project would include 70-foot by 70-foot privately accessible terraces located on the 37th floor of each building. The amenity floor in Tower 2B would include a terrace on floor eight.

As defined by the San Francisco Planning Code (section 155.1(A)), class 1 spaces are "spaces in secure, weatherprotected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit
residents, nonresidential occupants, and employees," and class 2 spaces are "spaces located in a publiclyaccessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the
building or use."



SOURCE: BIG



Proposed Access and Ground Floor Uses 655 Fourth Street Project

635 Fourth Street Project 2014-000203ENV

#### Wind Reduction Features

The project design was modified through an iterative process of repeated wind tunnel tests that resulted in the following wind reduction features:

- Tower 1B would be modified to include a design that would add more porosity to the façade, referred to as a Voided Terrace.
- Canopies would be installed on Towers 1A, 1B, 2A, and 2B to improve wind speeds within the Central Plaza.
- A 6-foot-wide and 10-foot-tall vegetated wind screen would be installed perpendicular to Townsend Street and 2 feet from the curb near the intersection of Lusk and Townsend streets to improve wind speeds on Townsend Street (see Figure 15, Pedestrian Wind Screen on Townsend Street).
- A combination of shrubs (5 feet tall) and porous vines attached to a 10-foot-tall artificial barrier would be installed on site within the alleyways between Towers 1A and 1B, as well as between Towers 1B and 2A and between Towers 1A and 2B, to improve wind speeds in the alleyway.
- Deciduous trees would be installed on the Fourth Street Plaza and within the Central Plaza to improve wind speeds in each respective area.

The project would involve removal of five street trees, including two London plane trees on Townsend Street and three purple leaf plum trees on Fourth Street. Approximately 26 street trees would be planted as part of the project.

The final streetscape would be designed in conformance with the City and County of San Francisco (city) Better Streets Plan<sup>4</sup> and would widen the sidewalks along Fourth Street from 10 feet to the recommended width of 15 feet. The project would also include corner bulb-outs consistent with Better Streets Plan recommendations. On the sidewalk along the south side of Townsend Street near Lusk Street, a 6-foot-wide and 10-foot-tall wind screen would be installed to improve wind speeds on Townsend Street (see Figure 15).

# **Building Designs**

Solid L-shaped panels and large glazed openings are proposed for the building façade. The size of the openings would change gradually as the two towers merge. Each rooftop would have a screen wall to conceal cooling towers, mechanical equipment, the elevator penthouse, and building maintenance units. The screen walls on top of Towers 1A and 2A would be 20 feet tall and those on Towers 1B and 2B would be 10 feet tall. The screen would be shorter than the maximum height of some of the rooftop appurtenances; however, the appurtenances would not be visible from the surrounding buildings or the street level. The screen wall system would be an extension of the main tower exterior wall and would be constructed with the same materials, with the exception of custom metal louver grid infills at the openings in lieu of the window glazing used in the tower portion. The acoustical performance of the screen wall system and the metal louver infill would be designed to reduce mechanical equipment noise to below the limits required by article 29 of the San Francisco Police Code, the Noise Ordinance.

<sup>4</sup> City and County of San Francisco. 2010. Better Streets Plan. Adopted December 2010. Available online at: https://sfplanning.org/resource/better-streets-plan, accessed June 3, 2019.

The project would provide one life safety diesel generator in the basement of Tower 2A with an appropriate diesel particulate filter for the engine exhaust. Since the project is not a commercial building, no additional tenant-related generators are anticipated. The project would have multiple domestic hot water and space heating, gas-fired, high-efficiency natural gas boilers located within the tower penthouses.

At roof level (level 41 for the taller towers and level 37 for the shorter towers), each of the taller towers would contain the following mechanical equipment:

- · A two-cell cooling tower
- Exhaust fans: bathroom exhaust, residential kitchen exhaust, corridor exhaust, smoke exhaust
- Supply fans: stair pressurization, corridor ventilation air handling units
- Enclosed condenser water pump rooms
- Enclosed boiler rooms

Each of the shorter towers would contain the following mechanical equipment at roof level:

- Exhaust fans: bathroom exhaust, residential kitchen exhaust, corridor exhaust, smoke exhaust
- Supply fans: stair pressurization

### Green Building Requirements

The project would feature an on-site rainwater and graywater harvesting and treatment facility that would reuse the treated water to meet 100 percent of the non-potable water demand. Additionally, the project is being designed to achieve Leadership in Energy and Environmental Design (LEED) Silver certification.

The project would provide domestic water sub-metering along with low-flow (WaterSense) fixtures throughout the buildings to track water use.

FIGURE 18
Pedestrian Wind Screen on Townsend Street

SOURCE: BIG

Plan Evaluation Example Study Checklist

655 Fourth Street Project 2014-000203ENV

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### Transportation Demand Management Measures

The project would require approval of a Transportation Demand Management Plan pursuant to planning code section 169. The project has elected the following transportation demand management measures to satisfy its obligations under the program:

- ACTIVE-1: Improve Walking Conditions, Option A (Residential). The project would complete streetscape improvements consistent with the city's Better Streets Plan and any local streetscape plan to ensure that the public right-of-way is safe, accessible, convenient, and attractive to pedestrians. This would entail widening the sidewalk from 10 feet to the city's recommended sidewalk width of 15 feet adjacent to the site and incorporating additional streetscape design elements and safety tools as identified by city staff that contribute to vehicle-miles-traveled reduction and increased walking.
- ACTIVE-2: Bicycle Parking, Option A (Retail and Office); Option B (Residential). The project would provide class 1 and class 2 bicycle parking spaces as required by the planning code for office and retail uses. For residential use, the project would provide one class 1 bicycle parking space for each of the first 100 dwelling units, and one class 1 space for every two dwelling units thereafter. The project would also provide two class 2 bicycle parking spaces for every 20 dwelling units.
- ACTIVE-5A: Bike Repair Station. The project would provide a bicycle repair station on site consisting
  of a designated, secure area within the building, such as within a bicycle storage room or in the
  building garage, where bicycle maintenance tools and supplies would be readily available on a
  permanent basis and offered in good condition to encourage bicycling.
- CSHARE-1: Car Share Parking and Membership, Option C (Retail); Option D (Residential). For retail
  uses, the project would provide one car-share membership per employee and car-share parking
  spaces as required by the planning code. For residential uses, the project would provide one carshare membership per dwelling unit and one car-share parking space per each 80 dwelling units.
- DELIVERY-1: Delivery Supportive Amenities. The project would facilitate delivery services by
  providing an area for receipt of deliveries that offers one of the following: (1) clothes lockers for
  delivery services; (2) temporary storage for package deliveries, laundry deliveries, and other
  deliveries; or (3) temporary refrigeration for grocery deliveries.
- FAMILY-1: Family TDM Amenities, Option A and B (Residential): The project would provide a secure location for storage of personal car seats, strollers, athletic or extracurricular gear, and cargo bicycles or other large bicycles. The project would also provide one collapsible shopping/utility cart for every 10 dwelling units and one cargo bicycle for every 20 dwelling units. All equipment shall be kept clean and well maintained. Cargo bicycles and carts shall be available for use to any unit by advanced reservation on an hourly basis.
- FAMILY-3: Family TDM Package: The project would provide amenities as described for the CSHARE-1 and FAMILY-1 TDM Measures.
- INFO-1: Multimodal Wayfinding Signage. The project would provide multimodal wayfinding signage in key locations that can withstand weather elements (e.g., wind, rain). This signage would alert building occupants and visitors to nearby transportation services and infrastructure, including transit, bike-share, car-share parking, bicycle parking and amenities, showers and lockers, and taxi stands.

- INFO-2: Real-Time Transportation Displays (Residential). The project would provide real-time transportation information on large television screens or computer monitors in prominent locations (e.g., entry/exit areas, lobbies, elevator bays) to highlight transportation options and support informed trip-making.
- INFO-3: Tailored Transportation Marketing Services, Option B (Retail & Residential). The project would provide building occupants with tailored marketing and communication campaigns, including incentives to encourage the use of sustainable transportation modes.
- PKG-1: Unbundle Parking, Location E. All accessory parking spaces would be leased or sold separately from rental or purchase fees for the life of the project, so that residents or tenants have the option of renting or buying a parking space at an additional cost and would, thus, experience a cost savings if they opt not to rent or purchase parking.
- PKG-3: Parking Cash Out: Non-Residential Tenants (Retail). Any retail tenant employer in the project
  that subsidizes parking for its employees will be required to provide all employees with a choice
  of forgoing any subsidized/free parking for a cash payment equivalent to the costs of the parking
  space to the employer.
- PKG-4: Parking Supply: Option F (Office); Option H (Residential). The project would provide
  accessory parking spaces at rates less than or equal to the applicable neighborhood parking rates
  for each use category.

To the extent that these measures affect vehicular or bicycle parking, loading operations, and building design, these features have been incorporated into the project's physical description and plans.

Improvements in the public right-of-way would be limited to widening sidewalks, creating bulb-outs, planting street trees, constructing a wind screen (on the south side of Townsend Street), and connecting sewer and stormwater drain services to the existing combined sewer and stormwater system. There are three points of connection on Fourth Street and one connection on Townsend Street.

### Relocation of Existing Tenants

The project sponsor has agreements with the existing office, retail, and residential tenants to vacate the premises prior to construction. There are no other relocation plans for existing retail or market-rate residential occupants at the site.

### Bird Safe Controls

In compliance with city Standards for Bird-Safe Buildings, all balcony guardrails would be extensions of the solid parapets and would be made from wire mesh with a solid rail. Glass wind barriers at the 37th floor terraces would receive bird-friendly treatment such as Ornilux Bird Protection Glass or similar.

Any lighting would be limited to the ground floor and public terraces on the 8th and 37th floors. All lighting would be shielded or directed downward. There would be no façade up-lighting or beacons.

City and County of San Francisco. 2011, Standards for Bird-Safe Buildings. San Francisco Planning Department. June 2011. Available at: https://sfplanning.org/standards-bird-safe-buildings, accessed June 3, 2019.

<sup>6</sup> Ornilux Bird Protection Glass has a patterned, UV-reflective coating making it visible to birds while remaining virtually transparent to the human eye (http://www.ornilux.com/).

#### Construction

Construction activities for both Buildings 1 and 2 are anticipated to take approximately 34–36 months. Buildings 1 and 2 would be constructed concurrently; phased construction of the project is not proposed.

The proposed project would use concrete-framed buildings supported on a 12-foot-thick, steel-reinforced concrete mat foundation. No pile driving would be used for the project. A grid of drilled tension piles would be required due to the depth of the proposed basement. The primary structure would consist of cast-in-place concrete core walls, concrete sheer walls, concrete columns, rebar flat slabs below and at grade, and post-tensioned slabs above grade. The 24- to 32-inch-thick concrete core and sheer walls reinforced with dense layers of reinforcing steel would provide the structure's lateral resistance to wind and seismic loads.

The project site would be initially enclosed by a temporary, covered chain-link fence to prepare for demolition of existing structures and other early site activities. It is anticipated that the city's metered parking spaces located on Fourth Street and Townsend Street would be incorporated as part of the site logistics and materials movement plans. Bus stops currently on Fourth Street and Townsend Street would require temporary relocation. Bus stop relocation would be coordinated with SFMTA and subject to SFMTA approval; all temporary relocations would be made within an estimated one-block distance of permanent locations. The bike lane currently located on Townsend Street would also require temporary relocation. Temporary locations for the bike lane would be determined in consultation with San Francisco Public Works and SFMTA at a future date, taking into account cumulative construction conditions within the neighborhood at the times any relocation should occur.

The project site would be operated and managed strictly in accordance with city regulations. It is possible that there would be sidewalk closures and occasional road closures surrounding the project site; all temporary sidewalk and road closures would be subject to SFMTA review.

The three existing buildings on site, adjacent surface parking lots, and access driveway canopies would all require demolition. Any materials that can be recycled would be separated on site from the waste debris. All materials would be loaded by excavator onto covered tractor-trailers and transported to either recycling centers or directly to landfill. All soils, construction waste, and any hazardous waste would be handled in accordance with all federal, state, and local laws, and would be sent to the appropriate facility based on the soil classification, which would be determined during excavation. It is anticipated that there would be approximately 100–150 trucks required to dispose of the demolished materials over an approximately four-week period.

Immediately following demolition, for approximately five to six months, hazardous soils and materials would be removed. Approximately 69,600 square feet of the project site would be excavated to a depth of approximately 55 feet below grade, resulting in the removal of approximately 142,000 cubic yards of earth.

Dewatering wells would be installed to drop the water level within the site and would be contained by a water containment wall. The project would only require dewatering during construction and only to the depth necessary to support construction of the foundation. The tle-back shoring system, or equivalent shoring system, would follow closely behind the mass excavation. The entire excavation and shoring operation would take five to six months. The anticipated equipment and time durations required to accommodate and supply the mass excavation and temporary shoring operations are discussed below.

Foundation construction would require two to three months to complete. Following installation of the tension piles, a single mat slab (4–12 feet thick) would be cast in two weekend operations. Nighttime work is anticipated during the continuous concrete pours for the foundation. Approximately 1,200 concrete mixers would be required over a continuous 24-hour period to pour the mat slab. The mat slab would require nighttime work for approximately eight nights (Friday and Saturday nights for four weekends); all other construction on the project is anticipated to be completed within standard business hours.

Once the mat slab is poured, basement construction would immediately follow. It would require four to six concrete pours per week; each concrete pour would require 20–40 trucks. Construction of the four basement floors would take approximately five to six months. No nighttime work is anticipated during construction of the basement floors.

Construction of the concrete and steel buildings would begin immediately after the basement is completed to the ground floor, Daily deliveries of steel-reinforcing anchors, link beams, and other materials would occur as the flow of construction dictates. The concrete requirements would be the same as the basement construction: there would be four to six concrete pours per week, and each pour would require 20–40 trucks. This concrete schedule would continue for an additional 9 to 11 months after basement construction; the entire concrete structure and exterior façade construction is expected to be completed over a 12- to 14-month timeframe.

Construction of the exterior wall would begin once the concrete superstructure is completed past the seventh floor, completing approximately one floor of exterior wall panels per week. Façade panel deliveries would take place on a daily basis. Interior framing and finishes would take approximately 16 months to complete. External paving and landscaping would begin once the superstructure and external wall is built and would require approximately four months to complete.

There would be approximately 8–10 days of nighttime work for additional activities that are required to occur at night by the San Francisco Building Department (e.g., large equipment deliveries, tower crane erections, and oversized loads). The project sponsor would apply to the city for permits for these additional activities on an as-required basis. These activities would take place at the commencement of the basement excavation and construction, and at the commencement of construction of the concrete super-structures.

# Project Approvals

The proposed project would require the following approvals:

# San Francisco Board of Supervisors

Approval of sidewalk legislation and a major encroachment permit

# San Francisco Planning Commission

- A large project authorization, with exceptions, per planning code section 329 for projects entailing new
  construction of a building taller than 85 feet in height or greater than 25,000 gross square feet in floor area
- Conditional use authorization per planning code sections 317 and 848 to establish a new hotel use and remove two existing residential dwelling units from the property
- Adoption of findings of consistency with the San Francisco General Plan and priority policies of planning code section 101.1
- San Francisco General Plan referral for sidewalk legislation to widen sidewalks, implement streetscape improvements, and implement other public realm improvements

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### San Francisco Public Works

- Review and approval of permits for street improvements for modifications to public sidewalks, street, trees, and curb cuts
- Approval of permits for streetscape occupancy during construction
- Recommendation to the board of supervisors for sidewalk legislation and a major encroachment permit, and approvals to implement streetscape and other public realm improvements
- Approval of parcel mergers and airspace parcel (condominium) maps

# San Francisco Department of Building Inspection

- Approval of demolition permits for existing buildings, grading/excavation permits, and site/building permits for new construction
- · Approval of a permit for nighttime construction

## San Francisco Municipal Transportation Agency

- Approval of special traffic permits for temporary occupancy of streets and sidewalks during construction by the Sustainable Streets Division
- Approval of construction within the public right-of-way (e.g., bulb-outs, wind screen and sidewalk extensions)
- Approval of designated color curbs for on-street freight or passenger loading, or other restricted parking for the benefit of tenants, operators, and customers
- Review and approval of proposed changes to on-street passenger loading zones, if necessary

### San Francisco Public Utilities Commission

- Approval of a stormwater management plan that complies with the city's stormwater design guidelines, including an erosion and sediment control plan (Public Works Code article 4.1)
- Approval of any changes to existing publicly owned fire hydrants, water service laterals, water meters, and water mains and approval of new fire, standard, irrigation, and recycled water service laterals
- · Approval of a landscape plan and a water supply assessment
- Approval of the use of dewatering wells (Public Health Code article 12B) and required documentation per the Non-Potable Water Ordinance (joint approval by Department of Public Health)

#### San Francisco Department of Public Health

- Approval of a construction dust control plan per Health Code article 22B
- Approval of a site mitigation plan in compliance with article 22A of the San Francisco Health Code
- Approval of a work plan for soil and groundwater characterization, if determined necessary
- Approval of required documentation per the Non-Potable Water Ordinance (joint approval by the San Francisco Public Utilities Commission)
- Review for compliance with article 38 of the Health Code for enhanced ventilation

# Bay Area Air Quality Management District

Approval of a permit to operate the proposed backup emergency generator

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

# B. COMMUNITY PLAN EVALUATION OVERVIEW

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

This initial study evaluates the potential project-specific environmental effects of the proposed 655 Fourth Street project described above and incorporates by reference information contained in the Central SoMa PEIR.7 The following project-specific studies were prepared, or reviews conducted, for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR<sup>8</sup>:

- Archeology review
- · Pedestrian wind study
- Transportation study
- Supplemental wind screen analysis
- Assessment of transportation hazards related to proposed wind screen
- Shadow analysis
- C. PROJECT SETTING

- Noise and vibration assessment
- Water supply assessment
- Air quality analysis
- Geotechnical report
- Greenhouse gas compliance checklist
- Phase I environmental site assessment

### Site Vicinity

The surrounding neighborhood is a mix of commercial, residential, and entertainment land uses housed in a mixture of primarily three- to seven-story buildings, ranging from 30 to 70 feet in height (Figure 3). The neighborhood (sometimes referred to as China Basin) is built largely on landfill along the southern edge of SoMa. As noted above, the elevated I-80 structure is located approximately two blocks northwest of the site where it crosses above Fourth Street, and the Caltrain Station is located diagonally across the street, bounded by

San Francisco Planning Department. Central SoMa Plan Final Environmental Impact Report. Planning Department Case Number 2011.1356E. Available online at: https://sfplanning.org/environmental-review-documents?field\_environmental\_review\_categ\_target\_id=214&items\_per\_page=10, accessed June 3, 2019.

Project-specific studies prepared for the 655 Fourth Street project are available for public review at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco, CA 94103 as part of case file number 2014-000203ENV.

Townsend Street to the north and Fourth Street to the east. Oracle Park is located two blocks to the southeast along the King Street corridor, which is developed with residential condominiums and numerous restaurants. Extensive public transportation (four to six lines depending on time of day) also runs along this portion of King Street. The Muni Metro Central Subway extension is currently under construction (scheduled to be completed in late 2019) and will operate along and beneath Fourth Street in the future, with the closest stop at Fourth Street and King Street.

There are no hospitals, daycare facilities, housing for older adults, or convalescent facilities within 0.5 miles of the project site. The nearest schools to the project site are the Bessie Carmichael Middle School on Harrison Street, which is west of Fourth Street, approximately 0.4 miles northeast of the project site, and the Five Keys Charter School on Oak Street, which is north of Bryant Street, approximately 0.4 miles west of the site. The nearest childcare centers are the Yerba Buena Gardens Child Development Center, approximately 0.8 miles northeast of the project site, and the Mission Head Start Mission Bay Child Development Center, approximately 0.6 miles southeast of the project site. The nearest residence to the project site is located 35 feet northwest of the project site.

#### **Cumulative Setting**

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

- 505 Brannan Street (Case No. 2015-009704ENV): The proposed 505 Brannan Street Project would
  consist of a vertical addition providing up to 156,000 square feet of office space on 11 floors above
  the existing building. The completed building would have a height of 240 feet
- 598 Brannan Street (Case No. 2012.0640E): The proposed development would demolish the four existing one- and two-story commercial, industrial, and warehouse buildings and associated surface parking lots and construct four new buildings containing 922,700 square feet of office, 60,500 square feet of retail/production distribution repair space, 5,600 gross square feet of child care space, and 72 dwelling units. The 598 Brannan Street Project would also include a new approximately 38,000 square-foot park at the center of the development site
- 610-698 Brannan Street (Flower Mart site) (Case No. 2015-004256ENV): The proposed development would demolish all existing buildings on the project site and construct three new buildings containing office space, retail/restaurant space, and the new wholesale flower market. The proposed project would include approximately 2,352,000 square feet of new construction, consisting of 2,032,800 square feet of office space, 204,000 square feet of retail/restaurant space, and 115,000 square feet of vendor space for the new wholesale flower market

- 88 Bluxome Street (Tennis Club site) (Case No. 2015-012490ENV): The proposed development would include the demolition of the existing building on the project site and construction of three new buildings containing approximately 840,100 square feet of office space, 8,100 square feet of production distribution repair space, 16,600 square feet of ground floor retail/restaurant, 4,600 square feet of a child care facility, 29,700 square feet of a community/recreation center, 134,00 square feet of a private tennis club, and up to 118 units of affordable housing. The proposed 88 Bluxome Street Project includes approximately 1,262,400 square feet of new construction
- 636-648 Fourth Street (2015-003880ENV): The proposed development would include the demolition
  of the existing one- and two-story commercial buildings and general advertising billboard and
  proposes to construct a 350-foot-tall primarily residential tower with 427 units and approximately
  3,200 square feet of ground-floor commercial space
- 330 Townsend Street (2016-009102ENV): The proposed development would include demolition of
  the existing two-story and partial basement office building and construct an approximately 300foot-tall, mixed-use retail and residential building. The 330 Townsend Street Project proposes to
  include approximately 375 dwelling units and 12,000 square feet of retail space

Other cumulative projects in the project area consist of the following, which were included in the cumulative analysis for the Central SoMa PEIR:

- The Sixth Street Improvement Project (Case No. 2014.1010E), which would reduce two existing travel lanes on Sixth Street in each direction to a single lane in each direction, along with right-ofway and sidewalk improvements between Market and Bryant streets
- The University of California San Francisco's Long-Range Development Plan, which guides growth
  and directs the planning of 2.4 million gross square feet of University of California San Francisco's
  research and development, institutional, housing, and recreational uses over a 20-year period
- The San Francisco Giants' Mission Rock/Seawall Lot 337 Project (Case No. 2013.0208E) on a parcel bounded by Third Street, Terry A. Francois Boulevard, Mission Rock Street, and China Basin Park adjacent to Pier 48 that would be developed to include up to approximately 1.6 million gross square feet of residential uses (1,600 units), up to 1.4 million gross square feet of commercial uses, and about 5.4 acres of open space throughout the parcels
- Downtown Rail Extension, which will extend Caltrain commuter rail from its current terminus at
  Fourth and King streets to the new transit center; it will also deliver the California High-Speed Rail
  Authority's future high-speed rail service to the transit center
- Transbay Program Phase 2, which proposes construction of a new Fourth and Townsend Street
  Caltrain station; completion of the transit center's train station, including a pedestrian connection
  to BART and Muni; and a new intercity bus facility

The following projects were not analyzed in the cumulative analysis in the Central SoMa PEIR, but are within 0.25 miles of the project site and thus included in the cumulative analysis for the 655 Fourth Street Project:

Brannan Street Safety Project (Case No 2018-014568ENV): SFMTA has proposed pedestrian and
bicycle safety improvements along Brannan Street between The Embarcadero and Division Street,
including a road diet from four travel lanes to three travel lanes, with a center two-way left-turn
lane; bicycle lanes in both directions; intersection improvements including left-turn pockets and

pedestrian safety enhancements (e.g., crosswalk improvements); and signal timing changes. The Central SoMa PEIR evaluated, at a project level, similar changes to Brannan Street that would include a road diet, but only between Second to Sixth streets.

- Townsend Corridor Improvement Project (Case No. 2018-011913ENV): SFMTA is proposing improvements along Townsend Street between The Embarcadero and Eighth Street, including enhancements to existing bikeway facilities and improving connections to transit and surrounding destinations. A preferred design for near-term improvements has been developed for the segment between Fourth Street and Eighth Street that includes protected bicycle lanes and a new "sidewalk island" along the south side of the street between Fourth Street and Fifth Street to provide a continuous raised sidewalk along this section and physically separate bicyclists from moving vehicle traffic in the eastbound direction.
- Fifth Street Improvement Project (Case No. 2019-012169ENV): SFMTA would implement bicycle, pedestrian, transit, and loading/parking improvements along Fifth Street between Townsend and Market streets in the SoMa neighborhood. This project is a Vision Zero Project, and, while the Central SoMa PEIR discusses Vision Zero, this specific Fifth Street Improvement Project was not originally included in the Central SoMa PEIR cumulative analysis.

The nearest open spaces to the project site are Victoria Manalo Draves Park (on Sherman Street just west of I-80 and northwest of the project site), South Park Children's Play Center, and Gene Friend Recreation Center (at Sixth and Folsom streets); each of these parks is a Recreation and Parks Department property. Mission Creek Park (on the edge of Mission Creek at Fifth Street) and South Beach Park (north of Oracle Park) are under the jurisdiction of the Office of Community Investment and Infrastructure. There are other privately owned, publicly accessible plazas, gardens, and open spaces nearby, including areas associated with Oracle Park.

### D. SUMMARY OF ENVIRONMENTAL EFFECTS

	Land Use/Planning		Greenhouse Gas Emissions		Hydrology/Water Quality
	Aesthetics		Wind		Hazards & Hazardous Materials
	Population and Housing		Shadow		Mineral Resources
$\boxtimes$	Cultural Resources		Recreation		Energy
	Tribal Cultural Resources		Utilities/Service Systems		Agriculture and Forestry Resources
$\nabla$	Transportation and	П	Public Services	$\Box$	Wildfire

Biological Resources

Geology/Soils

The proposed project could significantly affect the environmental factor(s) checked below. The following

pages present a more detailed checklist and discussion of each environmental topic.

SANFRANCISCO PLANNING DEPARTMENT

Circulation Noise

Air Quality

49

# E. EVALUATION OF ENVIRONMENTAL EFFECTS

The Central SoMa PEIR identified significant plan-level impacts related to land use, cultural resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials. Additionally, the Central SoMa PEIR identified significant cumulative impacts related to land use, cultural resources, transportation and circulation, noise and vibration, and air quality. Mitigation measures were identified for the above impacts; these would reduce impacts to biological resources and hazards and hazardous materials to less-than-significant levels, but would not reduce impacts to the remaining resource topics to less-than-significant levels. Therefore, environmental impacts resulting from implementation of the plan related to land use, cultural resources, transportation and circulation, noise and vibration, air quality, and wind would remain significant and unavoidable.

This initial study checklist evaluates whether the environmental impacts of the proposed project are addressed in the Central SoMa PEIR, certified on May 10, 2018. This initial study checklist provides a project-specific and cumulative analysis of environmental effects to determine whether the proposed project would result in significant impacts that are peculiar to the project or project site; that were not identified as significant project-level, cumulative, or off-site effects in the Central SoMa PEIR; or that were previously identified as significant effects that, as a result of substantial new information that was not known at the time that the Central SoMa PEIR was certified, are determined to have a more severe impact than discussed in the Central SoMa PEIR (reference to the Central SoMa PEIR in this document includes, by reference, analysis contained in the Central SoMa initial study). Such impacts, if any, will be evaluated in a project-specific mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review will be required for the project beyond that provided in the Central SoMa PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183. As discussed below in this initial study checklist, the proposed project would not result in new aignificant environmental effects, effects that are peculiar to the project site, or effects of greater severity than were already analyzed and disclosed in the Central SoMa PEIR.

Mitigation measures identified in the Central SoMa PEIR are discussed under each topic area, and measures that are applicable to the proposed project are summarized in the relevant sections of this initial study. Applicable project mitigation measures are denoted by topic code and number. For example, Project Mitigation Measure M-CR-1 refers to the first identified cultural resource mitigation measure that applies to the proposed project. The full text of mitigation measures that are applicable to the proposed project is included in the mitigation monitoring and reporting program (Attachment B to the Community Plan Evaluation Certificate of Determination).

# Updates to the Initial Study Checklist

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

Note that some Central SoMa FEIR mitigation measure topic codes differ from those in this initial study checklist because this initial study checklist has been updated to reflect revisions to CEQA Guidelines Appendix G (see Updates to the Initial Study Checklist).

### Aesthetics and Parking Impacts for Transit Priority Infill Development

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

- . The project is in a transit priority area
- The project is on an infill site
- The project is residential, mixed-use residential, or an employment center

The proposed project meets each of the above three criteria; thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA,<sup>11</sup>

# E.1 Land Use and Planning

# Central SoMa PEIR Analysis

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

The Central SoMa PEIR determined that adoption of the Central SoMa Plan would result in a significant unavoidable plan-level and cumulative impact related to land use and planning because it would conflict with a policy in the environmental protection element of the city's general plan related to noise. <sup>12</sup> Specifically, implementation of the plan would generate significant traffic-related noise on Howard Street under the two-way option for Howard and Folsom streets. In addition, the plan would contribute to a cumulative impact related to traffic noise on several street segments in the plan area. Such an increase would conflict with general plan policy 9.6 related to modifying streets in a way that increases traffic noise. Implementation of Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects, <sup>13</sup> would substantially reduce traffic noise, but not to a less-than-significant level. In addition, Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses, would be required to ensure that noise-generating uses are appropriately sited to reduce noise-related impacts to a less-than-significant level.

<sup>&</sup>lt;sup>10</sup> See CEQA section 21099(d)(1).

San Francisco Planning Department, Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis, Case 2014-000203ENV, 655 Fourth Street.

San Francisco General Plan Environmental Protection Element policy 9.6. Available at http://generalplan.sfplanning.org/16\_Environmental\_Protection.htm. Accessed November 6, 2018.

The requirements of Central SoMa PER Mitigation Measure M-NO-1a have been adopted in planning code section 169. Therefore, this mitigation measure is no longer required for subsequent development projects.

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

### Project-Specific Analysis

The proposed project would be built on seven adjacent parcels (lots 26, 28, 50, and 161–164) that are all located on block 3787 and would not result in physical barriers along the major streets adjacent to the project site, including Fourth and Townsend streets. The proposed publicly accessible open spaces would serve to create mid-block pedestrian walkways connecting Fourth and Townsend streets. The proposed project would improve sidewalks adjacent to the project site in accordance with the Better Streets Plan. Therefore, the proposed project would not physically divide an established community.

The Central SoMa Plan designates the project site as Mixed-Use Office. The proposed project would add office, hotel, residential, and retail uses to the project site, which are uses that are anticipated under the Central SoMa Plan for the project site. The planning department has determined that the proposed project is consistent with the Central SoMa Mixed-Use Office Zoning District and the 400-CS Height and Bulk District and is therefore consistent with the development density principally permitted for the project site under the planning code and zoning map provision.<sup>14</sup>

The requirements of Central SoMa PEIR Mitigation Measure M-NO-1a have been incorporated into planning code section 169. As discussed in the project description, the project proposes various measures to meet the transportation demand management requirement of the planning code. With regards to Central SoMa PEIR Mitigation Measure M-NO-1b, the reader is directed to the noise analysis completed for this community plan evaluation initial study, which identifies this mitigation measure as being applicable to the proposed project.

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

### **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's analysis. The only additional cumulative projects not evaluated in the Central SoMa PEIR are three streetscape projects along Fifth, Townsend, and Brannan streets. The three streetscape projects would not divide an established community as they would primarily increase safety of those streets for all users. The proposed project in combination with cumulative projects, including the three streetscape projects, would increase traffic noise, but would not result in more severe cumulative land use impacts than previously identified in the Central SoMa PEIR.

Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 655 Fourth Street, March 13, 2019,

#### Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project, individually and cumulatively, would not result in a significant impact related to the physical division of an established community. The Central SoMa Plan identified a significant and unavoidable impact due to a conflict with general plan policy 9.6 related to modifying streets in a way that increases traffic noise. The proposed project would implement a transportation demand management plan in accordance with planning code section 169, which would help to reduce project-generated traffic noise. For the reasons discussed above, implementation of the proposed project would not result in significant environmental impacts that were not identified in the Central SoMa PEIR related to land use and planning or that are peculiar to the project site, nor would the proposed project result in more severe project-specific or cumulative land use impacts than were identified in the Central SoMa PEIR.

# E.2 Population and Housing

# Central SoMa PEIR Analysis

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

The Central SoMa PEIR stated that the estimated housing demand resulting from plan-generated employment would be accommodated by increases in housing supply, primarily within the plan area and elsewhere in San Francisco, and development under the Central SoMa Plan would not generate housing demand beyond projected housing forecasts. Office and other non-residential development would be required to pay in-lieu fees to address housing needs from commercial development projects pursuant to the jobs-housing linkage program. Therefore, effects of the Central SoMa Plan related to population and housing would be less than significant.<sup>16</sup>

Тор	ics	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in Central SoMa PEIR	Significant Impact due to Suhstantial New Information	No Significant Impact not Previously Identified in Central SoMa PEIR
2.	POPULATION AND HOUSING—Would the proje	ect:			
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
p)	Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing?	Д	· 🗀 ·		図

<sup>15</sup> Central SoMa PEIR, Appendix B, p. 84.

<sup>16</sup> Central SoMa PEIR, Appendix B, pp. 84–88.

## Project-Specific Analysis

The existing project site contains two residential units and approximately 60,000 square feet of commercial space. The proposed project would develop approximately 21,840 gross square feet of office space, 24,509 gross square feet of hotel space (38 guest rooms), 18,454 square feet of ground-floor retail/restaurant space, and 1,014,968 gross square feet of residential space (960 dwelling units). The project is estimated to generate approximately 2,256 total residents (net new)<sup>17</sup> and 149 office, hotel, and retail employees at full occupancy (approximately 22 fewer employees than are currently on site). Project-related residential growth at 655 Fourth Street would amount to approximately 9.2 percent of the residential development anticipated in the Central SoMa Plan. These direct effects of the proposed project on population and employment increases were accounted for in the Central SoMa PEIR growth projections, which found that the plan would result in an increase of about 15,580 residents and 32,000 employees in the plan area.

The occupants of the two existing dwelling units would need to relocate upon commencement of construction activities. After completion of the proposed project, there would be a net addition of 958 dwelling units on site. Therefore, although there would be a temporary displacement of housing units, there would be a net increase of residential units within the project site, and, thus, the project would not necessitate the construction of replacement housing elsewhere.

#### **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative population and housing impacts than previously identified in the Central SoMa PEIR.

#### Conclusion

For the above reasons, the proposed project would not result in physical environmental effects with respect to population and housing that were not identified in the Central SoMa PEIR or that would be peculiar to the project site nor would it have more severe impacts than those identified in the Central SoMa PEIR,

### E.3 Cultural Resources

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

Population estimate is based on 2.35 persons per household; see https://www.census.gov/quickfacts/fact/table/sanfranciscocitycalifornia,US/PST045217

Employment calculations in this section are based on the following employment density ratios: an average density of 200 square feet per office employee, 350 square feet per retail employee, and 787 square feet per hotel employee. See Central SoMa Plan Initial Study (February 2014), p. 82 (http://sfmea.sfplanning.org/2011.1356E\_IS.pdf).

Тор	ics	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in Central SoMa PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in Central SoMa PEIR
3.	CULTURAL RESOURCES—Would the project:		,		
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?		<u> </u>	Д.	
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.57				$\boxtimes$
d)	Disturb any human remains, including those interred outside of formal cemeteries?		Д		

### Historic Resources

### Central SoMa PEIR Analysis

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

# Historic Architectural Resources in the Project Vicinity

The project site currently includes three buildings. Buildings on lots 26 and 28 were built in 1947. The building on lots 162–164 was built in 1996. The planning department surveyed all buildings on the project site as part of the South of Market Historic Resources Survey completed in 2010. The survey determined that none of the buildings on the project site are historic resources.

The nearest identified historic resource to the project site is the building at 601 Fourth Street, at the corner of Fourth Street and Brannan, approximately 40 feet northwest of the project site. The 601 Fourth Street building is eligible for designation under article 10 of the planning code (Preservation of Historical, Architectural, and Aesthetic Landmarks), These designations provide for official listing of buildings, landmarks, and historic districts throughout the city that have "a special character or special historical, architectural or aesthetic interest or value." In addition, as described in the Central SoMa PEIR, the buildings approximately 200 feet northeast of the project site are part of the Clyde and Crooks Warehouse Historic District called out in the Central SoMa PEIR as a Proposed Extension to the South End article 10 Landmark District.

San Francisco Planning Department. South of Market Area Historic Resource Survey. Available at https://sfplanning.org/project/central-soma-historic-resources-survey

## Project-Specific Analysis

There are no historic resources on the project site; therefore, there are would be no direct impacts to historic architectural resources as a result of demolition of the existing buildings on the project site. No mitigation measures are required to address the demolition of the existing buildings on the project site. Furthermore, there would be no indirect impact to the article 10 Clyde and Crooks Warehouse Historic District as there is a sufficient buffer provided by the 260 Townsend Street building, which is situated between the project site and this historic district.

Construction of the project would not require pile driving, and therefore any potential damage to adjacent historic resources resulting from vibrations generated by pile-driving activities would not occur. Use of other construction equipment could also result in vibration at levels that could affect nearby structures. As demonstrated in the noise section of this initial study, vibration levels from construction activities at the closest historic resource, 601 Fourth Street, would be approximately 0.05 peak particle velocity (PPV). This vibration level is well below the standard of 0.25 PPV established by the California Department of Transportation as potentially resulting in damage to historic buildings. Therefore, Central SoMa PEIR Mitigation Measures M-CP-3a and M-CP-3b would not be required and historical resource impacts from the proposed project would be less than significant.

# Archaeological Resources and Human Remains

## Central SoMa PEIR Analysis

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

### Project-Specific Analysis

The planning department completed a preliminary archaeological review for the project site.<sup>21</sup> Based on an updated prehistoric archaeological sensitivity map recently drafted for the City of San Francisco,<sup>22</sup> this particular project site has low sensitivity for submerged, burled, or prehistoric archaeological resources because the site was submerged by the rising bay some 10,000 years ago. Although humans were present in the wider region by this date, few archaeological sites dating this early have been found, and none in San Francisco. On this account, the potential for impacts to prehistoric archaeological resources, and to prehistoric human remains, appears to be low. However, archival mapping indicates that two maritime features (piers) were present on either side of the site in 1857. Remnants of these features could be present in the landfill or on the bay bottom mud that underlies the project site, most likely in the areas of the parcel that are closest to

California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Table 19. September 2013, Available at http://www.dot.ca.gov/hq/env/noise/pub/TCVGM\_Sep13\_FINAL.pdf. Accessed April 17, 2019.

San Francisco Planning Department. 2017. Preliminary Archaeological Review for 655 Fourth Street. May 8, 2017.

Far Western Anthropological Research Group, 2019, DRAFT, Geourchaeological Assessment and Site Sensitivity Model for the City and County of San Francisco, California, Confidential document on file with the Environmental Planning Department.

Bluxome and Townsend streets. If disturbed during excavation, the proposed project would result in a significant impact to archaeological resources. The significant archaeological impacts associated with the potential discovery of historic archaeological deposits or features during soils-disturbing activity resulting from the proposed project would be reduced to less-than-significant levels with implementation of Project Mitigation Measure M-CR-1, Archaeological Testing (implementing Central SoMa PEIR Mitigation Measure M-CP-4a). The full text of Project Mitigation Measure M-CR-1 is provided in the mitigation monitoring and reporting program (Attachment B to the Community Plan Evaluation). This mitigation measure would require the project sponsor to retain the services of an archaeological consultant to undertake an archaeological testing program and be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to results of the testing program.

# **Cumulative Analysis**

There are currently no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's analysis. The only additional cumulative projects not evaluated in the Central SoMa PEIR are three streetscape projects along Fifth, Townsend, and Brannan streets. The proposed project in combination with these other cumulative projects would not result in new cumulative impacts to historic resources that were not disclosed in the Central SoMa PEIR because they would not directly affect a historic resource or district and because impacts to archaeological resources are typically site specific and do not generally combine to result in cumulative archaeological resource impacts. Therefore, the project would not result in more severe cumulative cultural resource impacts than were previously identified in the Central SoMa PEIR.

#### Conclusion

As demonstrated above, the proposed project would not result in significant project-level or cumulative impacts on cultural resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts on cultural resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site. Project Mitigation Measure M-CR-1 would apply to the proposed project.

### E.4 Tribal Cultural Resources

# Central SoMa PEIR Analysis

Based on discussions with Native American tribal representatives in San Francisco, while there are no other known or potential tribal cultural resources in San Francisco, prehistoric archaeological resources are presumed to be potential tribal cultural resources. The Central SoMa PEIR identified a potentially significant impact to prehistoric archaeological resources that also may be tribal cultural resources as a result of plan implementation and developed Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal Cultural Resource Assessment, to address this impact. Under this measure, a project-specific archaeological assessment may identify additional archaeological testing or monitoring required to assess the potential for impacts to tribal cultural resources at the project site. This mitigation measure applies to any project involving soil disturbance of 5 feet or greater below ground surface. These projects are required to be reviewed as part of the project-specific preliminary archaeological evaluation to determine if they may have significant effects on tribal cultural resources. If it is determined that a project may have a significant effect, the project is required to develop and implement an archaeological resource preservation plan or, if the resource cannot feasibly be preserved, an interpretive plan. The Central SoMa PEIR concluded that with implementation of Mitigation Measure M-CP-5, impacts of subsequent development projects on tribal cultural resources would be reduced to less-than-significant levels.

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

# **Project-Specific Analysis**

The project site is in a location with no recorded prehistoric archaeological sites in the vicinity. Further, as noted above, the preliminary archaeological review indicates that the potential for prehistoric archaeological resources or human remains to be present at the project site is low. <sup>23</sup> On this basis, the potential to encounter tribal cultural resources also is low. No impact is anticipated.

# **Cumulative Analysis**

As explained in the Central SoMa PEIR and again above, impacts to archaeological resources, including tribal cultural resources, are typically site specific and do not generally combine to result in cumulative impacts. Therefore, the project would not result in more severe cumulative tribal cultural resource impacts than were previously identified in the Central SoMa PEIR.

### Conclusion

As demonstrated above, no tribal cultural resources are expected to be present at the project site. Therefore, the proposed project would not result in significant impacts to tribal cultural resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or

<sup>&</sup>lt;sup>23</sup> San Francisco Planning Department 2017. Preliminary Archeological Review, 655 Fourth Street (2014-000203ENV). May 8, 2017; updated May 2019.

cumulative impacts to tribal cultural resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site.

# E.5 Transportation and Circulation

## Central SoMa PEIR Analysis

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

Additionally, the Central SoMa PEIR conducted a plan-level analysis and project-level screening analysis of the vehicle-miles-traveled (VMT) impacts of subsequent development projects enabled under the plan, such as the proposed project, and found that VMT impacts would not be significant. The proposed project consists of land uses (residential, office, and retail<sup>24</sup>) that were analyzed in the VMT analysis in the Central SoMa PEIR and is located in a transportation analysis zone 642 that was analyzed in the Central SoMa PEIR. Therefore, the proposed project would also not result in significant VMT impacts and this topic is not addressed below.

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

## Project-Specific Analysis

A transportation study was prepared for the proposed project to evaluate potential project-specific effects, and this study is summarized below along with a more comprehensive discussion of the Central SoMa PEIR findings for each transportation subtopic.<sup>25</sup> The project-specific transportation study estimated the net new person trips and distribution of those trips among various travel modes, referred to as the project's

The proposed project also includes a 38-room hotel, which for purposes of VMT analysis is considered a residential land use and therefore addressed in the Central SoMa PEIR's VMT analysis.

<sup>25</sup> AECOM. 2019. 655 Fourth Street Transportation Impact Study. Prepared for the San Francisco Planning Department, Environmental Planning Division. February 12, 2019.

travel demand. The travel demand was then used to assess the project's impact on transportation and circulation, as discussed below.

#### Travel Demand

The existing tenants/businesses at the project site can be generally classified into one of three land use types:

- General office (Layer Buşiness) .
- Eating/drinking (The Iron Cactus and The Creamery)
- General retail (United Barbell/CrossFit SoMa, Bulthaup, and HD Buttercup)

Existing uses at the project site currently generate approximately 325 peak-hour person-trips across all existing uses. Net new person-trips by mode and vehicle trips, including trip credits for existing uses that would be removed with the project, are summarized in **Table 2**. Trips by mode for the existing and proposed uses were estimated using San Francisco Guidelines data.

Table 2
Project Travel Demand – Net New Trips by Mode

Direction,				ay Dally						n, Peak	Hour	
Land Use,		parameter in the second	erson Tri	75 5500550904-18			a Constitution Sand	Pe	son-Trij	75. National Contraction		
and	Auto					Vchicle-	-Auto-					Vehicle-
"Building	mobile	Transil	Walk	Other!!	Total	Trips	linobile	Transil	VValk	Otter	Total	Trips
				Irips Gei	terated by	the Prope	ised Proje	ct				
Inbound	2,837	1,866	2,720	<i>85</i> 3	8,276	1,775	471	328	460	140	1,399	329
Outbound	2,837	1,866	2,720	853	8,276	1,775	358	244,	330	105	1,036	222
Total	5,674	3,731	5,439	1,706	16,551	3,549	828	572	790	245	2,435	551
				Exis	ting Trips	at the Pro	ject Site					
Inbound	(666)	(337)	(633)	(217)	(1,853)	(284)	(62)	(27)	(63)	(22)	(174)	(26)
Outbound	(666)	(337)	(633)	(217)	(1,853)	(284)	. (70)	(41)	(61)	(21)	(194)	(32)
Total	(1,331)	(674)	(1,267)	(433)	(3,705)	(568)	(132)	(69)	(124)	(43)	(368)	(57)
					Net 1	lew Trips						
Inbound	2,171	1,529	2,086	637	6,423	1,491	409	301	397	119	1,225	303
Outbound	2,171	1,529	2,086	637	6,423	1,491	287	203	268	83	842	190
Total	4,343	3,057	4,173	1,273	12,846	2,982	696	504	666	202	2,067	493

Source: 655 Fourth Street Transportation Impact Study, Case No. 2014-000203ENV, AECOM 2019.

Note: Component values may not sum to total values due to rounding.

#### Traffic Hazards

# Central SoMa PEIR Analysis

The Central SoMa PEIR defines a traffic hazard as any physical feature that impairs the ability of drivers to see other vehicles, pedestrians, or bicyclists. As described in the Central SoMa PEIR, subsequent development projects under the plan would generally not introduce unusual design features that would result in traffic hazards. Development projects are required to undergo various levels of city review to

SAN FRANCISCO PLANMING GEPARTMENT ensure that proposed pedestrian access, vehicular access, and streetscape improvements follow appropriate design guidelines and are constructed consistent with city standards. The Central SoMa PEIR concluded that traffic hazards resulting from implementation of the plan would be less than significant.

### Project-Specific Analysis

The proposed project would result in a general increase in vehicle traffic activity on the surrounding roadway network, including several of the streets in the vicinity of the project site that are classified as part of the Vision Zero High Injury Network.—namely, Third Street, Fourth Street (north of Bluxome Street), Townsend Street (between Third Street and Fifth Street), and Brannan Street (west of Jack London Alley). However, the project would represent a marginal increase in specific types of traffic activity along these streets that could be potential sources of vehicle—vehicle conflicts (such as permitted left-turn movements). The project would add less than 100 vehicle trips during the weekday p.m. peak hour on left-turn movements with the highest levels of project-generated vehicle activity, such as the westbound left turn at Fourth Street/Townsend Street, the northbound left turn at Third Street/Townsend Street, and the eastbound left turn at Third Street/King Street.

At these various locations, the project would represent only a minor increase in vehicle traffic on these turn movements relative to background traffic levels and would not constitute a substantial hazard for motorists. In addition, the existing traffic signal phasing at several of these locations already includes protected or permitted–protected phases<sup>27</sup> for the affected left-turn movements, reducing the potential for vehicle–vehicle conflicts.

The project does not involve any changes to the roadway network or include any design features that could cause major traffic hazards. In particular, the project's streetscape improvements would primarily consist of enhancements to the pedestrian realm, including building setbacks and street trees, and would not include any modifications to curb lines along the adjacent street frontages. In addition, the project would remove the two existing curb cuts serving the project site and construct a single consolidated curb cut at the southeast corner of the site. This change would reduce potential impacts as one consolidated curb cut offers fewer opportunities for vehicle—vehicle and vehicle—pedestrian or —bicycle conflicts.

The project also proposes to install a wind screen on Townsend Street. The proposed wind screen would be located opposite the project site, between the active pedestrian walking area and street traffic within the sidewalk along the south side of Townsend Street (see Figures 7 and 15).

Potential impacts from the wind screen could result from the reduction in sight distance for people driving and biking. An analysis of the proposed wind screen examined the sight distance as measured from the approximate centerline of the travel lane or bicycle lane at the approximate eye height of a motorist or bicyclist, respectively.<sup>28</sup>

The analysis indicates that the location of the proposed wind screen would not fall within the sight distance triangle for people driving or biking and approaching the intersection, even when assuming a conservative stopping sight distance of 200 feet. The analysis also shows that the proposed wind screen would not

Vision Zero is San Francisco's road safety policy, adopted in 2014.

Protected phases refer to traffic control indications (such as signals) that are adjusted to provide that all conflicting vehicular movements are stopped to accommodate movements typically associated with higher risk.

AECOM. 2019. Assessment of Potential Transportation Hazards Related to Proposed Wind Screen 655 Fourth Street Transportation Impact Study (Case No. 2014-000203ENV).

obstruct motorists' or bicyclists' sightlines to the pole-mounted signal, which is located along Townsend at the intersection of Lusk Street and the driveway for a large residential building.

Even assuming that the proposed greenery extends several inches outside of the physical frame of the screen, it would be unlikely to obstruct sightlines to the near-side traffic signal head for people driving or biking. Further, the study shows that sight distance to oncoming traffic along Townsend Street was not an issue for existing motorists in most situations, as the majority of these conflicts are already eliminated by the traffic signal. A small percentage of right-turn-on-red activity was seen among motorists exiting the driveway; however, motorists generally make this movement in two stages, checking for adequate gaps in oncoming traffic along eastbound Townsend Street before entering the traffic flow. Given these considerations, the proposed wind screen is unlikely to substantially affect sight distance for motorists or bicyclists exiting the residential driveway.

The intersection of Townsend Street with Lusk Street and the residential driveway only features one crosswalk across the east leg of Townsend Street. The crosswalk across the west leg is a "closed" crosswalk, with a "NO PED CROSSING" sign mounted within the sidewalk directing pedestrians to use the east crosswalk. Therefore, the proposed wind screen would have no effect on crosswalk safety at this location because crossing is not permitted. For motorists and bicyclists attempting to enter the residential driveway, the proposed wind screen may partially obstruct views of pedestrian activity in the sidewalk along the south side of Townsend Street for a brief period of time (over a short distance) as they approach the intersection. However, these motorists and bicyclists would generally be traveling no faster than the speed limit (25 miles per hour (mph)) upstream of the intersection, and would need to substantially slow down approaching the intersection to adequately negotiate the turn. As pedestrians would have the right-of-way, any such motorists and bicyclists are already required to yield and exercise caution when traversing the sidewalk and entering the driveway, which would continue to remain the case whether or not the proposed wind screen is constructed. Given these considerations, the proposed wind screen is unlikely to substantially affect sight distance for motorists entering and exiting The Beacon driveway.

#### Cumulative Analysis

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

Three cumulative streetscape projects not analyzed in the Central SoMa PEIR cumulative analysis were identified as part of the project-specific cumulative impact analysis. All three projects, the Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Improvement Project, propose pedestrian and bicycle safety improvements within and adjacent to the plan area. The Brannan Street Safety Project is a modified version of the street network proposal for this street that was already analyzed in the Central SoMa PEIR from Second to Sixth streets. The Townsend Corridor Improvement Project includes protected bicycle lanes and a new sidewalk island along the south side of the streets between Fourth and Fifth streets to provide a continuous raised sidewalk along this section and physically separate people bicycling from moving vehicle traffic in the eastbound direction. The Fifth Street Improvement Project would implement bicycle, transit, parking, and loading improvements along Fifth Street. All of these projects would increase the safety of travelers in and through the plan area and would not exacerbate existing traffic hazards.

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

#### Transit

# Central SoMa PEIR Analysis

The Central SoMa PEIR found that growth resulting from Central SoMa Plan implementation, including proposed changes to the street system, would result in significant impacts on transit capacity (due to increased ridership demand) and transit operations (due to delays to transit vehicles).<sup>29</sup> The Central SoMa PEIR identified three mitigation measures to reduce these impacts: Central SoMa PEIR Mitigation Measures M-TR-3a, Transit Enhancements (i.e., enhanced transit funding, transit corridor improvements, transit accessibility improvements, and Muni storage and maintenance improvements); M-TR-3b, Boarding Improvements; and M-TR-3c, Signalization and Intersection Restriping at Townsend/Fifth Streets. Central SoMa PEIR Mitigation Measures M-TR-3b and M-TR-3c would be implemented by the city and are not applicable to individual development projects. Central SoMa PEIR Mitigation Measure M-TR-3a contains requirements for both the city and developers of subsequent development projects. One portion of Central SoMa PEIR Mitigation Measure M-TR-3a that applies to subsequent development projects requires the city to establish fee-based sources of revenue toward transit improvements. The Central SoMa Plan levies fees on subsequent development projects to finance the plan's public benefits package, which includes \$500 million for local and regional transit improvements, Therefore, this portion of the M-TR-3a has been implemented with approval of the Central SoMa Plan and implementation of the plan's development impact fees. Nonetheless, due to uncertainty regarding the feasibility and effectiveness of all of the transit mitigation measures, the Central SoMa PEIR determined that these impacts would be significant and unavoidable.

### Project-Specific Analysis

The project site is well served by both local and regional transit service. Local rail transit in the vicinity of the project site is provided along the Muni Metro Extension, which connects into the eastern end of the Market Street Subway at the Embarcadero Station and operates along The Embarcadero and King Street, terminating at Fourth & King Station, approximately one block south of the project site. Service on the Muni Metro Extension is provided primarily by the N-Judah and the T-Third Street. Caltrain's San Francisco (Fourth & King) Station—located diagonally opposite the project site at the southwest corner of the Fourth Street/Townsend Street intersection—is also a major hub for Muni bus service, including the 10 Townsend, 30 Stockton, 45 Union/Stockton, 47 Van Ness, 81X Caltrain Express, 82X Levi Plaza Express, and 83X Mid-Market Express. Slightly further away from the project site, supplementary service is provided by other bus routes through SoMa, including the high-frequency Bayshore Expresses (8 Bayshore, 8AX Bayshore "A" Express, and 8BX Bayshore "B" Express).

Regional public transit service is provided by a variety of transit operators including BART; the Alameda–Contra Costa Transit District; the Golden Gate Bridge, Highway & Transportation District; the Peninsula

The San Francisco Planning Department no longer considers transit capacity as an environmental effect. This is consistent with state guidance in which the addition of new users is not treated as an adverse physical environmental effect.

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Corridors Joint Powers Board; and the San Mateo County Transit District. Regional transit services not within walking or biking distance of the project site can also be accessed by connecting local transit service.

The project would generate approximately 581 net new transit person-trips (336 inbound transit person-trips and 244 outbound transit person-trips) during the weekday p.m. peak hour.

The project would not result in the permanent relocation or removal of any existing bus stops or other changes that would alter transit service. The existing all-day (i.e., at all times) near-side Muni zone at Fourth Street/Townsend Street adjacent to the project site, currently used by the 10 Townsend, would remain at this location. Likewise, the on-street parking restrictions stretching east of this zone to Lusk Street would also remain in effect, although there would be a reduction in the available curb space for Muni staging/layover (from approximately 275 feet under existing conditions to approximately 181 feet with the proposed project). The proposed project would restore the existing 12-foot-wide curb cut (that currently serves lot 50); however, the project also proposes a new 35-foot-wide curb cut on Townsend Street and 71 feet of curb to accommodate the portion of the project's on-street passenger loading zone that would be in effect at all times. These modifications under the proposed project would ultimately reduce the amount of available curb space for bus layover from existing conditions.

The project would also remove the existing 31-foot-wide existing curb cut serving the loading area for lot 28, which is currently located within the extents of the all-day Muni zone used by the 10 Townsend. While the project would slightly reduce the available curb space in the temporary zone used as staging/layover for the 81X Caltrain Express and 82X Levi Plaza Express, it could also reduce curb cut-related vehicle—transit conflicts for the 10 Townsend at the all-day zone.

Project-generated vehicle traffic would be most concentrated on the segment of Townsend Street between Third Street and Fourth Street, as the project's sole vehicle ingress/egress is proposed on Townsend Street. All project-generated vehicle traffic would be concentrated in the westbound direction of Townsend Street with restrictions in place prohibiting left-turn movements into and out of the driveway. While Townsend Street is not a major transit corridor, it accommodates an important secondary line (the 10 Townsend), and the segment in the vicinity of the project site (i.e., near the Caltrain station) also carries short segments of many other Muni routes, including major lines such as the 30 Stockton and 47 Van Ness, Project-generated vehicle traffic could result in significant impacts on transit operations including temporary delays to the 10 Townsend bus due to vehicle ingress/egress associated with the project's below-grade garage and project-generated vehicle traffic attempting to make a right-turn movement approaching the intersection of Fourth and Townsend from westbound Townsend street. These impacts were previously identified as significant plan-level impacts on transit operations in the Central SoMa PEIR.

Given the considerations described above, the project could cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could occur. Central SoMa PEIR Mitigation Measure M-TR-3a includes actions related to queue abatement specifically intended to be undertaken by sponsors of subsequent development projects within the plan area. Therefore, this specific portion of Central SoMa PEIR Mitigation Measure M-TR-3a would apply to the project's impacts to transit operations and is identified as **Project Mitigation Measure M-TR-1**, Queue Abatement. However, it is uncertain if this mitigation measure would fully mitigate the project's significant impacts to transit operations. Therefore, consistent with the findings of the Central SoMa PEIR, the project's impact on transit operations would remain significant and unavoidable with mitigation.

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#### Cumulative Analysis

The Central SoMa PEIR identified a cumulative transit impact. For the reasons discussed in the project-level analysis above, the project would contribute to that previously identified significant transit impact. The Brannan Street Safety Project, Townsend Cornidor Improvement Project, and Fifth Street Improvement Project propose pedestrian and bicycle safety improvements within and adjacent to the plan area. The Townsend Corridor Improvement Project includes protected bicycle lanes and a new sidewalk island along the south side of the streets between Fourth and Fifth streets to provide a continuous raised sidewalk along this section and physically separate people bicycling from moving vehicle traffic in the eastbound direction. The Fifth Street Improvement Project would implement bicycle, transit, parking, and loading improvements along Fifth Street. The 655 Fourth Street transportation study analyzed the impacts of the proposed project in combination with these cumulative projects and determined that the cumulative transit impacts would not be more severe than those identified in the Central SoMa PEIR. The Central SoMa PEIR evaluated changes to the street network along Brannan Street within the plan area, and because the project's driveway is proposed to be on Townsend Street, vehicle trips generated by the proposed project in combination with the modified Brannan Street Safety Project would not result in new or more severe impacts to transit operations on Brannan Street. Further, both the Townsend Corridor Improvement Project and Fifth Street Improvement Project include transit enhancements, such as boarding islands, that would facilitate transit service. Therefore, the proposed project in combination with the Townsend Corridor Improvement Project and Fifth Street Improvement Project would not combine to result in more severe cumulative transit impacts than were disclosed in the Central SoMa PEIR,

### Pedestrians

## Central SoMa PEIR Analysis

The Central SoMa PEIR determined that development under the plan would not result in pedestrian safety hazards nor result in substantial overcrowding on sidewalks or at corner locations, but would result in overcrowding at the following crosswalks:

- Third Street/Mission Street: east and west crosswalks (weekday midday and p.m. peak hours)
- Fourth Street/Mission Street: east and west crosswalks (weekday midday and p.m. peak hours)
- Fourth Street/Townsend Street: west crosswalk (weekday midday and p.m. peak hours)
- Fourth Street/King Street: west crosswalk (weekday p.m. peak hour)

The Central SoMa PEIR identified Central SoMa PEIR Mitigation Measure M-TR-4, Upgrade Central SoMa Area Crosswalks, whereby the SFMTA would widen crosswalks at three intersections in the plan area, as feasible. However, because the feasibility of crosswalk widening beyond the current width is uncertain due to roadway or other physical constraints (e.g., presence of bus stops or platforms), the Central SoMa PEIR concluded this impact would remain significant and unavoidable. The Central SoMa PEIR determined that cumulative impacts to pedestrian overcrowding would also be significant and unavoidable.

### Project-Specific Analysis

The project would not generate any activities or include any design or features that would create hazards for pedestrians or interfere with pedestrian access or circulation. Given existing traffic levels and the estimates of project-generated vehicle traffic, the project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian access or circulation. The project would also implement several improvements to the pedestrian realm, including setbacks along the entire Fourth Street frontage of the site

and a portion of the Townsend Street frontage of the site. This improvement would essentially increase the effective width of the sidewalk available to pedestrians. Additionally, a proposed POPOS at the southwest corner of the site fronting the Fourth Street/Townsend Street intersection and proposed public walkways would maximize pedestrian connectivity into, out of, and through the site.

Affected crosswalks in the immediate vicinity of the project site include the south and west crosswalks at Fourth Street/Townsend Street; the north, south, and west crosswalks at Fourth Street/King Street; and the west crosswalk at Fourth Street/Brannan Street. These identified locations reflect the dominant pedestrian circulation patterns to/from the Caltrain station and Muni's Fourth & King Station. Given the location of these crosswalks (along the west side of Fourth Street) relative to the project site (located on the east side of Fourth Street) and the expected routes for project-generated foot traffic, the project is unlikely to represent a substantial share of the overall pedestrian activity in these particular crosswalks. In particular, pedestrians arriving at the project site from areas to the north (e.g., Market Street) or south (e.g., Mission Bay) would likely have positioned themselves on the east side of Fourth Street by the time they reach the immediate vicinity of the project site, knowing that the project site is located on the east side of Fourth Street and the areas on the west side of Fourth Street are undeveloped (e.g., the Caltrain railyard and the I-280 terminal at Fifth Street/King Street) or almost exclusively residential in nature (e.g., the blocks west of Fourth Street between King Street and Mission Creek) and would not be major attractors of project-generated pedestrian activity.

Based on the location of affected crosswalks in the Central SoMa Plan area, the project site is unlikely to represent a substantial share of the overall pedestrian activity at these locations. While the project would generate some transit ridership on Caltrain, it is unlikely to represent a substantial contribution to the overall pedestrian activity in the affected (west and south) crosswalks at Fourth Street/Townsend Street. This is because the project's net new weekday p.m. peak-hour transit ridership to/from the Peninsula/South Bay is expected to be approximately 57 person trips (33 inbound person trips and 24 outbound person trips). Of these transit riders, some would likely use other transit providers (e.g., BART, SamTrans), but even assuming that all of this project-generated ridership is assigned to Caltrain, the project is unlikely to add more than 2–3 pedestrians to either of these crosswalks during the busiest signal cycles, and would, on average, only add up to one additional person per signal cycle (assuming a 60-second cycle) over the course of the entire peak hour.

The proposed project would also install a 6-foot-wide and 10-foot-tall wind screen on Townsend Street near the intersection of Townsend and Lusk Street. The proposed wind screen would be located opposite the project site, between the active pedestrian walking area and street traffic within the sidewalk along the south side of Townsend Street. The intersection in this location only features one crosswalk across the east leg of Townsend Street. The crosswalk across the west leg is a "closed" crosswalk, with a "NO PED CROSSING" sign mounted within the sidewalk directing pedestrians to use the east crosswalk. Therefore, the proposed wind screen would have no effect on crosswalk safety at this location because crossing is not permitted.

For people driving and biking who attempt to enter the residential driveway at this intersection, the proposed wind screen may partially obstruct views of pedestrian activity in the sidewalk along the south side of Townsend Street for a brief period of time (over a short distance) as they approach the intersection. However, people driving and biking would generally be traveling no faster than the speed limit (25 mph) and would need to substantially slow down approaching the intersection to adequately negotiate the turn. As people walking would have the right-of-way, people driving and biking are already required to yield and exercise caution when traversing the sidewalk and entering the driveway, which would continue to

remain the case whether or not the proposed wind screen is constructed. Given these considerations, the proposed wind screen would not create hazardous conditions for people walking.

Based on the analysis above, the project would not create potentially hazardous conditions for people walking or otherwise interfere with pedestrian accessibility to the site or adjoining areas. Therefore, the project would result in less-than-significant impacts to pedestrian safety and access.

#### Cumulative Analysis

The Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Improvement Project all propose pedestrian and bicycle safety improvements within and adjacent to the Central SoMa Plan area. The 655 Fourth Street transportation study analyzed the impacts of the proposed project in combination with these cumulative projects and determined that the cumulative impacts to people walking would not be more severe than those identified in the Central SoMa PEIR. All of these projects would enhance the pedestrian realm and therefore would not combine with impacts of the proposed project to result in new or more severe cumulative impacts to people walking than were identified in the Central SoMa PEIR.

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

# **Bicycles**

# Central SoMa PEIR Analysis

The Central SoMa PEIR determined that both plan-level and cumulative impacts to bicycle safety and access would be less than significant. Therefore, no mitigation measures were identified in the Central SoMa PEIR. However, the Central SoMa PEIR identified two improvement measures—Improvement Measure I-TR-5a, Protected Bicycle Lane Public Education Campaign, and Improvement Measure I-TR-5b, Protected Bicycle Lane Post-Implementation Surveys—entailing outreach and data collection to be undertaken by SFMTA related to the protected bicycle lanes proposed by the plan along Howard Street/Folsom Street, Brannan Street, and Third Street/Fourth Street. Neither of these improvement measures are applicable to subsequent development projects within the plan area.

### Project-Specific Analysis

There are multiple bikeways in the vicinity of the project site, including Townsend Street/Division Street, The Embarcadero/King Street/Third Street/Terry A. Francois Boulevard, Fourth Street (south of Townsend Street), Second Street, Fifth Street, and the San Francisco Bay Trail. Bicycle turning movement counts conducted at key intersections in the vicinity of the project site show that current bicycle activity in the vicinity of the project site is generally concentrated along Townsend Street, with slightly lower activity levels along Fourth Street and marginal activity along Third Street, Brannan Street, and King Street.

The project would provide class 1 bicycle parking in secure storage rooms, as well as class 2 bicycle parking in various on-site locations at street level. Public walkways such as the Fourth Street Gateway, Townsend Street Gateway, and North Alley would provide convenient access between the interior of the project site and the adjacent streets (Townsend Street and Fourth Street). Project-generated bicycle activity would likely be distributed across both Townsend Street and Fourth Street, although there may be higher concentrations along Townsend Street. In particular, Townsend Street features class 2 bikeways and offers

connections to north-south streets with bikeways (such as Second Street, Fifth Street, and Seventh Street/Eighth Street) that may be more attractive alternatives to bicycling on Fourth Street, which does not feature any designated bikeways.

Potential vehicle-bicycle conflict points associated with the project would be most concentrated along Townsend Street, which is a major route for bicyclists and the location of the proposed vehicle ingress/egress for the below-grade garage. In particular, all vehicles entering and exiting the project site would need to cross the westbound class 2 bikeway along Townsend Street, which can result in increased conflicts near the driveway for bicyclists using this bikeway. This is not expected to constitute a substantial hazard for bicyclists, however, as motorists would generally have unobstructed sightlines and/or substantial sight distance towards approaching bicyclists along westbound Fifth Street. In particular, traffic entering the driveway would have unobstructed sightlines towards bicyclists using the bicycle lane and would be required to wait until there is sufficient space in the flow of people bicycling (and if applicable, westbound vehicles and pedestrians in the sidewalk) to clear their vehicle before encroaching into the bikeway.

Similarly, the project would provide a large, unobstructed driveway apron and 35-foot-wide curb cut, which would maximize the field of vision for motorists exiting the project site and reduce potential vehicle-bicycle conflicts. A smaller curb cut or, primarily, obstructions such as building walls/columns, street trees, or adjacent on-street parking spaces, for example, can make it more difficult for exiting motorists to see pedestrians in the sidewalk or oncoming bicyclists and motorists along Townsend Street,

As discussed above, an analysis of the proposed wind screen was conducted to determine whether it could present any potential hazards to people walking, bicycling, and driving. The analysis indicates that the location of the proposed wind screen would not fall within the sight distance triangle for people biking approaching the intersection, even when assuming a conservative stopping eight distance of 200 feet. The analysis also shows that the proposed wind screen would not obstruct bicyclists' sightlines to the polemounted signal, which is located along Townsend at the intersection of Lusk Street and the driveway for a large residential building. For bicyclists attempting to enter the residential driveway at the intersection of Townsend Street with Lusk Street, the proposed wind screen may partially obstruct views of pedestrian activity in the sidewalk along the south side of Townsend Street for a brief period of time (over a short distance) as they approach the intersection. However, these bicyclists would likely be traveling no faster than the speed limit (25 mph) upstream of the intersection and would need to substantially slow down approaching the intersection to adequately negotiate the turn. As pedestrians would have the right-of-way, any such bicyclists are already required to yield and exercise caution when traversing the sidewalk and entering the driveway, which would continue to remain the case whether or not the proposed wind screen is constructed. Given these considerations, the proposed wind screen would not substantially affect sight distance for people bicycling that are exiting The Beacon driveway and impacts to people bicycling would be less than significant.

# Cumulative Analysis

The Brannan Street Safety Project, Townsend Corridor Improvement Project, and Fifth Street Improvement Project all propose pedestrian and bicycle safety improvements within and adjacent to the plan area. The 655 Fourth Street transportation study analyzed the impacts of the proposed project in combination with these cumulative projects and determined that the cumulative impacts to people bicycling would not be more severe than those identified in the Central SoMa PEIR. All of these cumulative streetscape projects propose enhancements to bicycle facilities and therefore would not combine with impacts of the proposed project to

result in more severe cumulative impacts than disclosed in the Central SoMa PEIR. For the reasons described above, the project would result in less-than-significant cumulative impacts to bicycle safety and access.

#### Loading

# Central SoMa PEIR Analysis

The Central SoMa PEIR concluded that development under the Central SoMa Plan, including the street network changes, would result in an increase in demand for on-street commercial and passenger loading and a reduction in on-street commercial loading supply such that the loading demand during the peak hours of loading activities would not be accommodated within the on-street loading supply; would affect existing passenger loading/unloading zones; and may create hazardous conditions or result in significant delay that may affect transit, other vehicles, bicycles, or pedestrians. Central SoMa PEIR Mitigation Measures M-TR-6a, Driveway and Loading Operations Plan (DLOP), and M-TR-6b, Accommodation of On-Street Commercial Loading Spaces and Passenger Loading/Unloading Zones, were identified to reduce the significant impact caused by inadequate commercial and passenger loading opportunities. These mitigation measures have been incorporated into the planning code requirements for projects within the Central SoMa Plan area and are implemented during the project's entitlement review. The Central SoMa PEIR concluded that it is unlikely that sufficient on-street commercial and passenger loading spaces could be provided to offset the net loss in these spaces without avoiding conflicts between trucks, bicyclists, and other vehicles and that the feasibility of providing replacement on-street passenger loading zones for properties affected by the removal of existing zones is uncertain. Therefore, even with implementation of these two mitigation measures, loading impacts (both commercial and passenger) would remain significant and unavoidable.

# Project-Specific Analysis

#### Commercial Loading

The project proposes to provide a total of seven on-site loading spaces accessible through the project's 35-foot-long curb cut off Townsend Street. The project would generate a freight loading/service vehicle demand of approximately four to five spaces during the average hour and approximately five to six spaces during the peak hour. The project's proposed seven freight loading/service vehicle spaces, consisting of five full-sized freight loading spaces and two service vehicle spaces, would satisfy the average-hour and peak-hour loading demands. However, it is likely that at least some types of freight loading/service activities (e.g., restaurant deliveries) would prefer to service the site at street level.

Although the site includes approximately 250 feet of frontage along Fourth Street, curbside commercial loading cannot be accommodated along Fourth Street due to the lack of an on-street parking lane. However, some freight loading/service vehicle operators may still choose to service the site along Fourth Street by encroaching into the sidewalk (to avoid obstructing the northbound travel lane along Fourth Street while stopped). Additionally, on-street parking is available in the surrounding area, but not in sufficient proximity to be an attractive option for most project-generated freight loading/service vehicle demand that chooses not to use the project's on-site loading area. As a result, some operators attempting to service the site at street level may choose to queue/dwell or begin servicing in unpermitted areas along the Fourth Street or Townsend Street frontages of the site or elsewhere in the immediate vicinity of the project site. These areas could include (but would not be limited to) the sidewalk along the east side of Fourth Street and various areas along the north side of Townsend Street, including the all-day Muni zone (10 Townsend stop); the proposed on-street white zone or temporary Muni staging/layover zones; the proposed curb cut and/or adjacent sidewalk; and the bicycle lane and/or adjacent travel lane along westbound Townsend Street.

In these cases, freight loading/service vehicle activities could result in potential disruptions to traffic, transit, bicycle, and pedestrian circulation or delays to transit. As a result, the project could generate a freight loading/service vehicle demand in excess of available and proposed on- or off-street accommodations such that hazardous conditions for traffic, transit, bicycles, or pedestrians or substantial delays to transit could occur under existing plus project conditions.

For the reasons described above, the project could result in significant impacts related to commercial loading, the same significant plan-level commercial loading impacts identified in the Central SoMa PEIR. Therefore, Central SoMa PEIR Mitigation Measure M-TR-6a, requiring a driveway and loading operations plan, is applicable to the project. The requirements of this Central SoMa PEIR mitigation measure have been adopted as part of planning code section 155(u) and the requirements are summarized in the project description.<sup>30</sup> Therefore, this mitigation measure is no longer required for subsequent development projects, as compliance with planning code section 155(u) is required. While compliance with planning code section 155(u) would reduce project-specific impacts to less-than-significant levels, the impact would remain significant and unavoidable with mitigation, as stated in the Central SoMa PEIR.

### Passenger Loading

Project-generated passenger loading activities include those associated with resident vehicles and for-hire services (e.g., taxis, transportation network company vehicles). The passenger loading demand for the project is 288 vehicles per hour. These vehicles represent 121 residential vehicles, 143 restaurant vehicles, and 24 vehicles attributed to hotel, retail, and office.<sup>31</sup> The project includes a proposed valet station on level B1 of the project's below-grade garage that would include an extended driveway apron and ramp from street level and a double-lane interior loop, which together would provide substantial stacking capacity and maneuvering space that would likely have the capacity to accommodate any surplus passenger loading demand.

Vehicles may attempt to queue/dwell or conduct drop off/pick up in unpermitted areas along the frontage of the project site along Fourth Street or along Townsend Street at or near the on-street white zone. The project proposes to provide an approximately 120-foot-long on-street white zone along the north side of Townsend Street (equivalent to approximately five on-street parking spaces), with 45 feet of that loading zone reserved for SFMTA vehicles during the hours of 6–9 a.m., Monday through Friday.

The project's proposed on-street white zone would only be capable of satisfying some, but not all, of the estimated peak passenger loading demand. While the proposed valet station could provide additional capacity for passenger loading activities, site constraints and other factors could create situations where project-generated passenger loading activities may affect traffic, transit, bicycle, pedestrian circulation, or transit operations. Given the amount of passenger loading anticipated from the project and the specific confluence of transit, pedestrian, bicycle, and vehicle use in the project area, the project could result in significant impacts related to passenger loading. Therefore, Central SoMa PEIR Mitigation Measure M-TR-6b, requiring the project sponsor to develop a passenger loading plan, is applicable to the project. However, the requirements of this Central SoMa PEIR mitigation measure have been adopted as part of planning

31 AECOM, 2018.

Planning code section 155(u) applies to all projects in the Central SoMa plan area that would include 100,000 gross square feet of new development, such as the proposed 655 Fourth Street project, and requires those projects to prepare a driveway and loading operations plan and passenger loading plan.

code section 155(u) and the requirements are summarized in the project description. Therefore, no further mitigation beyond compliance with planning code section 155(u) is required.

# Cumulative Analysis

Loading impacts would likely be exacerbated under cumulative conditions by the loss of on-street accommodations for passenger loading (including both on-street white zones and on-street parking spaces) due to street network changes under the Central SoMa Plan and other transportation network changes, as well as a general increase in localized demand for such accommodations in the vicinity of the project site as a result of new development expected from land use changes enabled by the Central SoMa Plan. As discussed above, the Central SoMa PEIR found significant and unavoidable loading impacts. The 655 Fourth Street transportation study analyzed the impacts of the proposed project in combination with the Brannan Street Safety Project, Townsend Corridor Improvement Project, and the Fifth Street Improvement Project and determined that the cumulative passenger or commercial loading impacts would not be more severe than those identified in the Central SoMa PEIR. The Brannan Street Safety Project and Fifth Street Improvement Project would not result in any new or more physical environmental impacts than were previously identified in the Central SoMa PEIR. In the case of the Townsend Corridor Improvement Project, a parking lane—whether located curbside as currently or in a "floating" configuration as part of a parkingprotected bikeway—would need to be maintained along the north side of Townsend Street in order to continue to provide a temporary Muni layover/staging zone. When this temporary Muni zone (between 6 a.m. and 9 a.m. on weekdays) is not in effect, the parking lane could provide space for on-street loading zones (as proposed by the project) or on-street parking. While implementation of Central SoMa PEIR Mitigation Measures M-TR-6a and M-TR-6b, implemented through planning code section 155(u), would reduce project-specific loading impacts to less-than-significant levels, it is unlikely to fully mitigate the project's cumulative passenger loading impacts, which would remain significant and unavoidable with mitigation, as stated in the Central SoMa PEIR.

Since the Central SoMa PEIR identified significant and unavoidable impacts resulting from inadequate commercial and passenger loading and the proposed project would contribute to those impacts, the project would not result in new significant impacts related to loading that were not identified in the Central SoMa PEIR. Additionally, for the reasons discussed above, the proposed project would not result in more severe cumulative impacts related to loading than those identified in the Central SoMa PEIR.

#### **Emergency Vehicles**

# Central SoMa PEIR Analysis

The Central SoMa PEIR determined that development under the Central SoMa Plan, including the proposed street network changes, could result in significant impacts on emergency vehicle access. However, with implementation of Central SoMa PEIR Mitigation Measure M-TR-8, Emergency Vehicle Access Consultation, along with mitigation measures regarding transit enhancements (M-TR-3a), transportation demand management (M-NO-1a), and Central SoMa PEIR Mitigation Measure M-AQ-5e, Air Quality Improvement Strategy, the impact would be reduced to less than significant. While Central SoMa PEIR Mitigation Measures M-TR-3a, M-TR-8, and M-AQ-5e would be implemented by the city and are not applicable to subsequent development projects, such projects would be required to implement M-NO-1a. As discussed previously, Central SoMa PEIR Mitigation Measure M-NO-1a is implemented by planning code section 169 and is a requirement of the proposed project. The project description includes a list of measures the project sponsor proposes in order to meet the city's transportation demand management requirements.

No further implementation of Central SoMa PEIR Mitigation Measure M-NO-1a is required beyond compliance with the planning code.

### Project-Specific Analysis

Emergency vehicle access to the project site is currently provided along all four streets bounding the block containing the project site (Braman Street, Townsend Street, Third Street, and Fourth Street). Emergency vehicles would have access to any of the through streets (i.e., streets other than alleys) in SoMa, most of which function as major arterial or collector streets. During the weekday a.m., and p.m. peak periods, general traffic congestion in the vicinity of the project site can result in some delay to emergency vehicle response, but nonemergency vehicles must yield right-of-way to emergency vehicles, as required by California Vehicle Code section 21806.

The project does not propose any major modifications to the roadway network such as vacation of existing (or creation of new) streets or public rights-of-way for use by vehicles and does not include any features that would affect emergency vehicle access, such as changes to curb lines and turning radii. The project site is also not located in the immediate vicinity of any existing uses or facilities that generate unusually large amounts of emergency vehicle activity (such as a hospital or fire station), such that project-generated activities could result in potential disruptions to emergency vehicle response times. San Francisco Fire Department Station 8 is located approximately 350 feet from the project site along the north side of Bluxome Street (between Fourth Street and Fifth Street). There is sufficient physical separation between the project and Station 8 that the project would be unlikely to result in any substantial effects on emergency vehicle response or access; impacts of the proposed project on emergency vehicle access would be less than significant.

#### Cumulative Analysis

Under cumulative conditions, vehicle activity on the surrounding street network would likely increase as a result of subsequent development projects enabled under the Central SoMa Plan and background growth elsewhere in the city and the region. This would generally be expected to lead to an increase in traffic congestion and associated delays to vehicles traveling within the neighborhood. Additionally, many of the transportation network changes, including the street network changes proposed by the Central SoMa Plan, proposed by cumulative projects, such as the Brannan Street Safety Project, Townsend Corridor Improvement Project, and Fifth Street Improvement Project, would affect roadway and intersection geometry but would not preclude emergency vehicle access. Some of the cumulative projects, including new peak-period transit-only lanes under the Central SoMa Plan and a new transit-only turn pocket under the Brannan Street Safety Project, would be available for use by emergency vehicles to bypass traffic congestion in mixed-flow lanes. To the extent that other changes from proposed cumulative projects reduce the available roadway capacity and unobstructed roadway width, they may affect motorists' ability to yield right-of-way, as well as the ability of emergency vehicles to pass other traffic. Overall cumulative impacts to emergency vehicle access would be significant, as was determined in the Central SoMa PEIR.

Given the project's location on a major traffic route to I-280 (via the Fifth Street/King Street on-ramp), project-generated vehicle traffic could increase congestion, thereby exacerbating the effects on emergency vehicle access. Given these considerations, the project's contribution to the cumulative impact to emergency vehicle access identified in the Central SoMa PEIR would be considerable. As discussed above, the proposed project would be required to implement the city's transportation demand management requirements of planning code section 169. Another applicable mitigation measure to reduce the project's impact to emergency vehicle access is Project Mitigation Measure M-TR-1 (Queue Abatement). Project Mitigation Measure M-TR-1 would address the queuing of vehicles into and out of the project site and would also facilitate emergency vehicles traveling on roadways surrounding the project site. With

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implementation of the transportation demand management requirements and Project Mitigation Measure M-TR-1, cumulative emergency vehicle access impacts would be less than significant.

Based on the above analysis, the proposed project would not result in new or more severe cumulative impacts related to emergency vehicle access than those identified in the Central SoMa PEIR.

# **Construction Impacts**

# Central SoMa PEIR Analysis

The Central SoMa PEIR determined that plan-level construction activities associated with development under the Central SoMa Plan, including the proposed open space improvements and street network changes, could disrupt nearby streets, transit services, and pedestrian and bicycle circulation, resulting in a significant impact. Central SoMa PEIR Mitigation Measure M-TR-9, Construction Management Plan and Construction Coordination, was identified to reduce impacts by requiring individual development projects within the plan area to develop a construction management plan. However, even with implementation of M-TR-9, the plan-level impact would be significant and unavoidable because it was unknown how many subsequent development projects enabled by the plan could be under construction simultaneously; likewise, the construction activities required for those projects were unknown. The Central SoMa PEIR determined that cumulative construction impacts (impacts resulting from projects enabled by the plan in addition to other cumulative projects) would be less than significant.

# Project-Specific Analysis

During the anticipated 34- to 36-month construction period, temporary and intermittent transportation impacts would result from construction-related truck movements to and from the project site during demolition and construction activities associated with the proposed project. No roadway, parking lane, or traffic lane closures are anticipated as a result of construction activities in and around the project site. Sidewalks, bike lanes, and a bus stop may be temporarily closed for short periods of time to accommodate utility work.

During the construction period, there would be an influx of construction-related vehicles (including large trucks) traveling to and from the site on a regular basis. Construction trucks would be required to use designated freight traffic routes to access the construction site. The San Francisco General Plan identifies multiple freight traffic routes in the vicinity of the construction site, including major freeways (I-80, I-280, and U.S. 101) and most through streets in the SoMa area—namely, the Howard Street/Folsom Street and Harrison Street/Bryant Street couplets in the east—west direction and all streets between Fremont Street and Tenth Street (except Second Street) in the north—south direction. Also included among the designated freight traffic routes are The Embarcadero/King Street, Fourth Street (between King Street and Third Street), and Third Street (south of King Street).

The impact of construction truck traffic would be a temporary lessening of the capacities of surrounding roadways and truck routes (as well as connecting local streets) due to the slower movement and larger turning radii of trucks. Construction truck traffic could result in minor congestion and conflicts with traffic, transit, bicycle, and pedestrian circulation. However, potential impacts would be considered less than significant due to their temporary and limited duration and to the fact that the majority of construction activity would occur during off-peak hours, when traffic volumes and the potential for conflicts are substantially lower. While there may be some occasional disruption to circulation as a result of on-road construction vehicles or construction-related truck traffic during the weekday a.m. or p.m. peak periods, these effects would not be frequent or substantial enough to constitute a significant impact.

Construction staging would be expected to take place primarily within the confines of the project site, although the sidewalk fronting the site along Fourth Street and/or Townsend Street may need to be closed on a temporary basis.

In consideration of the project site location and other relevant project characteristics, the duration and magnitude of temporary project-related construction activities could result in substantial interference with bicycle, pedestrian, or vehicle circulation and accessibility to adjoining areas, thereby resulting in potentially hazardous conditions. This would be a significant impact. Mitigation Measure M-TR-9, identified in the Central SoMa PEIR to address plan-level significant impacts as described above, includes actions related to development of a construction management plan (and, if necessary, a coordinated construction management plan) specifically intended to be undertaken by sponsors of subsequent development projects within the plan area. Therefore, this mitigation measure would apply to the proposed project and is identified as Project Mitigation Measure M-TR-2, Construction Management Plan and Construction Coordination (implementing Central SoMa PEIR Mitigation Measure M-TR-9), which is provided in full detail in Attachment B, Mitigation Monitoring and Reporting Program, to this Initial Study-Community Plan Evaluation. As described above for plan-level impacts, however, this mitigation measure would reduce, but not fully mitigate, the project's impacts related to construction. Therefore, these impacts would remain significant and unavoidable with mitigation.

### Cumulative Analysis

There is also the potential for other nearby construction projects to generate traffic from construction-related vehicles (including large trucks) traveling to and from nearby sites. None of the cumulative development projects would be located on the same block as the project site. However, one project (636–648 Fourth Street) is located diagonally opposite the project site at Fourth Street/Bluxome Street, and two additional projects are located within a half-block distance of the project site (505 Brannan Street and 330 Townsend Street). The project site is also approximately one to two blocks away from the largest concentration of development proposals under the Central SoMa Plan at Fifth Street/Brannan Street, which includes the San Francisco Flower Mart redevelopment, 598 Brannan Street, and 88 Bluxome Street. Other development projects enabled by the Central SoMa Plan would be located further away and would generally make a much smaller contribution to any construction-related effects in the immediate vicinity of the project site. In addition, construction of the proposed project could overlap with construction of the Townsend Corridor Improvement Project and possibly the Brannan Street Safety Project. Other cumulative transportation projects in the area would involve construction activities on street segments in the immediate vicinity of the project site, including the Downtown Rail Extension and Transbay Program Phase 2 and the Fifth Street Improvement Project.

Given the volume of proposed potential land use developments in the area that are enabled under the Central SoMa Plan, and the scope, scale, and duration of potential transportation changes, it is possible that construction activities at multiple sites could overlap at least partially. Furthermore, any overlap in construction activities could amplify potential effects on traffic, transit, bicycle, and pedestrian circulation at some locations due to the proximity and concentration of construction sites. Given these considerations, the proposed project's contribution to cumulative plan-level construction-related transportation impacts under the Central SoMa Plan would be significant. Implementation of Project Mitigation Measure M-TR-2 would reduce this impact; however, it is uncertain whether or not this mitigation measure would fully mitigate the project's contribution to this significant plan-level impact identified in the Central SoMa PEIR. The timing of adjacent projects is uncertain and could change, and it is therefore difficult to accurately predict the number, scale, and intensity of construction activities that could be underway simultaneous to the proposed project's

construction activity. Therefore, construction impacts from the proposed project combined with other projects enabled under the plan would remain significant and unavoidable with mitigation.

For the reasons discussed above, implementation of the proposed project would not result in more severe cumulative construction impacts than were identified in the Central SoMa PEIR.

# Parking

# Central SoMa PEIR Analysis

The Central SoMa PEIR found that development under the plan would not result in a substantial parking deficit that would create hazardous conditions or significant delays affecting transit, bicycles, or pedestrians, and where particular characteristics of the Central SoMa Plan render the use of other modes infeasible. The secondary effects of increased parking demand generated by development under the plan and on-street parking loss as a result of Central SoMa Plan street network changes would be less than significant because increased demand and removal of parking would be spread out over multiple streets, other on- and off-street parking spaces would be available, the area is well served by public transit and other modes, street network changes would improve conditions for other modes, and the parking loss would not create hazardous conditions such as impairing visibility on narrow streets or blocking sidewalks or crosswalks.

# Project-Specific Analysis

As discussed under Evaluation of Environmental Effects, above, the proposed project qualifies as an infill project under CEQA section 21099(d), and therefore, parking impacts need not be considered in CEQA review. No substantial parking deficit would occur. The project site is currently well served by local and regional transit services and the surrounding area is generally conducive to both biking and walking. Therefore, any secondary impacts resulting from a parking deficit would be less than significant, consistent with the findings of the Central SoMa PEIR.

### Cumulative Analysis

Several of the transportation network changes, including those associated with the Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Improvement Project, would occur under cumulative conditions. These network changes combined with the project's design features (such as wider sidewalks, project provided POPOs, and bicycle parking) would enhance pedestrian connectivity for and through the project site and improve the quality of transit service and bicycle and pedestrian facilities in the vicinity of the project site. This would further enhance the safety and attractiveness of these particular travel modes. Therefore, any secondary impacts resulting from a parking deficit that would result under cumulative conditions would also be less than significant.

In summary, implementation of the proposed project would not result more severe cumulative impacts as a result of a lack of parking than were identified in the Central SoMa PEIR.

#### Conclusion

For the reasons described above, the proposed project would not result in significant project-level or cumulative impacts on transportation and circulation that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts on transportation and circulation that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site. Project Mitigation Measures M-TR-1 and M-TR-2, implementing various mitigation measures identified in the Central SoMa Plan, would apply to the proposed project.

# E.6 Noise

# Central SoMa PEIR Analysis

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

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

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

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

# Project-Specific Analysis

An environmental noise and vibration assessment<sup>32</sup> was prepared to evaluate potential project-specific noise impacts resulting from the proposed project. The findings of this analysis are summarized below along with a comparison against the Central SoMa PEIR findings for each noise subtopic. To support the noise impact analysis for the proposed project, short-term (15-minute) and long-term (24-hour) noise measurements were conducted near the project site. Results of the long-term noise measurements indicate ambient daytime noise levels of about 64 A-weighted decibels (dBA)<sup>33</sup> with ambient nighttime noise levels of 61 dBA and day-night average (Ldn)<sup>34</sup> noise levels of 68 dBA. Short-term (15-minute) noise measurements around the project site indicate noise levels of 62–72 dBA.

#### Traffic Noise

The proposed project would contribute vehicle trips onto the local and regional roadway network. Consequently, traffic noise levels would increase with the project's contribution of additional vehicles. Peak-hour vehicle trip generation estimates resulting from the proposed project were obtained from the 655 Fourth Street transportation study and existing vehicle traffic levels were obtained from the Central SoMa PEIR to determine if the project's vehicular traffic on local roadways would result in a substantial increase in ambient noise levels.

A potentially significant increase in the ambient noise level due to traffic resulting from a proposed project is unlikely unless the project would cause a doubling of existing traffic levels, which is generally assumed to result in a 3 dBA increase in the existing ambient noise environment. An increase of less than 3 dBA is generally not perceptible outside of controlled laboratory conditions. Based on the transportation study, the proposed project would add 2,426 net p.m. peak-hour vehicle trips to the local roadway network. Five loading/service spaces would also be needed to accommodate the project's anticipated freight truck trips during the peak hour.

The noise study analyzed existing and project-generated p.m. peak-hour traffic volumes to determine whether the proposed project would result in a perceptible increase in traffic noise. The analysis found that project traffic would increase the most (by 26 percent) on Townsend Street between Lusk and Third streets and that noise levels would be expected to increase by less than 1 decibel. Thus, project-related traffic would not result in a substantial increase in ambient noise levels.

Article 29 of the Police Code, also known as the noise ordinance, regulates noise in the city. An analysis was conducted to determine whether noise from loading operations would meet the interior noise standard of 45 dBA as specified in section 2909(d) of the noise ordinance. Interior noise levels of 45 dBA or lower are

Dudek, 2019. Environmental Noise and Vibration Assessment, Case Number: 2014-000203ENV for the 655 Fourth Street Project in San Francisco, California.

Decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter deemphasizes low and high frequency components of sound in a manner similar to the frequency response of the human ear and correlates well with subjective response to sound.

The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured during the night between 10 p.m. and 7 a.m.

<sup>&</sup>lt;sup>35</sup> Caltrans, Technical Noise Supplement, November 2009. Available at: http://www.dot.ca.gov/env/noise/docs/tens-sep2013.pdf. Accessed: December 18, 2017.

California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, pp. 2-44 to 2-45, September 2013, Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS\_Sept\_2013B.pdf. Accessed July 30, 2017.

generally accepted as the noise level requisite to ensure sleep disturbance does not occur. Typical freight and passenger loading operations generate average noise levels of 55 to 60 dBA Leq<sup>37</sup> and maximum levels (Lmax)<sup>38</sup> of 80 to 84 dBA at a distance of 50 feet.<sup>39</sup> The proposed loading areas would be at least 100 feet from the nearest on-site residence, and the line of sight would be interrupted by barriers or walls. The distance and intervening barriers would attenuate (reduce) noise levels from loading to an average of approximately 32 to 37 dBA Leq or a maximum of approximately 57 to 61 dBA Lmax at the nearest on-site residence. Thus, average interior noise levels from loading operations would generally be below the 45 dBA interior noise standard in the noise ordinance. At times, brief noise from loading operations may be audible at the nearest residence. Noise from loading operations at the nearest on-site sensitive receptor would also be below the ambient noise levels measured near the project site (68 dBA Ldn). Additionally, noise levels from loading operations would be even lower at off-site sensitive receptors because there would be greater separation between the loading areas and these receptors.<sup>40</sup>

As a result, the proposed project would not result in significant traffic noise impacts.

# Mechanical Equipment

Mechanical equipment required for building operation, including heating, ventilation, and air conditioning units; exhaust fans; condenser water pumps; boilers; and a backup emergency generator, would generate noise. This equipment would be located in the basements or in mechanical penthouses on the building rooftops. Noise from each of these sources was evaluated in the noise study and the findings are summarized below.

The noise ordinance specifies that noise generated from a property must not result in noise levels of 5 dBA above the ambient noise level from noise generated at a residential property plane or 8 dBA above the ambient noise level from noise generated at a commercial property plane and, for fixed noise sources, must not result in interior noise levels at any residence above 45 dBA during nightfime hours or 55 dBA during daytime hours. As discussed above, the day-night average noise level in the project area is about 68 dBA Ldn. To ensure compliance with these standards, screen walls would be constructed on the building roofs to conceal cooling towers, mechanical equipment, the elevator penthouse, and building maintenance units. As shown in the project-specific noise study, with the proposed screen walls, the project would not result in operational noise from building mechanical equipment in excess of the applicable noise ordinance standards. A more detailed discussion is provided below.

The upper roof level of each tower would contain exhaust fans serving different functions in the building. Each tower would have 12 fans (48 fans total). Not all fans are expected to be operating at the same time. For the purpose of the noise analysis, no more than six fans were assumed to be operating at the same time in each of the towers (24 fans total). Six operating fans would produce a noise level of 62 dBA Leq at 50 feet. On-site residences may be as close as 25 feet from the center of the operating fans and could therefore be subject to an exhaust fan noise level of 68 dBA Leq at the exterior of their residential space. Assuming 25 dB of attenuation from exterior to interior, the interior noise levels from combined exhaust fan operations would be 43 dBA Leq.

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<sup>37</sup> The average A-weighted sound level during the measurement period. For this CEQA evaluation, Leq refers to a one-hour period unless otherwise stated.

The maximum A-weighted sound level during the measurement period.

EDAW. 2006. Sound measurement data of loading dock activities collected on August 7 and 8, 2006. Personal observation by A. Kerr (EDAW). August 7 and 8, 2006.

The nearest off-site residents are occupants of the 601 Fourth Street building, approximately 35 feet northwest of the project site's northwestern border. Given the size of the project site, residents of the 601 Fourth Street building are at least, if not more than, 200 feet north of the project's proposed loading areas.

Thus, mechanical fan noise would be less than the 45 dBA Leq nighttime limit in the noise ordinance. The tower fans are not closer than 60 feet from an adjacent property plane, and therefore exhaust fan noise levels at any property plane would not exceed 60 dBA Leq, which is 8 dBA below the measured 68 dBA Ldn.

For existing noise sensitive land uses in the vicinity, a direct line of sight would not occur between the rooftop equipment and the receiver locations due to the height of the proposed 655 Fourth Street building and surrounding building heights. The distance from the fans to the property plane in the direction of the nearest noise sensitive land uses (601 Fourth Street) is estimated to be approximately 310 feet. At this distance, the expected exterior sound level of the fans is 43 dBA Leq at the closest off-site receiver locations, which are ground level at 601 Fourth Street. Interior noise levels would be even lower as the building of 601 Fourth Street would further attenuate noise from the 655 Fourth Street heating, ventilation, and air conditioning equipment.

Additionally, air handling units are planned for level 41 on Tower 1A and Tower 2B. A typical sound power level for similar air handling units with a fan is 94 dBA. At 50 feet, the sound pressure level would be approximately 62 dBA; consequently, air handling unit noise would also not result in 5 dBA over ambient noise levels at the property plane (estimated to be 68 dBA Ldn). For the on-site noise sensitive residential uses, noise from the air handling units would be reduced to approximately 43 dBA Leq within the closest interior space, which is at a distance of approximately 25 feet from the air handers. This equipment would not exceed the 45 dBA Leq nighttime noise limit for residential interiors in the noise ordinance. At the property plane of 601 Fourth Street, approximately 310 feet away, and including the additional noise attenuation from interruption of the line of sight between air handling units and the exterior of 601 Fourth Street, exterior noise levels would be about 42 dBA, well below the nighttime residential interior noise limit in the noise ordinance.

Condenser water pumps, boilers, and an emergency back-up generator would all be located in enclosed rooms, which is expected to effectively limit noise from these sources. Furthermore, the emergency back-up generator would be operated only in emergencies and for periodic testing; because of its intermittent use, it would not be expected to increase ambient noise levels.

Therefore, the proposed project's mechanical systems would not result in a significant noise impact.

#### Events

The eighth floor of Tower 2B would contain an event space with an outdoor terrace 85 feet above the street level with a maximum occupancy of 300 people. This space would function as a meeting and event space available for building occupants and for rental and reservation by external entities and groups for limited programmed events. The event space and other amenities would be 10,900 square feet. Primary noise sources on the outdoor terrace would include people talking and amplified music. As a result of the project's step-back design, the outdoor terrace would be about 60 feet from the northeast property plane and more than 100 feet from the nearest off-site residences at 601 Fourth Street.

The number of people expected to attend events on the 8th floor event space will vary depending on the event. Based on a maximum capacity of 300 people at the event space, a maximum of 122 people would be expected on the outdoor terrace at one time. Noise levels associated with the people gathering at the outdoor areas were assumed to be between 62 dBA and 65 dBA at a distance of 3.3 feet.

The existing nighttime ambient noise level at the project site is 61 dBA Leq. Noise levels from people's voices would be attenuated to approximately 48 dBA Leq at the property plane, which is less than the existing ambient noise level. Therefore, noise from people on the terrace would meet the property plane noise limits specified in section 2909 of the noise ordinance (noise cannot exceed 8 dBA above the ambient noise level at the property plane from noise generated on a commercial property). The estimated exterior

noise levels at the on-site private terraces (outdoors) above the event space from people gathering on the event terrace would be approximately 59 dBA Leq. Assuming the exterior building shell would provide 25 dB of exterior to interior attenuation, the interior crowd noise level would be reduced to 34 dBA Leq. The estimated exterior noise levels at the nearest off-site noise sensitive receptors (601 Fourth Street) would be 44 dBA Leq. These noise levels are below the 45 dBA nighttime interior standard required to prevent sleep disturbance and are consistent with the nighttime interior noise limits in section 2909(d) of the noise ordinance.

Speaker systems produce sound levels that vary depending on the music or speech amplified from the speaker(s) and the levels set by system operators. With existing nighttime ambient noise levels of 61 dBA Leq, the speaker system would need to produce noise that is less than 69 dBA (8 dBA above ambient, because this is a commercial source) at the property line to comply with the section 2909(b) regulation in the noise ordinance. If the speaker system conforms to this limit, then the system would also comply with the 45 dBA nighttime interior noise level for sleeping rooms in section 2909(d) of the noise ordinance. Should the speaker system produce noise levels that exceed 69 dBA at the property line, the system may not comply with the noise ordinance regulations and could result in significant temporary increases in ambient noise levels, which would be a significant impact, consistent with the findings in the Central SoMa PEIR related to noise-generating uses. The frequency of events expected for the space is approximately two large events (150–250 people) and two medium-sized (75–150 people) events per month.

To ensure that amplified sound does not result in a substantial increase in ambient noise levels in compliance with the applicable noise ordinance standards, the proposed project would be required to implement Project Mitigation Measure M-NO-1, Siting of Noise Generating Uses (implementing Central SoMa PEIR Mitigation Measure M-NO-1b). Project Mitigation Measure M-NO-1 would require that the amplified sound system be tested to ensure that it does not exceed 69 dBA at the property plane, and if the system would exceed this noise level, events would be restricted to a 10 p.m. completion time, unless an applicable event permit is obtained from the San Francisco Entertainment Commission for associated events. With implementation of Project Mitigation Measure M-NO-1, the proposed project would not result in new or more severe operational noise impacts than those disclosed in the Central SoMa PEIR.

# Construction Noise

Construction activities for both Buildings 1 and 2 are anticipated to take approximately 34–36 months; the buildings would be constructed concurrently. Construction noise levels would vary from hour to hour and day to day, depending on the equipment in use, the operations being performed, and the distance between the source and receptor. Construction is expected to include demolition, site preparation, grading, paving, building construction, and architectural coating. Construction equipment with substantially higher noise generation characteristics (such as pile drivers, rock drills, blasting equipment) would not be necessary. Noise levels resulting from the proposed construction activities were calculated using the Federal Highway Administration Roadway Construction Noise Modeling software. Table 3 shows the noise levels in a case when all expected equipment is operating at the same time.

Table 3

Construction Noise Modeling Summary Results

		Teq.(	d8A]	
Construction Phase:	Residential 35 fect	Residential 100 feet	Mixed-Use Residential 80 feet	Mixed-Use Residential 250 feet
Mobilization and Demolition	87	80	81	73
Shoring and Excavation	87	80	82	73
Foundation	88	. 80	81	73
Structure	90	82	84	75
Exterior Skin	87	79	81	71
Interior Construction	88	81	82	74
Landscaping and Site Work	87	78	80	70

Leq = average sound level; dBA = A-weighted decibel.

The estimated construction noise levels generated by the proposed project would average 87 dBA Leq for typical moderate construction efforts at the nearest residential properties (at 35 feet from the construction site). When intense construction is conducted the noise levels would be higher, ranging from 87 to 90 dBA Leq (as shown in Table 3). These noise levels would be a substantial temporary increase over those existing without the project, which range from 62 to 72 dBA during various times of the day.

Construction of the proposed project would be subject to the San Francisco Noise Ordinance, which regulates construction noise. The Department of Building Inspection is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the construction period for the proposed project, occupants of the nearby properties could be disturbed by construction noise. Instances may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site.

As discussed in the project description, limited nighttime construction work is required for approximately eight nights covering four weekends. The proposed nighttime work is expected to take place during the construction of the building's foundation. During continuous nighttime concrete pours, construction noise levels of 86 dBA could be experienced at the nearest existing residences, located approximately 35 feet northwest of the project site at 601 Fourth Street. This level would exceed the ambient plus 5 dBA nighttime construction noise limit in section 2908 of the Police Code and a special permit would be required. Also, based on other accounts of nighttime concrete pours in similar urban environments with a mix of uses in the vicinity, backup alarms and workers communicating by yelling are important noise sources of concern. Assuming the exterior shell of the 601 Fourth Street building (which is the closest noise sensitive receptor) provides 25 dB of noise reduction from exterior noise sources, the interior nighttime construction noise level expected at this residential building could be as high as 61 dBA Leq, which could interfere with people being able to fall asleep or stay asleep.

In summary, because construction noise levels would continue for about three years and result in construction noise levels of 87 to 90 dBA Leq (compared to existing noise levels without the project, which range from 62 to 72 dBA during various times of the day), construction noise impacts from the proposed project would be significant, consistent with the conclusions in the Central SoMa PEIR. Therefore, Project Mitigation Measure M-NO-2, General Construction Noise Control Measures (implementing Central SoMa PEIR Mitigation

Measure M-NO-2a), would be required, to reduce and manage construction noise. Project Mitigation Measure M-NO-2 would require the construction team to implement a series of best management practices to reduce construction noise and, to the extent feasible, during nighttime construction, to use electronic means (such as walkie talkies) to communicate over distances of 15 feet or more to reduce the team's need to yell and employ the use of advanced back-up alarms on construction equipment.

#### Vibration

No operational components of the proposed project would include substantial groundborne noise or vibration sources. Thus, no substantial groundborne noise or vibration impacts would occur with the operation of the proposed project.

Construction vibration was evaluated to determine if it would result in building damage or if nighttime construction activities would result in sleep disturbance. In general, on-site construction equipment that would cause the most groundborne vibration and noise would be associated with site grading. During grading, the largest groundborne vibration levels are anticipated to be generated by large bulldozers and loaded trucks used for earthmoving.

The nearest building to the construction site would be the Swinerton commercial building, located at 260 Townsend Street, approximately 20 feet from the northwest construction boundary. This building is considered a category II building under Federal Transit Administration vibration damage guidelines. These guidelines indicate that building damage for category II buildings could occur when vibration levels exceed 0.3 inches per second peak (in/sec) PPV. The second nearest existing building is located approximately 35 feet northeast from the project site, at 601 Fourth Street. According to the Federal Transit Administration, this historic 1910 nonengineered timber and masonry building could experience damage if vibration levels exceed 0.2 in/sec PPV. Buildings located across Townsend (90 feet away) and across Fourth (85 feet away) would be considered category I buildings and would be susceptible to damage if vibration levels exceeded 0.5 in/sec PPV. Using the distance and building categories described immediately above, vibration from construction activity was calculated at each of the adjacent existing buildings. Results are presented below in Table 4.

Table 4
Construction Vibration Levels at Adjacent Receivers

		Distance to	Calculated Vibration	Damage Threshold	Exceed Damage
Receiver	Equipment	Construction	Level (in/sec PPV)	= (m/sec PPV) =	Threshold?
Swinerton (260	Large Bulldozer	20	0.12	0.3	Ŋ
Townsend	Loaded Trucks	20	0.11		. N
Street)					
601 Fourth	Large Bulldozer	35 -	0.05	0.2	N
Street	Loaded Trucks	· 35	0.05		N
Across	Large Bulldozer	90	0.01	0.5	N
Townsend	Loaded Trucks	90	0.01		N
Across Fourth	Large Bulldozer	85	0.01	0.5	N
	Loaded Trucks	85	0.01		N

As shown in **Table 4**, construction-related vibration levels at each adjacent building would fall below the damage criteria applicable to the buildings. Thus, building damage during construction is not expected.

SAN FRANCISCO PLANNING DEPARTMENT Loaded trucks are the main vibration producing construction equipment during nighttime concrete pouring. Given this, the expected vibration levels produced during nighttime concrete pours would be 0.076 in/sec PPV at 25 feet. The closest residences to the construction activity are located at a distance of approximately 35 feet; at 35 feet, the vibration would be reduced to approximately 0.05 in/sec PPV. This level of vibration is below the 0.1 in/sec PPV vibration level that is considered "strongly perceptible." Therefore, nighttime construction vibration would not be likely to result in sleep disturbance and the project would have less-than-significant impacts from construction vibration.

# **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative noise and vibration analysis. Construction of the proposed project could overlap with construction of two streetscape improvement projects not specifically considered in the Central SoMa PEIR: the Brannan Street Safety Project and the Townsend Corridor Improvement Project. Construction noise impacts from the proposed project are unlikely to combine with construction noise impacts from the Fifth Street Improvement Project is over 900 feet west of the project site. Nevertheless, all of these streetscape projects are similar in nature to the street network changes evaluated in the Central SoMa PEIR. The Central SoMa PEIR determined that plan-level construction impacts could be significant and unavoidable because of the possibility of multiple projects under construction at the same time. Therefore, the proposed project in combination with cumulative projects would not result in more severe cumulative construction noise impacts than disclosed in the Central SoMa PEIR.

#### Conclusion

For the reasons discussed above, implementation of the proposed project would not result in significant environmental impacts that were not identified in the Central SoMa PEIR related to noise and vibration, nor would the proposed project result in more severe project-specific or cumulative impacts than were identified in the Central SoMa PEIR.

# E.7 Air Quality

# Central SoMa PEIR Analysis

The Central SoMa PEIR identified potentially significant air quality impacts from subsequent development projects related to the generation of criteria air pollutants and impacts to sensitive receptors<sup>41</sup> as a result of exposure to elevated levels of diesel particulate matter and other toxic air contaminants (TACs) during project operations. The Central SoMa PEIR identified six mitigation measures that would reduce these air quality impacts; however, the Central SoMa PEIR determined that impacts from subsequent development projects would remain significant and unavoidable. The mitigation measures identified in the Central SoMa PEIR that are applicable to subsequent development projects are as follows: M-NO-1a, as well as Central SoMa PEIR Mitigation Measures M-AQ-3a, Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products; M-AQ-3b, Reduce Operational Emissions; M-AQ-5a, Best Available Control Technology for Diesel Generators and Fire Pumps; M-AQ-5b, Siting of Uses that Emit Particulate Matter (PM25), Diesel Particulate Matter, or Other Toxic Air Contaminants; and M-AQ-5d,

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

Land Use Buffers around Active Loading Docks. As discussed throughout this initial study, M-NO-1a is implemented by planning code section 169.

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

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

Тор	ics	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified In Central SoMa PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in Central SoMa PEIR
7.	AIR QUALITY—Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?		口	· [□	$\boxtimes$
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?		<sup>□</sup>		×
c)	Expose sensitive receptors to substantial pollutant concentrations?		Ö		⊠ .
q)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				

# Project-Specific Analysis

## Construction Dust Control

Project-related construction activities, primarily ground-disturbing activities, would result in construction dust. The board of supervisors adopted the San Francisco Construction Dust Control Ordinance (codified in Health Code article 22B and San Francisco Building Code section 106.A.3.2.6) with the intent of reducing the quantity of fugitive dust generated during site preparation, demolition, and construction work, in order to protect the health of the general public and of on-site workers and to minimize public nuisance complaints. The project would be required to comply with construction dust control ordinance, which requires the project sponsor and the contractor responsible for construction activities at the project site to implement a number of practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the director of the building department. For projects more than 0.5 acres in size, such as the proposed project, the ordinance requires that the project sponsor submit a dust control plan for approval by the San Francisco Department of Public Health. The building department will not issue a building permit without written notification from the director of public health that the applicant has a site-specific dust control plan, unless the director waives the requirement. The site-specific dust control plan would require the project sponsor to implement additional dust control measures, such as installation of dust curtains and windbreaks,

and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high-wind conditions.

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

### Construcțion Criteria Air Pollutants

The Bay Area Air Quality Management District's (air district's) 2017 CEQA Air Quality Guidelines (Air Quality Guidelines)<sup>42</sup> provide methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants for which the San Francisco Bay Area Air Basin is in non-attainment. These thresholds of significance are used by the city and are presented in Table 5. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.<sup>43</sup>

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over approximately 34 to 36 months. Construction is expected to begin in 2020 and be completed in 2023. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) (Version 2016.3.1) and are provided within the air quality emissions assessment report prepared for the proposed project. The model, including default data (e.g., emissions factors, meteorology), was developed in collaboration with staff from California air districts. The specific modeling assumptions are provided in the air quality technical report and default assumptions were used where project-specific information was unknown. Total construction period emissions were converted from tons per year to pounds per day using the estimated construction duration of 1,162 working days. As shown in Table 5, project construction emissions would be below the threshold of significance for all criteria pollutants; thus, construction emissions of criteria pollutants would result in a less-than-significant impact. No mitigation measures are required.

Table 5
Daily Project Construction Emissions

	ROG	Pollüfant Er NOi	niscious (Average Pour Exhnust PM10	doperDay) Exhnust PM25
Project Emissions	24.0	42.8	1.2	1.2
Significance Threshold	54.0	54.0	82.0	54.0
Significant Impact?	No	No	No	No

SOURCE: Air Quality Emissions Assessment, Dudek 2019.

ROG = reactive organic gas; NOx = nitrogen oxide; PM10 = particles in the atmosphere with a diameter equal to or less than 10 micrometers; PM25 = particles with a diameter equal to or less than 2.5 micrometers.

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Bay Area Air Quality Management District. 2017. CEQA Air Quality Guidelines. Updated May 2017, p. 2-1. Accessed December 26, 2017. Available at http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa\_guidelines\_may2017-pdf.pdf?la=en.

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

Dudek, 2019. Memorandum to Elizabeth White and Jessica Range. 655 Fourth Street Project Air Quality Emissions Assessment.

# Operational Criteria Air Pollutants

For the proposed project and existing operations, CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment associated with the proposed project. Emissions associated with natural gas use in space heating, hearths, water heating, and stoves were calculated in the building energy use module of CalEEMod. It was assumed that "hearth emissions" would occur from natural gas combustion (rather than wood-burning fireplaces, which are not proposed).

Consumer products in this analysis are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products.

The proposed project would also generate criteria pollutant emissions associated with vehicle traffic (mobile sources) and testing of a backup diesel generator. Operational-related criteria air pollutants generated by the proposed project were quantified using CalEEMod and model assumptions and results are provided within the air quality emissions assessment report for the proposed project. Default assumptions were used where project-specific information was unknown.

The daily and annual emissions associated with operation of the proposed project are shown in Table 6. Table 6 also includes the thresholds of significance used by the city.

Table 6
Summary of Net Operational Criteria Air Pollutant Emissions

Prinssions course	ROG	Nox	PMi -	PM:
Maximum Daily Emissions in pounds per da	y (lbs/day)	1 24		
Area Sources	31.75	19.49	1.94	1.94
Energy	0.36	3,15	0.25	0.25
Mobile Sources - Passenger Vehicles	5. <i>7</i> 0	4.48	19.09	5.15
Mobile Sources - Freight Vehicles	0.25	5.57	0.80	0.24
Stationary Sources	0.72	2.02	0.11	0.11
Total Project Maximum Daily Emissions (lbs/day)	38.78	34.71	22.19	7.69
Total Existing Emissions (lhs/day)	3,06	5.33	2.50	0.76
Net New Project Emissions (lbs/day)	35.72	29.38	. 19.69	6.93
Significance Threshold (lbs/day)	5.4	54	82	54
Significant Impact?	No	No	No	No
Annual Exissions in tons per year (t	ру)			
Total Project Maximum Annual Emissions (tpy)	6.09	2,28	3.04	0.90
Total Existing Emissions (tpy)	0.50	0,81	0.36	0.11
Net New Project Emissions (tpy)	5,59	1,47	2.68	0.79
Significance Threshold (tpy)	10	10	15	10
Significant Impact?	No	No	No	No

SOURCE: Air Quality Emissions Assessment, Dudek 2018.

<sup>45</sup> Ibid

ROG = reactive organic gas; NOx = nitrogen oxide; PMn= particles in the atmosphere with a diameter equal to or less than 10 micrometers; PM2.5 = particles with a diameter equal to or less than 2.5 micrometers; lbs/day = pounds per day; tpy = tons per year.

As shown in Table6, the proposed project would not exceed any criteria air pollutant threshold of significance. Therefore, individual and cumulative operational criteria air pollutant impacts resulting from the proposed project would be less than significant. No mitigation measures are required.

The proposed project would not result in significant project or cumulative criteria air pollutant impacts that were not identified in the Central SoMa PEIR, nor would the project result in air quality impacts that are substantially more severe than those identified in the Central SoMa PEIR.

#### Health Risk

The project site is within an air pollutant exposure zone. As defined in Health Code article 38, an air pollutant exposure zone consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative fine particulate matter (PM25) concentration or cumulative excess cancer risk. The zone also incorporates health vulnerability factors and proximity to freeways. For sensitive-use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the Department of Public Health that achieves protection from PM25 equivalent to that associated with a minimum efficiency reporting value (MERV) 13 filtration. The Department of Building Inspection will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved enhanced ventilation proposal. In compliance with article 38, the project sponsor has submitted an initial application to the Department of Public Health. The regulations and procedures set forth by article 38 would reduce exposure of the proposed project's sensitive receptors to pollutant concentrations.

Additionally, projects within an air pollutant exposure zone require special consideration to determine whether the project's activities would expose existing sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. The nearest schools to the project site are the Bessie Carmichael Middle School on Harrison Street west of Fourth Street, approximately 1,850 feet northeast of the project site, and the Five Keys Charter School on Oak Street north of Bryant Street, approximately 1,930 feet west of the site. The nearest childcare centers are the Yerba Buena Gardens Child Development Center, approximately 2,550 feet northeast of the project site, and the Mission Head Start Mission Bay Child Development Center, approximately 2,990 feet southeast of the project site. The nearest residence to the project site is located 35 feet northwest of the project site.

### Construction Health Risks

The Central SoMa PEIR found that subsequent development projects requiring the use of diesel-powered equipment and vehicles during construction within the air pollutant exposure zone would result in a significant impact to nearby sensitive receptors, and determined that with implementation of M-AQ-6a, construction period health risks from subsequent development projects would be reduced to less than significant. Because the project site is located within an identified air pollutant exposure zone and would require heavy-duty off-road diesel vehicles and equipment throughout the anticipated 34- to 36-month construction period, M-AQ-6a is required.

<sup>655</sup> Fourth Street Enhanced Ventilation Requirement under article 38. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case No 2014-000203ENV.

Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan (implementing Central SoMa PEIR Mitigation Measure M-AQ-6a), requires that diesel engines powering construction equipment meet all of the following minimum standards: (1) comply with U.S. Environmental Protection Agency Tier 2 emissions standards, (2) be equipped with a level 3 diesel particulate filter,<sup>47</sup> and (3) use renewable diesel. Use of Tier 2 engines and a Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS.<sup>48</sup> Emissions reductions from the combination of Tier 2 equipment and a Level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Furthermore, renewable diesel, R100, has the potential to reduce particulate matter emissions by about 30 percent and provides an added co-benefit of reducing nitrogen oxide emissions by 10 percent.<sup>49</sup> Therefore, with implementation of Project Mitigation Measure M-AQ-1 (implementing Central SoMa PEIR M-AQ-6a), health risk impacts to sensitive receptors from the project's construction activities would be reduced to less than significant.

# Operational Health Risks

The Central SoMa PEIR identified a significant and unavoidable impact regarding operational health risks and identified five mitigation measures, four of which apply to subsequent development projects.

The proposed project would generate an increase in daily vehicle trips and include a backup diesel generator, which would emit diesel particulate matter and other TACs. Therefore, the proposed project would be subject to M-NO-1a, which is implemented as part of the entitlement review process in compliance with planning code section 169. The proposed project would also include a diesel emergency backup generator, which emits diesel particulate matter, and therefore Central SoMa PEIR Mitigation Measure M-AQ-5a is applicable to the proposed project. This mitigation measure is incorporated into the proposed project as Project Mitigation Measure M-AQ-2 (implementing Central SoMa PEIR Mitigation Measure M-AQ-5a) and requires the project's diesel generator to meet the best available emissions standards and be fueled with renewable diesel. The proposed project would not include other sources of TACs, and therefore Central SoMa PEIR Mitigation Measure M-AQ-5b is not applicable. Additionally, the proposed project would provide five loading bays within the below-grade parking garage, which would

<sup>&</sup>lt;sup>47</sup> Construction equipment meeting Tier 4 interim or Tier 4 final emissions standards automatically meet the Tier 2 plus level 3 diesel particulate filter standard.

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

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

be sufficiently separated from residential uses, and therefore the project's design will meet the requirements of Central SoMa PEIR Mitigation Measure M-AQ-5d.

Project Mitigation Measures M-AQ-1 and M-AQ-2 (implementing Central SoMa PEIR Mitigation Measures M-AQ-6a and M-AQ-5a, respectively) would apply to the proposed project and would reduce health risk impacts from the proposed project to less-than-significant levels.

# **Cumulative Analysis**

As discussed above, criteria air pollutant impacts are cumulative impacts because no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. As demonstrated above, the project would not result in cumulatively considerable criteria air pollutant emissions.

With respect to localized health risks, the Fifth Street Improvement Project, Brannan Street Safety Project, and the Townsend Corridor Improvement Project are similar in nature to the streetscape improvement projects analyzed in the Central SoMa PEIR. All of these projects would be subject to the Clean Construction Ordinance, which requires construction equipment to meet similar standards as those required for the project through Project Mitigation Measure M-AQ-1, thereby reducing construction period emissions and associated health risks. For these reasons, cumulative health risks would not be more severe than disclosed in the Central SoMa PEIR.

# Conclusion

For the reasons described above, the proposed project would not result in significant project-level or cumulative air quality impacts that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative air quality impacts that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site.

#### E.8 Greenhouse Gas Emissions

# Central SoMa PEIR Analysis

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

The air district has issued guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions, and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions<sup>51</sup> presents a comprehensive assessment of

San Francisco Planning Department, Strategies to Address Greenhouse Gas Emissions in San Francisco. July 2017. This document is available online at: http://sf-planning.org/strategies-address-greenhouse-gas-emissions.

San Francisco Planning Department, Strategies to Address Greenhouse Gas Enrissions in San Francisco, November 2010. Available athttp://simea.sfplanning.org/GHG\_Reduction\_Strategy.pdf, accessed March 3, 2016.

policies, programs, and ordinances that collectively represent the city's GHG reduction strategy in compliance with the air district and CEQA Guidelines. These GHG reduction actions have resulted in a 36 percent reduction in GHG emissions in 2017 compared to 1990 levels,<sup>52</sup> exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,<sup>53</sup> Executive Order S-3-05,<sup>54</sup> and Assembly Bill 32 (also known as the Global Warming Solutions Act),<sup>55,56</sup> In addition, the city's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05<sup>57</sup> and B-30-15<sup>58,59</sup> and Senate Bill 32.<sup>60,61</sup> Therefore, projects that are consistent with the city's GHG reduction strategy would not result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

<sup>52</sup> San Francisco Department of the Environment, San Francisco's Carbon Footprint (2019), April 2019. Available at https://sfenvironment.org/carbon-footprint, accessed April 22, 2019.

<sup>53</sup> Bay Area Air Quality Management District, Clean Air Plan, September 2017. Available at http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans, accessed July 13, 2018.

Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at http://www.climatestrategies.us/library/view/294, accessed April 22, 2019.

California Legislative Information, Assembly Bill 32, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab\_0001-0050/ab\_32\_bill\_20060927\_chaptered.pdf, accessed March 3, 2016.

<sup>56</sup> Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

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

Office of the Governor, Executive Order B-30-15, April 29, 2015. Accessed March 3, 2016. https://www.gov.ca.gov/news.php?id=18938. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030.

<sup>59</sup> San Francisco's GHG reduction goals are codified in section 902 of the Environment Code and include (i) by 2008, determine city GHG emissions for 1990, (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

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

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

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

# **Project-Specific Analysis**

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

The proposed project would meet LEED Silver standards and would be subject to adopted regulations that would reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy, waste disposal, wood burning, and use of refrigerants. The project sponsor submitted a checklist demonstrating compliance with the GHG reduction strategy.<sup>62</sup>

Compliance with the city's Commuter Benefits Program, Emergency Ride Home Program, transportation demand management programs, Transportation Sustainability Fee, Jobs-Housing Linkage Program, bicycle parking requirements, low-emission car parking requirements, and car-sharing requirements would reduce the proposed project's transportation-related emissions. These regulations would reduce GHG emissions from single-occupancy vehicles by promoting the use of transportation modes with zero or lower GHG emissions on a per-capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the city's Green Building Code, Stormwater Management Ordinance, Water Efficient Ordinance, Water Conservation and Irrigation Ordinance, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions. The proposed project would be required to meet the renewable energy criteria of the Green Building Code and comply with the commercial buildings energy performance ordinance. Reaching this compliance will mean the project, like other large buildings in the Central SoMa area, will be 100 percent free of building energy GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the city's Recycling and Composting Ordinance and Construction and Demolition Debris Recovery Ordinance and

<sup>62</sup> San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 655 Fourth Street November 9, 2018.

<sup>63</sup> Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump, and treat water required for the project.

Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy<sup>64</sup> and reducing the energy required to produce new materials.

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

# **Cumulative Analysis**

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

### Conclusion

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

### E.9 Wind

# Central SoMa PEIR Analysis

Wind is analyzed as part of CEQA review in the city with respect to potential pedestrian hazards, based on the criteria in planning code section 148, Reduction of Ground-Level Wind Currents in C-3 Use Districts. Although the project site is outside the C-3 (Downtown Commercial) Use Districts, section 148 was the city's first codification of wind standards, and its criteria remain the foundation of wind analysis in the city. For wind hazards, section 148 requires that buildings do not cause an equivalent wind speed of 26 mph as averaged for a single full hour of the year 65,66 Although section 148 applies only within the C-3 Use Districts, the hazard criterion of section 148 is used by the planning department as a CEQA significance

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

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

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

threshold for the determination of whether a project would create wind hazards in publicly accessible areas of substantial pedestrian use.

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

In the Central SoMa Special Use District, which includes the project site, wind conditions with respect to project approval are governed by planning code section 249.78(d)(9). Section 249.78(d)(9) incorporates the section 148 hazard criterion of 26 mph for 1 hour per year, but permits the planning commission to grant exceptions for projects that result in an exceedance of the hazard criterion up to a maximum of 9 hours per year per wind-tunnel test location, if 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 compliance with the 1-hour hazard criterion "would detract from the building design or unduly restrict the potential square footage of the project." Exceptions are not permitted for projects that would result in an exceedance of the 26 mph hazard criterion for more than 9 hours per year at any wind-tunnel test location. Section 249.78(d)(9) also includes wind comfort criteria that incorporate section 148's 7 mph and 11 mph wind speeds, which can be exceeded 10 percent of the time. However, section 249.78(d)(9) requires that buildings not cause a "substantial increase"—defined as 6 mph—in the wind speed more than 15 percent of the time, where the resulting wind speed exceeds the applicable comfort criterion. Exceptions may be granted based on the same findings as for granting exceptions to the 1-hour wind hazard criterion.

Тор	ics	Significant Impact Pacullar to Project or Project Site	Significant Impact not Identified In Central SoMa PEIR	Significent Impact due to Substantial New Information	No Significant Impact not Previously Identified in Central SoMa PEIR	
9.	WIND —Would the project:					
a)	Create wind hazards in publicly accessible areas of substantial pedestrian use?				X ·	

# Project-Specific Analysis

The analysis in the Central SoMa PEIR reveals no new exceedances of the hazard criterion in the five sensors located on or immediately adjacent to the project site; however, the analysis in the Central SoMa PEIR reveals that the corner of Fourth Street and Townsend Street would experience an increase in average wind speed of more than 3 miles per hour. A qualified wind consultant prepared a wind technical analysis for the proposed project and conducted wind tunnel testing. The criteria used for this analysis relates to pedestrian comfort such that wind speeds will not exceed, more than 15 percent of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. The 1-hour hazard criterion of the code requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 mph as averaged from a single full hour of the year, except as allowed by the planning commission. Test configurations included the following five different scenarios:

- existing conditions
- existing-plus-project conditions
- existing plus project plus wind reduction features
- cumulative conditions with the project (including wind reduction features)
- · cumulative conditions (without the project)

Table 7, below, provides the results of the wind tunnel testing with respect to the 1-hour wind hazard criterion for each of the five scenarios above because this is the criterion used in CEQA review for determining whether a significant wind impact would occur. The wind technical analysis contains detailed tables of compliance with the planning code's wind comfort criteria and the 9-hour wind hazard criterion.

<sup>67</sup> RWDI. 2019. 655 Fourth Street, Pedestrian Wind Study. April 4, 2019.

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Table 7
Wind Hazard Conditions – 1 Hour

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NOTE (a) A " in the table denotes a sensor that is not included in the analysis as it is covered by an existing building on the project size

### Existing Conditions

Wind testing of existing conditions revealed one location that exceeds the 1-hour wind hazard criterion at the corner of Fourth and King streets and no locations that exceed the 9-hour wind hazard criterion. Wind speeds at 18 of 50 locations tested exceeded the 11 mph pedestrian comfort criterion (see Figure 16, Pedestrian Wind Hazard Conditions – Existing).

# Existing Conditions Plus Proposed Project

The existing plus proposed project condition revealed 23 exceedances of the 1-hour wind hazard criterion with the proposed project and 12 locations that exceed the 9-hour wind hazard criterion.

# Existing Conditions Plus Proposed Project Plus Wind Reduction Features

Pursuant to the requirements of planning code section 249.78(d)(9), the project is required to implement feasible measures to reduce hazardous wind speeds. Therefore, the project underwent iterative testing that included various wind reduction features. The results of that testing yielded the following wind reduction features, which have been incorporated into the proposed project, as discussed in the Project Description section of this initial study:

- Tower 1B has been modified to include a design that would add more porosity to the façade, referred to as a Voided Terrace,
- Canopies would be installed on Towers 1A, 1B, 2A, and 2B to improve wind speeds within the 655 Fourth Street Project's Central Plaza.
- A combination of shrubs (5 feet tall) and porous vines attached to a 10-foot tall artificial barrier
  would be installed on site within the alleyways between Towers 1A and 1B, between Towers 1B
  and 2A, and between Towers 1A and 2B to improve wind speeds in the alleyway.
- Deciduous trees would be planted within the Fourth Street Plaza and the Central Plaza to reduce wind speeds in each respective area.
- A 6-foot-wide and 10-foot-tall wind screen would be installed perpendicular to Townsend Street and 2 feet from the curb near the Lusk Street and Townsend Street bus stop to reduce wind speeds on Townsend Street (see Figure 15).

With these on- and off-site wind reduction elements, the project would result in a total of four locations that would exceed the 1-hour wind hazard criterion, which would be a net addition of three hazard locations from the existing condition. Because the proposed project would incorporate all feasible wind reduction measures in compliance with the planning code and the project would still exceed the 1-hour hazard criterion, the proposed project would result in a significant and unavoidable wind impact, consistent with the findings of the Central SoMa PEIR (see Figure 17, Pedestrian Wind Hazard Conditions – Existing + Project + Wind Reduction Features).

With the wind reduction features, all locations tested would comply with the planning code's 9-hour wind hazard criterion. Nonetheless, Central SoMa Plan Mitigation Measure M-WI-1 shall remain applicable to the project as Project Mitigation Measure M-WI-1, Wind Hazard Evaluation for Building Design Modifications, in the event the project sponsor proposes modifications to the current project design that may, as determined by the planning department, necessitate further wind analysis. The addition of the proposed project would result in 52 locations that exceed the wind comfort criterion. Wind reduction measures would eliminate eight of these exceedances, leaving 44 locations where the 11-mph pedestrian comfort criterion would be exceeded.

# **Cumulative Analysis**

# Cumulative Conditions Plus Proposed Project Plus Wind Reduction Features

A cumulative scenario, including the proposed project, the project's wind reduction features, and cumulative projects in the area, was also analyzed. The cumulative scenario did not identify any new cumulative development projects not already included in the Central SoMa PEIR plan-level or cumulative analysis. With cumulative development added to the with-project scenario, the total number of locations exceeding the 1-hour wind hazard criterion would be reduced to one, similar to existing conditions without the project or cumulative development (although the location of the 1-hour wind hazard would shift from King and Fourth streets north to Fourth Street between Bluxome and Brannan streets). This location would also exceed the 9-hour wind hazard criterion with the addition of the cumulative projects (see Figure 18, Pedestrian Wind Hazard Conditions – Project + Cumulative + Wind Reduction Features). It should be noted that the 9-hour wind hazard at this location also exists under the cumulative conditions without the project scenario (see discussion below) and therefore cannot be attributed solely to the project. Although the proposed project would eliminate one wind hazard location under cumulative conditions, one exceedance of the 1-hour wind hazard criterion would occur, similar to existing conditions.

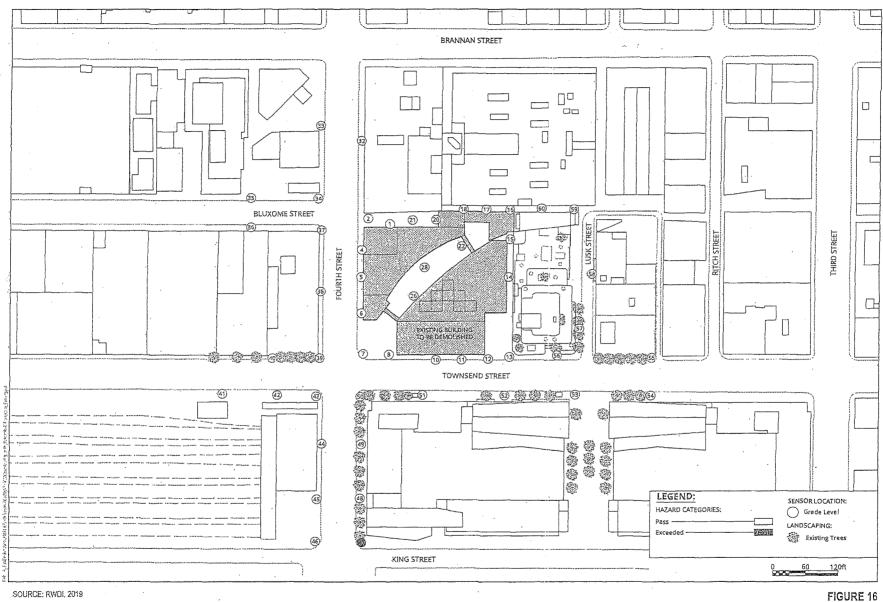
### Cumulative Conditions Without the Proposed Project

The analysis of cumulative development without the proposed project in the project area shows wind speeds are expected to exceed the 1-hour wind hazard criterion at two test locations due to the addition of the future buildings. Winds would exceed the 9-hour wind hazard criterion at one location. These two wind hazards are due to the addition of the cumulative buildings and do not include the proposed project. Therefore, as shown here, with the proposed project, including wind reduction features, and cumulative development, the number of locations exceeding the 1-hour wind hazard criterion would be reduced from two to one. Wind comfort conditions for the cumulative configuration without the project are anticipated to exceed the 11-mph pedestrian comfort criterion at 20 locations around the project area.

### Conclusion

The proposed project would result in a significant wind hazard impact, consistent with the finding in the Central SoMa PEIR. The proposed project has implemented all feasible measures to reduce hazardous wind speeds in compliance with Central SoMa PEIR Mitigation Measure M-WI-1 and the planning code. 68 Therefore, consistent with the Central SoMa PEIR, the proposed project would result in significant and unavoidable wind impacts. For this reason, the proposed project would not result in new or more severe project-level or cumulative wind impacts than were identified in the Central SoMa PEIR.

Although the proposed project has included various design measures to reduce wind hazards, project mitigation measure M-WI-1 (implementing Central SoMa PEIR Mitigation Measure M-WI-1) will remain in effect to require additional wind analysis should the project's design change such that there is potential for anew hazard not analyzed in this community plan evaluation initial study,



SOURCE: RWDI, 2019

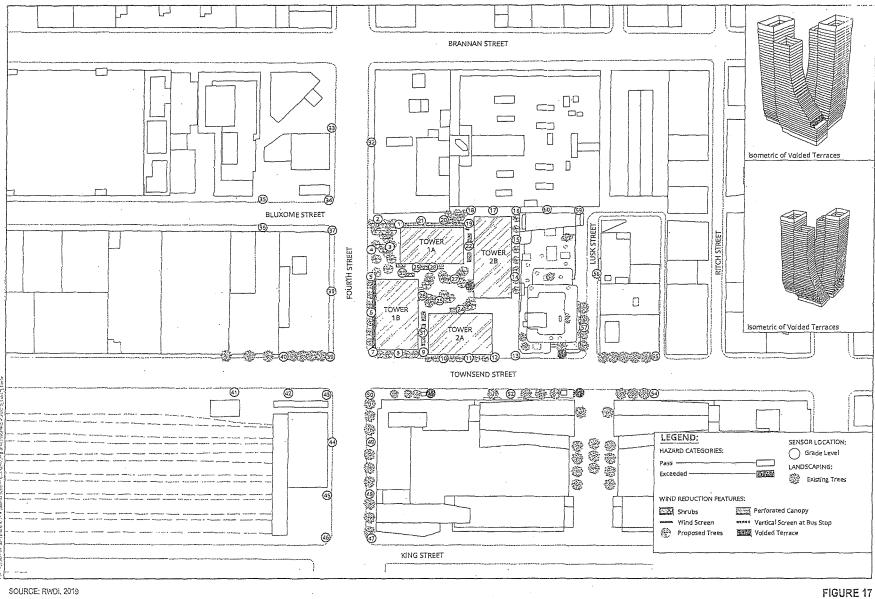


Pedestrian Wind Hazard Conditions - Existing 655 Fourth Street Project

Community Plan Evaluation Initial Study Checklist 655 Fourth Street Project 2014-000203ENV

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SOURCE; RWDI, 2019



Pedestrian Wind Hazard Conditions - Existing+Project+Wind Reduction Features 655 Fourth Street Project

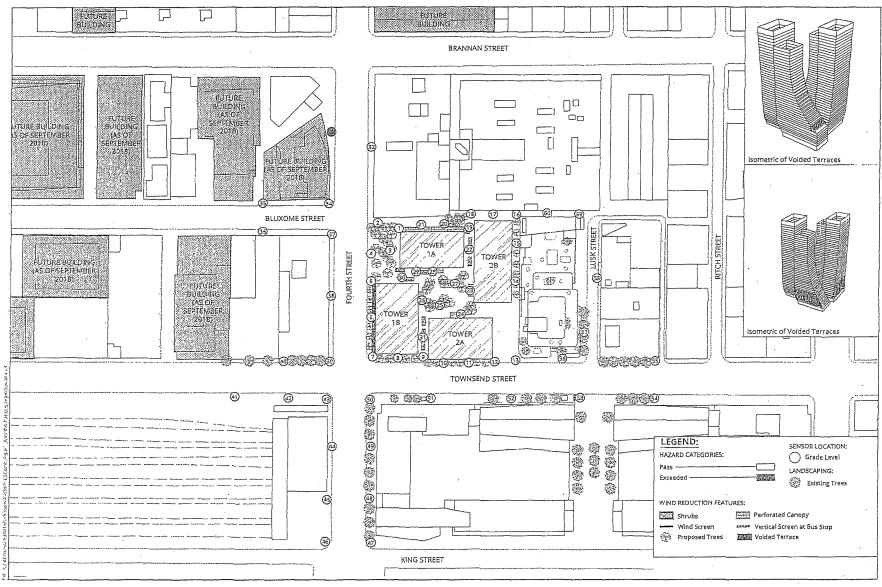
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SANTRANCISCO PLANTING DEPARTMENT



SOURCE: RWDI, 2019

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FIGURE 18
Pedestrian Wind Hazard Conditions – Project+Cumulative+Wind Reduction Features

655 Fourth Street Project

Community Plan Evaluation Initial Study Checklist . 655 Fourth Street Project 2014-000203ENV

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#### E.10 Shadow

### Central SoMa PEIR Analysis

Planning code section 295 regulates new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year. A project that adds new shadow to sidewalks or a public open space or exceeds the absolute cumulative limit<sup>69</sup> on a section 295 park does not necessarily result in a significant impact under CEQA; the city's significance criteria used in CEQA review asks whether a project would "create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces."

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

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

# **Project-Specific Analysis**

The proposed 425-foot-tall (including rooftop appurtenances 25 feet above the highest occupied floor) buildings would cast shadow on publicly accessible open spaces; therefore, a shadow analysis was prepared for the proposed project, the results of which are summarized below. The shadow analysis was conducted for an existing plus project scenario and a cumulative scenario. The cumulative scenario did not identify any new cumulative development projects not already included in the Central SoMa PEIR planlevel or cumulative analysis. The proposed project would result in net new shadow on the following open spaces: Willie Mays Plaza, Giants Promenade, South Beach Park, Townsend-Embarcadero Plaza, and China Basin Park. As part of the shadow analysis, two 30-minute open space observation site visits were made (one on a weekday and one on a weekend) to identify the uses and activities of each affected open space. Please refer to Figure 19, Publicly Accessible Open Spaces, for the location of these areas relative to the project site. The proposed project's shadow impact on each affected open space is summarized below.

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

PreVision Design, 2019. Shadow Analysis Report for the Proposed 655 Fourth Street Per SF Flanning and CEQA Standards.

### Willie Mays Plaza

During the two 30-minute use observation visits, the number of users in Willie Mays Plaza ranged from about 90 to 145 individuals. Most open space users passed through the plaza, with about 15–20 users stopping for more than a few minutes to take pictures or congregate. Observed use was substantially higher during the weekend visit when compared to the weekday, and intensity of use is characterized as moderate for the weekday visit and high for the weekend visit. The predominant observed use of the plaza was transitory in nature for both site visits, with about 85 percent of plaza users passing through the park rather than remaining for longer than a few minutes.

Neither of the observation visits occurred on a date when a San Francisco Giants game was held at the Oracle Park, when it would be expected that open space use would be higher due to the adjacent main entry and exit gate to the ballpark. However, most people attending baseball games would be anticipated to use the plaza in a similar transitory nature to either enter or exit the ballpark.

Under existing shadow conditions, the Willie Mays Plaza receives a moderate amount of early morning and late afternoon/evening shadow year-round, is largely unshaded during midday hours from spring through fall, and during winter months approximately 30–100 percent of the plaza area is cast in shadow throughout the day.

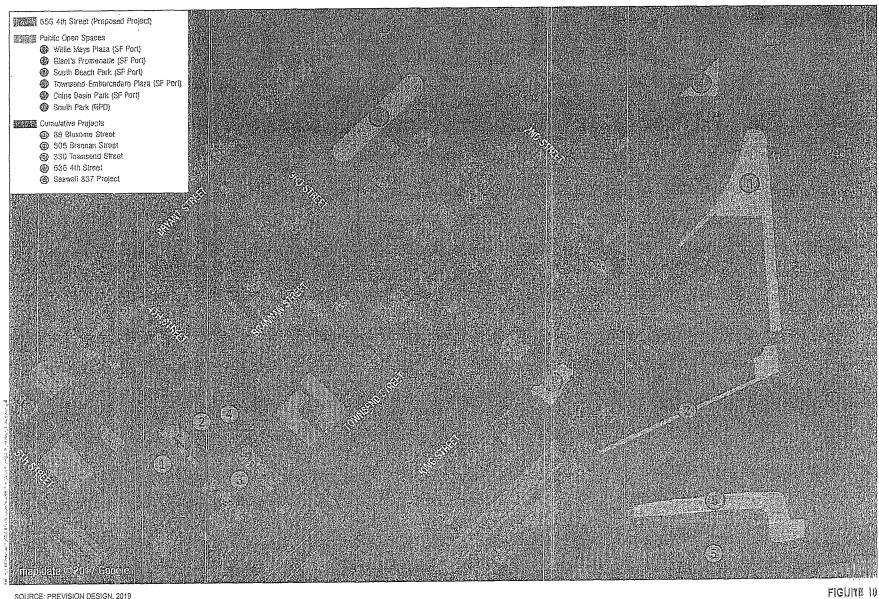
Net new shadow from the proposed project would be present during two periods, from approximately early August through late September and again from mid-March through early May. New shadow would occur in the late afternoon/early evening and would be present for up to approximately 60 minutes within the daily analysis period (one hour after sunrise through one hour before sunset). On affected dates, new shadow would occur between approximately 5:30 p.m. to 6:30 p.m. During the affected period, net new shadow due to the proposed project would fall at various times on all portions of the plaza (though never on the entire plaza at any one moment). At the moment of maximum net new shadow from the proposed project, net new shadow would cover approximately 60 percent of the plaza area.

Under cumulative conditions, the project at 636 Fourth Street<sup>71</sup> and the Seawall Lot 337<sup>72</sup> Project would also cast net new shadow on Willie Mays Plaza. The proposed project at 636 Fourth Street would cast a small amount of late afternoon shadow for up to 30 minutes between late September and late October and again from mid-February through mid-March. The proposed Seawall Lot 337 project would also shade a portion of the plaza for up to about 25 minutes during early morning hours from early December through mid-January. Shadow from these cumulative projects would not result in shadow that overlaps with shadow from the proposed project, but would increase the amount and duration of shadow on the plaza throughout the year.

The proposed project would shade portions of Willie Mays Plaza in the late afternoon throughout the late summer/early fall and springtime months. Based on the observed uses, such shading may be noticeable to users of the plaza; however, given the transitory nature of the uses observed, it would be unlikely that the new shadow would substantially impair the use and enjoyment of the plaza. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on the Willie Mays Plaza.

PreVision Design, 2019, Shadow Analysis Report for the Proposed 655 Fourth Street Per SF Planning and CEQA Standards.

<sup>72</sup> Ibid.



SOURCE: PREVISION DESIGN, 2019



Publicly Accessible Open Spaces 655 Fourth Street Project Community Plan Evaluation Saitial Study Checklist 655 Fourth Street Project 2014-000203ENV

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#### Giants Promenade

During the observation period, the vast majority of Giants Promenade users were observed walking along the promenade, with 5–10 users stopping for several minutes to congregate or take photos and two users observed to be using the promenade's benches. Overall, observed use was higher during the weekend, but both weekend and weekday use could be characterized as low to moderate and predominantly transitory in nature, as about 85 percent of Giants Promenade users passed through the promenade without stopping.

Under existing shadow conditions, Giants Promenade receives no morning or midday shadow year-round. The promenade is largely unshaded during midday hours and is incrementally shaded starting in mid-to-late afternoon when 30–100 percent of the promenade is eventually shaded by the adjacent Oracle Park.

Net new shadow from the proposed project would be present during two periods, from approximately late July through late August and again from late April through late May. New shadow would be present for up to 30 minutes within the daily analysis period and on the affected dates of net new shadow. During the affected period, net new shadow due to the proposed project would fall only on the southwestern end of the promenade near the Third Street Bridge and at the moment of maximum net new shadow from the proposed project, net new shadow would cover less than 10 percent of the promenade.

Cumulative projects would also cast net new shadow on the Giants Promenade. The proposed Seawall Lot 337 Project would shade portions of the promenade intermittently over the course of about two hours during morning hours from late November through late January. Shadow cast by the Seawall Lot 337 project would not interact or overlap with shadow cast by 655 Fourth Street, but would increase the amount of shadow on the promenade throughout the year.

The proposed project would cast net new shadow over a small portion of the Giants Promenade in the late afternoon/early evenings during the late spring and late summer. Shading may be noticeable to users of the promenade, in particular those using the fixed benches. However, given the predominantly transitory uses observed, it would be unlikely that the new shadow would substantially impair the use and enjoyment of the open space for most users. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on the Giants Promenade.

### South Beach Park (Port Property)

South Beach Park is 2.78 acres (121,113 square feet). During the observation period, the majority of South Beach Park users passed through the park via the waterfront promenade, with another 10–15 users using the grassy areas; approximately 20 users reading, resting, or eating on fixed benches; and between 2–6 children using the playground area. Overall, observed use was higher during the weekend. Park use is characterized as moderate to high, but predominantly transitory in nature; about 80–85 percent of park users passed through the park rather than remaining for longer than a few minutes.

The park is largely unshaded during morning and afternoon periods, with shadow encroaching from the west during late afternoon to early evening hours year round, accounting for up to approximately 40–90 percent shadow coverage on the park within the daily analysis period. All features within the park are currently affected by existing shadow at some time throughout the year.

The proposed project would result in net new shadow falling on the park during two periods: from approximately early September through late November and again from late January through early April. New shadow would be present in the late afternoon for up to around 45 minutes within the daily analysis

period over these dates. At the moment of maximum net new shadow from the proposed project, net new shadow would cover approximately 30 percent of the park area.

The days of maximum net new shadow on the park due to the proposed project would occur around February 15 and October 25, when the proposed project would shade larger portions of the green, the children's play area, pedestrian pathways, and several fixed seating areas in the late afternoon for approximately 20 minutes. No cumulative projects would cast net new shadow on South Beach Park under the cumulative scenario.

The proposed project would cast net new shadow over portions of South Beach Park in the late afternoon/early evenings throughout fall, winter, and spring. Net new shadow may be noticeable to certain users of the park, in particular to users occupying fixed benches and grassy areas and using the children's play area. For the predominantly transitory uses observed, it would be unlikely that the net new shadow would substantially impair the use and enjoyment of the open space. New shadow on the grassy areas, fixed benches, and playground would likely be more noticeable; however, the relatively short duration of new shadow effects on any single feature or area (under 20 minutes) would make it unlikely for the use and enjoyment of the park to be substantially impaired. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on South Beach Park.

#### Townsend-Embarcadero Plaza

During the two 30-minute use observation visits, the number of users in the Townsend-Embarcadero Plaza ranged from about 23 to 30 individuals. The majority of open space users passed through the plaza on the paved walkways, with 3–5 users occupying the plaza's fixed benches to read or rest, Overall, observed use was slightly higher during the weekend visit, but both periods could be characterized as low to moderate and predominantly transitory in nature. During both site visits, about 80–85 percent of open space users passed through the plaza rather than remaining for longer than a few minutes.

Under existing shadow conditions, the Townsend-Embarcadero Plaza receives very low levels of morning and afternoon shadow year-round and is incrementally shaded starting in the mid-afternoon until the plaza is completely shaded by the late afternoon or early evening hours.

Net new shadow from the proposed project would be present only during the winter months, from approximately late November through mid-January during the afternoon hours. New shadow would be present for up to 15 minutes within the daily analysis period and on the affected dates new shadow would shade the plaza no earlier than 3:30 pm. During the affected period, net new shadow due to the proposed project would fall across the western portion of the plaza, shading the grassy areas, the circular planter at the intersection of Townsend Street and The Embarcadero, and, potentially for a few minutes, one of the two fixed benches on the western edge of the space (the other bench would be unaffected by net new shadow). At the moment of maximum net new shadow from the proposed project, net new shadow would cover approximately 40 percent of the plaza. No cumulative projects would cast net new shadow on the Townsend-Embarcadero Plaza under the cumulative scenario.

The proposed project would cast net new shadow over portions of the Townsend-Embarcadero Plaza in the late afternoon/early evenings throughout the summer months. Based on observed uses, such shading may be noticeable to users of the plaza, in particular those using the fixed benches. However, given the short duration (15 minutes or less) of net new shadow, the limited time period of new shadow throughout the year, and the predominantly transitory uses observed, it would be unlikely that the new shadow would substantially impair the use and enjoyment of the open space for most users. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on the Townsend-Embarcadero Plaza.

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# China Basin Park (Existing Conditions)

China Basin Park is 2.58 acres (112,283 square feet). During the two 30-minute use observation visits, the number of users in China Basin Park ranged from about 85 to 94. The majority of park users were observed along the northern walkway running and walking, with a smaller number of users observed sitting on the seating wall. Overall, observed use was slightly higher during the weekend visit and is characterized as moderate to high but predominantly transitory in nature; on both site visits about 70–80 percent of park users were observed passing through the park rather than remaining for more than a few minutes.

China Basin Park is entirely unshaded during morning and afternoon periods of the summer months, with small amounts of shadow reaching the park in the very late afternoon to early evening hours. From fall through spring, some early morning shadows are cast by the adjacent Pier 48 structure. Features affected by existing shadow include western portions of the northern concrete walkway, seating wall, and green; these are also affected during some late afternoons. The Junior Giant's field is shaded during some mornings.

The proposed project would result in net new shadow falling on the park in the late afternoon though early evening annually between April 20 and August 22; the new shadow would be present for up to about 40 minutes per day within the daily analysis period on affected dates. At the moment of maximum net new shadow from the proposed project, net new shadow would cover approximately 45 percent of the park area.

Cumulative projects would also cast net new shadow on the China Basin Park. The proposed Seawall 337 Project would shade portions of the park for up to 10 hours (throughout the day) from mid-August through late April. As discussed below, the Seawall 337 Project would almost double the size of China Basin Park. Shadow from the Seawall 337 Project would not interact or overlap with shadow cast by the proposed project, but would increase the amount of shadow on the park throughout the year.

The proposed project would cast net new shadow over portions of China Basin Park in the late afternoon/early evening throughout the summer months. Based on the observed use of the park, this shadow may be noticeable to some users of the park. However, given the predominantly transitory nature of the uses observed, it would be unlikely that new shadow resulting from the project would impact the use and enjoyment of the park for most users. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on the China Basin Park.

#### Proposed Expanded China Basin Park (Cumulative Condition)

The expansion and renovation of China Basin Park as proposed by the Seawall Lot 337 Project would create a 4.86-acre (211,867 square-foot) park. Accordingly, for the proposed expanded China Basin Park's analysis, the Seawall Lot 337 Project is considered part of the "existing" conditions, rather than a cumulative project. As the future expanded China Basin Park is not yet in existence, the nature and patterns of park use cannot be observed, but it is likely to be similar in nature to the existing China Basin Park use.

During summer months, the future park would be largely unshaded, as shadow would be limited to the southern edge of the park, affecting the park promenade and southern portions of the play areas and the great lawn. In the fall and spring, shadows would be longer and cast further northward, shading the southern half of the park in September/April up to the full park in October/March. Areas shaded would be similar to those affected during summer months, with later fall/early spring shadow extending to the waterfront promenade and rain gardens. Over winter, shadow would be cast over the majority of the park and beyond onto China Basin, sweeping from west to east from morning through evening. Portions of all park features would, at different times, receive winter shadow throughout the day.

The proposed project would result in net new shadow annually cast for up to approximately 45 minutes in the late afternoon/early evening between April 20 and August 22.

The days of maximum net new shadow on the park due to the proposed project would occur on approximately May 17 and July 26, when the proposed project would incrementally shade portions of all park features over the course of about 25 minutes in the early evening, covering up to 60 percent of the park area. No cumulative projects would cast net new shadow on the proposed expanded China Basin Park under the cumulative condition.

#### Other Public Open Spaces

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

## **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative shadow analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in new or more severe cumulative shadow impacts than were previously identified in the Central SoMa PEIR,

### Conclusion

The proposed project would have no shadow impact on section 295 properties, but would increase shadow on surrounding outdoor public areas. However, given the short duration of the net new shadow and the observed transitory use of these areas, the net new shadow would not substantially impair the use and enjoyment of these open spaces. For the reasons explained above, shadow impacts from the proposed project, both individually and cumulatively, would be less than significant.

The proposed project would not result in new or more severe shadow impacts, or any significant project or cumulative shadow impacts that are peculiar to the site, beyond those analyzed in the Central SoMa PEIR.

#### E.11 Recreation

### Central SoMa PEIR Analysis

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

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

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

## Project-Specific Analysis

The nearest open spaces to the project site are Victoria Manalo Draves Park (on Sherman Street just west of I-80 and northwest of the project site), South Park Children's Play Center, and Gene Friend Recreation Center (at 6th and Folsom streets); each of these parks is a Recreation and Parks Department property. Mission Creek Park (on the edge of Mission Creek at Fifth Street) and South Beach Park (north of Oracle Park) are under the jurisdiction of the Office of Community Investment and Infrastructure. There are other privately owned, publicly accessible plazas, gardens, and open spaces nearby, including areas associated with Oracle Park.

The project would provide approximately 59,595 square feet of open space, including 35,100 square feet of private and commonly accessible open spaces for building residents and 2,484 square feet of exterior ground-floor POPOS. The proposed project would include a ground-level plaza that would serve as part of the project's POPOS. In addition, the project site frontage at the corner of Fourth and Townsend streets would accommodate a pedestrian plaza. These POPOS would be accessible from Townsend and Fourth streets and from Bryant Street via Morris Street.

Although new workers, hotel guests, and residents at the project site would increase the use of nearby public and private open spaces, the project's provision of new open space resources, both publicly accessible and private, including the new pedestrian connections, would satisfy at least some of the increased demand. Consistent with the Central SoMa PEIR, existing recreational resources would not experience overuse or accelerated physical deterioration. Other than construction of the project's proposed open spaces, which are evaluated in this initial study, the project would not require the construction of other recreational facilities. Therefore, the proposed project would result in less-than-significant recreation impacts.

#### **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative recreation analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe recreation impacts than previously identified in the Central SoMa PEIR.

#### Conclusion

The proposed project would not result in new or more severe physical environmental impacts on recreational resources or any significant project or cumulative impacts peculiar to the site beyond those analyzed in the Central SoMa PEIR.

# E.12 Utilities and Service Systems

# Central SoMa PEIR Analysis

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

The Central SoMa PEIR determined that development under the area plan would not require expansion of the city's water supply system and would not adversely affect the city's water supply. This determination was based on the best available water supply and demand projections available at the time, which were contained in the San Francisco Public Utilities Commission (SFPUC) 2010 Urban Water Management Plan and a 2013 Water Availability Study prepared by the SFPUC to update demand projections for San Francisco.<sup>73,74</sup>

Under the 2013 Water Availability Study, the SFPUC determined it would be able to meet the demand of projected growth, including growth that would result from development under the Central SoMa Plan, in years of average precipitation as well as in a single dry year and a multiple dry year event, for each five-year period beginning in 2020 through 2035.75 The study projected a small deficit (0.25 percent of demand) for a normal year and single dry year, and a deficit of two percent of demand during a multiple-year drought, as a result of development and occupancy of new projects in advance of improvements planned in the SFPUC's water supply. The SFPUC noted in the 2013 Water Availability Study that a two-percent shortfall in water supplies "can be easily managed through voluntary conservation measures or rationing." Further, it stated that "retail" demand (water the SFPUC provides to individual customers within San Francisco), as opposed to "wholesale" demand (water the SFPUC provides to other water agencies supplying other jurisdictions), has declined by more than 10 percent in the last 10 years.76 For the SFPUC's regional system as a whole, which includes retail and wholesale demand, in a single dry year and multiple dry years, it is possible that the SFPUC would not be able to meet 100 percent of demand and would therefore have to impose reductions on its deliveries. Under the SFPUC's Water Shortage Allocation Plan, retail customers would experience no reduction in regional water system deliveries within a 10-percent system-wide shortage. During a 20-percent system-wide shortage, retail customers would experience a 1.9-percent reduction in deliveries. Retail allocations would be reduced to 79,5 million gallons per day (mgd) (98.1 percent of normal year supply), and wholesale allocations would be reduced to 132.5 mgd (72 percent of normal year supply).

77 Ibid,

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

<sup>74</sup> The current 2015 Urban Water Management Plan update adopted in 2016 contains updated demand projections and supersedes the 2010 Urban Water Management Plan and 2013 Water Availability Study.

<sup>75</sup> SFPUC, 2013 Water Availability Study for the City and County of San Francisco, May 2013.

<sup>76</sup> Ibid.

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

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

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

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

### **Project-Specific Analysis**

The project site is located in an urban area and would connect to existing utilities including water and wastewater connections, electricity, natural gas, and telecommunications systems. The proposed project

would represent a small fraction of the overall demand for utilities and service systems analyzed in the Central SoMa PEIR and, consistent with the findings in the Central SoMa PEIR, utilities and service providers have accounted for the growth in demand, including that of the proposed project, individually and cumulatively. The construction impacts associated with connecting to these systems are accounted for in the construction equipment and operating assumptions that provide the basis for determining the environmental effects on various environmental resources, including construction noise and air quality. Therefore, this initial study accounts for any environmental effects associated with providing connections to these utilities.

## Water Supply

The following analysis evaluates whether (1) sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years and (2) the proposed project would require or result in the relocation or construction of new or expanded water supply facilities, the construction or relocation of which would have significant environmental impacts that were not identified in the Central SoMa PEIR. To support this analysis, the SFPUC prepared a project-specific water supply assessment based on updated water supply and demand projections. Background on the city's water system and the updated projections are described in the sections below.

#### Background on Hetch Hetchy Regional Water System

San Francisco's Hetch Hetchy regional water system, operated by the SFPUC, supplies water to approximately 2.7 million people. The system supplies both retail customers—primarily in San Francisco—and 27 wholesale customers in Alameda, Santa Clara, and San Mateo counties. The system supplies an average of 85 percent of its water from the Tuolumne River watershed, stored in Hetch Hetchy Reservoir in Yosemite National Park, and the remaining 15 percent from local surface waters in the Alameda and Peninsula watersheds. The split between these resources varies from year to year depending on hydrological conditions and operational circumstances. Separate from the regional water system, the SFPUC owns and operates an in-city distribution system that serves retail customers in San Francisco. Approximately 97 percent of the San Francisco retail water supply is from the regional system; the remainder is comprised of local groundwater and recycled water.

### Water Supply Reliability and Drought Planning

In 2008, the SFPUC adopted the Phased Water System Improvement Program (WSIP) to ensure the ability of the regional water system to meet certain level of service goals for water quality, seismic reliability, delivery reliability, and water supply through 2018. The SFFUC's level of service goals for regional water supply are to meet customer water needs in non-drought and drought periods and to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide. In approving the WSIP, the SFPUC established a supply limitation of up to 265 mgd to be delivered from its water supply resources in the Tuolumne, Alameda, and Peninsula watersheds in years with normal (average) precipitation. The SFPUC's water supply agreement with its wholesale customers provides that approximately two-thirds of this total (up to 184 mgd) is available to wholesale purchasers and the remaining one-third (up to 81 mgd) is available to retail customers. The total amount of water the SFPUC can deliver to retail and wholesale customers in any one year depends on several factors, including the amount of water that is available from natural runoff, the

On December 11, 2018, the SFPUC Commission extended the timing of the WSIP water supply decision through 2028 in its Resolution No. 18-0212.

<sup>5</sup>FPUC Resolution No. 08-200, Adoption of the Water System Improvement Program Phased WSIP Variant, October 30, 2008.

amount of water in reservoir storage, and the amount of that water that must be released from the system for purposes other than customer deliveries (e.g., required instream flow releases below reservoirs). A "normal year" is based on historical hydrological conditions that allow the reservoirs to be filled by rainfall and snowmelt, allowing full deliveries to customers; similarly, a "wet year" and a "dry year" is based on historical hydrological conditions with above and below "normal" rainfall and snowmelt, respectively.

For planning purposes, the SFPUC uses a hypothetical drought that is more severe than what has historically been experienced. This drought sequence is referred to as the "design drought" and serves as the basis for planning and modeling of future scenarios. The design drought sequence used by the SFPUC for water supply reliability planning is an 8.5-year period that combines the following elements to represent a drought sequence more severe than historical conditions:

- Historical Hydrology a six-year sequence of hydrology from the historical drought that occurred from July 1986 to June 1992
- Prospective Drought a 2.5-year period which includes the hydrology from the 1976–1977 drought
- System Recovery Period The last six months of the design drought are the beginning of the system
  recovery period. The precipitation begins in the fall, and by approximately the month of December,
  inflow to reservoirs exceeds customer demands and SFPUC system storage begins to recover.

While the most recent drought (2012 through 2016) included some of the driest years on record for the SFPUC's watersheds, the design drought still represents a more severe drought in duration and overall water supply deficit.

Based on historical records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully-implemented infrastructure under the WSIP, normal or wet years occurred 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, systemwide rationing is required roughly one out of every 10 years. The frequency of dry years is expected to increase as climate change intensifies.

#### 2015 Urban Water Management Plan

The California Urban Water Management Planning Act<sup>80</sup> requires urban water supply agencies to prepare urban water management plans to plan for the long-term reliability, conservation, and efficient use of California's water supplies to meet existing and future demands. The act requires water suppliers to update their plans every five years based on projected growth for at least the next 20 years.

Accordingly, the current urban water management plan for the City and County of San Francisco is the 2015 Urban Water Management Plan update. In The 2015 plan is an update to the 2010 Urban Water Management Plan and the 2013 Water Availability Study that were the basis for analysis contained in the Central SoMa PEIR, as discussed above. The 2015 plan update presents information on the SFPUC's retail and wholesale service areas, the regional water supply system and other water supply systems operated by the SFPUC, system supplies and demands, water supply reliability, Water Conservation Act of 2009 compliance, water shortage contingency planning, and water demand management.

<sup>80</sup> California Water Code, division 6, part 2.6, sections 10610 through 10656, as last amended in 2015.

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

The water demand projections in the 2015 plan reflect anticipated population and employment growth, socioeconomic factors, and the latest conservation forecasts. For San Francisco, housing and employment growth projections are based on the San Francisco Planning Department's Land Use Allocation 2012 (see 2015 Urban Water Management Plan, Appendix E, Table 5, p. 21), which in turn is based on the Association of Bay Area Governments growth projections through 2040.<sup>82</sup> The 2015 plan presents water demand projections in five-year increments over a 25-year planning horizon through 2040.

The 2015 plan compares anticipated water supplies to projected demand through 2040 for normal, single-dry, and multiple-dry water years. Retail water supplies are comprised of regional water system supply, groundwater, recycled water, and non-potable water. Under normal hydrologic conditions, the total retail supply is projected to increase from 70.1 mgd in 2015 to 89.9 mgd in 2040. According to the plan, available and anticipated future water supplies would fully meet projected demand in San Francisco through 2040 during normal years.

On December 11, 2018, by Resolution No. 18-0212, the SFPUC amended its 2009 Water Supply Agreement between the SFPUC and its wholesale customers. That amendment revised the Tier I allocation in the Water Supply Allocation Plan to require a minimum reduction of 5 percent of the regional water system supply for San Francisco retail customers whenever system-wide reductions are required due to dry-year supply shortages. When accounting for the requirements of this recently amended agreement, existing and planned supplies would meet projected retail water system demands in all years except for an approximately 3.6 to 6.1 mgd or 5 to 6.8 percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 water supply agreement. In such an event, the SFPUC would implement the SFPUC's Retail Water Shortage Allocation Plan and could manage this relatively small shortfall by prohibiting certain discretionary outdoor water uses and/or calling for voluntary rationing among all retail customers. Based on experience in past droughts, retail customers could reduce water use to meet this projected level of shortfall. The required level of rationing is well below the SFPUC's regional water supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis.

Based on the 2015 Urban Water Management Plan, as modified by the 2018 amendment to the 2009 Water Supply Agreement, sufficient retail water supplies would be available to serve projected growth in San Francisco through 2040. While concluding supply is sufficient, the 2015 Urban Water Management Plan also identifies projects that are underway or planned to augment local supply. Projects that are underway or recently completed include the San Francisco Groundwater Supply Project and the Westside Recycled Water Project. A more current list of potential regional and local water supply projects that the SFPUC is considering is provided below under Additional Water Supplies.

In addition, the plan describes the SFPUC's ongoing efforts to improve dry-year water supplies, including participation in Bay Area regional efforts to improve water supply reliability through projects such as interagency interties, groundwater management and recharge, potable reuse, desalination, and water transfers. While no specific capacity or supply has been identified, this program may result in future supplies that would benefit SFPUC customers.

<sup>&</sup>lt;sup>82</sup> Association of Bay Area Governments, Jobs-Housing Connection Strategy, May 2012.

<sup>&</sup>lt;sup>A3</sup> SFPUC, Resolution No. 18-0212, December 11, 2018.

#### 2018 Bay-Delta Plan Amendment

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of the rivers and the Bay-Delta ecosystem. Among the goals of the adopted Bay-Delta Plan Amendment is to increase salmonid populations in the San Joaquin River, its tributaries (including the Tuolumne River), and the Bay-Delta. Specifically, the plan amendment requires increasing flows in the Stanislaus, Tuolumne, and Merced rivers to 40 percent of unimpaired flow from February through June every year, whether it is wet or dry. During dry years, this would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed.

If this plan amendment is implemented, the SFPUC would be able to meet the projected retail water demands presented in the 2015 Urban Water Management Plan in normal years but would experience supply shortages in single dry years and multiple dry years. Implementation of the Bay-Delta Plan Amendment would result in substantial dry-year water supply shortfalls throughout the SFPUC's regional water system service area, including San Francisco. The 2015 Urban Water Management Plan assumes limited rationing for retail customers may be needed in multiple dry years to address an anticipated supply shortage by 2040; the 2018 amendment to the 2009 Water Supply Agreement with wholesale customers would slightly increase rationing levels indicated in the 2015 plan. By comparison, implementation of the Bay-Delta Plan Amendment would result in supply shortfalls in all single dry years and multiple dry years and rationing to a greater degree than previously anticipated to address supply shortages not accounted for in the 2015 Urban Water Management Plan or as a result of the 2018 amendment to the Water Supply Agreement,

The state water board has stated that it intends to implement the plan amendment by the year 2022, assuming all required approvals are obtained by that time. However, at this time, the implementation of the Bay-Delta Plan Amendment is uncertain for several reasons, as the SFPUC explained in the Water Supply Assessment prepared for this project. First, under the federal Clean Water Act, the U. S. Environmental Protection Agency must approve the water quality standards identified in the plan amendment within 90 days from the date the approval request is received. It is uncertain what determination the U.S. Environmental Protection Agency will make, and its decision could result in litigation.

Second, since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in state and federal court, challenging the water board's adoption of the plan amendment, including legal challenges filed by the federal government at the request of the U.S. Bureau of Reclamation. That litigation is in the early stages, and there have been no dispositive court rulings as of this date.

Third, the Bay-Delta Plan Amendment is not self-executing and does not allocate responsibility for meeting its new flow requirements to the SFPUC or any other water rights holders. Rather, the plan amendment merely provides a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, the Clean Water Act, section 401, certification process in the Federal Energy Regulatory Commission's relicensing proceeding for Don Pedro Dam. The license amendment process is

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

<sup>&</sup>quot;Unimpaired flow" represents the water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds.

currently expected to be completed in the 2022–2023 timeframe. This process and other regulatory and/or adjudicatory proceeding would likely face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility for the Tuolumne River than currently exists (and therefore a different water supply effect on the SFPUC).

Fourth, in recognition of the obstacles to implementation of the Bay-Delta Plan Amendment, the water board directed its staff to help complete a "Delta watershed-wide agreement, including potential flow measures for the Tuolumne River" by March 1, 2019, and to incorporate such agreements as an "alternative" for a future amendment to the Bay-Delta Plan to be presented to the [water board] as early as possible after December 1, 2019." In accordance with the water board's instruction, on March 1, 2019, the SFPUC, in partnership with other key stakeholders, submitted a proposed project description for the Tuolumne River that could be the basis for a voluntary agreement with the state water board that would serve as an alternative path to implementing the Bay-Delta Plan's objectives. On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing.

For these reasons, whether, when, and the form in which the Bay-Delta Plan Amendment will be implemented, and how those amendments will affect the SFPUC's water supply, is currently unknown.

## Additional Water Supplies

In light of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitation to the SFPUC's regional water system supply during dry years, the SFPUC is expanding and accelerating its efforts to develop additional water supplies and explore other projects that would improve overall water supply resilience. Developing these supplies would reduce water supply shortfalls and reduce rationing associated with such shortfalls. The SFPUC has taken action to fund the study of additional water supply projects, which are described in the water supply assessment for the proposed project and listed below:

- Daly City Recycled Water Expansion
- Alameda County Water District Transfer Partnership
- Brackish Water Desalination in Contra Costa County
- Alameda County Water District-Union Sanitary District Purified Water Partnership
- Crystal Springs Purified Water
- Eastside Purified Water
- San Francisco Eastside Satellite Recycled Water Facility
- Additional Storage Capacity in Los Vaqueros Reservoir from Expansion
- Calaveras Reservoir Expansion

The capital projects that are under consideration would be costly and are still in the early feasibility or conceptual planning stages. These projects would take 10 to 30 or more years to implement and would require environmental permitting negotiations, which may reduce the amount of water that can be developed. The yield from these projects is unknown and not currently incorporated into SFPUC's supply projections.

In addition to capital projects, the SFPUC is also considering developing related water demand management policies and ordinances, such as funding for innovative water supply and efficiency technologies and requiring potable water offsets for new developments.

#### Water Supply Assessment

Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large projects, as defined in CEQA Guidelines section 15155. Water supply assessments rely on information contained in the water supplier's urban water management plan and on the estimated water demand of both the proposed project and projected growth within the relevant portion of the water supplier's service area. Because the proposed project is a mixed-use residential development containing approximately 960 dwelling units, it meets the definition of a water demand project under CEQA. Accordingly, the SFPUC adopted a water supply assessment for the proposed project on May 28, 2019.

The water supply assessment for the proposed project identifies the project's total water demand, including a breakdown of potable and non-potable water demands. The proposed project is subject to San Francisco's Non-potable Water Ordinance (article 12C of the San Francisco Health Code). The Non-potable Water Ordinance requires new commercial, mixed-use, and multi-family residential development projects with 250,000 square feet or more of gross floor area to install and operate an on-site non-potable water system. Such projects must meet their toilet and urinal flushing and irrigation demands through the collection, treatment, and use of available graywater, rainwater, and foundation drainage. While not required, projects may use treated blackwater or stormwater if desired. Furthermore, projects may choose to apply non-potable water to other non-potable water uses, such as cooling tower blowdown and industrial processes, but are not required to do so under the ordinance. The proposed project would exceed the requirements of the Non-potable Water Ordinance by using graywater and rainwater for toilet and urinal flushing and irrigation.

Both potable and non-potable demands for the project were estimated using the SFPUC's Non-potable Water Calculator and supplemented with additional calculations for the swimming pool and commercial laundry demands. According to the demand estimates, the project's total water demand would be 0.102 mgd, which would be comprised of 0.082 mgd of potable water and 0.020 mgd of non-potable water. Accordingly, 19.6 percent of the project's total water demand would be met by non-potable water.

The water supply assessment estimates future retail (citywide) water demand through 2040 based on the population and employment growth projections contained in the planning department's Land Use

Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:

<sup>(</sup>A) A residential development of more than 500 dwelling units.

<sup>(</sup>B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

<sup>(</sup>C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area,

<sup>(</sup>D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

<sup>(</sup>F) a mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.

<sup>(</sup>G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

<sup>87</sup> SFPUC, Water Supply Assessment for the 655 Fourth Street Project (Case No. 2014-000203ENV), May 28, 2019

Allocation 2012. The department has determined that the proposed project represents a portion of the planned growth accounted for in Land Use Allocation 2012. Therefore, the project's demand is incorporated in the 2015 Urban Water Management Plan.

The water supply assessment determined that the project's potable water demand of 0.082 mgd would contribute 0.09 percent to the projected total retail demand of 89.9 mgd in 2040. The project's total water demand of 0.102 mgd, which does not account for the 0.020 mgd savings anticipated through compliance with the non-potable water ordinance, would represent 0.11 percent of 2040 total retail demand. Thus, the proposed project represents a small fraction of the total projected water demand in San Francisco through 2040.

Due to the recent 2018 Bay Delta Plan Amendment, the water supply assessment considers these demand estimates under three water supply scenarios. To evaluate the ability of the water supply system to meet the demand of the proposed project in combination with both existing development and projected growth in San Francisco, the water supply assessment describes each of the following water supply scenarios:

- Scenario 1 Current Water Supply
- Scenario 2 Bay-Delta Plan Voluntary Agreement
- Scenario 3 2018 Bay-Delta Plan Amendment

As discussed below, the water supply assessment concludes that water supplies would be available to meet the demand of the proposed project in combination with both existing development and projected growth in San Francisco through 2040 under each of these water supply scenarios with varying levels of rationing during dry years. The following is a summary of the analysis and conclusions presented in the SFPUC's water supply assessment for the project under each of the three water supply scenarios considered.

#### Scenario 1 - Current Water Supply

Scenario 1 assumes no change to the way in which water is supplied, and that neither the Bay-Delta Plan Amendment nor a Bay-Delta Plan Voluntary Agreement would be implemented. Thus, the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable for the project's water supply assessment. As stated above, the project is accounted for in the demand projections in the 2015 Urban Water Management Plan.

Under Scenario 1, the water supply assessment determined that water supplies would be available to meet the demand of the project in combination with existing development and projected growth in all years, except for an approximately 3.6 to 6.1 mgd or 5- to 6.8-percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 Water Supply Agreement. To manage a small shortfall such as this, the SFPUC may prohibit certain discretionary outdoor water uses and/or call for voluntary rationing by its retail customers. During a prolonged drought at the end of the 20-year planning horizon, the project could be subject to voluntary rationing in response to a 6.8-percent supply shortfall, when the 2018 amendments to the 2009 Water Supply Agreement are taken into account. This level of rationing is well within the SFPUC's regional water system supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis (i.e., an average throughout the regional water system).

### Scenario 2 – Bay-Delta Plan Voluntary Agreement

Under Scenario 2, a voluntary agreement would be implemented as an alternative to the adopted Bay-Delta Plan Amendment. The March 1, 2019, proposed voluntary agreement submitted to the state water board

Santerancisco Pearntrico departrient has yet to be accepted, and the shortages that would occur with its implementation are not known. The voluntary agreement proposal contains a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment. The resulting regional water system supply shortfalls during dry years would be less than those under the Bay-Delta Plan Amendment and would require rationing of a lesser degree and closer in alignment to the SFPUC's adopted level of service goal for the regional water system of rationing of no more than 20 percent system-wide during dry years. SFPUC Resolution No. 19-0057, which authorized the SFPUC staff to participate in voluntary agreement negotiations, stated its intention that any final voluntary agreement allow the SFPUC to maintain both the water supply and sustainability level of service goals and objectives adopted by the SFPUC when it approved the WSIP. Accordingly, it is reasonable to conclude that if the SFPUC enters into a voluntary agreement, the supply shortfall under such an agreement would be of a similar magnitude to those that would occur under Scenario 1. In any event, the rationing that would be required under Scenario 2 would be of a lesser degree than under the Bay-Delta Plan Amendment as adopted.

#### Scenario 3 - Bay-Delta Plan Amendment

Under Scenario 3, the 2018 Bay-Delta Plan Amendment would be implemented as it was adopted by the state water board without modification. As discussed above, there is considerable uncertainty whether, when, and in what form the plan amendment will be implemented. However, because implementation of the plan amendment cannot be ruled out at this time, an analysis of the cumulative impact of projected growth on water supply resources under this scenario is included in this document to provide a worst-case impact analysis.

Under this scenario, which is assumed to be implemented after 2022, water supplies would be available to meet projected demands through 2040 in wet and normal years with no shortfalls. However, under Scenario 3 the entire regional water system—including both the wholesale and retail service areas—would experience significant shortfalls in single dry and multiple dry years, which over the past 97 years occur on average just over once every 10 years. Significant dry-year shortfalls would occur in San Francisco, regardless of whether the proposed project is constructed. Except for the currently anticipated shortfall to retail customers of about 6.1 mgd (6.8 percent) that is expected to occur under Scenario 1 during years seven and eight of the 8.5-year design drought based on 2040 demand levels, these shortfalls to retail customers would exclusively result from supply reductions resulting from implementation of the Bay-Delta Plan Amendment. The retail supply shortfalls under Scenario 3 would not be attributed to the incremental demand associated with the proposed project, because the project's demand is incorporated already in the growth and water demand/supply projections contained in the 2015 Urban Water Management Plan.

Under the Bay-Delta Plan Amendment, existing and planned dry-year supplies would be insufficient for the SFPUC to satisfy its regional water system supply level of service goal of no more than 20 percent rationing system-wide. The Water Shortage Allocation Plan does not specify allocations to retail supply during system-wide shortages above 20 percent. However, the plan indicates that if a system-wide shortage greater than 20 percent were to occur, regional water system supply would be allocated between retail and wholesale customers per the rules corresponding to a 16- to 20-percent system-wide reduction, subject to consultation and negotiation between the SPPUC and its wholesale customers to modify the allocation rules. The allocation rules corresponding to the 16- to 20-percent system-wide reduction are reflected in the project's water supply assessment. These allocation rules result in shortfalls of 15.6 to 49.8 percent across the retail service area as a whole under Scenario 3. As shown in Table 5 of the water supply assessment, total shortfalls under Scenario 3 would range from 12.3 mgd (15.6 percent) in a single dry year to 36.1 mgd

(45.7 percent) in years seven and eight of the 8.5-year design drought based on 2025 demand levels and from 21 mgd (23.4 percent) in a single dry year to 44.8 mgd (49.8 percent) in years seven and eight of the 8.5-year design drought based on 2040 demand.

### **Impact Analysis**

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

### Impacts related to New or Expanded Water Supply Facilities

The SFPUC's adopted water supply level of service goal for the regional water system is to meet customer water needs in non-drought and drought periods. The system performance objective for drought periods is to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide reduction in regional water service during extended droughts. As the SFPUC has designed its system to meet this goal, it is reasonable to assume that to the extent the SFPUC can achieve its service goals, sufficient supplies would be available to serve existing development and planned growth accounted for in the 2015 Urban Water Management Plan (which includes the proposed project) and that new or expanded water supply facilities are not needed to meet system-wide demand. While the focus of this analysis is on the SFPUC's retail service area and not the regional water system as a whole, this cumulative analysis considers the SFPUC's regional water supply level of service goal of rationing of not more than 20 percent in evaluating whether new or expanded water supply facilities would be required to meet the demands of existing development and projected growth in the retail area through 2040. If a shortfall would require rationing more than 20 percent to meet system-wide dry-year demand, the analysis evaluates whether as a result, the SFPUC would develop new or expanded water supply facilities that result in significant physical environmental impacts. It also considers whether such a shortfall would result in a level of rationing that could cause significant physical environmental impacts. If the analysis determines that there would be a significant cumulative impact, then per CEQA Guidelines section 15130, the analysis considers whether the project's incremental contribution to any such effect is "cumulatively considerable,"

As discussed above, existing and planned dry-year supplies would meet projected retail demands through 2040 under Scenario 1 within the SFPUC's regional water system adopted water supply reliability level of service goal. Therefore, the SFPUC could meet the water supply needs for the proposed project in combination with existing development and projected growth in San Francisco through 2040 from the SFPUC's existing system. The SFPUC would not be expected to develop new or expanded water supply facilities for retail customers under Scenario 1 and there would be no significant cumulative environmental impact.

SANTRANCISCO PLANTANO DEPARTMENT The effect of Scenario 2 cannot be quantified at this time but as explained previously, if it can be designed to achieve the SFPUC's level of service goals and is adopted, it would be expected to have effects similar to Scenario 1. Given the SFPUC's stated goal of maintaining its level of service goals under Scenario 2, it is expected that Scenario 2 effects would be more similar to Scenario 1 than to Scenario 3. In any event, any shortfall effects under Scenario 2 that exceed the SFPUC's service goals would be expected to be less than those under Scenario 3. Therefore, the analysis of Scenario 3 would encompass any effects that would occur under Scenario 2 if it were to trigger the need for increased water supply or rationing in excess of the SFPUC's regional water system level of service goals.

Under Scenario 3, the SFPUC's existing and anticipated water supplies would be sufficient to meet the demands of existing development and projected growth in San Francisco, including the proposed project, through 2040 in wet and normal years, which have historically occurred in approximately nine out of 10 years on average. During single dry and multiple dry years, retail supply shortfalls of 15.6 to 49.8 percent could occur.

The SFPUC has indicated in its water supply assessment that as a result of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitations on supply to the regional water system during dry years, the SFPUC is increasing and accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience. It lists possible projects that it will study. The SFPUC is beginning to study water supply options, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement.

There is also a substantial degree of uncertainty associated with the implementation of the Bay-Delta Plan Amendment and its ultimate outcome, and therefore, there is substantial uncertainty in the amount of additional water supply that may be needed, if any. Moreover, there is uncertainty and lack of knowledge as to the feasibility and parameters of the possible water supply projects the SFPUC is beginning to explore. Consequently, the physical environmental impacts that could result from future supply projects is quite speculative at this time and would not be expected to be reasonably determined for a period of time ranging from 10 to 30 years. Although it is not possible at this time to identify the specific environmental impacts that could result, this analysis assumes that if new or expanded water supply facilities, such as those listed above under Additional Water Supplies, were developed, the construction and/or operation of such facilities could result in significant adverse environmental impacts, and this would be a significant cumulative impact.

As discussed above, the proposed project would represent 0.11 percent of total demand and 0.09 percent of potable water demand in San Francisco in 2040, whereas implementation of the Bay Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent. Thus, new or expanded dryyear water supplies would be needed under Scenario 3 regardless of whether the proposed project is constructed. As such, any physical environmental impacts related to the construction and/or operation of new or expanded water supplies would occur with or without the proposed project. Therefore, the proposed project would not have a considerable contribution to any significant cumulative impacts that could result from the construction or operation of new or expanded water supply facilities developed in response to the Bay-Delta Plan Amendment.

# Impacts Related to Rationing

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected

action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. The remaining analysis therefore focuses on whether rationing at the levels that might be required under the Bay-Delta Plan Amendment could result in any cumulative impacts, and if so, whether the project would make a considerable contribution to these impacts.

The SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances requiring rationing. Rationing at the level that might be required under the Bay-Delta Plan Amendment would require changes to how businesses operate, changes to water use behaviors (e.g., shorter and/or less-frequent showers), and restrictions on irrigation and other outdoor water uses (e.g., car washing), all of which could lead to undesirable socioeconomic effects. Any such effects would not constitute physical environmental impacts under CEQA.

High levels of rationing could, however, lead to adverse physical environmental effects, such as the loss of vegetation cover resulting from prolonged restrictions on irrigation. Prolonged high levels of rationing within the city could also make San Francisco a less desirable location for residential and commercial development compared to other areas of the state not subject to such substantial levels of rationing, which, depending on location, could lead in turn to increased urban sprawl. Sprawl development is associated with numerous environmental impacts, including, for example, increased GHG emissions and air pollution from longer commutes and lower density development, higher energy use, loss of farmland, and increased water use from less water-efficient suburban development. In contrast, as discussed in the transportation section, the proposed project is located in an area where VMT per capita is well below the regional average; projects in San Francisco are required to comply with numerous regulations that would reduce GHG emissions, as discussed in the GHG section of this initial study, and San Francisco's per capita water use is among the lowest in the state. Thus, the higher levels of rationing on a citywide basis that could be required under the Bay-Delta Plan Amendment could lead directly or indirectly to significant cumulative impacts. The question, then, is whether the project would make a considerable contribution to impacts that may be expected to occur in the event of high levels of rationing.

While the levels of rationing described above apply to the retail service area as a whole (i.e., 5 to 6.8 percent under Scenario 1, 15.6 to 49.8 percent under Scenario 3), the SFPUC may allocate different levels of rationing to individual retail customers based on customer type (e.g., dedicated irrigation, single-family residential, multi-family residential, commercial, etc.) to achieve the required level of retail (citywide) rationing. Allocation methods and processes that have been considered in the past and may be used in future droughts are described in the SFPUC's current Retail Water Shortage Allocation Plan. However, additional allocation methods that reflect existing drought-related rules and regulations adopted by the SFPUC during the recent drought are more pertinent to current and foreseeable development and water use in San Francisco and may be included in the SFPUC's update to its Retail Water Shortage Allocation Plan. The Retail Water Shortage Allocation Plan will be updated as part of the 2020 Urban Water Management Plan update in 2021. The SFPUC anticipates that the updated Retail Water Shortage Allocation Plan would include a tiered allocation approach that imposes lower levels of rationing on customers who use less water than other customers in the same customer class and would require higher

Pursuant to the SFPUC 2015 Urban Water Management Plan, San Francisco's per capita water use is among the lowest in the state.

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

<sup>90</sup> SFPUC, 2015-2016 Drought Program, adopted by Resolution 15-0119, May 26, 2015.

levels of rationing by customers who use more water. This approach aligns with the state water board's statewide emergency conservation mandate imposed during the recent drought, in which urban water suppliers who used less water were subject to lower reductions than those who used more water. Imposing lower rationing requirements on customers who already conserve more water is also consistent with the implementation of prior rationing programs based on past water use in which more efficient customers were allocated more water.

The SFPUC anticipates that, as a worst-case scenario under Scenario 3, a mixed-used residential project could be subject to up to 38-percent rationing during a severe drought. In accordance with the Retail Water Shortage Allocation Plan, the level of rationing that would be imposed on the proposed project would be determined at the time of a drought or other water shortage and cannot be established with certainty prior to the shortage event. However, newly-constructed buildings, such as the proposed project, have water-efficient fixtures and non-potable water systems that comply with the latest regulations. Thus, if these buildings can demonstrate below-average water use, they would likely be subject to a lower level of rationing than other retail customers that meet or exceed the average water use for the same customer class.

While any substantial reduction in water use in a new, water efficient building likely would require behavioral changes by building occupants that are inconvenient, temporary rationing during a drought is expected to be achievable through actions that would not cause or contribute to significant environmental effects. The effect of such temporary rationing would likely cause occupants to change behaviors but would not cause the substantial loss of vegetation because vegetation on this urban infill site would be limited to ornamental landscaping, and non-potable water supplies would remain available for landscape irrigation in dry years. The project would not include uses that would be forced to relocate because of temporary water restrictions, such as a business that relies on significant volumes of water for its operations. While high levels of rationing that would occur under Scenario 3 could result in future development locating elsewhere, existing residents, office workers, and businesses occupying the proposed project would be expected to tolerate rationing for the temporary duration of a drought.

As discussed above, implementation of the Bay-Delta Plan Amendment would result in substantial system-wide water supply shortfalls in dry years. These shortfalls would occur with or without the proposed project, and the project's incremental increase in potable water demand (0.010 percent of total retail demand) would have a negligible effect on the levels of rationing that would be required throughout San Francisco under Scenario 3 in dry years.

This worst-case rationing level for San Francisco multi-family residential was estimated for the purpose of preparing comments on behalf of the City and County of San Francisco on the SWRCB's Draft Substitute Environmental Document in Support of Potential Changes to the Bay- Delta Plan, dated March 16, 2017. See comment letter Attachment 1, Appendix 3, Page 5, Table 3. The comment letter and attachments are available on the SWRCB website:

https://www.waterboards.ca.gov/public\_notices/comments/2016\_baydelta\_plan\_amendment/docs/dennis\_herrer a.pdf The rationing estimates prepared for the comment letter apply to the first 6 years of the SFPUC's 8.5-year design drought as they reflect the 1987-92 drought. For the last 2.5 years of the design drought, a corresponding worst-case rationing level for San Francisco multi-family residential customers was not estimated. While the level of rationing imposed on the retail system will be higher for the outer years of the design drought compared to the first 6 years, it is reasonable to assume that multi-family residential customers such as the proposed project would not have to conserve more than 38 percent.

As such, temporary rationing that could be imposed on the project would not cause or contribute to significant environmental effects associated with the high levels of rationing that may be required on a city-wide basis under Scenario 3. Thus, the project would not make a considerable contribution to any significant cumulative impacts that may result from increased rationing that may be required with implementation of the Bay-Delta Plan Amendment, were it to occur.

#### Conclusion

As stated above, there is considerable uncertainty as to whether the Bay-Delta Plan Amendment will be implemented. If the plan amendment is implemented, the SFPUC will need to impose higher levels of rationing than its regional water system level of service goal of no more than 20 percent rationing during drought years by 2025 and for the next several decades. Implementation of the plan amendment would result in a shortfall beginning in years two and three of multiple dry-years in 2025 of 33.2 percent, and dry year shortfalls by 2040 ranging from 23.4 percent in a single dry year and year one of multiple dry years to up to 49.8 percent in years seven and eight of the 8.5-year design drought. While the SFPUC may seek new or expanded water supply facilities, it has not made any definitive decision to pursue particular actions and there is too much uncertainty associated with this potential future decision to identify environmental effects that would result. Such effects are therefore speculative at this time. In any case, the need to develop new or expanded water supplies in response to the Bay Delta Plan Amendment and any related environmental impacts would occur irrespective of the water demand associated with the proposed project. Given the long lead times associated with developing additional supplies, the SFPUC's expected response to implementation of the Bay-Delta Plan Amendment would be to ration in accordance with procedures in its Retail Water Shortage Allocation Plan.

Both direct and indirect environmental impacts could result from high levels of rationing. However, the project is a mixed-use urban infill development that would be expected to tolerate the level of rationing imposed on it for the duration of the drought, and thus would not contribute to sprawl development caused by rationing under the Bay-Delta Plan Amendment. The project itself would not be expected to contribute to a loss of vegetation because project-generated non-potable supplies would remain available for irrigation in dry years. Nor would the small increase in potable water demand attributable to the project compared to citywide demand substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Thus, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment. Therefore, for the reasons described above, under all three scenarios, this impact would be considered less than significant.

#### Stormwater, Wastewater, and Solid Waste

The project site is covered by impervious surfaces and would be required to comply with the city's Stormwater Management Ordinance. This ordinance requires the proposed project to decrease the amount of impervious area on site and reduce peak stormwater runoff compared to existing conditions. Therefore, with implementation of the proposed project, stormwater runoff from the project site to the Southeast Water Treatment Plant would be reduced compared to existing conditions. Further, wastewater volumes generated by the project would be minimal in comparison to stormwater flows. Thus, the proposed project would not require new or expanded stormwater or wastewater facilities.

The proposed project would comply with solid waste regulations and would not be expected to generate solid waste in amounts that would exceed the permitted landfill capacity analyzed in the Central SoMa PEIR. The proposed project would adhere to the city's plumbing, water conservation, and waste diversion requirements.<sup>92</sup>

# **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative utilities and service systems analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe utilities and service systems impacts than previously identified in the Central SoMa PEIR.

### Conclusion

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

#### E.13 Public Services

## Central SoMa PEIR Analysis

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

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

#### Project-Specific Analysis

The increased employees, visitors, and residents resulting from the proposed project would increase demand for police and fire protection services, schools, and parks. The proposed project would account for a fraction of the increased demand for these services that were analyzed in the Central SoMa PEIR, and the project falls within the development density assumptions for the site that were analyzed in the Central

<sup>92</sup> San Francisco Water Power Sewer. 2019. Water Supply Assessment for the 655 4th Street Project. May 28, 2019.

SoMa PEIR. Therefore, the proposed project would not result in a more substantial increase in the demand for police or fire protection services than was previously identified in the Central SoMa PEIR. As described under the Recreation section, the proposed project would not result in new or more severe physical environmental impacts to parks or recreational facilities.

## **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative public services analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe public services impacts than were previously identified in the Central SoMa PEIR.

#### Conclusion

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

# E.14 Biological Resources

# Central SoMa PEIR Analysis

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

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

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

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

# Project-Specific Analysis

As the project is located within the Central SoMa Plan area, the proposed project would not affect any natural vegetation communities, special-status plants, riparian corridors, estuaries, marshes, or wetlands. The proposed project would remove at least one tree over 6 inches in diameter and it is likely buildings will be vacant or underutilized at the time of demolition; therefore, Project Mitigation Measure M-BI-1, Pre-Construction Bat Surveys (implementing Central SoMa PEIR Mitigation Measure M-BI-1) would be applicable. Implementation of Project Mitigation Measure M-BI-1 would reduce the project's impact to any special-status bats to a less-than-significant level by requiring that pre-construction surveys be conducted to identify bats and avoid impacts to roosting bats.

Also, the proposed project would require the removal of five street trees, including two London plane trees on Townsend Street and three purple leaf plum trees on Fourth Street. The proposed project would plant up to approximately 26 street trees.

During tree removal activities, the proposed project could disturb nesting birds and those protected by the federal Migratory Bird Treaty Act and the California Fish and Game Code. Nesting birds may be present in the existing street trees and foliage surrounding the project site. As such, if tree removal would occur during the nesting season (January 15 through August 15) or during the breeding season (March through August), nesting birds could be disturbed. This would be considered a potentially significant impact. However, the project sponsor is required to comply with California Fish and Game Code section 3500 et al., including sections 3503, 3503.5, 3511, and 3513, which provide that it is unlawful to take or possess any migratory nongame bird or needlessly destroy nests of birds except as otherwise outlined in the code. The California

Department of Fish and Wildlife enforces the code by requiring that projects incorporate measures to avoid and minimize impacts to nesting birds if any tree removal would occur during the nesting or breeding season. For example, a qualified biologist would conduct a tree survey within 15 days before the start of construction occurring in March through May, or 30 days before the start of construction occurring in June through August. These surveys would help establish the presence of any nesting birds that would need to be protected through avoidance and minimization measures. Additionally, California Department of Fish and Wildlife staff may require notification if any active nests are identified, including consultation with the California Department of Fish and Wildlife and establishment of construction-free buffer zones. Compliance with these existing state regulations would ensure that project impacts relating to nesting birds would be less than significant.

Planning code section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes.<sup>93</sup> The proposed project would be required to comply with the building feature–related hazards standards of section 139 by using bird-safe glazing treatment on 100 percent of any building feature–related hazards such as free-standing glass walls, wind barriers, and balconies. The project would be subject to and would be required to comply with the city's regulations for bird-safe buildings and federal and state migratory bird regulations. Therefore, the proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors and would not result in a significant impact to native resident or wildlife species.

Although the project would not result in significant impacts to native resident and migratory birds, impacts to birds resulting from the proposed project would be further reduced through the implementation of Project Improvement Measure I-BI-1 (implementation of Central SoMa Improvement Measure I-BI-2, Night Lighting Minimization). I-BI-1 includes voluntary compliance with the San Francisco Lights Out Program, which encourages project sponsors of buildings developed pursuant to the Central SoMa Plan to implement bird-safe building operations to prevent and minimize bird strike impacts, and generally keep lighting to a minimum, as birds can become disoriented from building lighting. Implementation of this improvement measure would further reduce the project's less-than-significant impact to birds.

# **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative biological resources analysis. The street improvement projects along Townsend, Brannan, and Fifth streets are substantially similar in scope to the street network changes already analyzed in the Central SoMa PEIR. Therefore, the project would not result in more severe biological resource impacts than previously identified in the Central SoMa PEIR.

# Conclusion

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

San Francisco Planning Department, Standards for Bird-Safe Buildings, July 14, 2011. Available at: http://planning.sanfranciscocode.org/1.2/139, accessed on January 18, 2017.

# E.15 Geology and Soils

### Central SoMa PEIR Analysis

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

In addition, proposed buildings over 160 feet tall, such as the proposed project's buildings, could be subject to compliance with the building department's Administrative Bulletin 083, Requirements and Guidelines for the Seismic Design of New Tall Buildings using Non-Prescriptive Seismic-Design Procedures.94 This bulletin specifies the requirements and guidelines for the non-prescriptive design of new tall buildings that are higher than 160 feet to ensure that the design meets the standards of the building code.95 Also, the building department's Administrative Bulletin 082, Guidelines and Procedures for Structural Design Review, specifies the guidelines and procedures for structural design review during the application review process for a building permit. In addition to requirements for a site-specific geotechnical report as articulated in San Francisco Building Code section 1803 and building department Information Sheet S-05, Geotechnical Report Requirements, structural design review may result in review by an independent structural design reviewer. Administrative Bulletin 082 describes what types of projects may require this review, the qualifications of the structural design reviewer, the scope of the structural design review, and how the director of the building department as the building official would resolve any disputes between the structural design reviewer and the project's engineer of record. A building department Structural Information Sheet S-18 will also be required. It provides Interim Guidelines and Procedures for Structural, Geotechnical, and Seismic Hazard Engineering Design Review for New Tall Buildings and supplements and clarifies the requirements and procedures in Administrative Bulletins 082 and 083. It applies to buildings 240 feet or taller and is thus relevant to subsequent development projects in the Plan area. With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable, or could become unstable as a result of such construction, would be less than significant. Thus, the Central SoMa PEIR concluded that implementation of the Central SoMa Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

The Central SoMa PEIR found that there is low potential to uncover unique or significant fossils within the plan area or vicinity. Construction excavations could encounter undisturbed dune sands, the Colma Formation, or artificial fills associated with previous development (e.g., road bases, foundations, and

Non-prescriptive seismic design deviates from one or more of the specific standards contained in the San Francisco Building Code.

Building Department Administrative Bulletins and Information Sheets are available at http://sfdbi.org/administrative-bulletins and http://sfdbi.org/information-sheets, respectively.

previous backfills for underground utilities). Due to their age and origin, these geological materials have little to no likelihood of containing unique or significant fossils.

Тер	cs	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified In Çentral Sojia PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in Central SoMa PEIR
15.	GEOLOGY AND SOILS—Would the project:				:
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Prioto Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			<u> </u>	X
	ii) Strong seismic ground shaking?				X
	iii) Selsmic-related ground fallure, including liquefaction?				X
	iv) Landslides?		. $\square$		×
b)	Result in substantial soil erosion or the loss of topsoil?				X
c)	Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or Indirect risks to life or property?				
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				
f) ·	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				

# **Project Analysis**

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

### Soil, Seismic, and Geological Hazards

A geotechnical investigation was prepared for the proposed project, 96,97 Given that the project is in a seismic hazard zone, the building department is required to make sure the recommendations that address seismic hazards, including liquefaction hazards, in the geotechnical report are adhered to. Project design and the geotechnical report must comply with the guidelines and procedures for design review of tall buildings

Rollo & Ridley. 2017. Geotechnical Investigation 655 Fourth Street, San Francisco, California. May 19, 2017.

Rollo & Ridley. 2018. Update to Geotechnical Investigation. Updated June 29, 2018.

established by the building department; the final project design will undergo review by the city's engineering design review team, which includes geotechnical and civil engineers.

The geotechnical investigation found that the project site is underlain by 16 feet of fill material composed of sand, silt, clay, brick, gravel, concrete, and other debris. Below the fill is a 2- to 5.5-foot-thick layer of marine deposits consisting of soft to stiff clay and sandy clay. Below the fill and marine deposits the site is underlain by a layer of medium dense to very dense sand, clayey sand, and sandy clay referred to as the Colma Formation, which extends to bedrock. The bedrock consists of Franciscan Complex Mélange, which includes layers of shale and sandstone and, to a lesser extent, layers of greywacke, serpentinite, siltstone, chert, and greenstone. The geotechnical investigation estimated that groundwater is at a depth of 8 to 11 feet below grade.

The geotechnical investigation concluded that the proposed buildings are feasible to construct and identified specific design features for the building foundation to adequately support the proposed buildings. The final building design is required to implement the report recommendations for site preparation and grading, including a reinforced-concrete mat foundation, basement floor waterproofing and groundwater level accommodations, basement wall lateral pressure requirements, tiedown anchors, soil cement shoring walls and concrete diaphragm walls, slant drilled underpinning piers, dewatering, construction monitoring, drainage and infiltration, and seismic design. The following summarizes the preliminary geotechnical recommendations. As discussed above, because the project site is located within a seismic hazard zone, the building department would ensure conformance of the proposed project's construction plans with recommendations in the geotechnical investigation during the permit review process.

Reinforced-Concrete Mat Foundation. The geotechnical report recommends that the proposed building be supported on a reinforced-concrete mat foundation. The geotechnical report anticipates that bedrock will be exposed in the northeast corner of the building footprint. Where encountered, 3 feet of bedrock should be removed below the planned bottom of the mat and replaced with engineered fill. As designed, the loads from the mat will bear directly on a combination of Colma Formation soil and engineered fill replacing the bedrock where exposed at subgrade. This would create a relatively homogenous subgrade for uniform support of the structure. Groundwater depths range from approximately 8 to 11 feet below the ground surface, which would be accounted for in the structural and basement design.

Basement Walls. Basement walls would be designed to resist lateral pressures created by the soil and adjacent surcharges. In addition, because the site is in a seismically active area, all below-grade walls would be designed to resist pressures associated with seismic forces.

**Tiedown Anchors**. Tiedown anchors would be used to provide uplift resistance across portions of the mat where the uplift pressure will exceed the anticipated building loads.<sup>98</sup>

Shoring and Underpinning. The excavation would extend below the groundwater level. Therefore, the shoring scheme will need to consist of a system which acts as a water cutoff (barrier). Soil cement shoring walls and concrete diaphragm walls are recommended, as they require the least amount of dewatering, are

Tiedown anchors typically consist of relatively small-diameter, drilled, concrete- or grout-filled shafts with high strength bars with a minimum stressing length of 15 feet and minimum of 10 feet below the mat acting as tensile reinforcement in the anchors.

relatively rigid, and substantially limit lateral deflections and excavation-related ground subsidence. The shoring system would be tied back or internally braced.

**Dewatering.** The groundwater level within the site should be lowered to a depth of at least 3 feet below the bottom of the planned excavation and maintained at that level until sufficient weight and/or uplift capacity of the structure is available to resist the hydrostatic uplift forces on the bottom of the structure. The project structural engineer should determine when the dewatering can be terminated.

Construction Monitoring. Adjacent buildings such as 601 Fourth Street, 38 Lusk Street, and 260 Townsend Street and utilities border the site. These and critical utilities would be documented as part of a baseline crack and photographic survey before construction begins. A licensed surveyor would monitor ground movements and the movements of adjacent structures and improvements (both vertical and horizontal) during construction activities to evaluate the effects of construction on the surrounding improvements (building, streets, utilities, etc.). Prior to starting construction, the contractor would establish survey points on adjacent improvements within 50 feet of the jobsite perimeter and the buildings across the street sides. During construction, the project geotechnical and shoring engineers would continuously evaluate the soil conditions and compare them to the monitoring results so modifications in the shoring system can be made in a timely manner, if necessary.

The proposed project would conform to state and local building codes and the building department's implementing procedures, which ensures the safety of all new construction in the city. The building department would review the project-specific geotechnical report during its review of the building permit for the proposed project, and may require additional site-specific soils reports through the building permit application process. The state Seismic Hazards Mapping Act of 1990 requires that, due to the location of the site within a liquefaction hazard zone, the measures identified in the geotechnical report that address liquefaction hazard (primarily focused on susceptible fill removal) be made conditions of the building permit.

The building department requirement for a geotechnical report and review of the building permit application pursuant to the building department's implementation of state and local codes, including compliance with requirements specified in applicable administrative bulletins and information sheets, would ensure that the proposed project would have no significant impacts related to soils, seismicity, or other geological hazards.

# Paleontological Resources

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

# **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative geology and soils analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative geology and soils impacts than were previously identified in the Central SoMa PEIR.

#### Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would not result in a significant effect related to geology and soils. Therefore, the proposed project would not result in any new or more severe project or cumulative significant impacts related to geology and soils than were identified in the Central SoMa PEIR.

# E.16 Hydrology and Water Quality

# Central SoMa PEIR Analysis

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

Торі	'çs		Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified In Central SoMa PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in Central SoMa PEIR
16.	HYDROLOG	Y AND WATER QUALITY—Would the proj	ect:			
a)		rater quality standards or waste discharge or otherwise substantially degrade surface er quality?				⊠ .
b)			□.			
c)	site or area, ir of a stream o	alter the existing drainage pattern of the actuding through the alteration of the course r river or through the addition of impervious manner that would:		<u> </u>		
	i) .	Result in substantial erosion or siltation on- or offsite;				
	li)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;		Ö,		
	ñi)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or		. <b>D</b>		⊠
	iv)	Impede or redirect flood flows?				$\boxtimes$
	v)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;				X
d)		rd, tsunami, or seiche zones, risk release of e a project inundation?		Ü		区
e)		or obstruct implementation of a water trol plan or sustainable groundwater				$\boxtimes$

## **Project-Specific Analysis**

# Construction Water Quality and Stormwater Runoff

The proposed project would involve excavation to a maximum depth of 55 feet below grade for construction of the building foundation and belowground parking garage. Excavation would require dewatering, given that the depth to groundwater is estimated at 8 to 11 feet below grade. Any groundwater encountered during construction of the proposed project would be subject to the requirements of article 4.1 of the San Francisco Public Works Code (Industrial Waste), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The SFPUC must be notified of projects necessitating dewatering and may require water analysis before discharge.

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

#### Operational Water Quality and Stormwater Runoff

The project site currently contains structures and paved areas, resulting in a primarily impervious surface area. The proposed project would redevelop the entire site, but would also include the addition of street trees and landscaped open space areas. Therefore, the proposed project would decrease the amount of impervious area on site and reduce peak stormwater runoff compared to existing conditions and would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.

Stormwater flows and drainage from the proposed project would be controlled consistent with San Francisco's Stormwater Management Ordinance, contained in Public Works Code article 4.2, and the city's Stormwater Design Guidelines. The project sponsor would be required to submit a stormwater control plan for approval by SFPUC that complies with the Stormwater Design Guidelines, using best management practices, thereby ensuring that the proposed project meets performance measures set by SFPUC related to stormwater runoff rate and volume. Compliance with San Francisco's Stormwater Design Guidelines would reduce the quantity and rate of stormwater runoff to the city's combined sewer system and improve the water quality of those discharges. In addition, the proposed project would be required to comply with Health Code article 12C, which requires the on-site reuse of rainwater, graywater, and foundation drainage to reduce potable water use, which would also reduce stormwater runoff rate and volume.

Rollo & Ridley. 2017. Geotechnical Investigation 655 Fourth Street, San Francisco, California. May 19, 2017. Updated June 29, 2018

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

#### Groundwater

Regarding groundwater supplies, the proposed project would use potable water from the SFPUC and non-potable water from two on-site sources: greywater from the building recycled on site and rainwater collected in an on-site catchment system. Groundwater from the Downtown San Francisco Groundwater Basin, where the project site is located, is not used as drinking water, and the proposed project would not result in additional impervious surfaces that would affect groundwater recharge, because the site is fully occupied by existing buildings and impervious surfaces. Therefore the proposed project would not substantially decrease groundwater supplies, interfere with groundwater recharge, or conflict with a groundwater management plan.

## Flood Hazards

The project site is within the portion of the plan area that would be exposed to increased future flood risk due to sea level rise. The proposed project would not exacerbate the risk of flooding due to sea level rise because it would not impede or redirect flood flows and because it would not increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. Implementation of policies addressing flood resilience, such as the Stormwater Management Ordinance and Stormwater Management Requirements and Design Guidelines, would ensure that the project would be resilient to future flooding due to sea level rise.

The project site is located in the South of Market Flood Zone identified by SFPUC as an area with existing flooding hazards related to the depth of sewer lines relative to properties they serve. The project site is also located within an area that is prone to flooding during storms, especially where ground floors are located below an elevation of 0.0 city datum or, more importantly, below the hydraulic grade line or water level of the sewer. Pursuant to Planning Director Bulletin Number 4,100 the project sponsor submitted the project proposal for preliminary review to the Public Works Hydraulics Division. The purpose of this review is to avoid flooding problems caused by the relative elevation of a proposed structure to the hydraulic grade line in the sewers. Public Works staff reviewed the proposed project and found that since the project site is in a low-lying area, its sewers will be surcharged often, making it an area of potential concern for plumbing drainage purposes. Public Works staff recommended that the finished ground floor elevation be at or higher than the official grade elevation to minimize the potential reverse flow through the sewer pipes and that the ground floor and the basement levels be discharged through a dedicated sewer line separate from the upper floors of the development, to reduce the probability that surcharging occurs during certain storm conditions.<sup>101</sup> As required, the project sponsor is continuing coordination with Public Works regarding conceptual sewer design. These requirements would ensure that the proposed project would not exacerbate an existing flood hazard in the project area.

San Francisco Planning Department, Planning Director Bulletin No. 4, Review of Projects in Identified Areas Prone to Flooding, October 2009. Available at: http://default.sfplanning.org/publications\_reports/DB\_04\_Flood\_Zones.pdf

Wong, Cliff. "Re: SOMA Flood Zone: Fourth & Townsend, Message to Ryan Beaton (KPFF Consulting Engineers).
December 18, 2017. E-mail.

Because the project site is not located near a water course or within a tsunami hazard zone, the proposed project would not result in significant impacts involving the release of pollutants from inundation by seiche or tsunami.<sup>102</sup>

### **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative hydrology and water quality analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe hydrology and water quality impacts than previously identified in the Central SoMa PEIR,

### Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would not result in any new or more severe project or cumulative significant impacts related to hydrology and water quality, or any significant impacts peculiar to the project site other than those that were identified in the Central SoMa PEIR.

#### E.17 Hazards and Hazardous Materials

#### Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would not result in any significant impacts with respect to hazards or hazardous materials that could not be mitigated to a less-than-significant level. The Central SoMa PEIR determined that compliance with San Francisco Health Code article 22A (also known as the Maher Ordinance), which incorporates state and federal requirements regulating the handling, treatment, cleanup, and disposal of hazardous materials in soils and groundwater, would minimize potential exposure of site personnel and the public to any accidental releases of hazardous materials or waste and would also protect against potential environmental contamination. In addition, the transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials associated with Central SoMa Plan implementation would be less than significant.

The Central SoMa PEIR determined that compliance of subsequent development projects with the San Francisco Fire and Building Codes, which are implemented through the city's ongoing permit review process, would ensure that potential fire hazards related to development activities would be minimized to less-than-significant levels. The plan area is not within 2 miles of an airport land use plan or an airport or private airstrip, and therefore would not interfere with air traffic or create safety hazards in the vicinity of an airport. The Central SoMa PEIR did not identify any cumulative impacts related to hazards or hazardous materials.

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

San Francisco Planking Department

San Francisco Planning Department. 2012. San Francisco General Plan Community Safety Element; Map 05, Tsunami Hazard Zones, page 15. October 2012. Accessed December 1, 2017. http://www.sf-planning.org/ftp/General\_Plan/Community\_Safety\_Element\_2012.pdf.

However, this mitigation measure is not necessary because regulations have been enacted to address these common hazardous building materials.

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

# **Project-Specific Analysis**

# Hazardous Building Materials

The proposed project would demolish all existing structures on the project site. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the Central SoMa PEIR include asbestos, electrical equipment (such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate), fluorescent lights containing mercury vapors, and lead-based paints, Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. Regulations are in place to address the proper removal and disposal of asbestos-containing building materials, lead-based paint, and other hazardous building materials. Therefore, as discussed above, Central SoMa PEIR Mitigation Measure M-HZ-3, addressing the proper removal and disposal of other hazardous building materials, is not necessary to reduce impacts related to hazardous building materials. Compliance with these regulations would ensure

SANIFRANCISCO PLANNING DEPARTMENT the proposed project would not result in significant impacts from the potential release of hazardous building materials.

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

The proposed project would demolish the existing buildings located on the project site. Buildings on lots 26 and 28 were built in 1947 and the building on lots 162–164 was built in 1996. Lead paint may be found in the buildings on lots 26 and 28 as these buildings were constructed prior to 1978. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death. Children 6 years old and under are most at risk. Demolition must be conducted in compliance with section 3425 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove interior or exterior lead-based paint on pre-1979 buildings, work practices must be used that minimize or eliminate the risk of lead contamination on the environment.

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

## Soil and Groundwater Contamination

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

The project site is located within the Maher area and subject to the provisions of the Maher Ordinance. Accordingly, the project sponsor submitted a Maher Application to the Department of Public Health and a phase I environmental site assessment was completed to evaluate the potential presence of hazardous materials in the soils or groundwater underlying the project site based on prior land uses and available records. The assessment found that there were no recognized environmental conditions within the project site but that there may be areas of concern. The site was first developed by the Southern Pacific Rail Road Company in 1887 and was later used for warehousing and possibly light industrial operations. However, there is no indication of any widespread hazardous waste contamination. The site is not listed on any environmental databases indicative of a release or generation of hazardous materials. Given that the buildings on site were constructed before current regulations regarding the use of asbestos-containing materials and lead-based paint, it is possible that these materials may be present on site. However, neither were detected in initial limited observations. The phase I site assessment found no evidence of leaking underground storage tanks.

Maher Application for 655 Fourth Street, submitted March 1, 2018.

Phase 1 Environmental Site Assessment, 655-695 Fourth Street/292-296 Townsend Street, San Francisco, California, ENVIRON International Corporation, March 11, 2014.

Recognized Environmental Conditions are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property.

Despite the results of the phase I site assessment, there remains potential to encounter soil and groundwater contamination during construction. Therefore, the San Francisco Department of Public Health may require further subsurface investigation, including soil and groundwater sampling. If concerns are identified during the sampling, a site mitigation plan would be required. The proposed project would be required to remediate potential soil and groundwater contamination in accordance with Health Code article 22A, and removal of underground storage tanks would be required in accordance with Health Code article 21. Upon successful implementation of a site mitigation plan, the San Francisco Department of Public Health would provide notification of compliance with article 22A. Approval by the San Francisco Department of Public Health is required prior to issuance of approval from the building department to commence work on the project.

## **Cumulative Analysis**

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR hazards and hazardous materials analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative hazards and hazardous materials impacts than were previously identified in the Central SoMa PEIR.

### Conclusion

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

# E.18 Mineral Resources

### Central SoMa PEIR Analysis

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

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

## Project-Specific and Cumulative Analysis

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

#### Conclusion

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

# E.19 Energy Resources

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

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

#### Project-Specific Analysis

Development of the proposed project would not result in unusually large amounts of fuel, water, or energy in the context of energy use throughout the city or region. The project is required, as discussed above, to comply with the transportation demand management ordinance, and because the site is located in an area that exhibits low levels of VMT per capita, it would not result in a wasteful use of fuel.

As stated in the project description, the proposed project would achieve LEED Silver certification, with a goal of achieving LEED Gold standards. Energy demand from the proposed project would be typical for a building of the size and nature proposed, and the project would meet or exceed the current state and local codes and standards concerning energy consumption, including California Code of Regulations Title 24 and the San Francisco Green Building Ordinance. Documentation showing compliance with these standards has been submitted to the city in the form of the "Compliance Checklist Table for Greenhouse Gas Analysis; Private Development Projects," described above. Title 24 and the Green Building Ordinance are enforced by the Department of Building Inspection.

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No Significant

In light of the above, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy and would not conflict with any state or local plan for renewable energy or energy efficiency.

# **Cumulative Analysis**

All cumulative projects in the city are required to comply with the transportation demand management ordinance and the same energy efficiency standards set forth in the California Code of Regulations Title 24 and the San Francisco Green Building Ordinance. Therefore, cumulative impacts on energy resources would be less than significant.

# Conclusion

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

#### E. 20 Agriculture and Forest Resources

#### Central SoMa PEIR Analysis

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

Significant

Торі	cs	Significant Impact Pecullar to Project or Project Site	Impact not Identified In Central SoMa PEIR	Significant Impact due to Substantial New Information	Impact not Previously Identified in Central SoMa PEIR
20.	AGRICULTURE AND FOREST RESOURCES—Would significant environmental effects, lead agencies may refe (1997) prepared by the California Department, of Conset farmland. In determining whether impacts to forest resource.	r to the California / vation as an optior	Agricultural Lan ial model to use	d Evaluation and Si e in assessing impa	te Assessment Mod cts on agriculture ar
	agencies may refer to information compiled by the Ca inventory of forest land, including the Forest and Range carbon measurement methodology provided in Forest P	Assessment Projec	ct and the Fore:	st Legacy Assessm	ent project; and fore
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	Ö			
Θ)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or forest land to non-forest use?				

SANTRANCISCO PLADNING DEPARTMENT

# Project-Specific and Cumulative Analysis

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

#### Conclusion

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

#### E.21 Wildfire

# Central SoMa PEIR Analysis

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

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

#### Project-Specific and Cumulative Analysis

As discussed above, the project site is not located in or near state responsibility areas and therefore would have no impact either individually or cumulatively with respect to wildfire risk.

#### Conclusion

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

#### F. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on November 1, 2018, to adjacent occupants and owners of properties within 300 feet of the project site and citywide neighborhood group

146

SANTRANCISCO FEARMING DEPARTMENT lists. Six responses were received. Two individuals requested that they be sent the completed environmental document when published. Three commenters expressed concern over the construction of high-rise buildings in the area, with two commenters opining that the proposed project would negatively affect the character of the area. One commenter expressed concerns regarding the transportation impacts of the proposed project, specifically the amount of foot traffic at the corner of Fourth and Townsend streets and the potential impacts of Lyfts and Ubers in the area with the additional new residential units. Two commenters requested that the department evaluate the proposed project's wind impacts to the surrounding area. Finally, one commenter inquired about the potential air quality and noise impacts from the project's construction activities and operations. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Central SoMa PEIR.

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	Responsibility's	Mitigation	Monitoring/Report	Status/Date
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Cultural Resources	and the state of t			
Project Mitigation Measure M-CR-1: Archeological Testing (Implementation of Central SoMa PEIR Mitigation Measure M-CP-4a)  Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultants from the rotational Department Qualified Archaeological Consultants List-(QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the ERO, the	Project sponsor and archeological consultant at the direction of the ERO	Prior to issuance of site permits	Planning Department	Considered complete after archeological consultant is retained and archeological consultant has approved scope by the ERO for the archeological testing program
project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs				
required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).		· ·		

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Consultation with Descendant Communities: On discovery of an archeological site 1 associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative 2 of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.				
Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.				

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

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

Mitigation Measures	Responsibility for implementation	Wittellton Schellite	Monitoring/Report Responsibility	Status/Date Completed
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery				
shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:  A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or  B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.				
Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:  • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be				

Mitigation Measurer	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
archeologically monitored. In most cases, any soils-disturbing				
activities, such as demolition, foundation removal, excavation,				
grading, utilities installation, foundation work, site remediation,				
etc., shall require archeological monitoring because of the risk				1
these activities pose to potential archaeological resources and to		"		
their depositional context;				
The archeological consultant shall undertake a worker training				
program for soil-disturbing workers that will include an				
overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the				
event of apparent discovery of an archeological resource;	,			
* The archeological monitor(s) shall be present on the project site				
according to a schedule agreed upon by the archeological				
consultant and the ERO until the ERO has, in consultation with				
project archeological consultant, determined that project				
construction activities could have no effects on significant				
archeological deposits;				
The archeological monitor shall record and be authorized to				
collect soil samples and artifactual/ecofactual material as		•		·
warranted for analysis;				
<ul> <li>If an intact archeological deposit is encountered, all soils-</li> </ul>				
disturbing activities in the vicinity of the deposit shall cease.		•		
The archeological monitor shall be empowered to temporarily				
redirect demolition/excavation/construction activities and				
equipment until the deposit is evaluated. The archeological				
consultant shall immediately notify the ERO of the				
encountered archeological deposit. The archeological				
consultant shall make a reasonable effort to assess the identity,				
integrity, and significance of the encountered archeological				
deposit, and present the findings of this assessment to the ERO.			.100,	
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Miigation Measures	Responsibility iot Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.				
Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery				
methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.  The scope of the ADRP shall include the following elements:  Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations.  Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.  Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies.  Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.				

Mitigation Measures	mResponsibility for Implementation	Mitigation 5chedule	Monitonor/Report Responsibility	Status/Date Completed
* Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting,		。 上計算其等的數值是相關的數學的數學的數學的數學的 ·		MANUSCO MARKETTA AND AND AND AND AND AND AND AND AND AN
and non-intentionally damaging activities.  * Final Report. Description of proposed report format and				
distribution of results.				· .
Curation. Description of the procedures and recommendations		-		
for the curation of any recovered data having potential research				
value, identification of appropriate curation facilities, and a				
summary of the accession policies of the curation facilities.				
Human Remains, Associated or Unassociated Funerary Objects. If				
human remains and associated or unassociated funerary objects are		1		
discovered during any soils disturbing activity, all applicable State	:			
and Federal Laws shall be followed, including immediate				
notification of the Coroner of the City and County of San Francisco				
and in the event of the Coroner's determination that the human				·
remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall				
appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec.				
5097.98). The ERO shall also be immediately notified upon				
discovery of human remains. The archeological consultant, project				
sponsor, ERO, and MLD shall make all reasonable efforts to				
develop an agreement for the treatment of human remains and		, •		
associated or unassociated funerary objects with appropriate				,
dignity (CEQA Guidelines, Sec. 15064.5(d)) within six days of the				
discovery of the human remains. This proposed timing shall not preclude the PRC 5097.98 requirement that descendants make				
recommendations or preferences for treatment within 48 hours of				
being granted access to the site. The agreement should take into				
consideration the appropriate excavation, removal, recordation,				,
analysis, curation, possession, and final disposition of the human			•	

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remains and associated or unassociated funerary objects. Nothing				
in existing State regulations or in this mitigation measure compels		-	,	
the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any	'			
Native American human remains and associated or unassociated				
burial objects until completion of any scientific analyses of the		•		
human remains or objects as specified in the treatment agreement if		•		
such as agreement has been made or, otherwise; as determined by		,	:	
the archeological consultant and the ERO. If no agreement is				
reached State regulations shall be followed including the				
reinternment of the human remains and associated burial objects		·		
with appropriate dignity on the property in a location not subject to		·		
further subsurface disturbance (Pub. Res. Code Sec. 5097.98).		·		
Final Archeological Resources Report. The archeological consultant shall	·			
submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological	,			
resource and describes the archeological and historical research methods				
employed in the archeological testing/monitoring/data recovery				
program(s) undertaken. The Draft FARR shall include a curation and				
deaccession plan for all recovered cultural materials. The Draft FARR				
shall also include an Interpretation Plan for public interpretation of all				
significant archeological features.				
Copies of the Draft FARR shall be sent to the ERO for review and				
approval. Once approved by the ERO, the consultant shall also prepare		•		
a public distribution version of the FARR. Copies of the FARR shall be				
distributed as follows: California Archaeological Site Survey Northwest				
Information Center (NWIC) shall receive one (1) copy and the ERO		ļ		
shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall				
miving mental reguling division of the Planning Department shall			L	

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receive one bound and one unlocked, searchable PDF copy on CD of				
the FARR along with copies of any formal site recordation forms (CA				
DPR 523 series) and/or documentation for nomination to the National		•		
Register of Historic Places/California Register of Historical Resources.				
In instances of public interest in or the high interpretive value of the				
resource, the ERO may require a different or additional final report	,			
content, format, and distribution than that presented above.				
Transportation and Circulation				
Project Mitigation Measure M-TR-1: Queue Abatement (Implementation of Central SoMa FEIR M-TR-3a)	Project sponsor	Ongoing	Planning Department and project sponsor	Ongoing
The project sponsor shall ensure that recurring vehicular turning				
movements into the 655 4th Street Project driveway or vehicle queues do				
not substantially affect public transit operations on the public right-of-way	,			
along Townsend Street near the off-street vehicular parking facility. A				
vehicle queue is defined as one or more vehicles (destined to the parking				
facility) blocking any portion of the street (including the sidewalk) for a				
consecutive period of three minutes or longer on a daily or weekly basis.				
If a remainer group access the average/aparaton of the parting facility				
If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue.	4.1			
Suggested abatement methods include but are not limited to the				
following: redesign of facility to improve vehicle circulation and/or				
onsite queue capacity; employment of additional parking attendants;				1
installation of LOT FULL signs with active management by parking				
attendants; use of off-site parking facilities or shared parking with	,			• •
nearby uses; transportation demand management strategies such as				
those listed in the San Francisco Planning Code TDM Program.		-		
If the Planning Director, or his or her designee, suspects that a recurring				
queue is present, the Department shall notify the property owner in				
writing. Upon request, the owner/operator shall hire a qualified		•	,	
transportation consultant to evaluate the conditions at the site for no		5		

The project sponsor shall develop and, upon review and approval by the San Francisco Municipal Transportation Agency (SFMTA) and Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. If construction of the proposed project is determined to overlap with nearby adjacent project(s) to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various City	Mitigation Measures	Responsibility for Implementation	Mitighton Schedule	Monkforing/Report Responsibility	Status/Date Completed
determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.  M-TR-2: Construction Management Plan and Construction Coordination (Implementation of Central SoMa PEIR M-TR-9) The project sponsor shall develop and, upon review and approval by the San Francisco Municipal Transportation Agency (SFMTA) and Public Works, implement a Construction Management Plan and Public Works, implement a Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, and Planting Department of Transportation.  If construction of the proposed project is determined to overlap with nearby adjacent project(s) to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various City					
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		•			
	departments such as the SFMTA and Public Works, and other				
interdepartmental meetings as deemed necessary by the SFMTA,					
Public Works, and the Planning Department, to develop a Coordinated					
Construction Management Plan. The Coordinated Construction  Management Plan, to be prepared by the contractor, would be					
reviewed by the SFMTA and would address issues of circulation					

# 89/

Miligation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
(traffic, pedestrians, and bicycle), safety, parking and other project				
construction in the area. Based on review of the construction logistics				
plan, the project may be required to consult with SFMTA Muni				
Operations prior to construction to review potential effects to nearby				
transit operations.		• •		
The Construction Management Plan and, if required, the				
Coordinated Construction Management Plan, shall include, but not				
be limited to, the following:				
Restricted Construction Truck Access Hours—Limit construction				
truck movements during the hours between 7:00 and 9:00 a.m.		,		
and between 4:00 and 7:00 p.m., and other times if required by				
the SFMTA, to minimize disruption to vehicular traffic,		•		
including transit during the a.m. and p.m. peak periods.				
Construction Truck Routing Plans—Identify optimal truck routes				
between the regional facilities and the project site, taking into				
consideration truck routes of other development projects and			•	
any construction activities affecting the roadway network.			; .	
<ul> <li>Coordination of Temporary Lane and Sidewalk Closures—The</li> </ul>				·
project sponsor shall coordinate travel lane closures with other				
projects requesting concurrent lane and sidewalk closures	-			
through interdepartmental meetings, to minimize the extent	,			
and duration of requested lane and sidewalk closures. Travel				
lane closures shall be minimized especially along transit and				
bicycle routes, so as to limit the impacts to transit service and			·	
bicycle circulation and safety.				
Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access—				ļ
The project sponsor/construction contractor(s) shall meet with	,			
Public Works, SFMTA, the Fire Department, Muni Operations				
and other City agencies to coordinate feasible measures to		į		
include in the Coordinated Construction Management Plan to				
maintain access for transit, vehicles, bicycles and pedestrians.		{		

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		Responsibility	Mitigation		oring/Report	Status/Date
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	This shall include an assessment of the need for temporary					
-	transit stop relocations or other measures to reduce potential					
	traffic, bicycle, and transit disruption and pedestrian					
1 .	circulation effects during construction of the project.					
•	Carpool, Bicycle, Walk and Transit Access for Construction Workers—	•		}		
	The construction contractor shall include methods to encourage					
	carpooling, bicycling, walk and transit access to the project site by				•	
1	construction workers (such as providing transit subsidies to					
-	construction workers, providing secure bicycle parking spaces,					·
	participating in free-to-employee ride matching program from				•	
	www.511.org, participating in emergency ride home program					
	through the City of San Francisco (www.sferh.org), and					
	providing transit information to construction workers).			Ì		
	Construction Worker Parking Plan-The location of construction					,
	worker parking shall be identified as well as the person(s)					
1	responsible for monitoring the implementation of the proposed					
	parking plan. The use of on-street parking to accommodate					,
	construction worker parking shall be discouraged. All		•			
	construction bid documents shall include a requirement for the					
	construction contractor to identify the proposed location of		•			
	construction worker parking. If on-site, the location, number of					
	parking spaces, and area where vehicles would enter and exit					
٠.	the site shall be required. If off-site parking is proposed to		•			
	accommodate construction workers, the location of the off-site			• *		
1	facility, number of parking spaces retained, and description of					
	how workers would travel between the off-site facility and					
	project site shall be required.					
	Project Construction Updates for Adjacent Businesses and Residents—				1	
	To minimize construction impacts on access for nearby					٠.
1	institutions and businesses, the project sponsor shall provide					
	nearby residences and adjacent businesses with regularly-					

Mingation Messures	Responsibility for Implementation	Miligation Schedule	Munitoring/Report Responsibility	Statuk/Date Gompleted
updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.				
Noise and Vibration	T			i dige
Project Mitigation Measure M-NO-1: Siting of Noise-Generating Uses (Implementation of Central SoMa PEIR Mitigation Measure M-NO-1b)  The project sponsor shall undertake the following:  If outdoor sound systems are installed for the outdoor terrace of the event space, prior to a certificate of occupancy, the project sponsor shall submit documentation to the Planning Department demonstrating that the speaker system has been tested and achieves the noise limit of no greater than 69 dBA at the property plane. The results of this test shall be submitted to the Planning Department for review and approval. If results of this testing indicate that noise limits would exceed 69 dBA at the property plane, amplified sound emanating from the outdoor terrace of the event space shall be prohibited past 10 p.m., unless an applicable event permit is obtained from the Entertainment Commission.	Project sponsor and Planning Department	Analysis of noise from speaker system to be completed prior to the certificate of occupancy	Planning Department (Environmental Review Officer [ERO] and Planning's Noise Technical Team).	Considered complete upon either: 1) approval of final plan set by Department of Building Inspection if outdoor sound systems are installed for the outdoor terrace of the event space; or 2) analysis of the speaker system indicates the system will not exceed 69 dBA at the property plane; or upon confirmation that amplified sound from the terrace would be prohibited past 10 p.m., unless an applicable permit is obtained from the Entertainment Commission

Minstion Weaking	Responsibility Lor Implementation	Mineathon Schedule	Mom taring/Report Responsibility	Status/Date Completed
Project Mitigation Measure M-NO-2: General Construction Noise Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-2a)	Project sponsor	During construction period	Planning Department, Department of	Considered complete upon submittal and implementation of
The project sponsor shall undertake the following:	1		Building Inspection (as requested and/or	construction noise control plan and
Require the general contractor to ensure that equipment and			on complaint basis),	completion of
trucks used for project construction use the best available noise		. •	Police Department	construction activities
control techniques (e.g., improved mufflers, equipment	·		(on complaint basis)	pursuant to the plan
redesign, use of intake silencers, ducts, engine enclosures and				
acoustically attenuating shields or shrouds), wherever feasible.	1		- 1	
Require the general contractor to locate stationary noise				
sources (such as compressors) as far from adjacent or			•	
nearby sensitive receptors along the northwest site				
boundary as possible, to muffle such noise sources, and to				
construct barriers around such sources and/or the				· ].
construction site. To further reduce noise, the contractor				
shall locate stationary equipment in pit areas or excavated				
areas, if feasible.	j			
Require the general contractor to use impact tools (e.g., jack)			1	
hammers, pavement breakers, and rock drills) that are				
hydraulically or electrically powered wherever possible to				
avoid noise associated with compressed air exhaust from			·	,
pneumatically powered tools. Where use of pneumatic tools is				
unavoidable, an exhaust muffler on the compressed air exhaust				
shall be used, along with external noise jackets on the tools.	·	•		
<ul> <li>Include noise control requirements in specifications provided</li> </ul>				
to construction contractors. Such requirements could				
include, but are not limited to, performing all work in a				
manner that minimizes noise to the extent feasible; use of		1	:	
equipment with effective mufflers; undertaking the most	·		:	
noisy activities during times of least disturbance to				
surrounding residents and occupants, as feasible; and				

	Responsibility	Mitigalion	Manadag/Report	Status/Date
Mingation Measures	101 Implementation	Schedule	Responsibility	Completed
selecting haul routes that avoid residential buildings to the				
extent that such routes are otherwise feasible.				
<ul> <li>Prior to the issuance of each building permit, along with the</li> </ul>				
submission of construction documents, submit to the Planning	•			
Department and Department of Building Inspection (DBI) a list		•		
of measures that shall be implemented and that shall respond to	. 1			
and track complaints pertaining to construction noise. These				
measures shall include (1) a procedure and phone numbers for		•	,	
notifying DBI and the Police Department (during regular				
construction hours and off-hours); (2) a sign posted on site				
describing noise complaint procedures and a complaint hotline				
number that shall be answered at all times during construction;	)	i		
(3) designation of an on-site construction complaint and		·		
enforcement manager for the project; and (4) notification of		·		
neighboring residents and nonresidential building managers				
within 300 feet of the project construction area at least 30 days in				•
advance of extreme noise generating activities (defined as		,		
activities generating anticipated noise levels of 80 dBA or				
greater without noise controls, which is the standard in the				
Police Code) about the estimated duration of the activity.				
<ul> <li>Two-Way Radio Use – During concrete pours, the</li> </ul>				,
construction team shall use electronic means (such as walkie				
talkies) to communicate over distances of 15 feet or more to				
reduce the team's need to yell. These devices should be used		· .	.	
to the extent feasible.			•	
Back Up Alarms – Advanced back up alarms should be used		Į		
on equipment to the extent feasible. Advanced back up		j		
alarms would either sense ambient noise levels and adjust				
the backup alarm level and/or would emit a broad band				
noise instead of the more common tonal alarm sounds.				

Miligation Meastree  Air Quality	Responsibility: for Implementation	Miligation Science	Monitorins/Report Responsibility	Status/Date Completed
Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implementation of Central SoMa PEIR M-AQ-4b)  The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable.  The Plan shall detail project compliance with the following requirements:  1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:  a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;  b) All off-road equipment shall have:  i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, and  ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS) (Tier 4 interim or final engines meet the requirement of a Tier 2 engine and ARB Level 3 VDECS), and  iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99).  c) Exceptions:  i. Exceptions to 1(a) may be granted if the project	Project sponsor and Planning Department	Prior to the start of diesel equipment use on site	Planning Department (Environmental Review Officer and Planning's Air Quality Technical Team)	Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan, implementation of the plan, and completion of construction activities pursuant to the plan
sponsor has submitted information providing			:	

	Responsibility.	Mitigation	Monitoring/Report	Status/Date
evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation.  ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of 1(c)(iii).  iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next-cleanest piece of off-road equipment as provided by the step-down schedule in Table M-AQ-4:	Responsibility  for  Implementation	Miteation Schedule	Monitoring/Report	Status/Date Completed
		ı		

14	ligation Measu				Responsibility for Implementation	Materian Schedule	orateReport ponsibility	itatus/Date Lonvoleted
	Off-Road I	Table M-AQ-4B: Equipment Complian Schedule*	ice Step Down					
(	Compliance Alternative	Engine Emission Standard	Emissions Control	•				-
1		Tier 2	ARB Level 2 VDECS	•			•	
2		Tier 2	ARB Level 1 VDECS	•				
	Compliance A not be able t	he project sponsor we lternative 1. Should the o supply off-road ecternative 1, then Compose the met.	ne project sponsor quipment meeting				.•	
	road equipment I provided in excep idling for off-road shall be posted in designated queue	for shall require the idli- be limited to no more options to the applicable of and on-road equipment a multiple languages (Fing areas and at the op- ting areas and at the op- openinute idling limit.	than two minutes, e state regulations re int. Legible and visil inglish, Spanish, Chi construction site to	except as garding ole signs inese) in			,	
	properly mainta	ensor shall require the ain and tune equipre ecifications. Include estimates of the	ment in accordance	ce with				
	required for ev	escription of each pie very construction ph information may incl	ıase. Off-road eqi	.ipment				

Miligation Measures	Responsibility for implementation	Miligation Solvenials	Montoring/Report Responsibility	Status/Date Completed
equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating),			•	
horsepower, engine serial number, and expected fuel usage and				
hours of operation. For the VDECS installed: technology type, serial			•	
number, make, model, manufacturer, ARB verification number	·		• •	. ]
level, and installation date and hour meter reading on installation				
date. For off-road equipment not using renewable diesel, reporting				
shall indicate the type of alternative fuel being used.	; de	:		
5. The Plan shall be kept on-site and available for review by any				
persons requesting it and a legible sign shall be posted at the				
perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan.				
The project sponsor shall provide copies of Plan as requested.	·			
6. Reporting. Quarterly reports shall be submitted to the ERO				
indicating the construction phase and off-road equipment				j
information used during each phase including the information				
required in Paragraph 4, above. In addition, for off-road equipment				
not using renewable diesel, reporting shall indicate the type of			i	
alternative fuel being used.	į		•	}
Within six months of the completion of construction activities, the				
project sponsor shall submit to the ERO a final report summarizing		\$		
construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the				}
report shall include detailed information required in Paragraph 4. In	•			
addition, for off-road equipment not using renewable diesel,			•	
reporting shall indicate the type of alternative fuel being used.			٠.	
7. Certification Statement and On-site Requirements. Prior to the				
commencement of construction activities, the project sponsor shall				
certify (1) compliance with the Plan, and (2) all applicable			•	
requirements of the Plan have been incorporated into contract		,		
specifications.				

Witigation Measures	Responsibility for Implementation		Nantoning/Report Responsibility	Completed
Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implementation of Central SoMa PEIR M-AQ-5a) All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99, if commercially available. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generator, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel backup generator and fire pump for the life of that diesel bac	Project sponsor	For generator and fire pump specifications, prior to issuance of building permit for diesel generator or fire pump. For maintenance, ongoing	Planning Department (ERO, Air Quality technical staff)	Equipment specifications portion considered complete when equipment specifications approved by ERO.  Maintenance portion is ongoing and records are subject to Planning Department review upon request
requesting such information.				

Viiigator Wessites	Responsibility for Implementation	Midzation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Wind			-	
Project Mitigation Measure M-WI-1: Wind Hazard Evaluation for Building Design Modifications (Implementation of Central SoMa PEIR M-WI-1)	Project sponsor	In the event that the project's design is modified	Planning Department	Considered complete after approval of final construction plan set
In the event that the proposed project's design is modified, the new design shall be evaluated by a qualified wind expert as to the potential to result in a new wind hazard exceedance or aggravate		modnied		
an existing pedestrian-level wind hazard exceedance (defined as the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed). If the qualified expert determines that				
wind-tunnel testing is required due to the potential for a new or worsened wind hazard exceedance, the project shall adhere to the following standards for reduction of ground-level wind speeds in				
areas of substantial pedestrian use:  New buildings shall be shaped (e.g., include setbacks, or other building design techniques), or other wind baffling measures				
shall be implemented, so that the development would result in the following with respect to the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed:				
o No net increase, compared to existing conditions, in the overall number of hours during which the wind hazard criterion is exceeded (the number of				
exceedance locations may change, allowing for both new exceedances and elimination of existing exceedances, as long as there is no net increase in the				
number of exceedance locations), based on wind- tunnel testing of a representative number of locations proximate to the project site; OR				
o Any increase in the overall number of hours during which the wind hazard criterion is exceeded shall be				

Mitigatio	n Meastres	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Ì	evaluated in the context of the overall wind effects of				
	anticipated development that is in accordance with the				
	Plan. Such an evaluation shall be undertaken if the				
1	project contribution to the wind hazard exceedance at				
	one or more locations relatively distant from the				
	individual project site is minimal and if anticipated				
	future Plan area development would substantively affect				
	the wind conditions at those locations. The project and				
'	foreseeable development shall ensure that there is no				
1	increase in the overall number of hours during which the				-
1	wind hazard criterion is exceeded.	Ì	·		
0	New buildings that cannot meet the one-hour wind				·
	hazard criterion of 26 miles per hour equivalent wind	1			·
-	speed performance standard of this measure based on			,*	
]	the above analyses, shall minimize to the degree feasible				
	the overall number of hours during which the wind				
	hazard criterion is exceeded.			•	

Miligation Measures	Responsibility for dis- Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys (Implementation of Central SoMa PEIR M-BI-1)  As part of the construction contract, the project sponsor shall include a requirement for pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacant for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a California Department of Fish and Wildlife [CDFW] collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary, unless the feature upon which the roost is located would be demolished.	Project sponsor, qualified biologist, and California Department of Fish and Wildlife, and project contractor	Prior to issuance of demolition or building permits when trees would be removed or demolition of existing buildings	Planning Department; CDFW if applicable	Considered complete upon issuance of demolition or building permits

Project Improvement Measure	Responsibility ior Implementation	Miffication Schedule	Monitoning/Report Responsibility	Status/Date Completed
Project Improvement Measure I-BI-1: Night Lighting Minimization (Implementation of Central SoMa PEIR Improvement Measure I-BI-2)	Project sponsor	Ongoing during project	Planning Department	Considered complete upon approval of
In compliance with the voluntary San Francisco Lights Out Program,		operation		building plans by Planning Department
the project sponsor will implement bird-safe building operations to				Planning Department
prevent and minimize bird strike impacts, including but not limited			•	may engage in follow- up discussion with
to the following measures:				project sponsors, as
Reduce building lighting from exterior sources by:	,			applicable
o Minimizing the amount and visual impact of perimeter				•
lighting and façade up-lighting and avoid up-lighting of				
rooftop antennae and other tall equipment, as well as of				
any decorative features;				
o Installing motion-sensor lighting;				
o Using minimum wattage fixtures to achieve required	·			·
lighting levels.	·			
Reduce building lighting from interior sources by:		-	,	
o Dimming lights in lobbies, perimeter circulation areas,		,		·
and atria;				
o Turning off all unnecessary lighting by 11:00 p.m.			1	. ·
through sunrise, especially during peak migration			,	,
periods (mid-March to early June and late August				
through late October);	•	·		
<ul> <li>Using automatic controls (motion sensors, photo-sensors,</li> </ul>				
etc.) to shut off lights in the evening when no one is present;				
o Encouraging the use of localized task lighting to reduce	· ·			
the need for more extensive overhead lighting;	,	•		
Scheduling nightly maintenance to conclude by		-		
11:00 p.m.;			÷	
o Educating building users about the dangers of night				
lighting to birds.	<u> </u>		<u> </u>	

RECEIVED BOARD OF SUPERVISORS SAMFRAMSISGO

2019.	JUE 22	M. 1:26 a situ filozofi evan alam e dilako kingen a situatika kan erika kan erika kan erika ken erika ken a ke	,
g Y <u></u> _	ON	MICHAEL CRUZ	
		KEVIN RUDICH 11-4288/1210 4166 5053890498	•
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From:

To:

Board of Supervisors, (BOS); Jalipa, Brent (BOS); Lew. Lisa (BOS); Wong, Jocelyn (BOS)

ajunius@reubenlaw.com; jbachrac@tishmanspeyer.com; kevrudrich@aol.com; GIVNER, JON (CAT); STACY, Cc:

KATE (CAT); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); anmarie.rogers@sfgov.org; Sider, Dan (CPC); Starr, Aaron (CPC); White, Elizabeth (CPC); Rosenberg, Julie (BOA); Cantara, Gary (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Alias:somera@sfgov.org; BOS Legislation; (BOS); noel natividad@yahoo.com; kakadoo202@yahoo.com; michael@mgandco.com; carol@mgandco.com; kevrudich@aol.com;

michaelcruz100@comcast.net; michaelcruz1010@gmail.com; mysf@mac.com

Subject Date:

Request to Withdraw Appeal in Matter BOS # 826 (Sept. 3, 2019)

Thursday, August 29, 2019 11:12:10 AM

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

To the Clerk of the Board of Supervisors for the City and County of San Francisco:

My name is David Lim. I represent that I am the attorney (California State Bar number 202789) and the authorized agent for the members of the 601 Fourth Street Coalition, the sole appellants in the Appeal of CEOA Community Plan Evaluation – 655 4th Street (BOS File No. 826). Appellants hereby withdraw their appeal of this matter in advance of the scheduled September 3, 2019 hearing, and request that it be dismissed with prejudice, and that the Clerk provide official confirmation and notice of the same to the respondents, City and County of San Francisco and the project sponsor, 655 4th Owner, LLC.

All members of the 601 Fourth Street Coalition, the Respondents, and their attorneys are all cc'ed on this email.

Please confirm receipt of this email and advise us if any further action is required on our part to effectuate this request.

Sincerely,

David G. Lim, Esq. On Behalf of 601 Fourth Street Coalition

Law Office of David G. Lim 1650 S. Amphlett Blvd. #212 San Mateo, CA 94402 (415) 290-4044

CC:

Board.of.Supervisors@sfgov.org Brent.jalipa@sfgov.org Lisa.lew@sfgov.org Jocelyn.wong@sfgov.org ajunius@reubenlaw.com ibachrac@tishmanspever.com kevrudrich@aol.com jon.givner@sfcityatty.org

kate.stacy@sfcityatty.org corev.teague@sfgov.org scott.sanchez@sfgov.org lisa.gibson@sfgov.org devyani.jain@sfgov.org jov.navarrete@sfgov.org don.lewis@sfgov.org anmarie.rogers@sfgov.org dan.sider@sfgov.org aaron.starr@sfgov.org Elizabeth.white@sfgov.org Julie rosenberg@sfgov.org Gary.cantara@sfgov.org Alec.longaway@sfgov.org Bos-supervisors@sfgov.org Bos-legislative aides@sfgov.org Angela.calvillo@sfgov.org Alias.somera@sfgov.org Bos.legislation@sfgov.org

CC: 601 Fourth St. Coalition (via email)
Noel Natividad
Katharina Natividad
Michael Guthrie
Carol Guthrie
Kevin Rudich
Michael Cruz
Sandra Leë

Sent from my iPad

# Jocelyn (BOS)

From:

Range, Jessica (CPC)

Sent:

Monday, August 26, 2019 8:31 AM

To:

BOS Legislation, (BOS); kevrudich@aol.com; michaelcruz100@comcast.net; Tiffany Kats;

ibachrac@tishmanspeyer.com

Cc:

GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don

(CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); White, Elizabeth (CPC); Rosenberg, Julie (BOA); Cantara, Gary (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); White, Elizabeth (CPC); WONG,

VICTORIA (CAT); MILJANICH, PETER (CAT)

Subject:

RE: HEARING NOTICE: Appeal of CEQA Community Plan Evaluation - Proposed Project at 655 Fourth

Street - Appeal Hearing on September 3, 2019

Attachments:

655\_Fourth\_Street\_BOS\_Appeal\_Response\_August262019.pdf

Categories:

190826

#### Good morning,

In compliance with San Francisco Administrative Code Section 8.12.5, "Electronic Distribution of Multi-Page Documents," the Planning Department is submitting this Appeal Response of the Community Plan Evaluation for the 655 Fourth Street Project (the Creamery) in digital format.

Should you have any questions regarding this submittal, please contact me at the number below.

Thank you,

Jessica Range Principal Planner, Environmental Planning

San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103 Direct: 415.575.9018| www.sfplanning.org San Francisco Property Information Map

Planning Information Center (PIC): 415-558-6377 or pic@sfgov.org Property Information Map (PIM):http://propertymap.sfplanning.org

From: BOS Legislation, (BOS) <br/> <br/> dos.legislation@sfgov.org>

Sent: Tuesday, August 20, 2019 5:38 PM

To: kevrudich@aol.com; michaelcruz100@comcast.net; Tiffany Kats <tkats@reubenlaw.com>;

jbachrac@tishmanspeyer.com

Cc: GIVNER, JON (CAT) <Jon.Givner@sfcityatty.org>; STACY, KATE (CAT) <Kate.Stacy@sfcityatty.org>; JENSEN, KRISTEN

(CAT) <Kristen.Jensen@sfcityatty.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Teague, Corey (CPC)

<corey.teague@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC) devyani.jain@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lewis, Don (CPC) <don.lewis@sfgov.org>; Rodgers, AnMarie (CPC) <anmarie.rodgers@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; White, Elizabeth (CPC) <elizabeth.white@sfgov.org>; Rosenberg, Julie (BOA) <julie.rosenberg@sfgov.org>; Cantara, Gary (BOA) <gary.cantara@sfgov.org>; Longaway, Alec (BOA) <alec.longaway@sfgov.org>; BOS-Supervisors <bossupervisors@sfgov.org>; BOS-Legislative Aides <br/>
sos-legislative aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>

Subject: HEARING NOTICE: Appeal of CEQA Community Plan Evaluation - Proposed Project at 655 Fourth Street - Appeal Hearing on September 3, 2019

Good afternoon,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on September 3, 2019, at 3:00 p.m., to hear an appeal of a Community Plan Evaluation under the California Environmental Quality Act, for the proposed project at 655 Fourth Street.

Please find the following link to the hearing notice for the matter.

Public Hearing Notice - September 3, 2019

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190826

Thank you, **Brent Jalipa** Legislative Clerk Board of Supervisors - Clerk's Office 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102 (415) 554-7712 | Fax: (415) 554-5163 brent.jalipa@sfgov.org | www.sfbos.org



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# MEMO

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Planning Information:

# Community Plan Evaluation Appeal 655 Fourth Street (The Creamery)

DATE:

August 26, 2019

TO:

Angela Calvillo, Clerk of the Board of Supervisors

FROM:

Lisa Gibson, Environmental Review Officer - (415) 575-9032

Jessica Range - (415) 575-9018

RE:

Elizabeth White – (415) 575-6813 Planning Case No. 2014-000203ENV

Appeal of Community Plan Exemption for 655 Fourth Street (The Creamery)

**HEARING DATE:** 

September 3, 2019

**ATTACHMENTS** 

A – Overview of Foundation Design and Subsurface Site Conditions

PROJECT SPONSOR: 655 Fourth Street Owner, LLC, attn. Sarah Dennis Phillips, 415-344-6636

APPELLANT(S):

Kevin Rudich, Michael Cruz, Michael Guthrie, Carol Guthrie, Katharina

Natividad, Noel Natividad, and Sandy Lee ("601 Fourth Street Coalition")

# INTRODUCTION

This memorandum and the attached documents are a response to the original letter of appeal dated July 22, 2019 and supplemental letter of appeal dated August 18, 2019 to the board of supervisors (the board) regarding the Planning Department's (the department) issuance of a community plan evaluation (CPE) under the Central South of Market (SoMa) Area Plan Programmatic Environmental Impact Report (PEIR) in compliance with the California Environmental Quality Act (CEQA determination) for the proposed 655 Fourth Street project.

As described below, the Appellant has not demonstrated nor provided substantial evidence to support a claim that the CPE fails to conform to the requirements of CEQA for a community plan evaluation pursuant to CEQA section 21083.3 and CEQA Guidelines section 15183. Accordingly, based upon the information presented by the Appellant, the planning department recommends that the board of supervisors uphold the department's CEQA determination and reject the appeal.

The department, pursuant to CEQA, the CEQA Guidelines, 14 Cal. Code of Reg. section 15000 et seq., and Chapter 31 of the San Francisco Administrative Code, determined that the project is consistent with the development density established by zoning, community plan, and general plan policies in the Central SoMa Area Plan for the project site, for which the PEIR was certified, and issued the CPE for the project on June 11, 2019. CEQA limits the city's review to consideration of environmental effects that:

- 1. Are peculiar to the project or its parcel;
- 2. Were not analyzed as significant effects in the PEIR, with which the project is consistent;
- Are potentially significant off-site or cumulative impacts that were not discussed in the PEIR; or
- Are previously identified significant effects which, as the result of substantial new information that was not known at the time the Central Soma Plan EIR was certified, are determined to have a more severe adverse impact than was discussed in the PEIR.

Memo

If an impact is not peculiar to the project, has been addressed as a significant impact in the PEIR, or can be substantially mitigated by imposition of uniformly applied development policies or standards, then CEQA provides that an additional EIR need not be prepared for the project.

The department determined that the project would not result in new significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the PEIR, and that the project is exempt from further environmental review beyond what was conducted in the CPE initial study and the Central SoMa Plan PEIR in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

Table 1 (Comparison of Significant Impacts from the 655 Fourth Street Project CPE and Central SoMa Plan PEIR) below compares the 655 Fourth Street Project's significant impacts and mitigation measures with the Central SoMa Plan PEIR conclusions. As indicated in this table, the 655 Fourth Street Project would not result in any new significant impacts that were not previously disclosed in the Central SoMa Plan PEIR.

Table 1. Comparison of Significant Impacts from the 655 Fourth Street Project CPE and Central SoMa Plan PEIR					
Topic	CEQA Conclusion		New Significant	Mitigation Measures	
	655 Fourth Street Project CPE	Central SoMa Plan PEIR	Impact Not Identified in the Central SoMa Plan PEIR?		
Archeological Resources	Less than Significant with Mitigation	Less than Significant with Mitigation	No	Project Mitigation Measure M-CR-1: Archeological Testing (Implementation of Central SoMa PEIR Mitigation Measure M-CP-4a)	
Transportation and Circulation: Transit	Significant and Unavoidable with Mitigation	Significant and Unavoidable with Mitigation	No	Project Mitigation Measure M- TR-1: Queue Abatement (Implementation of Central SoMa PEIR M-TR-3a)	
Transportation and Circulation: Loading	Significant and Unavoidable with Mitigation	Significant and Unavoidable with Mitigation	No	Central SoMa PEIR Mitigation Measure 6a is now codified under San Francisco Planning Code section 155(u); the Project's required Driveway Loading and Operations Plan is described as part of the project description in the initial study (p. 33)	
Transportation and	Significant and Unavoidable	Significant and Unavoidable	No	Project Mitigation Measure M- TR-2: Construction Management Plan and Construction Coordination	

Topic	SoMa P CEQA Conclusion		New Significant	Mitigation Measures
	655 Fourth Street Project CPE	Central SoMa Plan PEIR	Impact Not Identified in the Central SoMa Plan PEIR?	
Circulation: Construction		•		(Implementation of Central SoMa PEIR Mitigation Measure M-TR-9)
Cumulative Transportation and Circulation: Emergency Access	Less than Significant with Mitigation	Less than Significant with Mitigation	No	Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management is now codified under planning code section 169. The project's transportation demand management program is described in the initial study (pp.41-42)
	,		·	Project Mitigation Measure M-TR-1: Queue Abatement (Implementation of Central SoMa PEIR M-TR-3a)
Noise: Operations	Less than Significant with Mitigation	Significant and Unavoidable with Mitigation	No	Project Mitigation Measure M-NO-1: Siting of Noise-Generating Uses (Implementation of Central SoMa PEIR Mitigation Measure M-NO-1b)
Noise: Construction	Significant and Unavoidable with Mitigation	Significant and Unavoidable with Mitigation	No	Project Mitigation Measure M-NO-2: General Construction Noise Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-2a)
Air Quality	Less than Significant with Mitigation	Significant and Unavoidable with Mitigation	No	Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implementation of Central SoMa PEIR Mitigation Measure

Table 1. Comparison of Significant Impacts from the 655 Fourth Street Project CPE and Central SoMa Plan PEIR				
Topic	CEQA Conclusion		New Significant	Mitigation Measures
	655 Fourth Street Project CPE	Central SoMa Plan PEIR	Impact Not Identified in the Central SoMa Plan PEIR?	
				M-AQ-6a [implementing Central SoMa PEIR Mitigation Measure M-AQ-4b]) and Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implementation of Central SoMa PEIR Mitigation Measure M-AQ-5a)
Wind	Significant and Unavoidable with Mitigation	Significant and Unavoidable with Mitigation	No	Project Mitigation Measure M-WI-1: Wind Hazard Evaluation for Building Design Modifications (Implementation of Central SoMa PEIR M-WI-1)
Biological Resources	Less than Significant with Mitigation	Less than Significant with Mitigation	No	Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys (Implementation of Central SoMa PEIR M-BI-1)

The decision before the board is whether to uphold the planning department's determination that the project is not subject to further environmental review (beyond that conducted in the CPE initial study and the PEIR) pursuant to CEQA section 21083.3 and CEQA Guidelines section 15183 and deny the appeal, or to overturn the department's CEQA determination for the project and return the CPE to the department for additional environmental review. The board's decision must be based on substantial evidence in the record. (See CEQA Guidelines section 15183(f).)

## SITE DESCRIPTION AND EXISTING USE

The project is located at 655 Fourth Street, 280–290 Townsend Street, and 292–296 Townsend Street in San Francisco's South of Market (SoMa) neighborhood. The approximately 71,300-square-foot project site (1.64 acres) is composed of seven lots (lots 26, 28, 50, and 161–164 of Assessor's Block 3787). Buildings on lots 26 and 28 were built in 1947. The building on lots 162–164 was built in 1996. The project site currently contains

three buildings, an approximately 4,000-square-foot surface parking lot, and a 2,300-square-foot loading area. The project site is completely developed, has minimal landscaping, and has served largely commercial land uses.

Lot 26, in the northwest portion of the site, fronts onto Fourth Street and consists of one building. The one-story portion of the building on the southern end of the lot is currently occupied by The Creamery—a café and restaurant. A restaurant, gym, and several commercial office tenants occupy the rest of the building on the remainder of lot 26. The building is 12 to 33 feet high and is not set back from the property line at the street front.

Lot 161 is a privately-owned driveway accessed via a 31-foot-wide curb cut along Townsend Street, which diagonally splits the project site between lot 26 and lot 28. This driveway is approximately 275 feet long by 30 feet wide and is lined with approximately 30 trees. There is one larger tree on the project site located on lot 161. Excluding the loading zone, there are 14 off-street parking spaces along lot 161 on the southern portion of the project site. There are also 11 off-street parking spaces within lot 50, a surface parking lot. Lot 50 is accessed via a 12-foot-wide curb cut along Townsend Street.

One building occupies lot 28 in the southeastern portion of the site. The two-story portion fronting Townsend Street is occupied by HD Buttercup (retail business). The one-story portion behind HD Buttercup is occupied by Bulthaup (a remodeling business) and accessed from the surface parking lot that is lot 50 and the loading area that is part of lot 161.

Lots 162–164 consist of one three-story building. The first floor is a commercial unit and the upper two floors are two separate residential units. Off-street parking for lots 162, 163, and 164 is accessed via the 31-foot-wide curb cut on Townsend Street, and each lot has an easement for one parking space within lot 161 and an easement for ingress and egress through lot 161 to access the reserved parking spaces.

The northwest property line of the project site faces the vehicular access driveway for 601 Fourth Street.

## PROJECT DESCRIPTION

The 655 Fourth Street Project would demolish the three existing buildings, associated surface parking lots, and vegetation on the project site, including street trees and other plantings. The project would merge the seven existing lots and construct two new buildings containing approximately 1,015,000 square feet of residential area, 24,500 square feet of hotel area (38 hotel rooms), 21,900 square feet of office area, and approximately 18,500 square feet of ground-floor retail use. The proposed project would consist of approximately 960 dwelling units in an approximate mix of 242 studios, 330 one-bedroom units, 351 two-bedroom units, and 37 three-bedroom condominiums. Each building would have two towers: one of which would rise to a height of 425 feet aboveground (including rooftop appurtenances 25 feet above the highest occupied floor) and the second which would rise to a height of 370 feet aboveground (including 10 feet for rooftop appurtenances).

The proposed project would also include a 94,500-square-foot below-grade, four-level garage containing building amenities, a vehicle drop-off area, a loading dock, back of the house retail operations, refuse handling area, 276 car parking spaces, and other back-of-house features such as mechanical equipment required for operation and maintenance of the building. A 35-foot-wide curb cut on Townsend Street would

provide two vehicle lanes and one two-way truck lane to access the vehicular ramp to the basement level. The project proposes 540 class 1 bicycle parking stalls to be located in the basement and 81 class 2 bicycle parking stalls at grade. The project would include a number of wind reduction features: a porous façade on one of the towers; canopies installed on all four towers; a wind screen installed on the southside of Townsend Street near the intersection of Townsend and Lusk streets; and onsite landscaping consisting of shrubs and deciduous trees.

The proposed project would require excavation to a maximum depth of approximately 55 feet below the ground surface for construction of the below-grade parking garage and building foundations, which would require the removal and disposal of approximately 142,000 cubic yards of soil. The proposed project would use concrete-framed buildings supported on a 12-foot-thick, steel-reinforced concrete mat foundation. No pile driving would be used for the project.

Construction of the entire project is anticipated to take approximately 34-36 months. The mat slab foundation would require nighttime work for approximately eight nights (Friday and Saturday nights for four weekends). The proposed project would require approximately 8–10 days of additional nighttime work for other activities that are required to occur at night by the San Francisco Building Department (e.g., large equipment deliveries, tower crane erections, and oversized loads).

## **BACKGROUND**

On November 12, 2015, Andrew Junius on behalf of 655 Fourth Street Owner, LLC (hereinafter project sponsor) filed an application with the planning department for environmental evaluation. As a subsequent development project enabled by the Central SoMa Plan, the rezoning of the 655 Fourth Street site pursuant to the Central SoMa Plan had to occur before the project could be approved. As a result, the project approval process followed the adoption of the Central SoMa Plan.

On May 10, 2018, the planning commission certified the Central SoMa Plan PEIR. On December 4, 2018, the board of supervisors adopted the Central SoMa Plan.

On June 11, 2019, the department issued a CPE certificate and initial study for the 655 Fourth Street Project. The planning commission considered the project on June 20, 2019. On that date, the planning commission adopted the CPE and approved the large project authorization for the project (planning commission Motion M-20470), which constituted the approval action under Chapter 31 of the Administrative Code.

On July 22, 2019, an appeal of the CPE determination was filed by Michael Cruz, Kevin Rudich, Michael Guthrie, Carol Guthrie, Katharina Natividad, Noel Natividad, and Sandy Lee (the "601 Fourth Street Coalition") (Appellant).

On August 18, 2019, a supplemental letter of appeal was filed by Michael Cruz, an Appellant.

## CEQA GUIDELINES

### Community Plan Evaluations

As discussed in the Introduction above, CEQA section 21083.3 and CEQA Guidelines section 15183 mandate that projects that are consistent with the development density established by existing zoning,

community plan or general plan policies for which an EIR was certified, <u>shall not</u> require additional environmental review unless there are project-specific effects that are peculiar to the project or its site and that were not disclosed as significant effects in the prior EIR.

## Significant Environmental Effects

CEQA Guidelines section 15064(f) provides that the determination of whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency. CEQA Guidelines 15604(f)(5) offers the following guidance: "Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumption predicated upon facts, and expert opinion supported by facts."

## SAN FRANCISCO ADMINISTRATIVE CODE

Section 31.16(e)(3) of the San Francisco Administrative Code states: "The grounds for appeal of an exemption determination shall be limited to whether the project conforms to the requirements of CEQA for an exemption."

San Francisco Administrative Code section 31.16(b)(6) provides that, in reviewing an appeal of a CEQA decision, the Board of Supervisors "shall conduct its own independent review of whether the CEQA decision adequately complies with the requirements of CEQA. The Board shall consider anew all facts, evidence and issues related to the adequacy, accuracy and objectiveness of the CEQA decision, including, but not limited to, the sufficiency of the CEQA decision and the correctness of its conclusions."

## PLANNING DEPARTMENT RESPONSES

The concerns raised in the original appeal letter dated July 22, 2019 and supplemental appeal letter dated August 18, 2019 are addressed in the responses below.

Response 1: The 655 Fourth Street Project qualifies for a community plan exemption under section 15183 of the CEQA Guidelines and Public Resources Code section 21083.3.

The Appellant incorrectly states that proposed project does not qualify for a CPE because the project is not consistent with the San Francisco General Plan. The Appellant provides no information or substantial evidence to support their concern, and without further information, it is not possible for the department to fully respond to the Appellant's concern regarding consistency with the general plan. Nevertheless, this response addresses the CEQA requirements for CPE eligibility that relate to the general plan and zoning regulations and the CEQA analysis pertaining to land use plans, policies and regulations.

CEQA Guidelines section 15183 mandate that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as necessary to examine whether there are project-specific significant effects not previously analyzed. Therefore, in order to be eligible for a CPE, a project's development density must be consistent with the zoning for which an EIR was certified. As explained on initial study p. 52, attachment to the CPE, the department's current planning division

reviewed the proposed project and determined that the project is consistent with the development density allowed by the Central SoMa Mixed Use Office (CMUO) district zoning, the Central SoMa Special Use District, and the 400-CS height and bulk district. This determination is documented in the Community Plan Exemption Eligibility Determination. As explained in that document, the CMUO district permits residential dwelling units without specific density limitation, allowing physical controls such as height and bulk to control dwelling unit density. The CMUO zoning also permits hotel uses with conditional use authorization. Therefore, the department's current planning division determined that the project is consistent with the development density envisioned in the Central SoMa Plan.

CEQA also requires analysis of whether a project would conflict with a land use plan, policy or regulation adopted for the purpose of mitigating an environmental effect. However, a conflict between a proposed project and a general plan policy does not necessarily indicate a significant effect on the environment under CEQA. For a project to result in a significant impact under CEQA with respect to a conflict with the general plan or other land use policies, the project must:

- be inconsistent or otherwise conflict with a plan or policy adopted for the purpose of mitigating an environmental effect; and
- result in a significant physical environmental effect related to the identified policy conflict.

Because the 655 Fourth Street project is consistent with the Central SoMa Plan, which was evaluated in the Central SoMa Plan PEIR, the proposed project would not result in any new or more severe physical environmental impacts related to a conflict with a land use plan, policy or regulation adopted for the purpose of mitigating an environmental effect. The Appellant provides no substantial evidence demonstrating otherwise.

The determination of a project's consistency with the general plan is made independent of the environmental review process by decision makers when they decide to approve or disapprove a proposed project. The Appellant can find a detailed analysis of the project's consistency with the general plan in the 655 Fourth Street Project staff report and project approval motions.<sup>2</sup>

Response 2: The proposed 655 Fourth Street Project, in combination with other cumulative development (specifically, the Central Subway Project), would NOT result in peculiar environmental effects that were not identified in the Central SoMa Plan PEIR.

The Appellant suggests that construction of the 655 Fourth Street Project, in combination with other cumulative development projects (specifically citing the Central Subway Project), would result in peculiar construction-related transportation, air quality, noise, and vibration impacts. However, the Appellant does not provide any further information or evidence as to how any such impacts are peculiar to this project or were not previously disclosed in the Central SoMa Plan PEIR. This assertion by the Appellant is incorrect.

Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 655 Fourth Street, March 13, 2019.

<sup>&</sup>lt;sup>2</sup> San Francisco Planning Department, Staff Report for Large Project Authorization & Conditional Use Authorization for 655 Fourth Street, 280-290 & 292-296 Townsend Street, June 20, 2019. Available at http://commissions.sfplanning.org/cpcpackets/2014-000203ENXCUA.pdf

Regarding the Central Subway Project, at the time of the Central SoMa Plan PEIR's preparation, the Central Subway construction was anticipated to be completed in 2017 and revenue service to be initiated in 2019. The most recent project completion dates indicate that Central Subway construction will be completed in 2019 and revenue service will begin in 2020.<sup>3</sup> The planning department took this information into account during the 655 Fourth Street's project-specific environmental review. The 655 Fourth Street Project sponsor currently estimates that the earliest construction could begin is fall 2020. Therefore, construction of the 655 Fourth Street Project would not overlap with ongoing construction from the Central Subway project and there is no potential for cumulative construction impacts from the proposed project and the Central Subway project to occur. The 655 Fourth Street's project-specific transportation study identified the Central Subway as a baseline condition, meaning that the project's analysis assumes Central Subway's completion and operation. The transportation study details the anticipated transit, traffic, bicycle, pedestrian, loading, and emergency vehicle access conditions when the Central Subway is operational (pp. 68-69).<sup>4</sup> These conditions were then used to analyze the potential impacts of the 655 Fourth Street Project. In this way, the 655 Fourth Street Project CPE evaluates the environmental effect of the proposed project in combination with that of the Central Subway Project. The Appellant provides no substantial evidence to the contrary.

In the supplemental letter of appeal, the Appellant alleges that the Central SoMa Plan PEIR did not evaluate the cumulative damage to the 601 Fourth Street building as a result of the Central Subway Project (referred to as the Third Street Light Rail Project in the letter). The Appellant provides no further details indicating that any type of damage may have occurred from the Central Subway Project or how the 655 Fourth Street Project could combine with the effects of the Central Subway Project to result in cumulative damage-related impacts. As stated above, construction of the 655 Fourth Street Project would not overlap with ongoing construction from the Central Subway project and there is no potential for cumulative construction impacts from the proposed project and the Central Subway project to occur. Furthermore, the scope of this appeal is limited to the adequacy and accuracy of the 655 Fourth Street Project CPE, not the environmental analyses conducted for either the Central SoMa Plan or the Central Subway project. <sup>5,6</sup> A detailed discussion of the 655 Fourth Street Project's construction noise and vibration impacts to the 601 Fourth Street building and residents is located on pp. 80-83 of the 655 Fourth Street CPE and further addressed in Response 6 of this appeal response.

The Central SoMa Plan PEIR adequately and accurately evaluated reasonably foreseeable cumulative projects (including the Central Subway Project) as part of the Central SoMa Plan PEIR's cumulative construction-related transportation, noise, and air quality analyses. The Central SoMa Plan PEIR also identified significant and unavoidable construction-related transportation, noise, and air quality impacts

<sup>&</sup>lt;sup>3</sup> San Francisco Municipal Transportation Agency. Central Subway Monthly Progress Report, June 2019. Available at: https://www.sfmta.com/sites/default/files/reports-and-documents/2019/07/2019\_06\_mpr.pdf

San Francisco Planning Department. 655 Fourth Street Transportation Impact Study, February 19, 2019.

The San Francisco Board of Supervisors unanimously upheld the certification of the Central SoMa Plan PEIR in September 2018. CEQA Guidelines section 15162(c) establishes that, once a project is approved: "[T]he lead agency's role in that approval is completed unless further discretionary approval on that project is

required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any."

The Appellant's claim that the Central Subway Project resulted in damage to the 601 Fourth Street building is not supported by any further information or substantial evidence.

# BOS Community Plan Exemption Appeal Hearing Date: September 3, 2019

# Case No. 2014-000203ENV 655 Fourth Street (The Creamery)

resulting from the simultaneous construction of multiple projects enabled under the plan, such as the 655 Fourth Street Project.

As part of the 655 Fourth Street Project's environmental evaluation, project-specific transportation, noise and air quality analyses were prepared. The project-specific analyses all identify the 601 Fourth Street building as the closest residential location and evaluate the proposed project's construction-related transportation, noise, and air quality impacts to the receptors in this building accordingly. Furthermore, the 655 Fourth Street Project CPE recognizes that the project would have significant noise, air quality, and transportation impacts and identifies mitigation measures to reduce these impacts. All of these impacts were identified in the Central SoMa Plan PEIR as part of the Plan's programmatic environmental analysis. Accordingly, there are no peculiar impacts associated with the 655 Fourth Street Project that were not identified as part of the Central SoMa Plan PEIR.

Response 3: The 655 Fourth Street Project would NOT result in new or more severe geology and soils impacts than were previously identified in the Central SoMa Plan PEIR.

Pursuant to Appendix G of the CEQA Guidelines, the Central SoMa Plan Initial Study evaluated the impacts of the Plan on seismic safety in the "Geology and Soils" section and found all impacts to be less than significant. As stated in the Central SoMa Plan Initial Study (p. 140):

Although the Plan area would be subject to very strong to violent ground shaking in the event of a major earthquake, individual development projects would not expose people or structures to substantial adverse effects related to ground shaking because they would be designed and constructed in accordance with the most current San Francisco Building Code, which incorporates California Building Code requirements.

The Central SoMa Responses to Comments (Response GE-1, p RTC-349) further addressed comments received on the Draft EIR pertaining to earthquake risks and liquefaction and settlement. As explained in this response, the San Francisco Department of Building Inspection ("DBI") has issued Administrative Bulletins 082 and 083 addressing seismic stability of new construction as well as Information Sheets S-05 and S-018 regarding geotechnical requirements of new construction.

Building Code section 1803, Geotechnical Investigations, specifies the circumstances under which a site-specific geotechnical report is required. The building plans would be reviewed by DBI for conformance with the recommendations in the site-specific geotechnical report prior to the issuance of building permits. The geotechnical report would assess the nature and severity of liquefaction and other geologic hazards onsite for individual projects and recommend site-specific project design and construction features that would reduce the identified hazards to an acceptable risk level. The building department would ensure that the geotechnical and seismic recommendations of the site-specific investigation would be consistent with current Building Code requirements through their review of the building permit application submittals.

The 655 Fourth Street Project CPE adequately and accurately evaluates the project's impact to geology and soils. As described in the CPE, the project is located within a seismic hazard zone and a geotechnical report was prepared for the proposed project to inform the design of the building and its foundation. The CPE characterizes the geology types and soils that underlie the project site and summarizes the project-specific

# Linity Plan Exemption Appeal Header September 3, 2019

recommendations from the geotechnical report for the building foundation. These recommendations include, but are not limited to, a reinforced-concrete mat foundation, basement floor waterproofing and groundwater level accommodations, basement wall lateral pressure requirements, tiedown anchors, soil cement shoring walls, and construction monitoring. The CPE concludes that the review of the building permit application pursuant to the building department's implementation of state and local codes, including compliance with requirements specified in applicable administrative bulletins and information sheets (as described above), would ensure that the proposed project would have no significant geology and soils impacts. The Appellant does not provide any new information that was not known at the time the Central SoMa Plan PEIR was certified or any evidence to support the claim that the proposed 655 Fourth Street Project would result in significant effects to geology and soils that would be more severe than those analyzed in the Central SoMa Plan PEIR.

Regarding the Appellant's comparison of the 655 Fourth Street Project's soil conditions to those of the Millennium Tower, the 655 Fourth Street Project, including the depth of the excavation and size of basement, was specifically designed so that poor quality soil (the top two soil layers of fill and marine deposits) would be completely removed from below the project's basement levels. Below the upper two soil layers and embedded into the Colma Formation, or third layer of soil, the 655 Fourth Street Project site is characterized by soil conditions suitable for supporting heavy foundation loads. Compressible old bay clay layers that can be found in other regions in San Francisco, such as the Transbay area, will not exist below the 655 Fourth Street building structure after construction. Regardless, the Millennium Tower is a separate project that has no connection to the 655 Fourth Street Project. Any action associated with that project is not within the scope of the 655 Fourth Street Project CEQA appeal currently before the board of supervisors.

Response 4: The 655 Fourth Street Project CPE accurately identifies all physical environmental impacts as a result of the proposed project, which would not result in any new or more severe impacts than were previously identified in the Central SoMa Plan PEIR.

The Appellant asserts that the project is not consistent with the San Francisco General Plan, alleges that the proposed project would impact existing commercial buildings that provide affordable office space for new small businesses, and suggests that the existing buildings on the project site contribute to the South of Market character. As previously described, a conflict between a project and a general plan policy does not necessarily indicate a significant effect on the environment under CEQA. The Appellant provides no substantial evidence demonstrating that the removal of the existing buildings on the 655 Fourth Street project site would conflict with a plan or policy adopted for the purpose of mitigating an environmental effect AND would result in a significant physical environmental effect related to the identified policy conflict.

The assertion that the proposed project would impact existing commercial buildings that are vital to the South of Market economy is not a statement on the adequacy or accuracy of the CPE. The focus of CEQA is on physical environmental impacts, and the Appellant fails to demonstrate how an alleged economic

926

<sup>&</sup>lt;sup>7</sup> Letter from Rollo & Ridley, Inc. to Carl Shannon (Tishman Speyer). June 18, 2019. Subject: Overview of Foundation Design and Subsurface Site Conditions 655 4th Street (Creamery) San Francisco, California.

impact would result in a significant physical environmental impact. In the Appellant's August 18, 2019 supplemental letter of appeal, the Appellant describes how construction of the Central Subway Project and other construction projects have resulted in economic and physical environmental impacts, such as noise, to nearby residents and businesses. The supplemental appeal letter suggests that the 655 Fourth Street Project would have similar impacts. As previously stated, the focus of CEQA is on physical environmental impacts. In general, socioeconomic effects are beyond the scope of the CEQA environmental review unless a link can be established between anticipated socioeconomic effects of a proposed action and adverse physical environmental impacts (CEQA Guidelines section 15131(a); CEQA section 21082.2).

The CPE adequately and accurately addresses the physical environmental impacts (e.g., noise, air quality, transportation) associated with the 655 Fourth Street Project's construction activities. As stated in the CPE, the 655 Fourth Street project would result in a significant and unavoidable construction noise impact (CPE at p. 81). The Appellant does not demonstrate a connection between potential economic impacts from construction of the proposed project and physical environmental impacts that were not evaluated as part of this project-specific environmental review. Furthermore, Mitigation Measure M-NO-2 includes measures to limit construction noise to minimize noise impacts to surrounding uses. Requirements of this mitigation measure include the use of equipment with the best available noise controls, use of impact tools that are hydraulically or electrically powered, or outfitting impact tools with external noise jackets. This mitigation measure also requires implementation of a system to track and respond to noise complaints during construction.

Finally, "character" in and of itself is not a CEQA issue; however, the CEQA Guidelines do provide that a project that demolishes or alters those physical characteristics of an historical resource that convey its historical significance (i.e., its character-defining features) can be considered to materially impair the resource's significance, resulting in a significant impact. The planning department surveyed the existing buildings on the 655 Fourth Street project site as part of the South of Market Historic Resources Survey in 2010. The survey determined that none of the buildings on the project site are historic resources nor is the project site located in any historic district. The Appellant does not provide substantial evidence to the contrary.

Response 5: The 655 Fourth Street Project CPE adequately and accurately evaluated transportation impacts, and the adequacy of the Central SoMa Plan PEIR is not appealable to the Board at this time.

The Appellant contends that that Central SoMa Plan PEIR did not address cumulative effects of the 655 Fourth Street project and traffic from other projects. The Appellant is mistaken. The Central SoMa Plan PEIR analyzed subsequent development that could occur under the Plan at a "program" level (Central SoMa Plan PEIR, page IV-21). This program-level analysis focused on the indirect impacts on the physical environment resulting from subsequent development enabled by the Central SoMa Plan (like the 655 Fourth Street Project). Subsequent development projects that could be enabled by the Plan are required to undergo their own environmental evaluation pursuant to CEQA Guidelines section 15183. The purpose of the 655 Fourth Street Project CPE is to identify whether there are any new or more severe impacts from this proposed development project that were not disclosed in the PEIR. As a point of clarification, the scope of

BOS Community Plan Hearing Date: September 3, 248

this appeal is limited to the adequacy and accuracy of the 655 Fourth Street Project CPE, not the Central SoMa Plan PEIR.8

The Appellant does not provide substantial evidence regarding potential cumulative effects that could occur because of increased traffic resulting from the project and other projects in the area. As noted in the regulatory framework section of Central SoMa Plan PEIR (p. IV.D-21), pursuant to CEQA section 20199, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA (Central SoMa Plan PEIR, page IV.D-21). However, both the Central SoMa Plan PEIR and the 655 Fourth Street Project transportation analyses evaluate the extent to which vehicle trips from the project, under both existing and cumulative conditions, may affect or result in secondary effects to topics considered under CEQA (e.g., hazards, loading, emergency access, noise and air quality).

It is further noted that many of the projects or conditions listed by the Appellant as not included in the cumulative impact analysis are part of the existing environmental setting (e.g., Oracle Park [formerly AT &T Park], 4<sup>th</sup> and King Street transportation center, Uber/Lyft, Facebook and Google buses, taxis, electric scooters, and bicycles), and therefore, are not appropriate to include in the cumulative impact analysis. As part of the transportation study for the proposed project, traffic, bicycle, and pedestrian volumes were counted at seven study intersections<sup>9</sup> surrounding the project site to inform the project's transportation analysis. These traffic counts were collected on Tuesday, August 17, 2018 and therefore reflect the existing conditions, which include those projects referenced above as listed by the Appellant. The Appellant also mentions the Chase Center, which was appropriately described and included as part of the Central SoMa Plan PEIR's cumulative impact analysis (Central SoMa Plan PEIR, p. IV-11) and will be fully operational by the time the 655 Fourth Street Project begins construction.

Response 6: The 655 Fourth Street Project CPE adequately and accurately analyzes construction noise and vibration, air quality, shadow, and hazards and hazardous materials impacts associated with the project's construction.

First, the Appellant suggests that there will be unique noise and vibration impacts to the 601 Fourth Street live-work building and residents as a result of 655 Fourth Street Project construction. As part of the project-specific environmental review, an Environmental Noise and Vibration Assessment was prepared. Noise levels from temporary construction activities would increase from existing noise levels without the proposed project, which range from 62 to 72 A-weighted decibels (dBA) during various times of the day.

<sup>&</sup>lt;sup>8</sup> The San Francisco Board of Supervisors unanimously upheld the certification of the Central SoMa Plan PEIR in September 2018. CEQA Guidelines section 15162(c) establishes that, once a project is approved:

<sup>&</sup>quot;[T]he lead agency's role in that approval is completed unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any." [Emphasis added.] 

9 These seven study intersections are Brannan/Third streets, Townsend/Third streets, King/Third streets,
Lusk/Townsend streets and the Beacon Driveway, Brannan/Fourth streets, Fourth/Townsend streets, and
King/Fourth streets.

The report reflects that construction noise levels at the nearest residential properties (at 35 feet from the construction site) would range from 87 to 90 dBA equivalent sound level (Leq) during periods of intense construction activity, and that during typical moderate construction efforts, construction noise levels would average 87 dBA Leq. Therefore, the Appellant's supplemental appeal letter incorrectly states that the project's 90 decibel (dB) level is based on 100 feet from the property line and that noise levels at the 601 Fourth Street property line would be higher.

The CPE further states that construction of the proposed project would be subject to the San Francisco Noise Ordinance, which regulates construction noise. The CPE acknowledges that during the construction period, occupants of nearby properties could be disturbed by construction noise. As described and evaluated in the CPE, the proposed project does include limited nighttime construction work. This limited nighttime construction work would be required during construction of the building's foundation, which would occur over approximately eight nights, covering four weekends. In addition, there would be approximately 8-10 days of nighttime work for activities that the San Francisco Building Department requires to occur at night (large equipment deliveries, tower crane erection, and oversized loads). The CPE acknowledges that the continuous nighttime concrete pours would result in construction noise levels of 86 dBA at the 601 Fourth Street building. This noise level would exceed the ambient plus 5 dBA nighttime construction noise limit in section 2908 of the San Francisco Police Code and a special permit from the public works department would be required. The CPE concludes that construction noise impacts from the proposed project would be significant, consistent with the conclusions in the Central SoMa Plan PEIR and identifies Project Mitigation Measure M-NO-2, General Construction Noise Control Measures (implementation of Central SoMa Plan PEIR Mitigation Measure M-NO-2a) to reduce and manage construction noise.

The Appellant's supplemental appeal letter provides various citations to literature and testimonies regarding noise impacts. However, the department has adequately and accurately evaluated the 655 Fourth Street Project's noise impact. In doing so, the department found that the project would result in a significant construction noise impact, identified all feasible noise mitigation measures to reduce this impact, and determined that even with the implementation of noise mitigation, the project would still result in a significant and unavoidable impact. No further noise analysis is warranted or possible.

Regarding vibration impacts, the 655 Fourth Street Project CPE evaluates the project's vibration impacts to the 601 Fourth Street building and identifies that given the approximately 35-foot distance to construction activities, the calculated vibration level would be 0.05 inches/second Peak Particle Velocity (PPV). For reference, this is below the 0.1 inches/second PPV vibration level that is considered "strongly perceptible." In the supplemental appeal letter, the Appellant alleges that construction of the 655 Fourth Street building would result in damage to the 601 Fourth Street building. This is incorrect. As previously stated in this response and the CPE, the anticipated vibration level anticipated at the 601 Fourth Street building is 0.05 inches/second PPV. This is less than the building damage threshold of 0.2 inches/second PPV. Therefore, vibration impacts associated with construction of the proposed 655 Fourth Street project would not exceed the vibration threshold level for building damage, nor would it exceed the vibration threshold level for what is considered "strongly perceptible". The vibration impacts from the proposed project would not be significant.

The Appellant also asserts that there are unique issues regarding air quality impacts and soil pollution associated with the project. However, neither the Air Quality Technical Report nor the Phase I Environmental Site Assessment prepared for this project identified any new or more severe construction

impacts related to air quality or hazardous materials than were previously identified in the Central SoMa Plan PEIR. The project is required to comply with the Maher Ordinance and the San Francisco Construction Dust Control Ordinance. The regulations in these ordinances would ensure that any contaminated soil is properly handled and disposed of and any fugitive dust generated during construction is managed appropriately. Furthermore, the project-specific air quality analysis found that project construction emissions would be below the threshold of significance for all criteria pollutants. Because the project site is located within an air pollutant exposure zone and would result in diesel emissions during construction, the CPE determined that the project would result in a significant construction health risk impact. The project is required to implement Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan (Implementation of Central SoMa Plan PEIR Mitigation Measure M-AQ-4b), which requires the project sponsor to use construction equipment with the cleanest engines available or be equipped with diesel particulate filters. With this mitigation measure, construction-related health risks from diesel particulate matter would be reduced to less than significant levels.

As a point of clarification, the Appellant states that the 601 Fourth Street building is within 30 feet of the project site. The 655 Fourth Street Project entitlement drawings indicate that the distance between the 655 Fourth Street Project site and the 601 Fourth Street building is 31 feet 5 inches. The noise and vibration, and air quality analyses identify the nearest residential receptors as approximately 35 feet from the proposed project site. Whether the nearest residential receptors are located 30 feet or 35 feet from the project site, the conclusions reached in the 655 Fourth Street noise, vibration, air quality, and hazards and hazardous materials analyses would remain the same.

In the supplemental appeal letter, the Appellant alleges that the 601 Fourth Street building will experience air and light impacts as a result of the 655 Fourth Street Project. The CPE evaluated the proposed project's shadow impact (access to sunlight) and determined that the project would not result in significant shadow impacts. The CPE states on p. 112, "Shadows on streets and sidewalks would be transitory in nature and would not exceed levels commonly expected in urban areas and would be considered a less-than-significant impact under CEQA. Although occupants of nearby properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would be considered a less-than-significant impact under CEQA." The Appellant has not provided substantial evidence to the contrary.

The 655 Fourth Street Project CPE adequately and accurately analyzes construction noise and vibration, air quality, shadow, and hazards and hazardous materials impacts associated with the project's construction.

Response 7: The 655 Fourth Street Project CPE adequately and accurately evaluates transportation-related pedestrian hazards.

The Appellant correctly states that the Central SoMa Plan PEIR did not evaluate impacts to the 601 Fourth Street driveway. As previously stated in this Appeal response, the Central SoMa Plan PEIR is a "program-level analysis" that does not analyze the specific or localized environmental impacts of subsequent development projects; individual analyses of all driveways within the Plan Area would not be appropriate under a program-level analysis. However, the Appellant incorrectly states that subsequent studies have not evaluated the proposed 655 Fourth Street Project's construction and operational impacts to the 601

Fourth Street driveway. As part of the 655 Fourth Street Project's environmental evaluation, a project-specific transportation analysis was prepared. This analysis considered both construction and operational impacts of the 655 Fourth Street Project on adjoining areas, including 601 Fourth Street.

## 655 Fourth Street Project Construction Impacts to Pedestrians

As described in the CPE, the sidewalk fronting the site along Fourth Street and/or Townsend Street may need to be closed on a temporary basis for construction staging. In consideration of the project site location, the duration and magnitude of temporary project-related construction activities could result in substantial interference with bicycle, pedestrian, or vehicle circulation and accessibility to adjoining areas, thereby resulting in potentially hazardous conditions. The CPE identified that even with the implementation of Project Mitigation Measure M-TR-2, Construction Management Plan and Construction Coordination (Implementation of Central SoMa PEIR M-TR-9), this impact would remain significant and unavoidable. Although not specifically referenced by name in the CPE, the 601 Fourth Street building is an adjoining area that is specifically addressed by this analysis; the construction management plan implemented through Mitigation Measure M-TR-2 would evaluate and address accessibility to the 601 Fourth Street site.

The Appellant is incorrect in stating the project-specific studies failed to evaluate the construction impacts of the 655 Fourth Street Project on the 601 Fourth Street driveway and provide no substantial evidence to support the claim that construction of the project would exacerbate an existing hazard.

## 655 Fourth Street Project Operational Impacts to Pedestrians

As described in the CPE, the project would not generate any activities or include any design or features that would create hazards for pedestrians or interfere with pedestrian access or circulation. Given existing traffic levels and the estimate of project-generated vehicle traffic, the project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian access or circulation.

Furthermore, the CPE states that the 655 Fourth Street Project would implement several improvements to the public realm:

...including setbacks along the entire Fourth Street frontage of the site and a portion of the Townsend frontage of the site. This improvement would essentially increase the effective width of the sidewalk available to pedestrians. Additionally, a proposed POPOS [Privately Owned, Public Open Space] at the southwest corner of the site fronting the Fourth Street/Townsend Street intersection and proposed public walkways would maximize pedestrian connectivity into, out of, and through the site.

The Appellant is incorrect in stating that the subsequent studies failed to evaluate the operational impacts of the 655 Fourth Street Project on the 601 Fourth Street driveway. Furthermore, the Appellant provides no substantial evidence to support the claim that the proposed project would exacerbate pedestrian access or injury.

## CONCLUSION

The Appellant has not demonstrated nor provided substantial evidence to support a claim that the CPE fails to conform to the requirements of CEQA for a CPE pursuant to CEQA section 21083.3 and CEQA

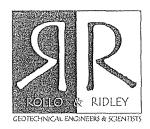
16

BOS Community Plan Exemption Appeal Hearing Date: September 3, 2019

Case No. 2014-000203E8655 Fourth Street (The Creames)

Guidelines section 15183. The planning department conducted necessary studies and analyses and provided the planning commission with the information and documents necessary to make an informed decision, based on substantial evidence in the record, at a noticed public hearing in accordance with the planning department's CPE initial study and standard procedures, and pursuant to CEQA and the CEQA Guidelines. Therefore, the planning department respectfully recommends that the board of supervisors uphold the department's CPE for the project and reject the appeal.

#### Attachment A



June 18, 2019 Project No. 1406.1

Carl Shannon Tishman Speyer One Bush Street, Suite 450 San Francisco, California 94104

Subject:

Overview of Foundation Design and Subsurface Site Conditions

655 4th Street (Creamery) San Francisco, California

Dear Mr. Shannon:

Per your request, this letter provides general geotechnical information regarding the 655 4th Street (Creamery) project, located on the northeast corner of 4th Street and Townsend Street in San Francisco. In addition, it summarizes our in-progress geotechnical studies to investigate the subsurface soil and bedrock characteristics and development of foundation recommendations.

## **Proposed Project**

We understand current plans are to demolish and remove the existing site improvements and construct two residential towers underlain by three basement levels. Specifically, plans contemplate 400- foot towers, one level of underground loading, parking & building utilities, one level of amenities and one level of underground parking. An excavation on the order of 42 feet to 48 feet is anticipated to construct the below grade improvements (three basements and the foundation thickness) across the site. When completed, the lowest basement floor will be about 36 feet below adjacent site grades at the corner of 4th and Townsend Streets.

### Subsurface Soil and Bedrock Characteristics

The following outlines the conditions of the soil and bedrock below the Creamery project. These subsurface conditions are common to the surrounding area and have been encountered, tested, and characterized by many studies for the completed projects adjacent to the site. In summary, the site is underlain by four generalized soil layers as listed below starting from the surface extending to bedrock.

- A layer of non-native fill, consisting primarily of loose to medium dense sand and clayey sand with gravel, cobbles, brick and concrete fragments and other debris. This layer will be completely removed during the construction of the project.
- A layer of Marine Deposits, consisting primarily of soft to stiff clay and sandy clay. This layer will be completely removed during the construction of the project.
- A medium dense to very dense sand, clayey sand and very stiff sandy clay commonly referred to as the Colma Formation & Colluvium. This layer is strong and relatively incompressible, and competent to support the foundation loads associated with the tower structures.

989 SUTTER STREET, UNIT 4, SAN FRANCISCO CALIFORNIA 94109 PHONE 415 670 9123 Email: frankjrollo@rolloandridley.com / christopheraridley@rolloandridley.com

Carl Shannon Tishman Speyer June 18, 2019 Page 2



• Franciscan Complex bedrock. The top of the bedrock varies across the site from a depth of about 75 feet at the southwest corner of the site to about 58 feet in the central portion, and at about 45 to 55 feet at the northeast corner of the site. The bedrock consists of interbedded layers of shale and sandstone and to lesser extent layers of greywacke, serpentinite, siltstone, chert and greenstone.

The depth of the excavation and size of basement for the Creamery was specifically designed so that the poorer quality soil (the top two soil layers of Fill and Marine Deposits) would be completely removed from below the basements. Below the upper two soil layers and significantly embedded into the third layer (Colma Formation), the Creamery site is characterized by soil conditions suitable for supporting heavy foundation loads. Compressible old bay clay layers that can be found in other regions in San Francisco, such as the Transbay area, will not exist below the Creamery structure after construction.

## Proposed Foundations, Building Codes, Review Committee, and Inspections

Utilizing the geotechnical engineering design recommendations, the structural engineer Magnusson Klemencic Associates, Inc. (MKA) will design the foundations and superstructure for the project. On the basis of our understanding of the current MKA design, the tower buildings on the Creamery site will likely be founded on steel reinforced concrete mat foundations (anticipated at 6- to 12-foot-thick). Mat foundation systems are the typical foundation systems used for buildings of this size in San Francisco given the soil conditions at the site.

The geotechnical report and structural design of the project will be designed to comply with requirements of the California (CBC) and San Francisco Building Codes (SFBC). Additionally, the geotechnical report and structural design of the project will be extensively analyzed and scrutinized by a Structural Design Review Committee consisting of four outside experts, selected by the San Francisco Department of Building Inspection (SFDBI).

Lastly, during construction, in accordance with Building Code requirements, all phases of the project, including the excavation, foundation, and superstructure construction will be inspected and approved by our firm, SFDBI representatives and by independent third-party special inspection and testing agencies, as applicable.

NO. 0F2703

Best regards, ROLLO & RIDLEY, INC.

Christopher A. Ridley, P.E., G.E.

Principal

1406.1.fdnltr

MAM & MANG

Frank J. Rollo, P.E., G.E. Principal

## Wong, Jocelyn (BOS)

From:

BOS Legislation, (BOS)

Sent:

Friday, August 23, 2019 4:49 PM

To:

kevrudich@aol.com; michaelcruz100@comcast.net; Tiffany Kats; jbachrac@tishmanspeyer.com;

jlew@reubenlaw.com; msarjapur@reubenlaw.com

Cc:

GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don

(CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); White, Elizabeth (CPC); Rosenberg, Julie (BOA); Cantara, Gary (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-

Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); BOS Legislation, (BOS)

Subject:

RE: PROJECT SPONSOR RESPONSE LETTER: Appeal of CEQA Community Plan Evaluation - Proposed

Project at 655 Fourth Street - Appeal Hearing on September 3, 2019

Categories:

190826

Please use this link in lieu of the one provided below which no longer works.

Project Sponsor Response Letter - August 23, 2019

## Lisa Lew

San Francisco Board of Supervisors 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102 T 415-554-7718 | F 415-554-5163 lisa.lew@sfgov.org | www.sfbos.org



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From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>

Sent: Friday, August 23, 2019 12:23 PM

To: kevrudich@aol.com; michaelcruz100@comcast.net; Tiffany Kats <tkats@reubenlaw.com>;

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supervisors@sfgov.org>; BOS-Legislative Aides <br/>bos-legislative aides@sfgov.org>; Calvillo, Angela (BOS)

**Subject:** PROJECT SPONSOR RESPONSE LETTER: Appeal of CEQA Community Plan Evaluation - Proposed Project at 655 Fourth Street - Appeal Hearing on September 3, 2019

Good afternoon,

Please find linked below a response letter received by the Office of the Clerk of the Board from Melinda Sarjapur of Reuben, Junius & Rose, LLP, representing the project sponsor, 655 4th Owner, LLC, regarding the appeal of the Community Plan Evaluation under CEQA for the proposed 655 Fourth Street project.

Project Sponsor Response Letter - August 23, 2019

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on September 3, 2019.

I invite you to review the entire matter on our Legislative Research Center by following the links below:

Board of Supervisors File No. 190826

Best regards,

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T 415-554-7718 | F 415-554-5163
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## REUBEN, JUNIUS & ROSE, LLP

RECEIVED BOARD OF SUPERVISORS SAMFRANCISCO

2019 AUG 23 PM 3: 00

August 23, 2019

## Delivered Via Messenger

Angela Calvillo, Clerk of the Board San Francisco Board of Supervisors 1 Dr. Carlton B. Goodlett Place City Hall, Room 244 San Francisco, CA 94102

Re:

655 4th Street, 280-290 and 292-296 Townsend Street

Opposition to Appeal of the Community Plan Evaluation ("CPE")

Planning Department Case No. 2014.000203ENV

BOS File No.: 190826 Our File No.: 6250.25

Dear Ms. Calvillo:

At Melinda Sarjapur's request, enclosed please find two (2) hard copies of the project sponsor's brief in response to the CEQA Appeal (File No.: 190826) for the property located at 655 4<sup>th</sup> Street.

Please don't hesitate to contact this office at 415-567-9000 with any questions.

Thank you.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP

Jennifer Lew Legal Assistant

Enclosures

San Francisco Office One Bush Street, Suite 600, San Francisco, CA 94104 tel; 415-567-9000 | fax; 415-399-9480 Oakland Office 827 Broadway, 2<sup>nd</sup> Floor, Oakland, CA 94607 tel: 510-527-5589

## REIBEN INIUS & ROSE, LLP

Melinda Sarjapur msarjapur@reubenlaw.com

August 23, 2019

## Delivered Via Email and Messenger

President Norman Yee and Supervisors San Francisco Board of Supervisors 1 Dr. Carlton B. Goodlett Place City Hall, Room 244 San Francisco, CA 94102 bos.legislation@sfgov.org

Re: 655 4th Street, 280-290 and 292-296 Townsend Street

Opposition to Appeal of the Community Plan Evaluation ("CPE")

Planning Department Case No. 2014.000203ENV

Our File No.: 6250.25

Dear President Yee and Supervisors:

This office represents 655 4<sup>th</sup> Owner, LLC ("**Sponsor**"), which proposes to construct a mixed-use residential project at the northeast corner of 4<sup>th</sup> and Townsend Streets in the City's South of Market neighborhood (the "**Project**"). The Project will be among the largest residential developments in the Central SoMa Plan area, and provides numerous public benefits.

The Project's environmental review process was exhaustive, and resulted in the Planning Department properly determining that the Project is consistent with Central SoMa Area Plan zoning and will have no significant environmental effects beyond those already analyzed and disclosed by the Plan area Environmental Impact Report, which was certified by the Board of Supervisors ("Board") in December 2018.

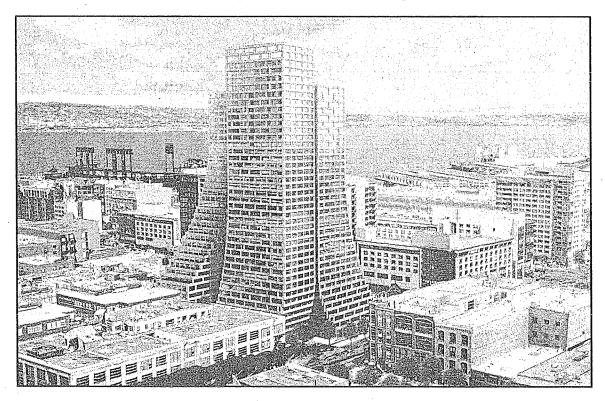
The appeal should be denied. Appellants have provided no substantial evidence supporting their claims that the CPE was improperly issued.

San Francisco Office One Bush Street, Suite 600, San Francisco, CA 94104 tel; 415-567-9000 | fax: 415-399-9480 Oakland Office 456 8th Street, 2nd Floor, Oakland, CA 94607 tel: 510-257-5589

## A. PROJECT DESCRIPTION

The Project will construct two mixed-use residential towers reaching up to 400 feet in height<sup>1</sup> and contain approximately 960 housing units; a 38-room hotel; 21,840 gross square feet ("gsf") of office; 20,938 gsf of neighborhood-serving retail; and 24,495 sf of public open space.

The buildings feature a distinctive and dynamic architectural style emphasizing the importance of the 4<sup>th</sup> & Townsend intersection. Each tower will be comprised of two components, one approximately 55 feet taller than the other, featuring larger ground floors that decrease at each subsequent level until approximately two-thirds up each tower, when all floors would become uniform in size. The towers would be placed on the site as mirror images of each other, lending the impression of four distinct buildings, as shown in the rendering below:



The Project will provide numerous public benefits:

Housing Production. The Project is the largest residential development proposed in the Central SoMa Plan Area. It will construct approximately 960 units, which is nearly eleven percent (11%) of the approximately 8,800 units could be developed under the Plan<sup>2</sup> Its construction is also anticipated to generate development impact

<sup>&</sup>lt;sup>1</sup> 425' to the top of rootop mechanical screening.

<sup>&</sup>lt;sup>2</sup> San Francisco Planning Department, Central SoMa Plan & Implementation Strategy (December 2018), available online at: <a href="http://default.sfplanning.org/Citywide/Central Corridor/2018CentralSoMaPlan.pdf">http://default.sfplanning.org/Citywide/Central Corridor/2018CentralSoMaPlan.pdf</a>

fees under the City's Inclusionary Housing Program that would fund development by the City of around 300 additional below-market-rate units in the Plan area.

<u>Pedestrian Network.</u> Providing a network of mid-block alleys, setback plazas, widened streetscapes, and landscaped publicly-accessible open spaces at this prominent corner. This will substantially contribute to a safe, convenient, and attractive walking environment for pedestrians adjacent to the new Central Subway line and 4<sup>th</sup> & King Caltrain station.

**POPOS & Mid-Block Alleys**. Creating 24,495 square feet of attractively-landscaped and hardscaped POPOS. These publicly-accessible open areas will include two new mid-block pedestrian connections from 4<sup>th</sup> and Townsend Streets through to a central plaza, lined with active ground-floor retail uses.

<u>Neighborhood-Serving Retail</u>. Activating ground-floor street frontages and publicly-accessible open spaces with approximately 20,938 gsf of neighborhood-serving retail, including four micro-retail locations.

<u>Streetscape Improvements</u>. Revitalizing the public realm through a broad array of streetscape improvements, including sidewalk replacement and widening, installation of lighting and furnishings, and planting street trees.

<u>Development Impact Fees</u>. Paying a robust package of development impact fees used to fund Central SoMa neighborhood and citywide improvements – providing a projected value to the City of more than \$115 million.

<u>Job Creation</u>. Creating hundreds of temporary jobs during construction, and creating hundreds of new positions in the long-term through development of approximately 68,187 gross square feet of office, retail, and hotel use.

## B. BACKGROUND AND STANDARD OF REVIEW

The Central SoMa Plan ("Plan") was approved by the Board in late 2018, and was the culmination of a nearly 10-year public and cooperative interagency planning process. It is a comprehensive plan for the area surrounding the southern portion of the Central Subway transit line, including roughly 230 acres and 17 city blocks. The Plan allows for densification of office, retail, PDR and residential development, and endeavors to accommodate anticipated population and job growth, provide public benefits, and respect and enhance neighborhood character.

On December 4, 2018, the Board certified a programmatic Environmental Impact Report for the Plan ("Central SoMa PEIR"). The Central SoMa PEIR was intended to conduct much of the environmental review for subsequent projects that are consistent with the Plan rezoning.

Handisco Board of Supervisors
August 23, 2019

Where Central SoMa PEIR has been adopted, the California Environmental Quality Act ("CEQA")<sup>3</sup> section 21083.3 and CEQA Guidelines<sup>4</sup> section 15183 <u>require</u> that subsequent projects consistent with the development density established by the area plan, community plan or general plan policies for which an EIR was certified, not be required to undergo further environmental review unless they generate project-or-site-specific significant impacts that weren't disclosed under the Central SoMa PEIR. Such projects instead qualify for streamlined environmental review though a Community Plan Exemption ("CPE"). CEQA then limits the lead agency's review to consideration of the following factors:

- 1. Whether the project or site would result in <u>peculiar</u>, <u>significant</u> environmental effects not examined in the Central SoMa PEIR;
- 2. Whether substantial new information not known at the time of the Central SoMa PEIR was certified indicates that a previously identified significant impact has a more sever adverse impact than was discussed in the Central SoMa PEIR.

CEQA Guidelines<sup>5</sup> require a lead agency (here the San Francisco Planning Department ("**Department**")) to base its determination of whether a project could have a significant environmental effect on "substantial evidence" in the record, explaining:

Substantial evidence includes <u>facts</u>, reasonable assumption predicated upon facts, and expert opinion supported by facts. It <u>does not include</u> "argument, speculation, un-substantiated opinion or narrative... (emphasis added).

On June 11, 2019, the Department issued a CPE for the Project, finding it consistent with development density for the project site analyzed under the Plan, and determining that it would not result in any significant environmental impacts not previously disclosed by the Plan. The Department's CPE determination was supported by substantial evidence in the record, including exhaustive and detailed technical studies and analysis conducted by qualified environmental consultants during preparation of both the Central SoMa PEIR and Project environmental review.

On June 20, 2019, the San Francisco Planning Commission unanimously approved Large Project Authorization and Conditional Use Authorization entitlements for the Project.

On July 22, 2019, seven individual owners of live-work units in the 601 4<sup>th</sup> Street building located at the north end of the Project site (collectively, "Appellants") filed an appeal of the Project CPE ("Appellants' Letter"). On August 18, 2019, appellant Michael Cruz submitted a supplemental email in support of the appeal ("Cruz Letter").

San Francisco Administrative Code Section 31.16(b)(6) allows the Board to "conduct its own independent review of whether the CEQA decision adequately complies with the requirements of CEQA," and states that the "Board shall consider anew all facts, evidence and

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<sup>&</sup>lt;sup>3</sup> Cal. Pub. Resources Code §21000 et. seq. ("CEOA").

<sup>&</sup>lt;sup>4</sup> Cal. Code Regs., tit. 14, §15000 et. seq. ("Guidelines").

<sup>&</sup>lt;sup>5</sup> Guidelines, §150604(f).

issues related to the adequacy, accuracy and objectiveness of the CEQA decision, including, but not limited to, the sufficiency of the CEQA decision and the correctness of its conclusions. Accordingly, the appeal should be denied unless the Board finds Appellants have provided substantial evidence demonstrating the Project is ineligible for issuance of a CPE.

# C. Appellants Provide No Substantial Evidence To Support Their Claims that the CPE Was Issued Erroneously.

The Appellants' Letter and supplemental Cruz Letter contain numerous speculative statements and unsubstantiated opinions suggesting that the Project is ineligible for CPE and would potentially result in environmental impacts relating to traffic, noise, vibration, air quality, pedestrian safety and land use character. However, as detailed below, none of Appellants claims are supported by substantial evidence, as required by CEQA. The appeal should therefore be denied.

## 1. The Project Meets All Qualifications for Community Plan Exemption.

Appellants incorrectly claim that the Project does not qualify for CPE and is not consistent with the San Francisco General Plan. However Appellants provide no facts or documentation so support this allegation, and have not explained the nature of alleged inconsistency with the General Plan.

Substantial evidence in the record clearly supports the Department's issuance of the CPE.

CEQA section 21083.3 and CEQA Guidelines section 15183 <u>require</u> that projects consistent with the development density established by existing zoning and general plan policies for which a Central SoMa PEIR was certified shall not require environmental review, except as necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

In connection with Project-specific environmental review (see Section E.1, "Land Use and Planning," of the Initial Study – Community Plan Evaluation Checklist for the 655 Fourth Street Project ("Initial Study")), incorporated as Exhibit A to the Project CPE), the Department conducted a thorough and accurate review of the Project's consistency with Central SoMa Plan zoning. The Department reviewed the Project's zoning and design and determined that it is consistent with the character and density of development anticipated for its Central SoMa Mixed-Use Office ("CMUO") Zoning District and 400-CS Height and Bulk District under the Plan. This is further documented in the Community Plan Exemption Eligibility Determination, issued by the Department's Current Planning Division in March 2019.

In fact, the Project was designed for consistency with Plan area zoning and associated San Francisco General Plan policies. Its scale and character were expressly contemplated as within the scope of development analyzed under Central SoMa PEIR, as noted in Chapter IV, "Environmental

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<sup>&</sup>lt;sup>6</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 655 Fourth Street, March 13, 2019.

San Francisco Board of Super-San August 23, 2019
Page 6

Setting, Impacts, and Mitigation Measures," as well as in the Department's Response to Comments on the Draft Environmental Impact Report for the Central SoMa Plan ("RTC"), which was included in the Central SoMa PEIR. Further, the Central SoMa Plan expressly contemplates the Project's proposed land uses and scale, identifying the Project site as "Key Site 8: 4th and Townsend" within its Key Development Sites Guidelines, ("Central SoMa Key Sites Guidelines," attached here as Exhibit A), and noting that the Project site has "potential for approximately one million square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR..."

Independent of the environmental review process, the Planning Commission also adopted findings confirming the Project's conformity with General Plan policies, including policies of the Central SoMa Plan, as part of its approval of a Large Project Authorization and Conditional Use Authorization entitlements, attached here as **Exhibit B**.9

It is also is worth noting that although CEQA requires analysis of whether a project would conflict with a land use plan, policy or regulation adopted for the purpose of mitigating an environmental effect, a mere conflict between a project and a specific general plan policy does not necessarily indicate a significant environmental effect (See Initial Study, Section E.1). For a project to result in a significant impact under CEQA, it must (1) be inconsistent or otherwise conflict with a plan or policy adopted for the purpose of avoiding or mitigating an environmental effect, and (2) result in a physical environmental effect.

Appellants provides no substantial evidence to support their claim that the Project is ineligible for CPE issuance or inconsistent with the General Plan in any manner that would result in a peculiar environmental impact not disclosed and analyzed under Central SoMa PEIR.

# 2. The Project Will Not Result in Significant Construction Impacts Beyond Those Identified in the PEIR.

Appellants claim that construction of the Project, in combination with other Plan area development projects (particularly the Central Subway Project) will result in "cumulative impacts" that weren't addressed in the Central SoMa PEIR. However, Appellants do not specify the nature of the alleged cumulative construction impacts, nor do they any evidence of how such impacts are peculiar to the Project or site.

In fact, substantial evidence in the record supports the Department's determination that the Project will not result in peculiar cumulative construction-related impacts beyond those analyzed in the Central SoMa PEIR.

The Central SoMa PEIR identifies the Central Subway Project in its discussion of Environmental Setting and it is thus accounted for both in the Central SoMa PEIR's thorough and

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<sup>&</sup>lt;sup>7</sup> San Francisco Planning Department, Responses to Comments on the Draft Environmental Impact Report for the Central SoMa Plan, ("RTC"), March 28, 2018, pg. 107.

<sup>&</sup>lt;sup>8</sup> San Francisco Planning Resolution No. 20187.

<sup>&</sup>lt;sup>9</sup> San Francisco Planning Commission, Motion No. 20470, pgs. 25-32.

accurate evaluation of reasonably foreseeable cumulative projects and ultimate finding of significant and unavoidable construction-related transportation, noise, and air-quality impacts. <sup>10</sup>

The Department also took the Central Subway Project into account during its Project-specific environmental review. The Initial Study identifies the Central Subway Project as a baseline condition under the discussion of Project Setting, and therefore its environmental analyses assume the Central Subway Project's completion and operation. Further, the most recent available information from the San Francisco Municipal Transit Authority estimates that the Central Subway Project will be completed in 2019, with revenue service beginning in 2020. <sup>11</sup> Project construction estimates provided by the Sponsor indicate that the earliest construction could begin in fall 2020. Thus, Project construction would not overlap with ongoing construction from the Central Subway Project.

Appellants provide no substantial evidence to support their claim of cumulative construction-related impacts peculiar to the Project, and therefore this claim should be rejected.

## 3. The Project Will Not Result in Significant Geology or Soils Impacts.

Appellants allege, without support, that the Project would result in significant geology and soils impacts not previously identified in the Central SoMa PEIR. In support of this allegation, Appellants appears to suggest that soils conditions at the Millenium Tower constitute substantial new information that was not known at the time of the Central SoMa PEIR. Substantial evidence in the record refutes this claim.

The Central SoMa PEIR found that Plan area impacts related to geology and soils would be less than significant. The Central SoMa PEIR acknowledges that most of the Plan area is located within a potential liquefaction hazard zone as identified by the California Geological Survey. However, the Central SoMa PEIR found that compliance with applicable state and local codes and recommendations made in project-specific geotechnical analyses would reduce the geologic hazards of subsequent development projects to a less-than-significant level. While analysis in the Central SoMa PEIR recognizes that area development would be subject to very strong to violent ground shaking in the event of a major earthquake, it concludes that individual development projects within the Plan area would not expose people or structures to substantial adverse effects related to ground shaking because they would be designed and constructed in accordance with the most current local building code standards, which incorporate the California Building Code requirements.

Further, the Central SoMa PEIR Response to Comments (Response GE-1) provides additional response to comments regarding earthquake risks and liquefaction and settlement, which includes response to comments specifically referencing the Millennium Tower. Thus Appellant is incorrect that soils conditions at the Millennium Tower constitute substantial new information not known at the time of the Central SoMa PEIR. Response GE-1 notes that the San

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<sup>&</sup>lt;sup>10</sup> See Central SoMa PEIR Chapter IV: Environmental Setting, Impacts, and Mitigation Measures, pg. IV.D.6.

<sup>&</sup>lt;sup>11</sup> San Francisco Municipal Transportation Agency. Central Subway Monthly Progress Report, June 2019. Available at: https://www.sfmta.com/reports/central-subway-monthly-progress-report-june-2019

Francisco Department of Building Inspection has issued Administrative Bulletin 082 and 083 addressing seismic stability of new construction as well as Information Sheets S-05 and S-018, regarding geotechnical report requirements for new construction.

Section E.15 of the Project's Initial Study accurately and adequately evaluates potential geology and soils impacts. The Project CPE identifies that the Project is located within a seismic hazard zone and that a geotechnical report was therefore required and prepared by a qualified consultant to inform the design of the building and its foundation. The Project CPE describes the geology types and soils that underlie the Project site and provides a summary of recommendations from the geotechnical report for building foundation typology and treatment. It concludes that the Department of Building Inspection's requirement for a geotechnical report and review of the building permit application pursuant to the implementation of state and local codes, including compliance with requirements specified in applicable administrative bulletins and information sheets, would ensure that the proposed project would have no significant impacts related to soils, seismicity, or other geological hazards.

Appellants have failed to provide any new information that was not known at the time the Central SoMa PEIR was certified, or any substantial evidence to support its claim that the Project would result in peculiar geology or soils impacts.

# 4. Appellants' Assertions Regarding Loss of Affordable Office Space Are Unrelated to CEQA.

Appellants assert, without support, that the Project is inconsistent with the General Plan because it will cause the loss of affordable office space in the Plan area contributing to neighborhood character.

As discussed in subsection 1, above, substantial evidence supports the Department's determination that the Project is consistent with General Plan policies. Further, Appellants' have provided no substantial evidence or documentation demonstrating that the Project will cause removal of affordable office space, nor that doing so would conflict with the General Plan. As described in the Project's Initial Study, "Section A: Project Description — Existing Site Conditions," the Project site currently contains a mix of residential and commercial uses. No affordable office spaces would be demolished in order to construct the Project.

Further, CEQA is concerned with project impacts on the physical environment.<sup>12</sup> In the event that Appellant's allegation suggests that Project construction or operation will result in economic impacts to nearby "affordable office-type spaces," then Appellants have failed to demonstrate how such an economic impact would result in a physical environmental impact within the purview of CEQA.

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<sup>&</sup>lt;sup>12</sup> CEQA Guidelines, §§ 15378(a) and 15382. See *Hayward v. Board of Trustees of the California State University*, 242 Cal.App.4<sup>th</sup> 833, 843.

# 5. The Project Will Not Result Significant Transportation Impacts Not Identified in the Central SoMa PEIR.

Appellants claim that the Central SoMa PEIR did not adequately address the cumulative traffic effect of the Project other area projects. This is incorrect.

First, we note that Appellants' claims regarding the adequacy of the Central SoMa PEIR are misplaced. This appeal is limited to the Project CPE, and not the Central SoMa PEIR which was certified by the Board in December 2018, and is no longer subject to administrative appeal.

Second, Appellant fails to identify the form of "unique cumulative effect" resulting from cumulative traffic conditions of the items listed. We note that Central SoMa PEIR (p. IV.D-21) explains, pursuant to CEQA Section 20199(b)(1)/Senate Bill 743, that automobile delay described by level-of-service or traffic congestion is no longer considered a significant impact on the environment under CEQA. Regardless, both the Central SoMa PEIR and Project-specific transportation analyses evaluate how vehicular trips from the Project could impact secondary topics considered under CEQA under both existing and cumulative conditions, including hazards, loading, emergency access, noise and air quality. In addition, many of the projects or vehicular conditions which Appellants allege have not been included in the cumulative impact analysis are encompassed in the Project's existing environmental setting, and therefore, are not appropriate to include as part of cumulative project impact analysis. This includes Oracle Park; 4<sup>th</sup> and King Street transportation center; Uber/Lyft; Facebook and Google buses; taxis; electric scooters; and bicycles.

Appellant has provided no substantial evidence to support its claim that the Project would generate peculiar cumulative traffic impacts not identified in the Central SoMa PEIR.

# 6. The Project Will Not Result in Significant Noise Impacts Not Identified in the Central SoMa PEIR.

Appellants incorrectly claim that Project will result in peculiar construction noise and vibration impacts to their building, due to its proximity to the Project site.

Substantial evidence in the record supports the Department's determination that Project will not result in any peculiar noise or vibration impacts not previously disclosed by the Central SoMa PEIR.

The Central SoMa PEIR identifies a significant and unavoidable noise impact resulting from form construction of development under the Plan.

In connection with Project-specific environmental review, an Environmental Noise and Vibration Assessment was prepared to evaluate potential project-specific noise impacts resulting from traffic, mechanical equipment, events and construction noise (see Initial Study, Section E.6). The Initial Study acknowledged that Project construction is anticipated to take approximately 34-36 months. The Environmental Noise and Vibration Assessment found that noise levels from temporary construction activities would increase from existing noise levels without the Project,

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which range from 62 to 72 dBA throughout the day. Estimated construction noise levels generated by the Project would average 87 dBA Leq for typical moderate construction efforts at the nearest residential properties (at 35 feet from the construction site). When intense construction is conducted the noise levels would be higher, ranging from 87 to 90 dBA Leq. The Project Initial Study acknowledges that these noise levels would be a substantial temporary increase over those existing without the Project, but notes that Project construction would be subject to the San Francisco Noise Ordinance, which regulates construction noise. It acknowledges that during construction, occupants of nearby properties could be disturbed by construction noise, and that the Project does proposed limited nighttime construction work. In light of the potential noise levels during the anticipated Project construction duration of three years, the Project Initial Study finds that construction noise impacts from the proposed project would be significant, consistent with the conclusions in the Central SoMa PEIR and identifies Project Mitigation Measure M-NO-2, "General Construction Noise Control Measures," to reduce and manage construction noise.

Regarding vibration impacts, the CPE included and evaluation of construction vibration to determine if it would result in building damage or if nighttime construction activates would result in sleep disturbance (Initial Study, Section E.6). The CPE specifically includes analysis of potential vibration impacts to Appellants' building at 601 Fourth Street. Due to the approximately 35-foot distance<sup>13</sup> between Appellants' building and and construction activates, the CPE identifies that the calculated vibration level would be 0.05 inches/second Peak Particle Velocity (PPV). This is below the 0.1 inches/second PPV vibration level that is considered "strongly perceptible". Therefore, the CPE finds that vibration impacts associated with the construction of the Project would not be significant.

# 7. The Project Will Not Result in Significant Pedestrian Safety Impacts Not Identified in the Central SoMa PEIR.

Appellants allege that neither the Central SoMa PEIR nor Project-specific environmental revit CPE considered Project construction or operation impacts on pedestrian safety in the vicinity of the 601 4<sup>th</sup> Street driveway which borders the north end of the Project site. This is incorrect.

The Central SoMa PEIR is a program-level analysis that does not review project-specific design. It would not be feasible for a Central SoMa PEIR to contain individual analyses of all driveways within a Plan area. However, the Project CPE contains an accurate and adequate evaluation of Project potential for generating pedestrian safety impacts as part of the Project. In connection with the Project CPE, a transportation analysis was prepared and reviewed by the Department. This study evaluated the potential for both construction and operational pedestrian safety impacts of the Project (Initial Study, Section E.5).

With regard to construction-related impacts, the CPE identifies the potential for temporary closing of sidewalk areas along Fourth Street and/or Townsend for Project construction staging.

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<sup>&</sup>lt;sup>13</sup> We note that Appellants state that the 601 Fourth Street building is within 30 feet of the Project site. The Project entitlement drawings indicate that the distance between the buildings is 31'5". The noise and vibration, and air quality analyses all identify the nearest residential receptors as approximately 35 feet from the Project site. Regardless of whether the nearest residential receptor is located 30 or 35 feet from the project site, the conclusions reached in the Project vibration, noise, and air quality analyses would remain the same.

Taking into account the Project site location, the CPE recognizes that the duration and magnitude of temporary construction-related activities could result in substantial interference with bicycle, pedestrian, or vehicle circulation and access to adjoining areas, resulting in potentially hazardous conditions. The CPE notes that even with implementation of Project Mitigation Measure M-TR-2, "Construction Management Plan and Construction Coordination," this impact could remain significant and unavoidable. Thus Appellants are incorrect that project-specific studies failed to evaluate Project construction impacts on the adjacent driveway.

With regard to Project operations, the CPE indicates that the project would not generate any activities or design features that would create hazards for pedestrians or interfere with pedestrian access or circulation. Given existing traffic levels and the estimates of project-generated vehicle traffic, the Project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian access or circulation. The CPE also identifies that the Project would implement several improvements to the public realm, including setbacks along the entire Fourth Street frontage and a portion of Townsend which would effectively increase the width of sidewalk available to pedestrians, and construction of proposed POPOS adjacent to the right-of-way and publicly-accessible pathways that would maximize pedestrian connectivity into, out of, and through the site. In consideration of these factors, the CPE finds that the Project would not create potentially hazardous conditions for people walking or otherwise interfere with pedestrian accessibility to the site or adjoining areas.

Thus, Appellants have provided no substantial evidence to support their claim that Project construction or operations would generate peculiar impacts on pedestrian safety in the vicinity of the 601 4<sup>th</sup> Street driveway.

## 8. The Cruz Letter Provides No New Claims or Substantial Evidence to Support Appeal.

The Cruz Letter was submitted to the Board on August 18, 2019, ostensibly to supplement Appellants' initial Appeal Letter. The Cruz letter references challenges regarding potential noise, "light and air," and "loss of business" and construction-related impacts resulting from the Project. However the Cruz letter is limited to argument, speculative statements, and opinion – it provides no substantial evidence to support its conclusions, as required by CEQA. Further, the Cruz Letter fails to specify how the alleged environmental effects are peculiar to the Project and exceed impacts already disclosed and evaluated under the Central SoMa PEIR.

We note that the "loss of business" claim advanced in the Cruz Letter appears to concern economic conditions rather than physical environmental effects which are subject to CEQA review. Further, the claims regarding loss of private "air and light" or views provided in the Cruz Letter are not environmental impacts affecting the general public, which are subject to CEQA review. <sup>14</sup>

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<sup>&</sup>lt;sup>14</sup> See *Mira Mar Mobile Community v. City of Oceanside*, 119 Cal.App.4th 477, pp. 492-493, ["Under CEQA, the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons."]

## D. Conclusion

Appellants have provided no substantial evidence to support their claims that the CPE fails to conform to the requirements of CEQA. The appeal should therefore be denied. Requiring further environmental review to be conducted for the Project is unnecessary, unsupported by the law, and would unreasonably delay construction and implementation of the Project's numerous public benefits.

Thank you.

Sincerely,

REUBEN, JUNIUS & ROSE, LLP

Melinda A. Sarjapur

Cc: Supervisor Vallie Brown
Supervisor Sandra Lee Fewer
Supervisor Matt Haney
Supervisor Rafael Mandelman
Supervisor Gordon Mar
Supervisor Aaron Peskin
Supervisor Hillary Ronen
Supervisor Asha Safai
Supervisor Catherine Stefani
Supervisor Shamann Walton

San Francisco Bered of Separates August 23, 2019 Page 13

Exhibit A – Central SoMa Key Sites Guidelines Exhibit B – Project LPA and CU Motions

## EXHIBIT A



# EXHIBIT V.3D DRAFT KEY DEVELOPMENT SITE GUIDELINES

## KEY DEVELOPMENT SITE GUIDELINES

### PURPOSE

The Central SoMa Plan Area contains a number of "key development sites" - large, underutilized development opportunities with lot areas ranging from 25,000 square feet to well over 100,000 square feet (see Figure 1). By providing greater direction to the development of these sites, the City has an opportunity to maximize public benefits and to ensure that their development directly delivers critical public benefits, such as:

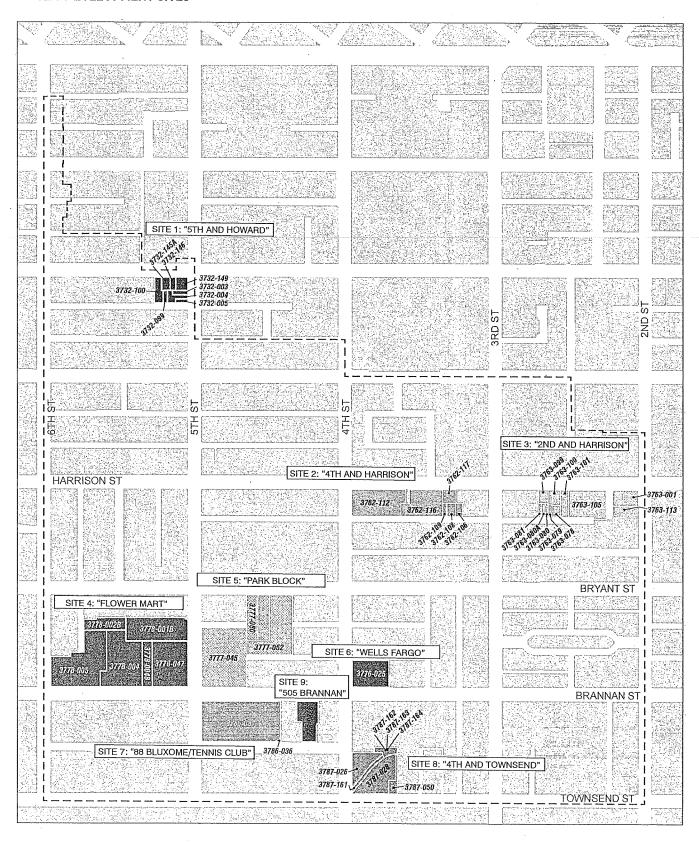
- Affordable housing, per Plan Policy 2.3.1: "Set affordability requirements for new residential development at rates necessary to fulfill this objective;"
- Protections and incentives for production,
   distribution, and repair space, per Plan Policy 3.3.4:
   "Provide incentives to fund, build, and/or protect PDR;"
- A large hotel serving the Convention Center, per Plan Policy 3.5.1: "Allow hotels throughout the growth-oriented parts of the Plan Area;"
- Pedestrian access, per Plan Policy 4.1.9: "Expand the pedestrian network wherever possible through creation of new narrow streets, alleys, and mid-block connections;"
- New public parks, per Plan Policy 5.2.1: "Create a new public park in the highest growth portion of the Plan Area" and Plan Policy 5.2.2: "Create a new linear park along Bluxome Street between 4th and 5th Streets;"
- A new public recreation center, per Plan Policy
   5.3.1: "Increase the amount of public recreation center space, including the creation of a new public recreation center;"
- Child care, per Plan Policy 2.6.2: "Help facilitate the creation of childcare facilities"; and

Public plazas, per Plan Policy 5.5.1: "Require new non-residential development and encourage residential development to provide POPOS that address the needs of the community."

Finding space on which to locate these kinds of public assets is tremendously difficult in a highly developed neighborhood like SoMa. But on these key development sites, the City can partner with the developer to address the unique design challenges that could constrain the creation of these amenities in exchange for their provision.

The draft Key Development Site Guidelines contained in this document are intended to help fulfill the opportunities for public benefits and address these design challenges. In doing so, these Guidelines are intended to help implement Objective 8.5 and Policy 8.5.1 of the Central SoMa Plan. Objective 8.5 states, "Ensure that large development sites are carefully designed to maximize public benefit," whereas Policy 8.5.1 states, "Provide greater direction and flexibility for large development sites in return for improved design and additional public benefits." The intent is for these guidelines to be further refined and codified with the adoption of the Central SoMa Plan, with additional refinement to occur as these projects seek entitlement from the City.

Figure 1
KEY DEVELOPMENT SITES



## SITE 1: "5TH AND HOWARD"

## **Existing Conditions**

The 31,000 square foot site currently contains a large surface parking lot covering most of its area. It also includes two small two-story commercial buildings, one fronting Howard Street with parking in the rear and one extending from Howard Street to Tehama Street.

## **Development Potential**

Based on the proposed height, bulk and zoning parameters, there is potential for approximately four to five hundred thousand square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site. This site is currently under the ownership of a non-profit housing development organization, and the expected development on the site would consist of a residential project with a very high percentage of affordable housing.

#### Potential Public Benefits

This site has the potential to provide a substantial amount of affordable housing, approximately 400 housing units, at least 2/3 of which would be affordable to very low, low, and moderate income San Franciscans. This would greatly exceed the percentage of below market rate housing otherwise required for the site (as contained in Part C of the Central SoMa Implementation Strategy, "Requirements for New Development").

## Potential Flexibility

## Height

The site could contain two buildings – one of 300 feet and one of 180 feet. To maximize affordable housing units, the Plan could allow the 180-foot building to utilize the height to be treated as a mid-rise building rather than a tower (per Implementation Measure 8.5.1.2), in which case it would be allowed to have floor plates larger than 12,000 square feet and be within 30 feet of the adjacent tower.

## Massing

Where buildings are taller than 160 feet, the Plan requires a 15-foot setback along all property lines at a height of 85 feet (per Implementation Measure 8.3.4.2). To maximize affordable housing units, the Plan could allow a partial reduction this setback requirement. However, at that height, design techniques including articulation (and not simply materiality and surface treatments) must be used to distinguish the streetwall podium from the tower. The Plan could also modify the apparent mass reduction requirement (per Implementation Measure 8.3.3.1) along Howard Street for the 180-foot building.

# Design Guidelines

## Parking and Loading Access

To minimize conflicts on Howard and 5th Streets, any parking and loading for provided on this site shall be accessed off of Tehama Street.

#### SITE 2: "4TH AND HARRISON"

## **Existing Conditions**

The 102,000 square foot site currently contains four single-story buildings, including automobile parking for commuters and other non-residential uses.

## **Development Potential**

Based on the proposed height, bulk and zoning parameters, including requirements for mid-block alleys, there is potential for approximately one million square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

#### Potential Public Benefits

Because of its large size, the site has the potential to provide space for one or more of the following as described further below: 1) an affordable housing site, 2) affordable space for production, distribution, and repair, 3) a public recreation center.

#### Affordable Housing Site

This site contains the potential for dedicating a portion of the site for a 100% affordable housing development while still including a large footprint for a substantial commercial development. Should this site yield an affordable housing site, the preferred location would be interior to the block facing Harrison Street, with a size of between 15,000 – 30,000 square feet (which is the Mayor's Office of Housing and Community Development's preferred size for affordable housing developments).

#### Production, Distribution, and Repair

Any proposed office building on this site would be required to provide PDR space (per Implementation Measure 3.3.3.1). While the City cannot require that this

space be subsidized as part of the Plan, the project sponsor could provide affordable rents to through a development agreement or other mechanism.

#### **Public Recreation Center**

Because of its large size and development potential, this site contains the potential to include the new public recreation center being sought by the City. Such a recreation center could be stand-alone, or for purposes of site efficiency, incorporated into the affordable housing site or a proposed office development. Any proposed recreation center should coordinate the amenities and offerings with those available at the Gene Friend Recreation Center located at 6th and Folsom Streets.

#### **Potential Flexibility**

#### Height

If providing on-site affordable housing and/or a recreation center, the Plan could allow up to 25 feet of additional height on the buildings on the site (per Implementation Measure 8.5.1.2).

## Massing

The Plan's "skyplane" requirements mandate mass reduction from 50-80% along street-facing property lines (per Implementation Measure 8.3.3.1). If required to provide on-site affordable housing and/or a recreation center without diminishing overall project development potential, the Plan could allow a reduction of the "skyplane" requirements along some combination of Harrison Street and 4th Street. This reduction would be designed to shift the building mass in a manner that emphasizes the corner of 4th and Harrison.

## Design Guidelines

#### Mid-Block Connections

Per Planning Code Section 270.2, the site will be required to provide a mid-block connection between Harrison and Perry Streets. The mid-block connection should be located in the middle-third of the block.

# Pedestrian Experience under 1-80

Current pedestrian conditions along 4th Street under I-80 along could be improved in a number of ways to create a safer, more engaging environment. The project could provide or contribute to public art, lighting and other improvements in coordination with the City.

## Parking and Loading Access

Any parking and loading provided shall be accessed off of Perry Street and/or the new mid-block alley.

## Privately-owned public open space (POPOS)

New development is required to provide POPOS, on-site or within 900 feet of the project. A good location for this project's POPOS is off-site under the I-80 freeway, on the west side of 4th Street, where it could serve to activate the street (in keeping with Implementation Measures 4.1.10.1 and 5.3.2.1). If provided on-site, the project's POPOS should be an inviting indoor space along 4th Street as well as the mid-block alley between Harrison Street and Perry Street.

#### SITE 3: "2ND AND HARRISON"

## **Existing Conditions**

The site currently contains five buildings. There is a four story, 65,000 square foot commercial building on Harrison Street between 2nd Street and Vassar Place. To the west of Vassar Place, covering the full lot from Harrison Street to Perry Street, is a four story, 150,000 square foot historically significant commercial building. West of that building are three two-story commercial buildings fronting Harrison Street with parking lots fronting Perry Street.

# **Development Potential**

Based on the proposed height, bulk and zoning parameters, there is potential for approximately 1.2 million square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

#### **Potential Public Benefits**

As a large site, the site has the potential to deliver one or more of the following as described further below: 1) increased affordable housing, 2) affordable space for production, distribution, and repair, 3) a large hotel, 4) child care, and 5) pedestrian experience under I-80.

## Affordable Housing Site

The collection of parcels west of the site's historic building has been proposed for a residential tower. With additional development potential, the site could potentially exceed the affordability levels required by the Plan.

#### Production, Distribution, and Repair

Any proposed office building on this site would be required to provide PDR space (per Implementation Measure 3.3.3.1). While the City cannot require that this

space be subsidized as part of the Plan, the project sponsor could provide affordable rents to through a development agreement or other mechanism.

## Large Hotel

The City is seeking large hotels (500 rooms or more) in the proximity of the Moscone Convention Center (as discussed in Implementation Measure 3.5.1.1). This site could accommodate such a hotel.

#### Childcare

Neighborhood support services, particularly childcare, are critical to support the vision of Central SoMa and maintain a diversity of residents in the Plan area, consistent with Draft Plan Objective 2.6. The proposed site would have the potential to provide an on-site child-care facility, to support the expanding population.

#### Pedestrian Experience under I-80

Perry Street runs between this site and the AC Transit bus storage facility, and is largely underneath the I-80 freeway. In addition, Perry Street dead-ends before reaching 2nd Street. The result is that existing conditions are unattractive and unsafe, as well as lacking connectivity. This project may have the opportunity to incorporate public realm and street improvements that connect Perry Street to both 2nd Street and Vassar Street and thereby improve the connectivity. Additionally, the project could provide or contribute to public art, lighting and other improvements along the bus facility and otherwise under I-80.

## **Potential Flexibility**

## Height

The Plan contains two potential height limits for this key development site – a lower height and a higher height that could only be achieved through provision of the affordable housing and large hotel described above. This would include up to 350 feet east of Vassar Place, 200 feet on the Lot 105 and 350 feet on the collection of parcels to its west.

## Massing

The Plan's tower controls establish a maximum floorplate of 12,000 square feet for hotels (per Implementation Measure 8.3.4.2) and a minimum distance of 115 feet between any two towers (per Implementation Measure 8.3.3.4). Achieving the City's desired minimum number of hotel rooms on-site could require the hotel tower to exceed the Plan's proposed maximum floor size and dimensions, as well as its minimum tower separation. However, such a tower would be required to be set back to the maximum degree possible from Harrison Street.

#### Privately-owned public open space (POPOS)

The Plan's POPOS requirements state that the development's POPOS should be open to they sky (per Implementation Measure 5.5.1.1). However, the location of the site adjacent to the freeway is not highly conducive to an outdoor POPOS. Simultaneously, a use that activates 2nd Street for pedestrians is very important along that busy street. As such, the Plan could allow an exception to the requirement that the POPOS be open to the sky, and instead provide an enclosed POPOS, as long as it is at sidewalk grade and has a clear ceiling height of at least 25 feet and meets other standards for design and performance.

## Lot Consolidation

To maintain historic neighborhood character, the Plan bans consolidation of lots containing buildings with historic or neighborhood-character buildings (per Implementation Measure 7.6.1.1). As shown in Plan Figure 7.2, several parcels fronting Harrison and 2nd Streets would not be allowed to consolidate with other parcels under this provision. However, on this large site, this requirement may impact the ability to achieve both public benefits and superior design and potential for public benefits. Therefore, the Plan could allow the project to consolidate these lots.

## Design Guidelines

#### Mid-Block Connections

The development site has the potential to add a portion of Lot 112. If this occurs, the development should connect Vassar Place all the way from Harrison Street to Perry Street. However, a second mid-block connection in addition to Vassar Place is unlikely to provide an important pedestrian route, given the availability of Vassar Street and the lack of a mid-block connection south of Perry Street, and could diminish from the street wall along Harrison Street. Therefore, the project may not be required to develop a second mid-block connection. Parking and Loading Access Parking and loading should be provided off of Perry Street or Vassar Place, but not 2nd Street or Harrison Street.

#### CONTENTS

The following information is contained for each key development site:

- The existing conditions on the site (as of January 2018);
- Its development potential, based on proposed zoning and height limit;
- The "Potential Public Benefits," which, as the name implies, describes the public benefits that could be provided on the site that are not otherwise required by the Plan, tailored to the unique potential of the site;
- The "Potential Flexibility," which describes the potential exceptions from the Plan's Implementation Measures that may be necessary to achieve the increased public benefits, tailored to the unique circumstances of each site and of provision of the potential public benefits; and
- The "Design Guidelines," which describe site-specific strategies to best implement the Plan's policies where such explicit direction is not already given by the Plan.

#### SITE 4: "FLOWER MART"

## **Existing Conditions**

The site currently contains a large wholesale flower market consisting of single-story warehouses, smaller shops, parking, and ancillary facilities. Additionally, there is a surface parking lot at the corner of 5th and Brannan that has been used to store utility vehicles. Located at the north end of the site is a shared easement that serves as a service drive for the wholesale flower market and its northern neighbors.

## **Development Potential**

Based on the proposed height, bulk and zoning parameters, including requirements for mid-block alleys, there is potential for at least 2.4 million square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

## **Potential Public Benefits**

As a large collection of parcels, the site has the potential to deliver one or more of the following as described further below: 1) a replacement Flower Mart at subsidized rents, 2) an affordable housing site.

#### Wholesale Flower Market

Any proposed office building on this site would be required to provide PDR space (per Implementation Measure 3.3.3.1). It is important that such space be provided for the current wholesale flower market tenants as well as future operators, and that the facility is provided at affordable rents to ensure their longevity and financial success. The City and the project sponsor are considering a development agreement to ensure that this occurs.

## Affordable Housing Site

Current plans for the site do not contemplate the inclusion of housing, due to potential conflicts with the operations of the wholesale flower market. However, if such conflicts were mitigatable, and housing were contemplated on the site, such housing could also provide space for on-site affordability. The large size of the site could enable the potential for a 100% affordable housing development of 15,000 – 30,000 square feet, potentially at the corner of 6th and Brannan, while still including a substantial commercial development.

## Potential Flexibility

#### Massing

The site design is driven by the wholesale flower market's need for a continuous ground floor operation of almost three acres. Given this consideration, the City could allow the following exceptions to the streetwall (per Implementation Measure 8.1.3.1), skyplane (per Implementation Measure 8.3.3.1), tower separation (per Implementation Measure 8.3.3.4), tower bulk (per Implementation Measure 8.3.4.2), setback requirements (per Implementation Measure 8.3.4.2), and building length (per Implementation Measure 8.5.2.2):

- The potential for the building at the corner of 5th and Brannan to have its 15-foot setback would occur up to a height of 105 feet rather than 85 feet;
- The "mid-rise" portion of the building above the wholesale flower market to go to 200 feet rather than 160 feet, provided this increase is only located internally to the block along the mid-block connection created by the project;

- A reduced setback at 85 feet along 5th Street and
   Morris Street for a small percentage of the building;
- A reduced setback for the tower proposed at the corner of 6th and Brannan Streets;
- A waiver of the the bulk reduction in the top 1/3 of the tower;
- An ability to exceed the maximum building length of 300 feet if the project still contains an architectural mass break (respecting the intent of Planning Code Section 270.1) and is largely permeable and open to the elements at the ground floor; and
- A waiver of the narrow streets setback and skyplane requirements at the new midblock east-west paseo and expanded service lane.

## PDR Space

To ensure no net loss of PDR due to the Plan, the Plan proposes 100 percent replacement of PDR space in areas being rezoned from SALI to PDR (per Implementation Measure 3.3.3.1). However, by increasing the efficiency of the current wholesale flower market, it is possible to have the same amount of businesses and workers on a smaller footprint. As such, the Plan could allow an exception to the 100 percent replacement requirement.

#### Lot Consolidation

To maintain historic neighborhood character, the Plan bans consolidation of lots containing buildings with historic or neighborhood-character buildings (per Implementation Measure 7.6.1.1). As shown in Plan Figure 7.2, the site parcels fronting both 5th and 6th Streets that would not be allowed to consolidate with other parcels. On this large site, this requirement runs counter to the ability to achieve superior design and

potential for public benefits. Therefore, the Plan could allow the project to consolidate these lots.

## **Design Guidelines**

#### Mid-Block Connections

Per Planning Code Section 270.2, the site will be required to provide multiple mid-block connections. These should be utilized to create an alley network on this block – one of the few in SoMa without one. This should include an east-west connection through the entire block, potentially as an extension of Freelon Street. This should also include a north-south connection from Brannan Street to the east-west connection.

#### Pedestrian Experience under I-80

Current pedestrian conditions along 5th Street under I-80 along could be improved in a number of ways to create a safer, more engaging environment. The project could provide or contribute to public art, lighting or other improvements in coordination with the City.

## Parking and Loading Access

Parking and loading should be provided off of an existing or new alley or service drive. Given the size and industrial nature of this site, it may require multiple parking access points.

# Privately-owned public open space (POPOS)

Due to the site's size, there are multiple ways to meet the intent of the POPOS requirement. This could include pedestrianizing a large portion of the required mid-block connections. This could also include a large centralized public space on the site. Any such space should be oriented to maximize sunshine.

# Ground Floor Activation

Presuming the replacement wholesale flower market is at the ground floor, it will be important to ensure that the facility is designed to support activation at this level during the afternoon and evening hours when the wholesale flower market typically has no to low activity. The portion of the building fronting POPOS should be lined with active commercial and/or community uses that serve the local population into the evenings and weekends.

#### SITE 5: "PARK BLOCK"

## **Existing Conditions**

The site includes a nearly 100,000 square foot parcel (Lot 045) fronting Brannan and 5th Streets that includes a two-story building of approximately 40,000 square feet that formerly was a San Francisco Chronicle printing plant (now partially used for animal care), as well as a large parking lot. The site includes three parcels fronting Brannan Street, including a 60,000 square foot "L" shaped parcel (Lot 052) currently owned by the San Francisco Public Utilities Commission (SFPUC) and used primarily for open air storage of light poles. The other two lots are each about 19,000 square feet and contain low-rise industrial structures; one (Lot 051) contains a one-story auto body shop and the other (Lot 050) is used for additional storage by the SFPUC.

#### **Development Potential**

Based on the proposed height, bulk and zoning parameters, including requirements for mid-block alleys, there is potential for approximately one million one hundred thousand square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

## **Potential Public Benefits**

As a large collection of parcels, the site has the potential to deliver one or more of the following as described further below: 1) a public park, 2) an affordable housing site, 3) affordable space for production, distribution, and repair.

#### Public Park

The Central SoMa Plan has identified this site as the preferred location for a new public park (as discussed in Implementation Measure 5.2.2.1). The potential

park on this site could be up to an acre in size (~43,000 square feet), with a minimum desirable size of approximately three-quarters of an acre (~32,000 square feet). If located on the interior to this typical large SoMa block, it would be protected from noise and traffic by its location and could be accessed by up to six public streets based on implementation of the design recommendations discussed below. Given the limited opportunities to identify a site for a park of this size, the creation of this park is a very high priority of the Plan.

## Affordable Housing Site

This site contains the potential for development on a portion of the site (between 12,000 – 18,000 square feet) of a 100% affordable housing development while still including a large footprint for a substantial commercial development. Should this site yield an affordable housing site, the preferred location would include a significant frontage facing the proposed park, which would directly benefit the residents and help provide "eyes" on the park around the clock throughout the week, in addition to that provided by the new adjacent commercial buildings, as well as ensuring a diversity of uses fronting the park.

## Production, Distribution, and Repair

Any proposed office building on this site would be required to provide PDR space (per Implementation Measure 3.3.3.1). While the City cannot require that this space be subsidized as part of the Plan, the project sponsor could provide affordable rents to through a development agreement or other mechanism.

## **Potential Flexibility**

## Height

If providing a public park and/or on-site affordable housing, the Plan could allow up to 25 feet of additional height on the buildings on the site (per Implementation Measure 8.5:1:2).

## Massing

The Plan's "skyplane" requirements mandate mass reduction from 50-80% along street-facing property lines (per Implementation Measure 8.3.3.1). Recognizing that the proposed park substantially reduces the site's development potential, the Plan could allow the "skyplane" requirements to be reduced on this site, as viewed from Brannan, 5th, Bryant, and Welsh Streets. This reduction would shift the building mass in a manner that increases sun access to the park by moving it towards the corner of 5th and Brannan, towards Welsh Street, and towards Bryant. The buildings would still need to establish a strong streetwall of 65 feet to 85 feet along the major streets, step back substantially above that height, and use architectural techniques to render the upper portion deferential to the lower portion.

## Design Guidelines

#### Mid-Block Connections

The new mid-block connections required on this site should connect and extend the existing dead end alleys directly to the public open space, and increase the pedestrian permeability through the interior of this block, as follows:

 Connect the two ends of Welsh Street: This alley would provide east-west pedestrian access through the block and remove two dead-end conditions.

- Welsh Street will be connected through the newly created park.
- 2. Connect Freelon Street to 5th Street. This alley would provide east-west pedestrian access through the block and remove a dead-end condition.
- 3. Connect Freelon Street to Brannan Street: This connection should provide direct access to the proposed park (discussed above) from Brannan Street. The intersection of this mid-block connection with Brannan Street should be located as far to the east as possible, in order to effectively reduce the block length, provide most direct alignment to the park, and most closely align with both a proposed mid-block pedestrian crossing on Brannan Street and with a required mid-block connection on block 3786 ("88 Bluxome/Tennis Club" site).
- 4. Connect Bryant Street to Welsh Street: This connection should provide direct access to the proposed park from Bryant Street.

## Pedestrian Experience under I-80

Current pedestrian conditions along 5th Street under I-80 along could be improved in a number of ways to create a safer, more engaging environment. The project could contribute to this improvement in coordination with the City.

#### Parking and Loading Access

Any parking and loading provided shall be designed to minimize conflicts with the use of and access to the public park.

# Privately-owned public open space (POPOS)

As required by the Plan, the site will provide a significant amount of POPOS. This space should be located adjacent to the proposed public park to expand its size, and/or designed to enhance access to the park (via making the new mid-block connections pedestrian-only).

#### **Ground Floor Activation**

Activation of the park is critical. As required by the Plan, the park shall be lined with active uses, particularly retail, community uses (e.g., childcare), and PDR. To maximize activation, the ground floor uses should be diversified, in terms of users and time of use. Residential uses should be located facing to the park to provide additional eyes on it round the clock.

## Light and Wind in the Public Park

The park and the development must be designed cooperatively to ensure that the project remains feasible and that the park does not reduce the site's development potential. That being said, the massing and design of the buildings should afford the park a substantial amount of sunshine and a minimum amount of wind to ensure its use and enjoyment.

#### SITE 6: "WELLS FARGO"

## **Existing Conditions**

The site includes a 6,000 square foot single-story building containing a Wells Fargo bank branch and a chain coffee shop, as well as a large parking lot.

## **Development Potential**

Based on the proposed height, bulk and zoning parameters, there is potential for approximately three- to four-hundred thousand square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

#### Potential Public Benefits

As a single, relatively modest sized parcel the site has the potential to deliver one or more of the following as described further below: 1) affordable space for production, distribution, and repair, 2) a public recreation center.

## Production, Distribution, and Repair

Any proposed office building on this site would be required to provide PDR space (per Implementation Measure 3.3.3.1). While the City cannot require that this space be subsidized as part of the Plan, the project sponsor could provide affordable rents to through a development agreement or other mechanism.

# **Public Recreation Center**

This site contains the potential to include the new public recreation center being sought by the City. Any proposed recreation center should coordinate the amenities and offerings with those available at the Gene Friend Recreation Center located at 6th and Folsom Streets.

## Potential Flexibility

## Massing

Since the site is proposed to be zoned at 200 feet, it could choose to develop as a tower, subject to the rules discussed in Implementation Measure 8.3.3.4, and the exceptions discussed here would not be necessary. However, if the site chooses to develop subject to the controls of a mid-rise building, with a maximum height of 160 feet, it could provide significantly more light and air onto Freelon Alley than the tower scenario. To support this outcome, the Plan could allow 1) an alteration of the skyplane requirements so that there is still significantly more light and air on Freelon Street than under the tower scenario, though less than otherwise required by Implementation Measure 8.4.1.1, and 2) a minor reduction in apparent mass reduction on Brannan Street. Such a gesture could help emphasize the importance of the corner of 4th and Brannan Streets.

#### Privately-owned public open space (POPOS)

To maximize development potential on the site, and in return for the public benefits described above, the City could allow the POPOS not open to the sky, as long as it has a clearance of at least 25 feet and meets other standards for design and performance included in Implementation Measure 5.5.1.1.

#### Design Guidelines

#### Mid-Block Connections

Per Planning Code Section 270.2, the site may be required to provide a new mid-block connection connecting 225-foot long lot frontages on Brannan and Freelon. However, given the existing permeability of the block (via such alleys as Freelon, Welsh, Zoe, and Ritch), such an alley is not necessary. If provided,

it should serve as a POPOS and be activated by uses within the development.

## Pedestrian Experience under I-80

Current pedestrian conditions along 4th Street under I-80 along could be improved in a number of ways to create a safer, more engaging environment. The project could provide or contribute to improvements in coordination with the City.

# Parking and Loading Access

Any parking and loading provided shall be accessed off of Freelon Street, rather than 4th Street or Brannan Street.

## Privately-owned public open space (POPOS)

Part of the POPOS requirement on this site can be met through the required five foot setback along 4th Street, which is necessary to provide adequate sidewalk widths (see Implementation Measure 4.1.1.2). As per the remaining POPOS requirement, notwithstanding the potential exception discussed above, a good location for this project's POPOS is off-site under the I-80 freeway, where it could serve to activate the street (in keeping with Implementation Measures 4.1.10.1 and 5.3.2.1). If such a POPOS is infeasible, the site should consider a pedestrianized mid-block connection on the eastern end of the property (as discussed above) or through a setback along Freelon Street. The POPOS should not be provided as a "carve out" along 4th or Brannan Streets that diminishes from the streetwall provided by the building (per Implementation Measure 8.1.3.1).

# SITE 7: "88 BLUXOME/TENNIS CLUB"

## **Existing Conditions**

The site is currently utilized as a private recreational facility, most prominently featuring the city's only indoor tennis courts.

## **Development Potential**

Based on the proposed height, bulk and zoning parameters, including requirements for mid-block alleys, there is potential for approximately one million square feet of total development at this site across all uses, including any office, residential, recreational, retail, hotel, and PDR on the site.

#### Potential Public Benefits

This large site has the potential to deliver one or more of the following as described further below: 1) an affordable housing site, 2) public recreation center, 3) Bluxome Linear Park.

#### Affordable Housing Site

This site contains the potential for dedicating a portion of the site (between 15,000 – 30,000 square feet) for a 100% affordable housing development while still including a large footprint for a substantial commercial development. Should this site yield an affordable housing site, the preferred location would be interior to the block.

## **Public Recreation Center**

This site contains the potential to include the new public recreation center being sought by the City. For purposes of site efficiency, such a recreation center could be incorporated into the affordable housing site or a proposed office development. Any proposed recreation center should coordinate the amenities and offerings with those available at the Gene Friend Recreation Center located at 6th and Folsom Streets.

#### Bluxome Linear Park

The site contains the potential to create the new linear park along Bluxome Street between 4th and 5th Streets. While part of this requirement could meet the Plan's POPOS requirements (per Implementation Measure 5.5.1.1), construction of the entire park would likely exceed the amount of required POPOS.

## **Potential Flexibility**

## Height

If providing an on-site affordable housing and/or a public recreation center, the Plan could allow up to 25 feet of additional height on the buildings on the site (per Implementation Measure 8.5.1.2).

# Massing

The Plan's "skyplane" requirements mandate mass reduction from 50-80% along street-facing property lines (per Implementation Measure 8.3.3.1). In return for the public benefits discussed above, the City could allow a reduction of the "skyplane" requirements along some combination of Bluxome, Brannan, and 5th Streets. This reduction would be designed to shift the building mass in a manner that emphasizes the corner of 5th and Brannan Streets. For the potential tower on the western portion of the site, the design should explore ways to increase floorplates and dimensions in a fashion that is minimally visible from the street, given the depth of the development lot. For the potential mid-rise building in the eastern portion of the site, it may be necessary to add mass on the upper floors to account for development capacity lost in providing the additional public benefits. These potential exceptions should be mindful of potential shadow impacts on the proposed park on the north side of Brannan Street (see "Park Block" site).

## Production, Distribution, and Repair

The Plan requires that any proposed office building on the site would be required to provide PDR space (per Implementation Measure 3.3.3.1). The City could allow this PDR requirement to be waived in return for providing more than one of the public benefits discussed above.

# Design Guidelines

#### Mid-Block Connections

Per Planning Code Section 270.2, the site will be required to provide a mid-block connection between Brannan and Bluxome Streets. The mid-block connection between Brannan and Bluxome Streets should be located in the middle-third of the block. While a new mid-block connection could be required east from 5th Street, it is unlikely that such a connection would benefit the circulation pattern in the area, and is therefore not a priority.

#### Parking and Loading Access

Any parking and loading provided shall be accessed off of Bluxome Street, rather than 5th Street or Brannan Street. To minimize disruption of the proposed linear park along Bluxome, this loading should occur as far east on the site as possible.

## Light and Wind in the Public Park

The development on the site should consider its effects on shadows and wind on the proposed Bluxome Street linear park, balancing this issue against other massing considerations on the site.

#### SITE 8: "4TH AND TOWNSEND"

## **Existing Conditions**

The site currently has several uses. On the triangular lot fronting 4th Street is a single-story building hosting two retail uses – a restaurant and a coffee shop. On the triangular lot fronting Townsend Street is a single story furniture store. In the northeast corner of the site are two residential condominiums and a commercial condominium. These are connected via a driveway to a curb cut at the intersection of 4th and Townsend.

# **Development Potential**

Based on the proposed height, bulk and zoning parameters, including requirements for mid-block alleys, there is potential for approximately one million square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

## Potential Public Benefits

As a large collection of parcels, the site has the potential to deliver one or more of the following as described further below: 1) an architectural identifier for the Plan Area, 2) pedestrian access to transit.

#### Architecture

The corner of 4th and Townsend is the intersection of two rail lines – Caltrain and the Central Subway. The Plan seeks to emphasize the importance of this location by establishing the Plan Area's highest height limits. Additionally, the Plan seeks to use distinctive architecture to demarcate the importance of this site and serve as an identifier of Central SoMa on the skyline.

#### Pedestrian Access to Transit

The ongoing upgrades to Caltrain and the completion

of the Central Subway are both going to bring a lot of new people to the intersection of 4th and Townsend Streets. To facilitate the movement of these pedestrians across this busy intersection, this development sites should consider ways to facilitate pedestrian movement through this block, including a new connection to Lusk Street. It should also consider incorporation of underground pedestrian access to the Caltrain station.

## Potential Flexibility

#### Land Use

The Plan requires parcels larger than 40,000 square feet south of Harrison Street to be primarily non-residential (per Implementation Measure 3.1.1.1). The Plan could allow this site to be a primarily residential development, with potential for ground floor retail. This exception would be tied to the provision of non-residential development beyond otherwise required at an affiliated site (i.e., the Park Block site, currently proposed for development by the same sponsor).

## Massing

The site has the potential for two towers designed in an architecturally superior way. Given this consideration, the City could allow exceptions to tower separation (per Implementation Measure 8.3.3.4), tower bulk (per Implementation Measure 8.3.4.2), and setback requirements (per Implementation Measure 8.3.4.2), as follows:

 A reduced tower separation between the two buildings, so that there is a perceived separation of approximately 50 feet on the lower half of the tower and 70 feet on upper third of the building;

- Allow the expression of the desired 50 foot height difference be within the massing of each tower, rather than between towers;
- An increase in the bulk such that the towers may have an individual floorplate of more than 12,000 square feet until the upper third of the towers, and the top 1/8 of the towers must have floorplates of no more than 8,000 square feet each;
- A waiver from the streetwall requirement to allow the setbacks below the podium to be gradual and to exceed five feet;
- An increase in the plan dimension and diagonals of the towers up to 270 feet;
- A reduced setback at 85 feet along Townsend Street, though this setback could be no less than 10 feet

#### **Design Guidelines**

# Parking and Loading Access

To minimize impacts to transit vehicles traversing the intersection of 4th and Townsend Streets, all vehicle access to the site must be from Townsend Street at the eastern edge of the site. New curb cuts are not permitted along 4th Street.

## Public Plaza

The City requires residential projects to provide open space, and provides an incentive to make such open space publicly accessible. This site would be a good location for one or more such public open spaces, which could include a substantial, accessible, and inviting public plaza.

## SITE 9: "505 BRANNAN"

# **Existing Conditions**

The 25,000 square foot site currently contains a recently completed 130,000 square foot, six-story office building.

## **Development Potential**

Based on the proposed height, bulk and zoning parameters, there is potential to add up to 165,000 square feet of additional office development on top of the existing office building.

#### Potential Public Benefits

#### Bluxome Linear Park

The site contains the potential to create the new linear park along Bluxome Street between 4th and 5th Streets.

#### Potential Flexibility

## Massing

The Plan requires tower separation of at least 115 feet (Implementation Measure 8.3.3.4) and for towers to be set back from all property lines by 15 feet (Implementation Measure 8.3.4.1). This addition to this building is expected to be entitled after entitlement of an adjacent tower at 646 4th Street. To facilitate the construction of the addition at 505 Brannan, the tower separation controls could be reduced, though the separation should be the maximum feasible. Strategies should be used to minimized the perceived separation, such as off-setting the buildings to the maximum degree possible. The building could also be allowed to have a reduced setback at its western boundaries, particularly around Block 3786 Lot 039 that has an irregular configuration with the 505 Brannan lot.

# EXHIBIT B

# Planning Commission Motion No. 20470

**HEARING DATE: JUNE 20, 2019** 

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Record No.:

2014-000203ENX

Project Address:

655 4th STREET; 280-290 AND 292-296 TOWNSEND STREET

Zoning:

CMUO (Central SoMa Mixed Use Office) Zoning District

Central SoMa Special Use District 400-CS Height and Bulk District

Block/Lot:

3787/026, 028, 050, 161-164

Project Sponsor:

655 4th Owner, LLC

One Bush Street, Suite 500

San Francisco, CA 94104

Property Owner:

655 4th Owner, LLC

San Francisco, CA 94104

Staff Contact:

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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 249.78, 329 AND 848, TO ALLOW EXCEPTIONS TO 1) SETBACKS, STREET WALL ARTICULATION AND TOWER SEPARATION, PURSUANT TO PLANNING CODE SECTION 132.4; 2) USABLE OPEN SPACE FOR RESIDENTIAL UNITS, PURSUANT TO PLANNING CODE SECTIONS 135 & 329(e)(3)(B)(vi); 3) POPOS DESIGN, PURSUANT TO PLANNING CODE SECTION 138); 4) DWELLING UNIT EXPOSURE, PURSUANT TO PLANNING CODE SECTIONS 140 & 249.78(d)(11); 5) STREET FRONTAGE REQUIREMENTS, PURSUANT TO PLANNING CODE SECTION 145:1; 6) GROUND FLOOR COMMERCIAL FRONTAGE, PURSUANT TO PLANNING CODE SECTION 145.4); 7) PROTECTED PEDESTRIAN-, CYCLING-, AND TRANSIT-ORIENTED STREET FRONTAGES, PURUSANT TO PLANNING CODE SECTION 155(r); 8) WIND, PURSUANT TO PLANNING CODE SECTION 249.78(d)(7); 9) USES ON LARGE DEVELOPMENT SITES, PURSUANT TO PLANNING CODE SECTION 249.78(c)(6); 10) NARROW AND MID-BLOCK ALLEY CONTROLS, PURSUANT TO PLANNING CODE SECTION 261.1; AND 11) CENTRAL SOMA BULK CONTROLS, PURSUANT TO PLANNING CODE SECTION 270.1; TO ALLOW CONSTRUCTION OF TWO 36-TO-40-STORY BUILDINGS CUMULATIVELY CONTAINING APPROXIMATELY 1,014,968 GROSS SQUARE FEET OF RESIDENTIAL USE (960 DWELLING UNITS), 24,509 GROSS SQUARE FEET OF HOTEL USE (38 ROOMS), 21,840 GROSS SQUARE FEET OF OFFICE USE, 18,454 GROSS SQUARE FEET OF GROUND-FLOOR RETAIL USE, 2,484 GROSS SQUARE FEET OF RETAIL/INDOOR PRIVATELY OWNED PUBLICLY ACCESSIBLE OPEN SPACE, AND 276 OFF-STREET PARKING SPACES (INCLUDING 12 CAR-SHARE SPACES), LOCATED AT 655 4th STREET; 280-290 AND 292-296 TOWNSEND STREET, LOTS 026, 028, 050, AND 161-164 AND IN ASSESSOR'S BLOCK 3787, WITHIN THE CMUO (CENTRAL SOMA MIXED-USE OFFICE) ZONING DISTRICT AND A 400-CS HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

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#### **PREAMBLE**

On December 19, 2017, Melinda Sarjapur of Reuben, Junius & Rose, LLP, acting on behalf of 655 4<sup>TH</sup> Owner (hereinafter "Project Sponsor") filed Application No. 2014-000203ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization pursuant to Planning Code Section 329 with exceptions from Planning Code ("Code") requirements for "Building Setbacks, Streetwall Articulation and Tower Separation"; "Usable Open Space for Residential Units", "POPOS Design"; "Dwelling Unit Exposure"; "Street Frontage Controls"; "Ground Floor Commercial Street Frontage Controls"; "Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages"; "Wind", "Uses on Large Development Sites"; "Narrow and Mid-Block Alley Controls"; and "Central SoMa Bulk Controls", to demolish three existing buildings and associated surface parking on the site (655 4th Street, 280-290 and 292-296 Townsend Street) and construct two new 36-40-story, 400 and 360-foot tall, mixed-use building with 960 dwelling units, a 38-room hotel, office, and ground-floor retail (hereinafter "Project") at 655 4th Street, Block 3787 Lots 026, 028, 050, 161-164 (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 and EIR need not be prepared for that project solely on the basis of that impact.

On June 11, 2019, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

On June 20, 2019, the Commission adopted Motion No. 20471, approving a Conditional Use Authorization for the Project (Conditional Use Authorization Application No. 2014-000203CUA), including a Mitigation, Monitoring, and Reporting Program for the Project, attached as Exhibit C to Motion No. 20470, which are incorporated herein by this reference thereto as if fully set forth in this Motion.

On June 20, 2019, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2014-000203ENX.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2014-000203ENX 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. 2014-000203ENX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

#### **FINDINGS**

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

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

- 2. Project Description. The Project includes the demolition of three existing buildings and associated parking lots on the site and construction of two 360- to 400-foot tall (370 and 425 feet measured to the roof top mechanical screen, respectively), 36- to 40-story mixed-use buildings. The Project will contain a total of 1,014,968 gross square feet ("gsf") of residential use with approximately 960 dwelling units (242 studios; 330 1-bedrooms; 351 2-bedrooms; 37 3-bedrooms); 24,509 gsf of hotel use with approximately 38 rooms; 21,840 gsf of office use; 18,454 gsf of ground-floor retail; and 2,484 gsf of retail/interior privately-owned, publicly-accessible open space ("POPOS") fronting on 4th Street. The Project will provide approximately 24,495 square feet of outdoor POPOS through landscaped plazas and mid-block alleys leading from Townsend and 4th Streets through to the center of the site, as well as approximately 18,432 square feet of privately-accessible open space for building residents, including 132 private balconies and two commonly-accessible rooftop open spaces. The Project will be served by a below-grade garage accessed along Townsend Street, containing 275 off-street parking spaces (including 12 car-share spaces) and eight off-street loading spaces. The Project will also include 540 Class 1 and 81 Class 2 bicycle spaces.
- 3. Site Description and Present Use. The Project site spans seven separate parcels (collectively encompassing approximately 1.64 acres) with addresses located at 655 4th Street and 280-290 Townsend and 292-296 Townsend Street (Assessor's Block 3787, Lots 026, 028, 050, and 161-164) in San Francisco's South of Market Neighborhood. The subject site is located at the northeast corner of 4th and Townsend Streets, and has approximately 275-ft along each of these frontages. Currently, the subject parcels contain three buildings, including one three-story condominium containing two residential units and one commercial unit, and two one- to- two-story retail buildings containing uses including H.D. Buttercup, Balthaup, and the Creamery. The Project site also contains an approximately 4,000 square foot surface parking lot, and a 2,300 square foot loading area.
- 4. Surrounding Properties and Neighborhood. The Project site is located in the South of Market Neighborhood, within the CMUO (Central SoMa Mixed Use-Office) and Central SoMa Special Use Zoning Districts. The SoMa neighborhood is a high-density downtown neighborhood with a mixture of low- to-mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings. The Project site is generally bounded by 4th Street to the west, Townsend Street to the south, four story residential and office buildings to the north at 601 4th Street and 475 Brannan Street, and a seven-story office building to the east at 260 Townsend Street. The 4th and King Street Caltrain station is located across the intersection of 4th and Townsend Streets. To the immediate south across Townsend Street is a 13-story mixed-use residential, retail, and office development at 250 King Street (the Beacon). Approximately 200 feet northwest of the Project site is 505 Brannan Street and proposes development of an eleven-story vertical addition to an existing six-story office building.
- 5. Public Outreach and Comments. To date, the Department has received four letters and e-mails in support of the Project: two from current businesses on the Project site (The Creamery and HD Buttercup), and one from United Playaz. Six e-mails in opposition of the Project were received; four from tenants of the live/work building adjacent to the Project site on 4th Street, and two from residents.

on King Street, siting impacts to light and air to the adjacent live/work units and environmental concerns. The Sponsor has conducted multiple one-on-one meetings with individual stakeholders, community organizations and nearby homeowner's associations, and participated in three additional community outreach forums, as outlined in the Project Sponsor Brief (Exhibit E).

- 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.

The Project would construct new residential, retail, hotel and office uses principally permitted within the CMUO Zoning District and is seeking Conditional Use Authorization for construction of an approximately 24,509 gsf hotel use. Thus, the Project complies with Planning Code Section 848.

B. Floor Area Ratio and Purchase of Transferrable Development Rights (TDR). Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts. However, in the Central SoMa SUD, no maximum floor area ratio applies to development on lots zoned CMUO. Rather, parcels located in Central SoMa Fee Tier C that contain new construction of 50,000 non-residential gross square feet or more and have a FAR of 3-to-1 or more are required 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 is located within Central SoMa Fee Tier C and consists of mixed-use development with greater than 50,000 gsf of nonresidential use. However, the majority of the Project will be residential area, which is exempt from FAR calculation. The Project is located on a 71,290 square foot site and will contain up to approximately 67,287 gsf of non-residential use, resulting in an FAR of less than 1-to-1. Accordingly, the Project does not require the purchase of TDR.

C. Setbacks, Streetwall Articulation, and Tower Separation. Planning Code Section 132.4 outlines setback, streetwall articulation, and tower separation controls in the Central SoMa SUD. Section 132.4(d)(1) requires that buildings in the Central SoMa SUD be built to the street-or alley-facing property line up to 65 feet in height, subject to certain exceptions. Section 132.4(d)(2) requires that towers in the CS Bulk District provide a 15-foot setback along all property lines, starting at 85 feet in height, and that along 4th Street between Bryant and Townsend Streets, facades on new development be set back from the street-facing property line by a minimum depth of five (5) feet to a minimum height of 25 feet above sidewalk grade, and be designed as an extension of the sidewalk, free from columns or other obstructions except as allowed under Planning Code Section 136. Section 132.4(d)(3) requires that towers be set back at least 115 feet from any other building over a height of 85 feet.

The Project will entail construction of two buildings reaching up to 400 feet in height (425 feet to the top of rooftop appurtenances). The Project is seeking an exception from certain streetwall articulation, setback, and tower separation requirements of Section 132.4 as part of the Large Project Authorization (See Below).

D. Lot Coverage. Planning Code Section 249.78(d)(6) provides that for residential development within the Central SoMa Special Use District, the rear yard setback requirements of Planning Code Section 134 shall not apply, and instead 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 this Code. Where there is a 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 Project contains two mixed-use residential buildings which occupy approximately 48,248 square feet of the 71,290 square foot site, resulting in lot coverage of approximately 67.7%. This area is less than the 80% lot coverage restriction, and thus the Project complies with Planning Code Section 249.78(d)(6).

E. Residential Usable Open Space. Planning Code Section 135B requires projects within Eastern Neighborhoods Mixed Use Districts to provide 80 square feet of usable open space per dwelling unit, if privately accessible, or 54 square feet per unit if publicly-accessible. Planning Code Section 329(e)(3)(B)(vi) provides that development at the Property may seek exception from this standard in connection with a Large Project Authorization, to reduce the privately-accessible open space to 60 square feet per unit. Further, Planning Code Section 135 requires that fower projects in the Central SoMa SUD provide at least 36 square feet of usable open space per unit on-site, but provides that any additional space required by Section 135B above that amount may be satisfied through in lieu fee payment pursuant to Planning Code Section 427.

The Project is a 960-unit tower development located within the Central SoMu SUD. The Project will include a total of 18,432 square feet of privately-accessible open space and approximately 24,495 square feet of POPOS. The Project is seeking exceptions to reduce the private open space requirement from 80 to 60 square feet per unit, and for a total deficiency of approximately 11,940 square feet of open space (See Below). In total, the Project would provide a more than 42,927 square feet of usable open space on site, which exceeds the requirement under Planning Code Section 134 to provide at least 32 square feet per unit on site (approximately 30,720 square feet).

F. Non-Residential Usable Open Space in the Eastern Neighborhoods. Per Planning Code Section 135.3, within the Eastern Neighborhoods Mixed Use Districts, retail, eating and/or drinking establishments, wholesale, home and business services, arts activities, 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 must provide must provide 1 square foot of open space per each 50 square feet of occupied floor area of new, converted or added square footage. However, these

requirements do not apply to projects within the Central SoMa SUD, which are instead subject to privately-owned public open space requirement 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). Therefore, the Project is not subject to a non-residential usable open space requirement per Section 135.3.

G. Privately-Owned Publicly Accessible Open Space. Per Planning Code Section 138, projects proposing construction of 50,000 gross square feet or more of new non-residential use, excluding institutional, retail, and PDR uses in the Central SoMa SUD, are required to provide POPOS at a rate of 1 square foot for each 50 square feet of applicable use. POPOS may be provided on the Project Site or within 900 feet. On sites of at least 39,661 square feet located south of Bryant, the required POPOS must be provided outdoors, and such Projects may not pay an in-lieu fee for any POPOS not provided. Pursuant to Section 138(d)(2), outdoor POPOS must be provided at street grade up to an amount that equals 15% of the lot area—any additional required open space may be provided above street grade. Outdoor POPOS provided at grade and must be open to the sky and must be maximally landscaped with plantings on horizontal and vertical surfaces. Buildings that directly abut the open space must meet the active space requirements of Section 145.1. All POPOS space must include at least one publicly accessible potable water source convenient for drinking and filling of water bottles; any food service area provided in the required open space cannot occupy more than 20% of the open space; and any restaurant seating may not take up more than 20% of the seating and tables provided in the required open space; and all spaces must facilitate three-stream waste sorting and collection.

The Project contains less than 50,000 gsf of non-residential (excepting retail area) and thus is not subject to a non-residential open space requirement under Planning Code Section 138. However, the Project will satisfy a portion of its residential open space requirements under Section 135 through provision of approximately 24,495 square feet of POPOS. The Project is seeking exception from design standards requiring a minimum height clearance for a portion of these POPOS located below cantilevered building elements as part of the Large Project Authorization (See Below).

H. Streetscape and Pedestrian Improvements. Planning Code Section 138.1 requires a streetscape plan in compliance with the Better Streets Plan for new construction on a lot that is greater than one-half acre in area.

The Project includes the new construction of a multi-building mixed use development on a site that is greater than one-half acre in area. The Project has submitted a streetscape plan in compliance with the Better Streets Plan and proposes numerous improvements including installation of new street trees, sidewalk widening along 4th Street to 15 feet, installation of corner bulb outs, and sidewalk improvements. Therefore, the Project complies with Planning Code Section 138,1.

ÀRECTORIES

 Bird Safety. Planning Code Section 139 outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards.

The Project site is not located within close proximity to an Urban Bird Refuge. The Project meets the requirements of feature-related standards and would install bird-friendly glazing on any feature-related hazards; therefore, the Project complies with Planning Code Section 139.

J. Dwelling Unit Exposure. Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, rear yard or other open area that meets minimum requirements for area and horizontal dimensions. To meet these requirements, a public street, public alley, side yard or rear yard must be at least 25 feet in width, or an open area (inner court) must be no less than 25 ft. in every horizontal dimension for the floor at which the dwelling unit is located. Within the Central SoMa SUD, Planning Code Section 249.78(d)(11) modifies this standard to (1) allow 10% of units constructed at or below 85 feet to face directly onto an open area that is at least 15 feet by 15 feet; and (2) provide relief from the requirement for increased horizontal dimension sat each subsequent floor when these units face onto open spaces.

Approximately 777 units (81%) within the Project face public streets and open areas in compliance with exposure requirements of Planning Code Sections 140 and 249.78(d)(11). The Project is seeking an exception from exposure requirements for 183 units as part of the Large Project Authorization (See Below).

K. Parking and Loading Entrances. Per 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 is seeking exception to locate a single 35-foot wide entrance to below-grade parking and loading along Townsend Street as part of the Large Project Authorization (See Below)

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

The Project's ground floor design generally complies with active use requirements of Sections 145.1 and 249.78(c)(1). However, the Project is seeking exception from depth of active use in certain locations as part of the Large Project Authorization (See Below).

- M. Street Facing Ground Level Spaces. Per Planning Code Section 145.1(c)(5), 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 entrance to these spaces.
  - The active uses along the ground floor of each building are as close as possible to the level of the adjacent sidewalk, walkways and publicly-accessible plazas, and therefore meet the requirements for ground-level street-facing spaces of Planning Code Section 145.1:
- N. Transparency and Fenestration. Per Planning Code Section 145.1(c)(6), building frontages with active uses that are not PDR 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. The use of dark or mirrored glass does not count towards the required transparent area.
  - The Project provides active commercial uses that are fenestrated for 69% at its ground floor street frontage along Fourth and Townsend Streets, and therefore complies with Planning Code Section 145.1.
- O. Commercial Street Frontage. Planning Code Section 145.4 requires active commercial uses at the ground floor of all street frontages along both 4th and Townsend Streets. In this area, individual ground floor uses must not occupy more than 75 contiguous linear feet for the first 25 feet of depth along the street-facing façade.
  - The Project meets the requirement for active commercial uses on the ground floor. However, the Project is seeking an exception from requirement limiting such uses to 75 contiguous linear feet with regard to a proposed flexible retail/interior POPOS space anchoring the corner of  $4^{th}$  and Townsend Street as part of the Large Project Authorization (See Below).
- P. Shadows on Publicly-Accessible Open Spaces. Per Planning Code Section 147, new buildings in Eastern Neighborhood 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.

Based on a detailed shadow analysis, the Project would cast shadow on publicly-accessible open spaces including Willie Mayes Plaza, Giants Promenade, South Beach Park, Townsend-Embarcadero Plaza, and China Basin Park. However, the Project has been shaped, consistent with the dictates of good design, to minimize shadow impacts by incorporating separate, slender tower designs and minimizing massing of each to maximize view corridors, light, and air access to newly-developed open spaces. Accordingly, the Project as designed complies with the requirements of Section 147.

Q. Off-Street Parking. Off-street parking is not required for any use in the CMUO Zoning District. Planning Code Section 151.1 principally permits off-street parking at a ratio of one car for each four dwelling units and allows up to a maximum ratio of one car for each two dwelling units with exception granted in connection with Large Project Authorization. The maximum ratio for office use is up to one car per 3,500 square feet of Occupied Floor Area. The maximum ratio for most retail uses is one for each 1,500 square feet of Gross Floor Area. The maximum ratio for hotel use is one car for each 16 guest bedrooms, plus one car for the manager's dwelling unit, if any.

The Project would contain approximately 960 dwelling units, served by 240 off-street parking spaces and 12 car-share parking spaces - a ratio of 0.25 cars per unit. The Project would contain approximately 21,840 gsf of office use, served by 6 off-street parking spaces — a ratio of approximately one car per each 3,640 gsf. The Project would contain approximately 20,938 gsf of retail use (excepting the hotel component), served by 15 off-street parking spaces — a ratio of one car per each 1,396 gsf. The Project would contain an approximately 38-room hotel use, served by 2 off-street parking spaces. Therefore, the Project complies with the requirements of Planning Code Section 151.1

R. Required Off-Street Freight Loading. Planning Code Section 152.1 requires 0.1 space per 10,000 square feet of occupied floor area of office use. For retail uses between 10,001 and 30,000 sf of occupiable floor area ("ofa"), 1 off-street loading spaces is required. For residential and hotel uses, over 500,000 sf of ofa, 3 off-street loading spaces are required, plus 1 space for each additional 400,000 sf of ofa.

The Project will contain approximately 1,039,477 gsf of combined residential and hotel use, thus resulting in a requirement of 4 off-street loading spaces. In addition, one off-street loading space is required for the Project's approximately 20,938 gsf of retail and retail/indoor POPOS use. No off-street loading spaces are required for the Project's approximately 21,840 gsf office use. The Project contains a total of eight off-street loading spaces, and thus complies with the requirements of Planning Code Section 152.1.

Sicycle Parking. Per Planning Code Section 155.2, buildings containing more than 100 dwelling units must provide 100 Class One spaces, plus 1 space for each four dwelling units over 100, and 1 Class Two space per each 20 dwelling units. Office use requires 1 Class One space for every 5,000 sf of occupiable floor area ("ofa"), and a minimum of 2 Class Two spaces for any office use greater than 50,000 sf of ofa. Hotel uses require 1 Class One space for every 30 guest rooms, and a minimum of 2 Class Two spaces plus 1 Class Two space for every 5,000 sf of ofa of conference, meeting, or function rooms. Most retail uses require 1 Class One space for every 7,500 sf of ofa, and a minimum of 2 Class Two spaces, or 1 Class Two space for every 2,500 sf of ofa.

The Project will provide 530 Class One and 48 Class Two parking spaces serving its residential use; 5 Class One and 2 Class Two spaces serving its office use; 3 Class One and 29 Class Two serving its retail use; and 2 Class One and 2 Class Two spaces serving its hotel use, for a total of 540 Class One spaces and 81 Class Two spaces. This meets or exceeds the maximum bicycle parking requirement for all uses in the Project, and thus complies with Planning Code Section 155.2.

- T. Curb Cut Restrictions. Section 155(r) limits curb cuts for garage entries, private driveways, or other direct access to off-street parking or loading. New curb cuts are generally not permitted along Townsend Street Brannan Street from 2nd to 6th Streets. Planning Code Section 329 allows for an exception to this requirement specifically for the site as a Key Site.
  - The Project will create a new curb cut along its Townsend Street frontage to facilitate parking and loading access, and is therefore seeking exception from Section 155(r) as part of the Large Project Authorization (See Below).
- U. Showers and Lockers. Section 155.4 requires that showers and lockers be provided in new buildings. Non-retail sales and service, institutional, industrial, arts, entertainment, and trade shop uses require two showers and 12 clothes lockers where the occupied floor area exceeds 20,000 square feet, but is no greater than 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.
  - The Project will contain approximately 21,840 gsf of non-retail sales and service use, and approximately 45,447 gsf of retail use, and is therefore required to provide 3 showers and 18 clothes lockers. The Project will provide the required showers and locker facilities in the basement of the building; therefore, the Project complies with Section 155.4.
- V. Car Share. Planning Code Section 166 requires residential development containing 201 or more residential units to provide 2 car share spaces, plus 1 additional space for every 200 units over the first 200. In addition, non-residential development containing 50 or more off-street parking spaces to provide a ratio of one car-share space, plus one additional car-share space for every 50 parking spaces over 50.
  - The Project will contain 960 dwelling units and approximately 24 off-street parking spaces serving combined non-residential uses, requiring 6 car share spaces. The Project will provide 12 car share spaces, exceeding the requirements of Planning Code Section 166.
- W. Unbundled Parking. Planning Code Section 167 requires that all off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units.
  - The Project is providing off-street parking that is accessory to the dwelling units. These spaces will be unbundled and sold and/or leased separately from the dwelling units; therefore, the Project meets this requirement.
- X. Transportation Demand Management (TDM) Program. Pursuant to Planning Code Section 169 and the TDM Program Standards, 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.

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 prior to November 16, 2015, and must achieve 75% of the point target established in the TDM Program Standards, resulting in a target of 15 points for retail use, 13 points for office use, and 27 points for residential use. As currently proposed, the Project will achieve its required points through the following TDM measures:

- Improve Walking Conditions (Option C Residential)
- Bicycle Parking (Option A Retail & Office, Option B Residential)
  - · Bicycle Repair Station
  - Car-share Parking and Membership (Option C Retail; Option D Residential)
- Delivery Supportive Amenities
  - Family TDM Amenities (Options A& B Residential)
  - · Family TDM Package
  - Multimodal Wayfinding Signage
  - Real Time Transportation Information Displays
- Tailored Transportation Marketing Services (Option B Retail & Residential)
  - Unbundle Parking (Location E Retail, Office, and Residential)
  - Parking Cash Out: Non-Residential Tenants (Retail)
  - Parking Supply (Option F Office; Option H Residential)
  - Y. Dwelling Unit Mix. Planning Code Section 207.6 requires that no less than 40% of the total number of proposed dwelling units contain at least two bedrooms, or no less than 30% of the total number of proposed dwelling units contain at least three bedrooms.
    - The Project will contain approximately 960 dwelling units in a mix of 242 studio (25%), 330 1-bedrooms (34%), 351 2-bedrooms (37%), and 37 3-bedrooms (4%). Greater than 40% of all dwelling units containing at least two bedrooms. Therefore, the Project meets the requirements for dwelling unit mix.
  - Z. 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.

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, in an amount to be established by the Mayor's Office of Housing and Community Development. 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 19, 2017; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 30%. This project is a rental project.

AA. Central SoMa SUD, Micro-Retail. Per Planning Code Section 249.78(c)(4)(B), 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 site area, rounded to the nearest unit. All Micro-Retail units must be 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 71,290 square feet, resulting in a requirement to provide 4 micro retail spaces. The Project will meet this requirement at its ground floor; therefore, the Project complies with Planning Code Section 249,78(c)(4)(B).

BB. Uses on Large Development Sites. Per Section 249,78(c)(6), on sites larger than 39,661 square feet south of Harrison Street that involve new construction or an addition of at least 100,000 square feet, at least two-thirds of the gross floor area of all building area below 160 feet in height shall be non-residential.

The Project site is located south of Harrison Street and is larger than 39,661 square feet. The Project would contain approximately 529,313 gsf of building area below a height of 160 feet, approximately 67,287 gsf of which would be non-residential. The Project is therefore seeking exception from this standard as part of the Large Project Authorization (See Below).

CC. On-Site Child Care Facilities – Planning Code Section 249.78(e)(4) requires that, prior to issuance of a building or site permit for a development project subject to the requirements of Section 414.4 (Child Care Requirements for Office and Hotel Development), a Project within the Central SoMa SUD must elect its choice of the options described in subsection (A), (B) and (E) of Section 414.4(c)(1) as a condition of Project approval to fulfill the Child Care requirements.

The Project is subject to the requirements of Planning Code Section 414.4 and is located within the Central SoMa SUD. The Project has elected the compliance option under Section 414.4(c)(1)(E) to "combine payment of an in-lieu fee to the Child Care Capital Fund with construction of a child care facility on the premises or providing child-care facilities near the premises, either singly or in conjunction with other

sponsors pursuant to 414.9." The Project has elected this option in conjunction with the sponsors of the proposed residential development at 598 Brannan Street. A 5,546 gsf child care facility will be provided on the 598 Brannan Street project site, and the projects will satisfy the remainder of their joint obligation with the proposed development at 598 Brannan Street through Fee payment according to the formula provided in Section 414.9. This election will be reflected as a condition of approval to the Large Project Authorization. The child care facility will be located in Building 3, which will be constructed in Phase 2 of the 598 Brannan Street Project.

DD. Wind. Planning Code Section 249.78(d)(7) provides thresholds for wind comfort and wind hazard levels associated with development within the Central SoMa SUD. Projects must generally retrain from resulting in wind speeds exceeding a specified "comfort" and "hazard" levels, provided that exceptions may be grated from these standards as part of a Large Project Authorization.

The Project's wind study indicates that it will result in test locations exceeding the standards set forth in Section 249.78(d)(7) for "comfort" and "one-hour hazard" criterion. The Project is seeking an exception from these standards, pursuant to Planning Code Section 329(d)(13)(D); as part of the Large Project Authorization for projects within the Central SoMa SUD (See Below).

EE. Mid-Block Alley Setbacks. Planning Code Section 261.1 requires that building frontages abutting a mid-block passages provided per Section 270.2 that are twenty to thirty feet in width to provide upper stories that are set back not less than 10 feet above a height of 25 feet.

The Project includes mid-block passages provided per Section 270.2 along its 4th and Townsend Street frontages, and is seeking exception from upper story setback requirements of Section 261.1 as part of the Large Project Authorization (See Below).

FF. Central SoMa Bulk Limits. Planning Code Section 270(h) applies massing standards for tower buildings, including the following: (1) for residential and hotel projects, the maximum gross floor area of any floor is 12,000 gsf; (2) maximum plan length of 150 feet; (3) maximum diagonal dimension of 190 feet; and (4) for buildings with a Height of 250 feet or more, the average gross floor area of the Upper Tower (upper 1/3 of building area above a height of 85 feet) shall not exceed 85 percent of the average gross floor area of the Lower Tower (lower 2/3 of building area above a height of 85 feet), and the average diagonal of the Upper Tower shall not exceed 92.5 percent of the average diagonal of the Lower Tower. Exception from these standards is permitted in connection with Large Project Authorization for Key Sites within the Central SoMa SUD, per Section 329(e)(3)(B).

The Project is seeking exception from tower bulk standards regarding maximum as part of the Large Project Authorization (See Below).

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- GG. Transportation Sustainability Fee ("TSF"). Planning Code Section 411A outlines the requirements for TSF, which applies to the construction of a new non-residential use in excess of 800 gross square feet.
  - The Project would contain non-residential use in excess of 800 gross square feet. These uses would be subject to the TSF requirement, as outlined in Section 411A.
- HH. Non-Residential Child Care Fee, Planning Code Section 414 outlines the requirements for the Non-Residential Child Care Impact Fee, which applies to any project resulting in the net addition of 25,000 or more gsf of office or hotel use.
  - The Project would contain 25,000 or more gsf of office or hotel use. The Project is subject to the Non-Residential Child Care Fee, as outlined in Section 414.
- II. Residential Child Care Impact Fee. Planning Code Section 414A outlines the requirements for the Residential Child Care Impact Fee, which applies to any project resulting in a net addition of at least one residential unit.
  - The Project includes approximately 960 dwelling units. The Project is subject to the Residential Child Care Impact Fee, as outlined in Section 414A.
- IJ. Jobs-Housing Linkage Fee. Planning Code Section 413 outlines the requirements for the Jobs-Housing Linkage Fee, which applies to any project resulting in a net addition of at least 25,000 gsf certain uses, including office and retail. Credits are available for existing uses on site.
  - The Project would contain more than 25,000 gross square feet of uses subject to the Jobs-Housing Linkage Fee, and would therefore be subject to the requirements of Section 413.
- KK. Eastern Neighborhoods Infrastructure Impact Fee. Planning Code Section 423 outlines the requirements for the Eastern Neighborhoods Infrastructure Impact Fee, which applies to all new construction within the Eastern Neighborhoods Plan Area.
  - The Project is located within the Eastern Neighborhoods Plan Area, and would result in new construction. The Project is subject to Eastern Neighborhoods Infrastructure Impact Fee requirements for Tier C development, as outlined in Section 423.
- LL. Public Art, Planning Code Section 429 outlines the requirements for public art. In the case of construction of a new non-residential use area in excess of 25,000 sf on properties located in the CMUO Zoning District and located north of Division/Duboce/13th Streets, a project is required to include works of art costing an amount equal to one percent of the construction cost of the building.

The Project is located in the CMUO Zoning District, located north of Division! Duboce! 13th Streets, and will contain greater than 25,000 sf of non-residential use. The Project is subject to the public art requirement, as outlined in Section 429.

MM. Central SoMa Community Services Facilities Fee. Planning Code Section 432 is applicable 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 Project would construct more than 800 gross square feet of new use within the Central SoMa SUD. The Project is subject to the Central SoMa Infrastructure Impact Fee, as outlined in Planning Code Section 433.

NN. Central SoMa Infrastructure Impact Fee. Planning Code Section 433 is applicable 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 Project would construct more than 800 gross square feet of new use within the Central SoMa SUD. The Project is subject to the Central SoMa Infrastructure Impact Fee, as outlined in Planning Code Section 433.

- 7. Large Project Authorization Design Review in Eastern Neighborhoods Mixed Use District. Planning Code Section 329(c) lists nine aspects of design review in which a project must comply; the Planning Commission finds that the project is compliant with these nine aspects as follows:
  - a) Overall building mass and scale. The Project's massing and scale allow for a dynamic and innovative design and are appropriate for the site. The buildings would feature larger ground floors with each subsequent higher floor would be slightly smaller than the floor below it until approximately two-thirds up each tower when all floors would become uniform in size. This design creates a stepping effect, allowing for private terraces on the lower portions of each tower. Further, cantilevered floors are placed in such a way as to allow for the two segments of the building to operate as separate structures until the seventh floor, where they connect as one building. The massing of each tower would be split, with one portion approximately 40 feet taller than the other (55' to top of rooftop screening). The two towers would be placed on the site as mirror images of each other. This design would give the impression of four distinct buildings. The towers are designed to taper away from the property line and towards the center of the development site, mitigating the appearance of bulk while still providing a prominent and iconic addition to the San Francisco skyline.
  - b) Architectural treatments, facade design and building materials. The Project's architectural design blends the classic SoMa warehouse with a tower typology. The proposed façade is approximately 50% solid of a cementitious material with recessed glazing to relate to the South of Market neighborhoods brick and mortar warehouse construction. The visual appearance of four distinct tower portions will be reinforced through the use of alternating fenestration patterns between tower elevations, and a material differentiation using texture and/or color.

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- 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 Project's lower floors are contained within district podium structures that split to create a numerous gateway and alleyways leading pedestrians and building occupants from the active streetscape along 4th and Townsend Streets through to the landscaped central plaza. The ground floor of the four podium structures are fronted by a mix of retail and micro-retail uses facing both the street and inwards towards the central plaza and alleyways. Each building has its lobby facing inward towards the central plaza, increasing foot traffic and activity along this area. Development has been set back approximately 44 feet from the property line at 4th Street, creating a generous welcoming plaza, subsequently leading to the inner plaza through the 4th Street gateway. In addition, the development has been set back 5 feet along 4th Street to allow for sidewalk widening, and 10 feet along Townsend Street to accommodate heavier pedestrian traffic coming from the Cal Train terminus across the street, as well as the adjacent bus stop. The Project sits at the property line along Townsend Street, but sets back 44° from the neighboring property at 260 Townsend Street to allow room for the project's sole below grade parking and loading access. The Project is set back 15 feet from the neighboring properties at the northeast end of the site, and 10 feet from other neighboring properties to the north. The Project's lower levels generally consist of a mix of residential units beginning at level 2 and above, though the eastern tower has mix of office on levels 2 & 3, residential use on levels 4 & 5, boutique hotel on level 6 & 7, and residential amenity on level 8.
- 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 provides a significant amount of open space, including a ground-floor network of POPOS that will open up this open space amenity to the public in a way unique to residential projects in San Francisco. The Project also includes various forms of open space. 132 private balconies: 10,512 square feet of common upper-story open space for building residents; and 24,495 square feet of POPOS. The POPOS areas would be provided in a network of ground-floor open spaces, including pedestrian pathways, pocket parks, sidewalk widening, and a large central courtyard between the two buildings. The POPOS would include landscaped trees and vegetation, seating, and public art displays.
- e) The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2. The Project will create two new "gateway" mid-block passages, one along each frontage. The 4th Street gateway is 28 feet in width, and the Townsend Street gateway is 20 feet wide. Retail and pedestrian amenities front both of these areas. Each passage leads into the interior courtyard—the centerpiece of the Project's open space network—and past the courtyard onto the landscaped POPOS beyond.
- f) Streetscape and other public improvements, including tree planting, street furniture, and lighting. In compliance with Planning Code Section 138.1, the Project includes numerous streetscape

improvements, including installation of new street trees, re-construction and widening of adjacent sidewalks, and installation of new bulb outs, street furniture and lighting.

- g) Circulation, including streets, alleys and mid-block pedestrian pathways. The Project is designed to enhance circulation patterns throughout the property. It proposes to widen the sidewalk along the entire approximately 255-foot 4th Street frontage, and for approximately 100 feet along Townsend Street. The property is located at a prominent intersection, and the Project's curb cut is located at the northeastern corner of the site along Townsend Street. In consultation with the Planning Department, MTA, and Department of Public Works via the Streetscape Advisory Team, the single point of entry to the basement garage has been reduced in size to 35 feet, enhancing circulation by limiting conflicts with pedestrians and motorists. Finally, the Project proposes a network of ground-floor open spaces meant to enhance pedestrian circulation around and through the property. This ground floor open space network includes pedestrian pathways, pocket parks, sidewalk widening, and a large central courtyard between the two buildings. It will include landscaped trees and vegetation, seating, and public art displays.
- h) Bulk limits. The overall bulk of the Project is minimized by providing two distinct towers with staggered height and massing in general conformity with area bulk controls and designed to maximize view corridors, light, and air access to the central plaza.
- 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. Pursuant to Section 329(e), within the Central SoMa SUD, certain Code 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 415 et 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.

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 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's would provide an improved pedestrian network and increased publicly-accessible open spaces two new mid-block connections and landscaped plazas lined with active retail uses. This new network of plazas and mid-block connections are intended to improve the overall access to open space within the larger Central SoMa neighborhood. These amenities are in conformity with and directly advance goals and policy objectives of the Central SoMa Plan.

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

The exceptions are necessary to secure provision of the approximately 24,495 square feet of publicly-accessible open space and an improved pedestrian network. These amenities exceed Planning Code requirements for new development at the project site.

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 area currently suffers from a shortage of usable open space and pedestrian networks that provide access to public transit systems. The Key Sites Guidelines of the Central SoMa Plan identifies this site as an ideal location for a "substantial, accessible, and inviting public plaza," as well as for improvements providing pedestrian access to transit, stating "the ongoing upgrades to Caltrain and the completion of the Central Subway are both going to bring a lot of new people to the intersection of 4th and Townsend Streets. To facilitate the movement of these pedestrians across this busy intersection, this development sites should consider ways to facilitate pedestrian movement through this block, including a new connection to Lusk Street..." Provision of this open space and improved pedestrian network directly advances Plan Objectives 4.1 to "Provide a safe, convenient, and attractive walking environment on all streets in the Plan area, and Objective 5.5, to "Augment the public open space and recreation network with privately-owned public open spaces."

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:

d) Streetwall Articulation, Building Setbacks, and Tower Separation (Section 132.4). Section 132.4 requires, among other items, (1) Streetwall: that 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 certain exceptions, including building façade architectural articulation and modulation up to eight feet in depth; (2) Building Setbacks: that towers in the CS Bulk District provide a 15-foot setback along all property lines for the portion of each building beginning at a height of 85 feet, and that along 4th Street between Bryant and Townsend Streets, facades on new development be set back from the street-facing property line by a minimum depth of five feet to a minimum height of 25 feet above sidewalk grade, and be designed as an extension of the sidewalk, free from columns or other obstructions except for permitted obstructions under Section 136; and (3) Tower Separation: that tower portion of any project (area above 85 feet in height on buildings exceeding 160 feet in height) be set back at least 115 feet from the tower portion of any other tower.

The Project requires exception from these standards as follows:

Building Setbacks. The Project complies with minimum setback requirements along 4th Street. That frontage is set back 5 feet from the property line at the southern end of the site and then set back approximately 45 feet at the northern end of the site to provide additional POPOS between the property line and the building's base. The Project requires exception from the required 15-foot setback at a height of 85 feet along two facades, one on each building. Specifically, a portion of the northwestern-facing façade of the western tower ("Tower 1") is flush with the property line for the entire building. This area fronts onto a 31' ½ foot deep area on the adjacent property that is subject to an easement that will prevent future development along the shared. Property line. Additionally, a portion of the eastern tower fronting on Townsend Street ("Tower 2") is set back approximately 10 feet (rather than the required 15 feet) from the property line, beginning at a height of 85 feet. This area fronts onto the 81 ½-foot wide Townsend Street. Finally, portions of Tower 2 will be set back approximately 10 feet (rather than the required 15 feet) from the adjacent property line to the north. These areas will be set back approximately 20 feet from the closest point on the adjacent building.

Streetwall Articulation. The Project requires exception from the requirement to provide streetwall at the property line up to a height of 65 feet as follows: (1) to provide varied setbacks along the entire 255 linear feet of 4th Street frontage and for a distance of approximately 100 linear feet of Townsend Street frontage in order to widen the adjacent sidewalk and provide a sense of extended streetscape. While this setback (approximately 5-feet deep) is required along 4th Street, exception is needed for the area of setback along Townsand Street (approximately 10 feet); (2) to provide an approximately 45 foot setback from 4th Street at the northwest end of the site, to provide a publicly-accessible courtyard designed to ease pedestrian congestion and enhance the public realm; and (3) to provide for gradual setbacks exceeding 8-feet and located below a height of 65 feet in order to facilitate the project's "twisty" architectural design, which tapers back from the street-facing property line at each subsequent story above the ground floor up to 65 feet in height, creating a sense of visual interest and massing relief. These setbacks also create an opportunity for private open spaces.

Tower Separation. The Project requires exception to allow reduced separation of the two towers located on one development site. Specifically, to allow (1) portions Tower 1B (the shorter segment of the western tower) to have a separation of 105 feet from Tower 2B (the shorter segment of the eastern tower), and a separation of 52 feet from Tower 2A (the taller segment of the eastern tower); and (2) portions of tower 1A (the taller segment of the western tower) to have a separation of 93 feet from Tower 2A (the taller segment of the eastern tower) and a separation of 52 feet from Tower 2B (the shorter segment of the eastern tower). All adjacent development is less than 85 feet in height. These areas are consistent with massing discussion in the Key Sites Guidelines, which anticipated reduced tower separation between the two buildings on this site to allow "a perceived separation of approximately 50 feet on the lower half of the tower and 70 feet on the upper third of the building."

Given the overall design of the Project and the provided public benefits, the Commission supports these exceptions from these Planning Code requirements. These exceptions are necessary to facilitate the Project's innovative and dynamic design, and they further the intent of Section 132.4 and the Key Sites Guidelines by contributing to the dynamicism of the neighborhood while maintaining a strong streetwall presence and sense of "urban room".

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e) Residential Usable Open Space (Section 135 & 329(e)(3)(B)(vi). Planning Code Section 135 requires residential projects in the Eastern Neighborhoods to provide either 80 square feet of open space per unit if it is not publicly-accessible, or 54 square feet per unit if publicly accessible. Section 329(e)(3)(B)(vi) allows the Planning Commission to reduce the Project's private open space requirement from 80 square feet per unit to 60 square feet as part of the Large project Authorization.

The Project requests reduction in the private usable open space requirement from 80 square feet to 60 square feet per unit, to facilitate greater density of residential development on a relatively small site. Applying this standard, the Project's 24,495 square foot ground floor network of POPOS satisfies the open space requirement for 454 units, nearly half of its unit count. In addition, the requirement for 132 units would be satisfied through provision of private balconies over 60 square feet in size, and the requirement for an additional 175 units would be satisfied through provision of 10,512 square feet of private common open space. To accommodate a high density of residential development, the Project will require exception from usable open space requirements for approximately 199 units, or approximately 11,940 square feet. The Project will meet the minimum on-site usable open space requirement of 36 square feet per unit for residential towers in the Central SoMa SUD. Given overall amount of open space provided by the Project and design of these spaces, the Commission supports an exception to this Planning Code requirement.

f) POPOS Design Standards (Section 138(d)). Planning Code Section 138(d)(2)(E)(i) requires that POPOS be open to the sky, except for permitted obstructions per Planning Code Section 136 and subject to an allowance of up to 10% of the space to be located under cantilevered portions of the building if the space has a minimum height of 20 feet.

The Project proposes 24,495 square feet of outdoor POPOS, approximately 2,102 square feet of which would not be open to the sky. This area is within the 10% allowance under Section 135. However, the Project requires an exception to locate portions of outdoor POPOS below cantilevered building area less than 20 feet in height. Specifically, the building cantilevers over: (1) a portion of the 3,115 square foot publicly-accessible plaza on 4th Street, starting at a height of 11' 10"; and (2) the mid-block passage connecting from 4th Street to the central plaza, starting at a height of 12' 6". Approximately 502 square feet in these areas would be have a height of less than 20 feet. The cantilevered massing facilitates the building's distinctive architectural style which steps up at each floor, creating a visual line of site towards the open sky and an intended perception of grandeur. Given overall design of the POPOS, the Commission supports an exception to this Planning Code requirement.

g) Dwelling Unit Exposure (Sections 140 and 249.78). Planning Code Section 140 requires all dwelling units to have exposure onto either a public street, public alley, side yard of at least 25 feet in depth; a code-compliant rear yard; or open area that is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor. Section 249.78(d)(11) modifies this requirement within the Central SoMa SUD to (1) allow 10% of units constructed at or below 85 feet to face directly onto an open area that is at least 15 feet by 15

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feet, and (2) relief from the requirement for increased horizontal dimensions at each subsequent floor when these units face onto open spaces.

The Project requires an exception for approximately 183 of its 960 units (19%) which face setbacks and open areas that do not meet the strict dimensions of the Planning Code. All units facing the Project's interior plaza comply with the exposure requirement: at approximately 105' by 93.5', the courtyard provides a significant source of light and air to these features. Exception is required for units located on two facades: the northeastern façade of the eastern tower and the northwestern façade of the western tower. The affected units would face onto either a 31-foot deep easement area which will not allow for future development or a 15 foot setback, and are largely located above the level of allowable building height on adjacent properties. The Commission supports an exception to this requirement given the height of the subject building

h) Street Frontage Controls (Section 145.1 & 249.78(c)(1). Planning Code Section 145.1 requires projects in the CMUO District to limit parking and loading entrances to 1/3 the width of the respective building frontage or 20 feet, whichever is less. Additionally, "active" uses are required within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any façade facing a street at least 30 feet in width. Building systems may be exempted by the Zoning Administrator if they do not negatively impact the quality of the ground floor space. In the Central SoMa SUD, active use requirements are also required along any outdoor publicly-accessible POPOS.

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The Project requires exception to provide a single 35-foot wide point of entry into the below-grade parking and loading. This width is required to provide shared parking and loading access and accommodate turn radius of cars and freight loading vehicles. This width of curb cut will allow three lanes of entry onto the site, towering queues in the Townsend Street right-of-way by more efficiently allowing entry into the basement area. A number of services are located within the basement to internalize the potential transit-disrupting effects of loading and unloading, including valet parking. The Project further avoids the potential for pedestrian and vehicle conflicts by avoiding curb cuts along 4th Street and providing minimal parking for commercial uses and code-compliant parking for residents.

In addition, the Project requires minor exceptions from active use requirements for (1) approximately 72 combined linear feet along the buildings' mechanical cores that front interior POPOS; (2) limited retail uses less than 25 feet of deep ut the ground floor and 15 feet on certain upper stories, including (a) approximately 36 linear feet of micro retail use fronting the Project's 4th Street plaza and 25 linear feet along Townsend Street which back up to the mechanical core and back-of-house areas; and (b) approximately 75 combined linear feet of retail use fronting onto the POPOS. These areas will not negatively impact ground floor design. The Project contains more than 1,300 linear feet of street and POPOS frontages, which are predominantly lined by active use in compliance with this Section.

i) Commercial Street Frontage (Section 145.4). Planning Code Section 145.4 requires active commercial uses at the ground floor of all street frontages along both 4th and Townsend Streets. In

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this area, individual ground floor uses must not occupy more than 75 contiguous linear feet for the first 25 feet of depth along the street-facing façade.

The Project requires exception to allow the retail/interior POPOS area anchoring the northwest corner of 4<sup>th</sup> and Townsend Streets to extend for 80 continuous linear feet (rather than 75) along Townsend Street. The Commission supports this exception due to the prominent location of this active retail and/or interior POPOS space, which will act as a pedestrian gateway to the project.

j) Curb Cut Restrictions (Section 155(r)). Planning Code Section 155(r) generally prohibits new curb cuts along Townsend Street between 2<sup>nd</sup> and 6<sup>th</sup> Streets, but allows for the Project to seek exception from this standard as part of the Large Project Authorization.

The Project requires an exception to locate a new 35' wide curb cut along its Townsend Street frontage providing combine parking and loading access to the below-grade garage. This is consistent with design guidelines adopted in connection with the Central SoMa Plan which call for vehicular access along Townsend Street on this site in order to minimize the potential for impacts to transit vehicles traversing 4<sup>th</sup> Street. Therefore, the Commission supports this exception to this Planning Code requirement.

k) Wind Standards (Section 249.78(d)(7)). This Section provides thresholds for wind comfort and wind hazard levels associated with development within the Central SoMa Plan area, as follows:

Wind Comfort. 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.

Wind Hazard. Projects must refrain from resulting in net new locations with an exceedance of the "One-Hour Hazard Criterion" (ground-level equivalent wind speed of 26 mph for more than one hour per year per test location), except that exceedance from this standard may be allowed by the Planning Commission where (1) The project, with mitigations, does not result in net new locations with an exceedance of the "Nine-Hour Hazard Criterion" (ground-level equivalent wind speed of 26 mph for more than nine hours per year per test location); (2) 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 (3) meeting the requirements of the One-Hour Hazard Criterion standard would detract from the building design or unduly restrict the square footage of the project.

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The Project requires exception from both the wind comfort and wind hazard standards. The Project will result in wind speeds at a total of 52 test locations (out of 60) that exceed the Comfort Criterion and 23 test locations (out of 60) that exceed the One-Hour Hazard Criterion. Wind baffling measures will reduce the locations that exceed the Comfort Criterion from 52 to 48, and would reduce the locations that exceed the One-Hour Hazard Criterion from 23 to 4. The Project would not result in any new exceedance of the 9-Hour Hazard Criterion. The Commission supports this exception from these standards since:

- The Project would not result in any exceedance of the Nine Hour Hazard Criterion;
- The Project has undertaken all feasible measures to reduce hazardous wind speeds including refinement of building massing; provision of a volded terrace on the façade of Tower 1B; installation of wind canopies on all towers; and installation of a 6-foot wide by 10-foot tall wind screen in the public right of way; and substantial on-site landscaping; and
- Further reduction of wind speeds would detract from building design and/or unduly restrict the square footage of the project. The project massing has already undergone significant revisions and reductions in order to mitigate wind conditions.
- Commercial Orientation of Large Sites (Section 249.78(c)(6). This Section requires development sites south of Harrison Street and larger than 40,000 square feet that propose a project over 100,000 square feet in size to provide at least two thirds of all building area below 160 feet in height as nonresidential.

The Project requires exception from this requirement, since the Project is one of the only Key Sites in the Central SoMa Plan Area anticipated to provide predominantly residential development. At 960 dwelling units, the Project is anticipated to deliver nearly 1/5 of the total residential units anticipated to be constructed within the Plan area. The Commission supports this exception due to the overall design and program. Currently, new housing is a top priority for the City and County of San Francisco and this exception allows for the construction of new housing.

- m) Narrow and Mid-Block Alley Controls (Section 261.1). This Section requires that building frontages abutting a mid-block passages provided per Section 270.2 that are twenty to thirty feet in width to provide upper stories that are set back not less than 10 feet above a height of 25 feet.
  - The Project includes mid-block passages provided per Section 270.2 along its 4th and Townsend Street frontages ranging from 20-28 feet in width. The Project requires exception to allow for areas adjacent to both alleys that do not set back 10 feet above a height of 25 feet. Given the overall design of these mid-block passages, the Commission supports this exception.
- Tower Bulk (Section 270(h)). Planning Code Section 270(h) applies a number of bulk restricts to tower development in the Central SoMa SUD, including: (1) for residential and hotel projects, the maximum gross floor area of any floor is 12,000 gsf; (2) maximum plan length of 150 feet; (3) maximum diagonal dimension of 190 feet; and (4) for buildings with a Height of 250 feet or more, the average gross floor area of the Upper Tower (upper 1/3 of building area above a height of 85

feet) shall not exceed 85 percent of the average gross floor area of the Lower Tower (lower 2/3 of building area above a height of 85 feet), and the average diagonal of the Upper Tower shall not exceed 92.5 percent of the average diagonal of the Lower Tower. Exception from these standards is permitted in connection with Large Project Authorization for Key Sites within the Central SoMa SUD, per Section 329(e)(3)(B).

Both of the Project's towers comply with the average floor area ratio requirements comparing upper and lower portions of the towers. However, the Project requires an exception to the length and diagonal dimension requirements, as well as the 12,000 gross square foot floorplate limit. The floorplates of floors 9 through 21 in Tower 1 exceed the 12,000 gsf requirement, ranging in size from 15,011 gsf to 12,188 gsf. The remaining 21 stories comply. In addition, the Project's maximum length is 179' 8", and maximum diagonal is 217' 8". On Tower 2, levels 9 through 26 exceed maximum gfa requirement, ranging from 18,289 gsf to 12,008 gsf. In addition, Tower 2's maximum length is 227' 3", and maximum diagonal dimension is 258' 5". These massing exceptions are in general conformity with bulk exceptions anticipated under the Key Sites Guidelines adopted in connection with the Central SoMa Plan for development at this site.

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

# 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.

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#### Policy 2.3:

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

# **OBJECTIVE 3:**

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

#### Policy 3.1: Selection and the selection of the selections

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 contain approximately 20,938 gross square feet of retail use, approximately 24,509 gross square feet of hotel use, and approximately 21,480 gross square feet of office use; expanding employment opportunities for city residents within close proximity to a range of public transit options. These uses will help to retain existing commercial and industrial activity and altract new such activity. The Project will also include up to 4 microretail spaces intended to contain smaller-scale neighborhood-serving 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.

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#### 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 3.2:

Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

#### 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 will provide innovative and distinctive architecture that will elevate the standard for new development in the Plan area. The building materials are of high quality. The Project will feature two separate towers featuring staggered heights which will minimize the appearance of massing and scale to avoid overwhelming or dominating appearance in new construction.

#### HOUSING ELEMENT

# Objectives and Policies

#### **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.

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

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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.

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The Project will provide innovative and distinctive architecture that will elevate the standard for new development in the Plan area. The Project Sponsor has worked with City staff to develop a project that incorporates a dynamic and distinctive design and maximizes public benefit through provision of improved pedestrian networks and publicly-accessible open space. The Project was designed in conjunction with the development and implementation of the Central SoMa Plan to create a development that would meet the goals, objectives and policies of the plan, as well as comply with design guidelines and planning code requirements. The Project will provide 960 residential units on a site where only two residential units exist and includes a central plaza that will be publicly accessible and provide access through the site. The Project will feature two separate towers featuring staggered heights which will minimize the appearance of massing and scale to avoid overwhelming or dominating appearance in new construction.

# 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 ADDORDABLE 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 satisfy the Inclusionary Housing Program through payment of an In-Lieu Fee that will be used to facilitate construction of affordable housing in proximity to the Plan Area. The Project will jointly contribute to development of a 5,546 square foot child care facility in the mixed-use office development at 598 Brannan Street.

# **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 not result in removal of PDR space within the Plan area. The Project will provide approximately 20,938 gsf of ground floor retail use, lining 4th and Townsend Streets as well as POPOS. The Project will also include approximately 24,509 gsf of hotel use and 21,840 gsf of office use, which will accommodate significant opportunities for job growth within the Central SoMa SUD.

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

# **OBJECTIVE 4.1:**

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

# Policy 4.1.1:

Ensure streets throughout the Plan Area are designed in accordance with the City's Vison Zero Policy.

# Policy 4.1.2:

Ensure sidewalks on major streets meet Better Streets Plan standards.

# Policy 4.1.7;

Provide corner sidewalk extensions to enhance pedestrian safety at crosswalks, in keeping with the Better Streets Plan.

#### 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 midblock connections

#### **OBJECTIVE 4.4:**

ENCOURÂGE 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 provide a total of 264 off-street parking spaces to accommodate all residential and non-residential uses, which is below the maximum allowed. Additionally, a total of 540 Class 1 and 81 Class 2 bicycle spaces will be provided. The Project has also developed a TDM Program and will for incorporate improvements to the pedestrian network, including bulb-outs and widening of adjacent 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 will provide approximately 24,495 square feet of POPOS.

GOAL 6: CREATE AN ENVIRONMENTALLY SUSTAINABLE AND RESILIENT NEIGHBORHOOD OBJECTIVES AND POLICIES

Objectives and Policies

# **OBJECTIVE 6.2:**

MINIMIZE GREENHOUSE GAS EMISSIONS

#### Policy 6.2.1:

Maximize energy efficiency in the built environments.

#### Policy 6.2.2:

Maximize onsite renewable energy generation.

#### Policy 6.2.3:

Satisfy 100 percent of electricity demand using greenhouse gas-free power supplies.

The Project will meet all Title 24 Energy Standards and, as required for development sites within the Central SoMa SUD, will comply with the Renewable Energy Requirements, pursuant to Planning Code 249.78.

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.

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AND AND

# 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.

# OBJECTIVE 8,5;

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

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# Policy 8.6.1:

Conform to the City's Urban Design Guidelines.

# Policy 8.6.2;

Promote innovative and contextually-appropriate design.

# Policy 8.6.4:

Design buildings to be mindful of wind.

# Policy 8.6.5:

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

The Project Sponsor has worked with City staff to develop a project that incorporates a dynamic and distinctive design and maximizes public benefit through provision of improved pedestrian networks and publicly-accessible open space. The Project's massing has been designed to advance the intent of area plan standards. The Project incorporates features on-site to mitigate potential wind impacts.

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

The Project site currently contains 52,590 square feet of commercial use, including the Creamery neighborhood cafe, a taqueria, a designer furnishing store, and a catering service. The Project would create

approximately 20,938 gsf of new neighborhood serving retail uses, including four new micro retail spaces, and a gross square feet of new retail use, including seven new micro-retail spaces, and approximately 24,509 gsf of hotel use, enhancing future opportunities for employment and ownership of area businesses

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

The Project would remove two existing dwelling units and construct 960 dwelling units in a range of size and unit types, increasing the City's available housing stock and preserving cultural and economic diversity. In addition, the Project's office and retail components will conserve and protect the neighborhood's existing commercial character.

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

The Project will not displace any affordable housing units. The Project will construct 960 new dwelling units and will satisfy the City's Inclusionary Housing Program through payment of an in-lieu fee, which will be used to fund development of affordable housing within the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue. The Project's commercial components will also be subject to payment of the City's Jobs-Housing Linkage Fee, which will be used to develop and preserve affordable housing options throughout the City.

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

The Project will not impede transit service, or overburden streets or neighborhood parking. The Project will contain off-street parking spaces to serve residential and non-residential uses within the ratios principally permitted by the Planning Code, and will participate in the City's Transportation Demand Management Program. The site is within walking distance of San Francisco's downtown, Financial District, and office hubs around SoMa, as well as the Montgomery Street BART station, and is located kitty corner from the 4<sup>th</sup> and King Caltrain station, providing access to the East Bay, the peninsula and into Silicon Valley. The Property is also extremely well-served by public transit. The Property is within walking distance of the 09, 09A, 10, 16A, 16B, 30, 45, 47, 76, 80X, 81X, 82X and 91 bus lines. The Project is also located along the future Central Subway line.

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 site contains no industrial use, and proposes largely residential development. The Project will also contain approximately 20,938 gsf of new retail development, split amongst a number of individual retail units of varying size, providing future opportunities for resident employment and ownership.

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

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

g. That landmarks and historic buildings be preserved.

The Project site does not contain any City Landmarks or historic buildings.

h. That our parks and open space and their access to sunlight and vistas be profected from development.

The Project has been designed to minimize sunlight and vista impacts to City parks and open spaces

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

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SAN FRANCISCO PLANNING DEPARTMENT 

# 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. 2014-000203ENX subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated June 6, 2019, 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 "EXFIBIT C" and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the Transit Center District 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 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 this Motion if not appealed (After the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals in person at 1650 Mission Street, Room 304, San Francisco, CA 94103, or call (415) 575-6880.

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.

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Thereby certify that the Planning Commission ADOPTED the foregoing Motion on June 20, 2019.

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ABSENT: Richards

ADOPTED: June 20, 2019

# **EXHIBIT A**

# **AUTHORIZATION**

This authorization is for a Large Project Authorization to allow new construction of a two 36- to-40-story mixed-use buildings, containing a total of 1,014,968 gross square feet of residential use with 960 dwelling units, 24,509 gross square feet of hotel use with 38 guest rooms, 21,840 gross square feet of office use; 18,454 gross square feet of retail; and 2,484 gsf of retail/interior POPOS at 655 4th Street, 280-290 and 292-296 Townsend Street, Block 3787, Lots 026, 028, 050 and 161-164, pursuant to Planning Code Section 329 within the CMUO Zoning District, Central SoMa Special Use District and 400-CS Height and Bulk district; in general conformance with plans, dated June 6, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2014.000203ENX and subject to conditions of approval reviewed and approved by the Commission on June 20, 2019 under Motion No. 20470. 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 June 20, 2019 under Motion No. 20470.

# PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the Exhibit A' of this Planning Commission Motion No, 20470 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

1. Validity. The authorization and right vested by virtue of this action is valid for five (5) 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 five-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 five (5) 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 five (5) 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
- 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. The Project Sponsor must obtain a Conditional Use Authorization under Sections 303, 317, an 848 for removal of two dwelling units at the property and to establish a hotel use in the Central SoMa Mixed Use Office Zoning District, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
  - For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 7. 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

# DESIGN - COMPLIANCE AT PLAN STAGE

- 8. 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
- 9. 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
- 10. 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
- 11. 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

12. 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 complement, 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

- 13. Rooftop Mechanical Equipment. Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan and full building elevations to the Planning Department prior to Planning approval of the architectural addendum to the Site Permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
  - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
  - 14. Transformer Vault Location. The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable: (1) on-site, likely at the northwest end of the site, adjacent to the driveway of the 601 Fourth Street property; (2) on-site, in an alternate location of the building at or near grade; (3) on-site, in a basement area accessed via garage or other access point without use of separate doors on a ground floor façade facing a public right-of way; on-site, in a driveway, underground. The final selected preference 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
  - 15. 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

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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

# PARKING AND TRAFFIC

16. 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.

- 17. Car Share. Pursuant to Planning Code Section 166, no fewer than six (6) 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
- 18. Bicycle Parking. Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 323 Class 1 bicycle parking spaces and 58 Class 2 (315 Class 1 and 48 Class 2 spaces for the residential portion of the Project and 8 Class 1 and 10 Class 2 spaces for the commercial portion of the Project). 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 <a href="mailto:bicycle:bicyc

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

- 19. Showers and Clothes Lockers. Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than 3 showers and 18 clothes lockers.
  For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
- 20. Parking Maximum. Pursuant to Planning Code Section 151.1, the Project shall provide no more than two hundred and sixty-four (264) off-street parking spaces. For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- Off-Street Loading. Pursuant to Planning Code Section 152, the Project will provide five (5) offstreet loading spaces.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 22. 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
- 23. Driveway Loading and Operations Plan. Pursuant to Planning Code Section 155(u), the Project sponsor hall 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, confact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 24. 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.

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# PROVISIONS

25. 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

- 26. 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.
  - For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org
- 27. Transportation Sustainability Fee. The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.
  For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 28. Jobs-Housing Linkage Fee. The Project is subject to the Jobs-Housing Linkage Fee, as applicable, pursuant to Planning Code Section 413. In the event the City adopts legislation establishing a new Jobs Housing Linkage Fee, increasing the amount of the Fee, or changing the methodology for determining the amount of the Jobs Housing Linkage Fee, before the Project procures a Certificate of Occupancy or a Certificate of Final Completion, and such new fee is applicable to development projects in the Central SOMA Plan area 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
- 29. Child-Care Requirements for Office and Hotel Development. Child-Care Requirements for Office and Hotel Development. The Project is subject to Childcare Fee for Office and Hotel Development Projects, as applicable, pursuant to Planning Code Section 414. Pursuant to Planning Code Section 249.78(e)(4), prior to issuance of a building or site permit the Project must elect its choice of the options described in subsection (A), (B) and (E) of Section 414.4(c)(1) as a condition of Project approval. The Project anticipates electing compliance option under Section 414.4(c)(1)(E) to "combine payment of an in –lieu fee to the Child Care Capital Fund with construction of a child care facility on the premises or providing child-care facilities near the premises, either singly or in conjunction with other sponsors pursuant to 414.9." The Project anticipates such election would be made in conjunction with the sponsors of the proposed residential development at 598 Brannan Street. In the event the Project intends to elect an alternate method of compliance as provided in Section 249.78(e)(4), it shall notify the Planning Department of this change prior to issuance of a building or site permit for the Project.

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

30. 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

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- 31. 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
- 32. Eastern Neighborhoods Usable Open Space In Lieu Fee for EN Mixed Use Non-residential Projects. The Project is subject to the Eastern Neighborhoods Usable Open Space In-Lieu Fee, as applicable, pursuant to Planning Code Section 426. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 33. Eastern Neighborhoods Payment in case of variance or exception. The Project is subject to the Eastern Neighborhoods Fee, as applicable, due to the granting of an exception per Section 329 from usable open space requirements for residential use, pursuant to Planning Code Section 427. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 34. Art. The Project is subject to the Public Art Fee, as applicable, pursuant to Planning Code Section 429.
  For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.
- 35. Art Plaques. Pursuant to Planning Code Section 429(b), the Project Sponsor shall provide a plaque or cornerstone identifying the architect, the artwork creator and the Project completion date in a publicly conspicuous location on the Project Site. The design and content of the plaque shall be approved by Department staff prior to its installation.
  For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 36. Art Design. 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

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

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

  For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 39. Central SoMa Community Facilities District Program (Planning Code Section 434). The development project shall participate, to the extent applicable, in a CFD if 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.

# AFFORDABLE HOUSING

Affordable Units. 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.

40. 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 percent (30%) because it is a rental project. The Project Sponsor shall pay the applicable Affordable Housing Fee at the prior to the issuance of the first construction document.

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.

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41. 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: <a href="http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451">http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451</a>.

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.

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# **MONITORING - AFTER ENTITLEMENT**

- 42. 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
- 43. 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**

- 44. 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.sfaph.org.

planning.org

For information about compliance with construction noise requirements, contact the Department of Building Inspection at 415-558-6570, <a href="https://www.sfdbi.org">www.sfdbi.org</a>.

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 passers by, 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-
  - 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, <a href="http://isfdpw.org">http://isfdpw.org</a>.

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- 45. 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
- 46. 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

47. 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

- 48. 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.
- 49. Privately- Owned Public Open Space Provision. Pursuant to Planning Code Sections 135 and 138, the Sponsor intends to satisfy a portion of its residential open space requirements through provision of privately-owned, public open space (POPOS). 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

- 50. Hours of Access of Open Space. All POPOS shall be publicly accessible 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
- 51. 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.

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

- 52. 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 4<sup>th</sup> and Townsend 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
- 53. 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:
  - F. 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;
  - G. a plan of the POPOS including the location of amenities, food service, landscape, furnishing, lighting and signage;
  - H. photos of the existing POPOS at time of reporting;

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- I. description of access to the POPOS;
- j. a schedule of the means and hours of access and all temporary closures during the reporting period;
- K. a schedule of completed maintenance activities during the reporting period;

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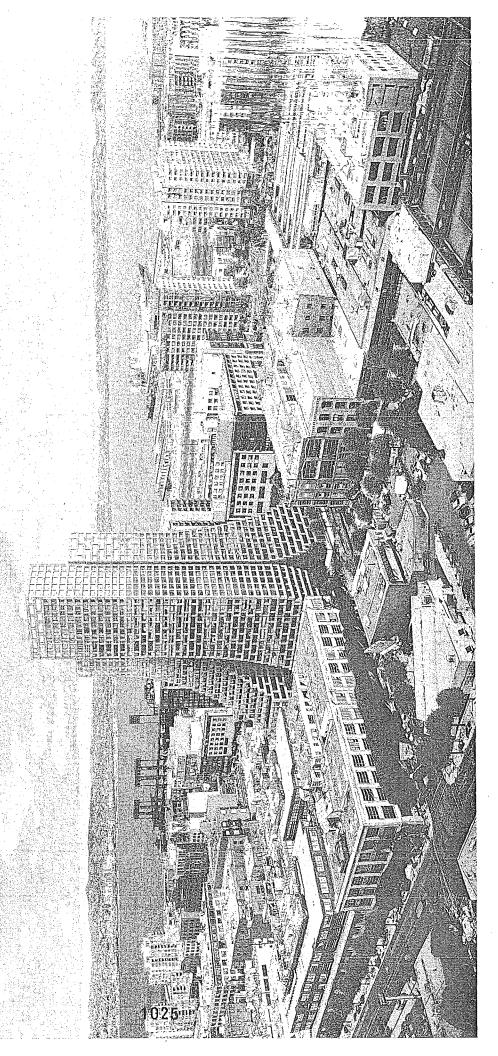
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- L. a schedule of proposed maintenance activities for the next reporting period; and
- M. contact information for a community liaison officer.

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

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PLANNING UPDATE JUNE 06, 2019



# CONTENTS

ARTISTIC RENDERINGS	3
ZONING INFORMATION AND PROJECT STATISTICS	15
DESIGN CONCEPT	18
LOCATION MAP	2
EXISTING SITE PLAN	2.
NEIGHBOURHOOD CONTEXT	2
SITE PHOTOS	3
VICINITY MAP	34
BUILDING PLANS	31
BUILDING ELEVATIONS	5
FACADE MATERIALS	54
BUILDING SECTIONS	5
CODE COMPLIANCE AND EXCEPTIONS	57

OWNER

DESIGN CONSULTANT LANDSCAPE DESIGN CONSULTANT

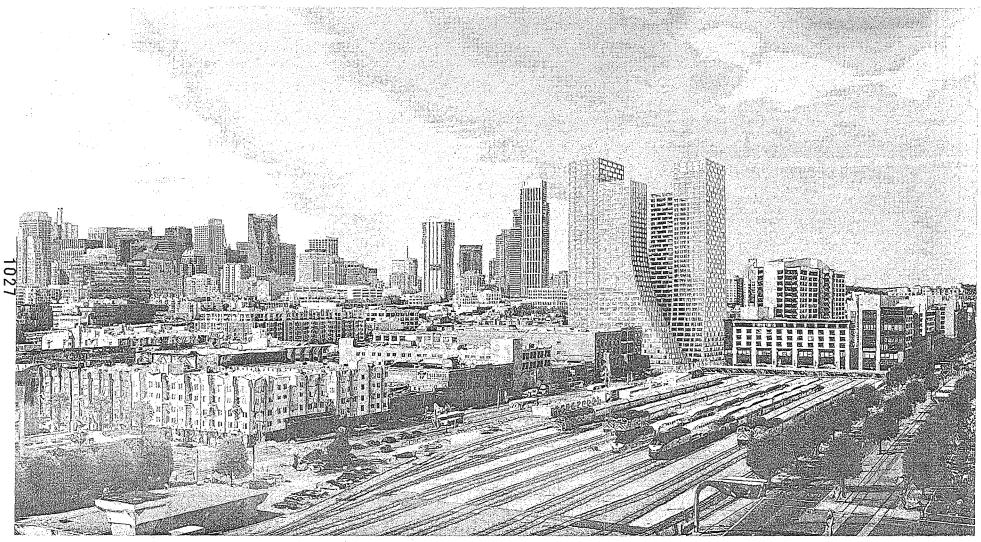
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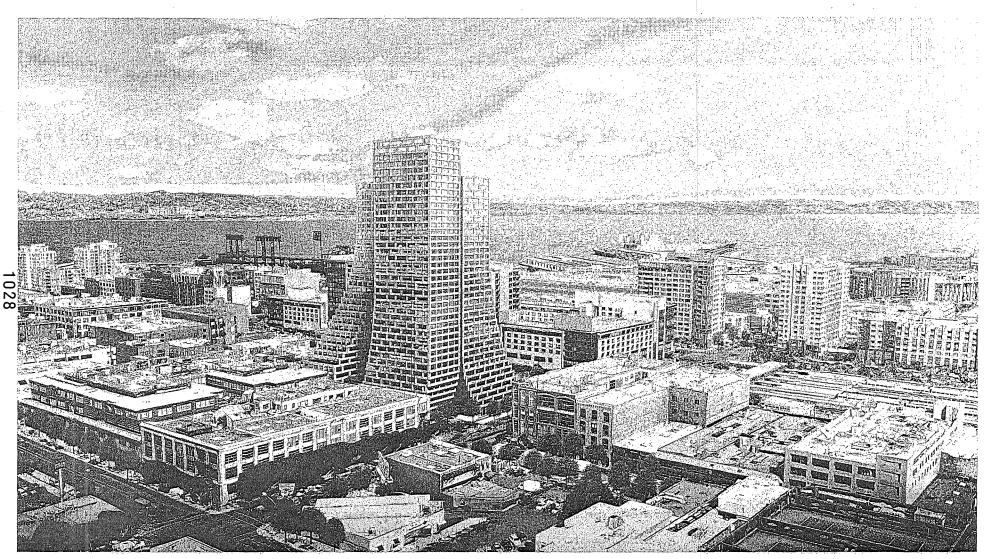
## ARTISTIC RENDERINGS



VIEW FROM OVER CALTRAIN THACKS

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**BIRDS EYE VIEW TOWARDS BAY** 

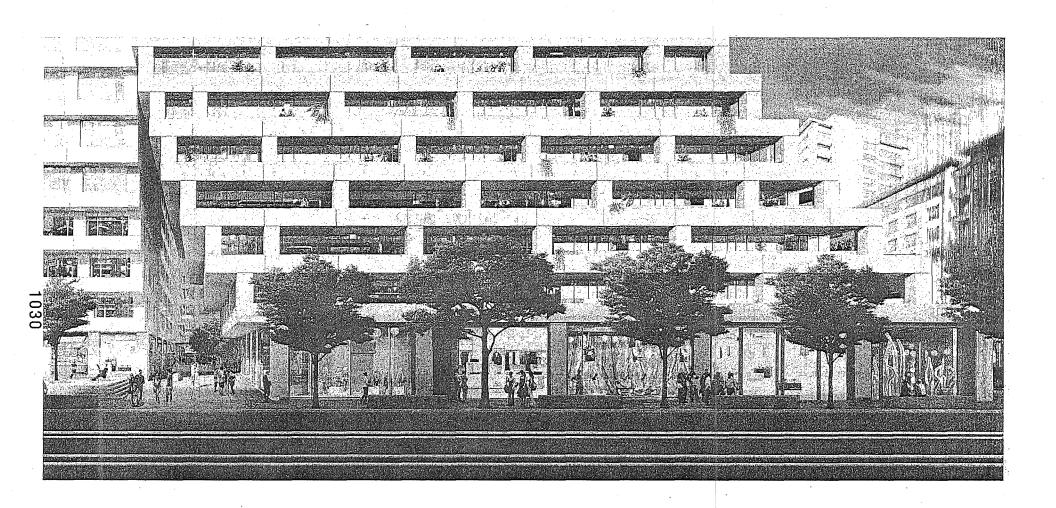
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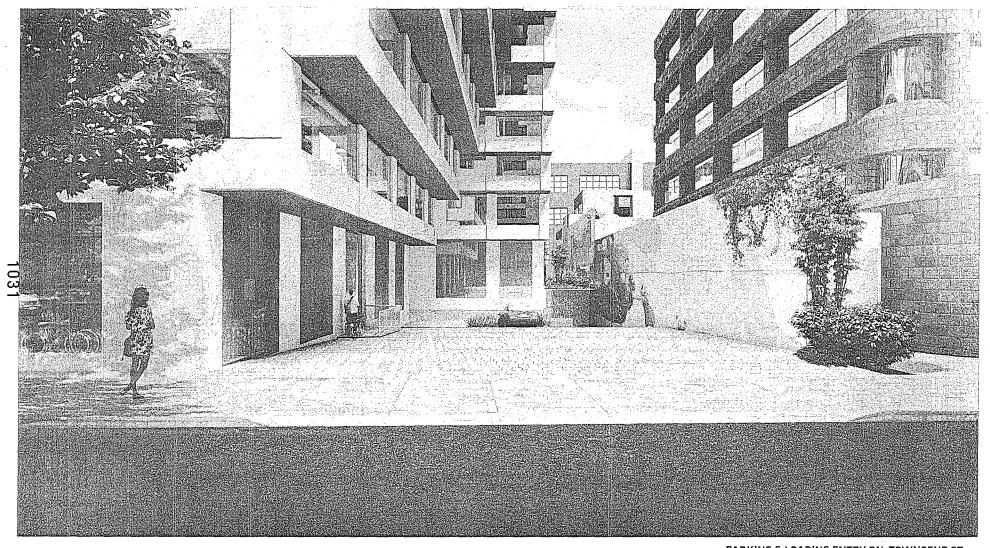


VIEW FROM CORNER OF 4TH ST AND TOWNSEND ST

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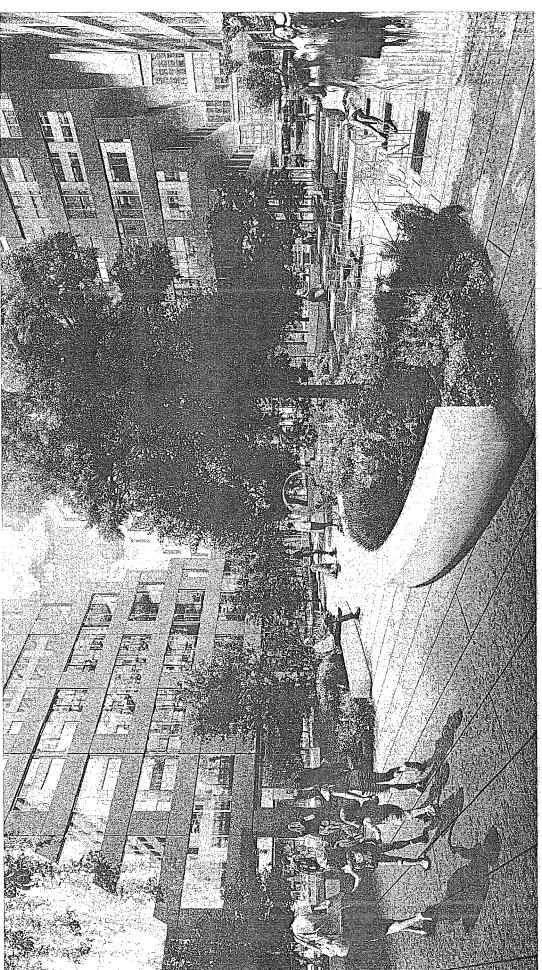


**VIEW FROM 4TH STREET** 



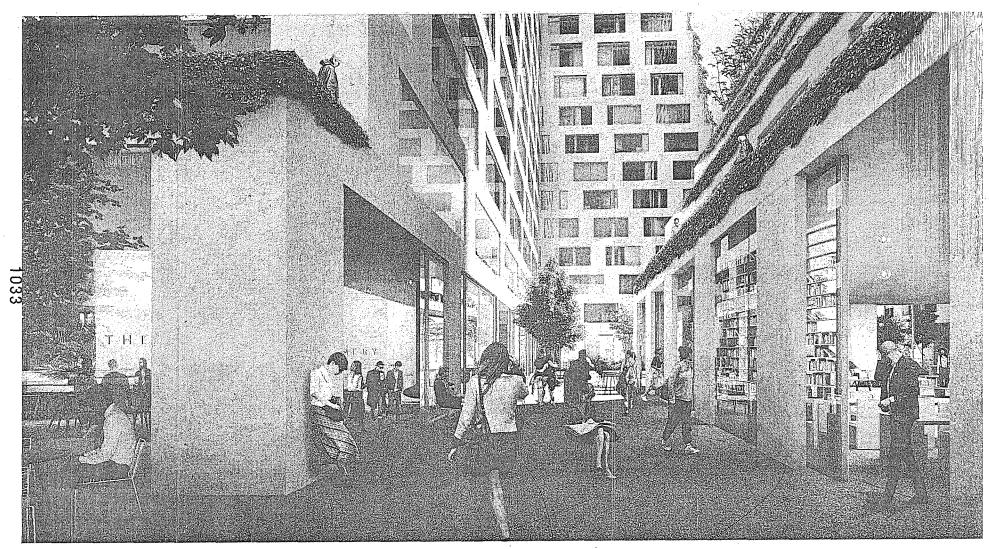
PARKING & LOADING ENTRY ON TOWNSEND ST

PLANNING UPDATE \_ JUNE - D6 - 2019
555 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



PLANNING UPDATE\_JONE - US - 2019
555 4TH STREET
TELLAND TO THE TOTAL TOT

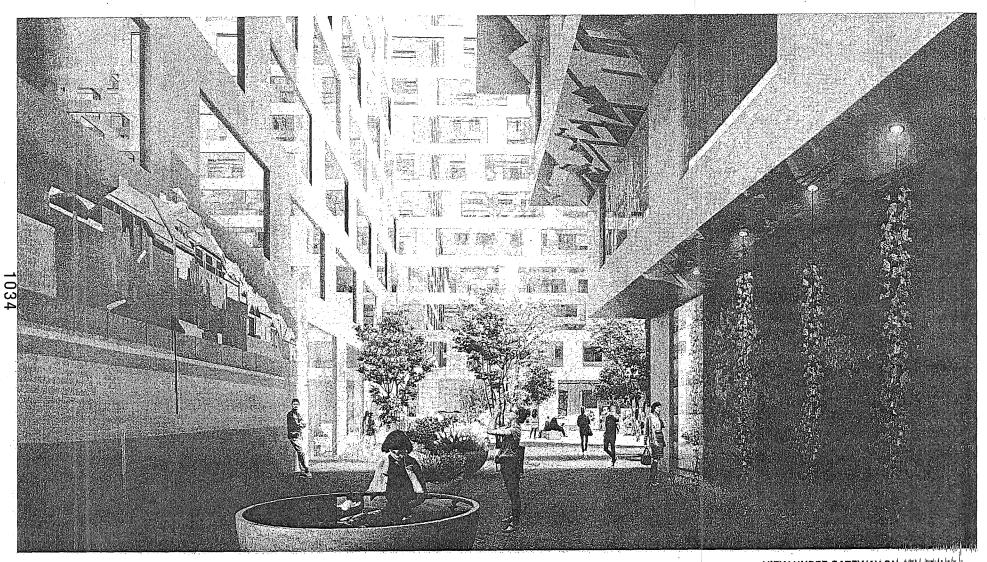
1032



VIEW OF ALLEYWAY FROM TOWNSEND STREET

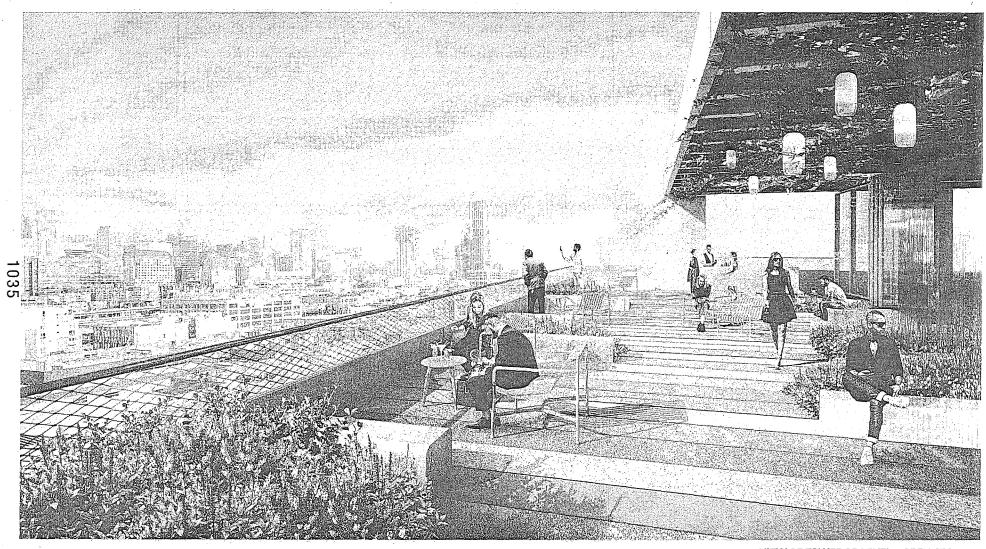
PLANNING UPDATE \_ JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

9



PLANNING UPDATE\_JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

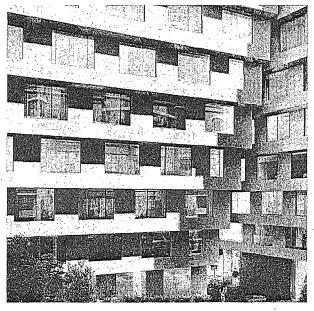
VIEW UNDER GATEWAY ON 4寸H 第寸科标准

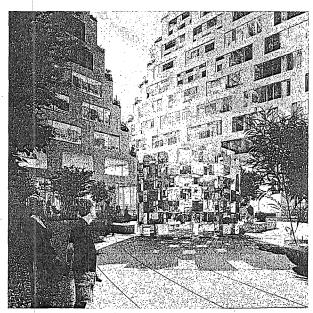


VIEW OF TOWER 2B LEVEL 8 OPEN SPACE

PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

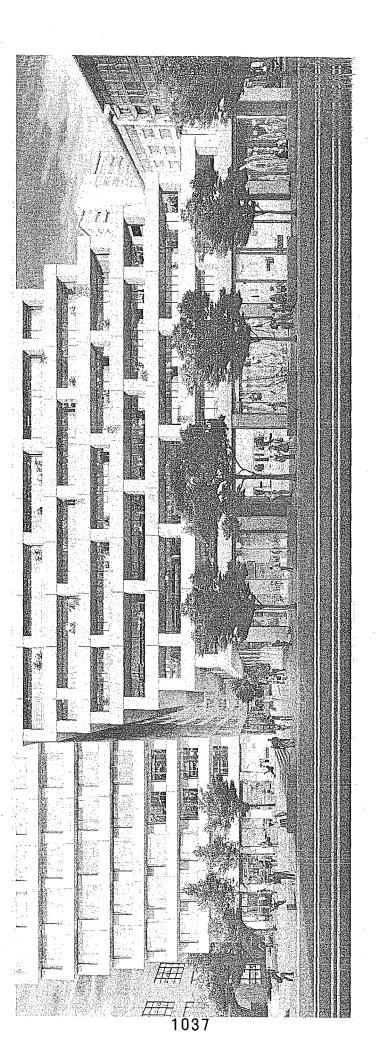






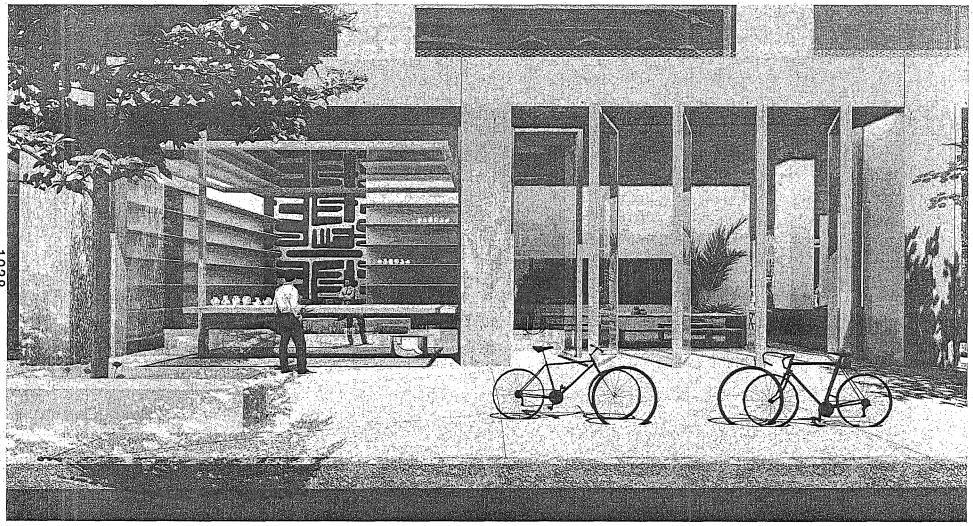
MURALS FRESCOS SCULPTURES

PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INCELS GROUP\_ADAMSON ASSOCIATES PUBLIC ART POTENTIAL



PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES





PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

## **ZONING INFORMATION AND PROJECT STATISTICS**

#### ZONING INFORMATION

ADDRESS	655 4TH STREET, SAN FRANCISCO
ASSESSORS BLOCK/LOT	BLOCK 3787: LOT 26, 28, 50, 161, 162/164
SITE AREA	71,290 SF
ZONING DISTRICT	CENTRAL SDMA MIXED USE - OFFICE (CMUO)
SPECIAL USE DISTRICT	CENTRAL SOMA SPECIAL USE DISTRICT
HEIGHT AND BULK	400-CS, STREET WALL SET BACK AT 4TH ST; STREET WALL SETBACK AT 85'= 15'; MAX. HORIZONTAL DIM = 150'; NO RESIDEN- TIAL FLOOR TO EXCEED 12,000 SF AND MAX DIAGONAL DIMENSION = 190'; TOP 1/3 = 15% MIN BULK REDUCTION; DISTANCE BETWEEN TOWERS MIN. 85' IF THE DIFFERENCE IN HEIGHT OF THE TOWERS IS MIN. 50'
FLOOR AREA RATIO	UNLIMITED ·
RESIDENTIAL DENSITY	NONE
LOT COVERAGE	67.7% (LESS THAN 80%)
GROUND FLOOR HEIGHT	14' MINIMUM
GROUND FLOOR	ACTIVE USE REQUIRED .

#### RESIDENTIAL UNIT MIX

	TOWER 1A/B	TOWER 2A/B	TOTAL	UNIT %
STUDIO	121	121	242	25%
1 BR	170	160	330	34%
2 BR	190	161	351	37%
3 BR	15	22	37	4%
TOTAL	495	464	960	

#### CAR PARKING COUNTS

	RESIDENTIAL	OFFICE	RETAIL	HOTEL	TOTAL
CAR PARKING	240	6	15	2	264
CAR SHARE PARKING*	12	D	0	D	12

#### CAR SHARE SPACES DO NOT COUNT TOWARDS MAX. PARKING

#### BIKE PARKING COUNTS

	RESIDENTIAL	OFFICE	RETAIL	HOTEL	TOTAL
CLASS 1 BICYCLE	530	5	3	2	540
CLASS Z BICYCLE	48	2	29	2	B1

### SF PLANNING GROSS FLOOR AREA - BY USE

	TOWER 1A	TOWER 1B	TOWER 2A	TOWER 2B	TOTAL
RETAIL	3,070	4,130	4,254	7,000	18,454
INTERIOR POPOS/ RETAIL	D	2,484	0	0	2,484
OFFICE	0	0	0	21,840	21,840
HOTEL	D	. 0	0	24,509	24,509
RESIDENTIAL	297,075	208,986	318,305	190,504	1,014,968
TOTAL	300,145	215,600	322,559	243,853	1,082,157

#### PLANNING UPDATE\_JUNE - 06 - 2019

655 4TH 5TRE

TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

#### **DPEN SPACE SUMMARY**

TOTAL UNIT COUNT	960
UNITS W/ PRIVATE BALCONIES (GREATER THAN 60 SF)	132
TOTAL UNITS WITHOUT BALCONIES	828
TOTAL PUBLIC OPEN SPACE (GROUND) POPOS	24,495
CSOMA PUBLIC OPEN SPACE REQUIREMENT	54
UNITS SATISFIED	454
TOTAL PRIVATE OPEN SPACES	10,512
CSOMA PRIVATE OPEN SPACE REQUIREMENT	50
UNITS SATISFIED	175
TOTAL UNITS SATISFIED	629
TOTAL UNITS NOT SATISFIED	199

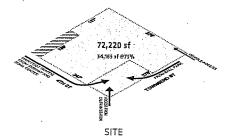
#### LOADING

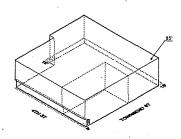
	TOWER 1 & 2
34' LONG ROLL-OFF COLLECTION VEHICLE OR SEMI (3 AXLE)	3
SEMI (3 AXLE)	3
20X10 PARCÉL DELIVERY	2
TOTAL	В

## SF PLANNING GROSS FLOOR AREA - ABOVE GRADE BY FLOOR

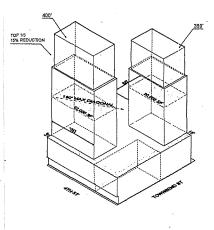
FLOOR		TOWER 1A/B AREA	TOWER ZA/B AREA
ROOF		0	0
LEVEL	40	7,278	7,278
LEVEL	39	7,278	7,278
LEVEĻ	38	7,278	7,278
LEVEL	37	7,278	7,278
LEVEL.	36	11,950	11,933
LEVEL	35	11,950	11,933
LEVEL	34	11,950	11,933
LEVEL .	33	11,950	11,933
LEVEL	32	11,950	11,933
LEVEL	31	11,950	11,933
LEVEL	30	11,950	11,933
LEVEL.	29	11,950	11,933
LEVEL	28	11,945	11,933
LEVEL	27	11,945	11,997
LEVEL	25	11,945	12,008
LEVEL	25	11,945	12,171
LEVEL	24	11,945	12,372
LEVEL	23	11,971	12,593
LEVEL	22	11,589	12,856
LEVEL	21	12,188	13,107
LEVEL	20	12,417	13,420
LEVEL	19	12,309	13,782
LEVEL	18	12,500	14,190
LEVEL	17	12,744	14,515
LEVEL	16	12,957	14,965
LEVEL	15	13,274	15,467
LEVEL	14	13,555	16,022
LEVEL	13	13,850	16,655
LEVEL	12	14,280	17,226
LEVEL	11	14,195	17,748
LEVEL	10	14,545	18,289
LEVEL	9	15,011	12,401
LEVEL	8	15,402	18,515
LEVEL	7	15,964	20,373
LEVEL	6	16,164	20,238
LEVEL	5	16,576	20,165
LEVEL	4	15,843	19,922
LEVEL	3	17,039	19,567
LEVEL	2	17,065	19,408
LEVEL	1	18,760	19,831
SUB-TOTAL	<del>                                     </del>	515,745	566,412
TOTAL	<del> </del>	1	1,082,157

# DESIGN CONCEPT

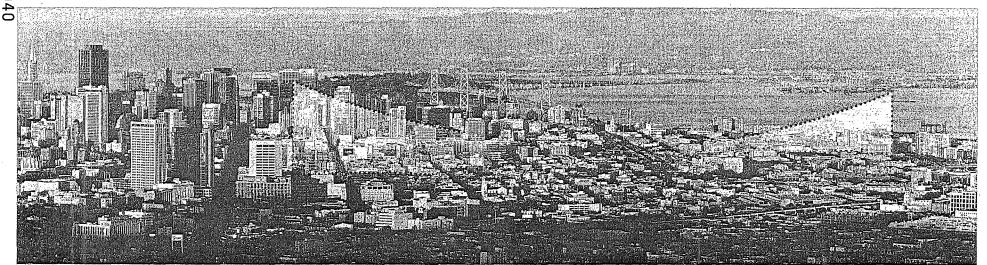






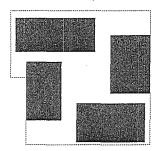


TOWER BULK

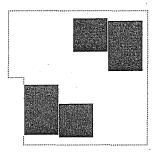


IRRAN FORM COAL

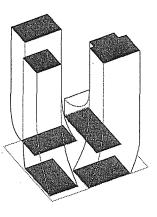
PLANNING UPDATE \_ JUNE - 05 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES









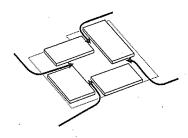


PINWHEEL FOOTPRINT

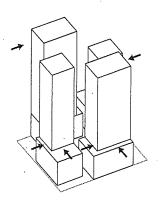
BROKEN UP TOWER MASSING

MERGED TWO TOWERS AND PODIUM

PLANNING UPDATE \_ JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP... ADAMSON ASSOCIATES

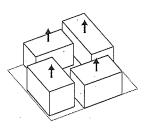


MAXIMUM PUBLIC ACCESS

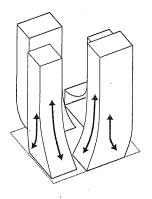


**SETBACKS** 

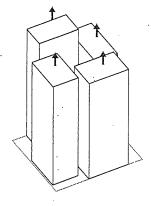
PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_AOAMSON ASSOCIATES



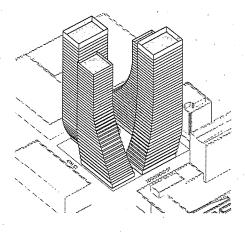
PODIUM



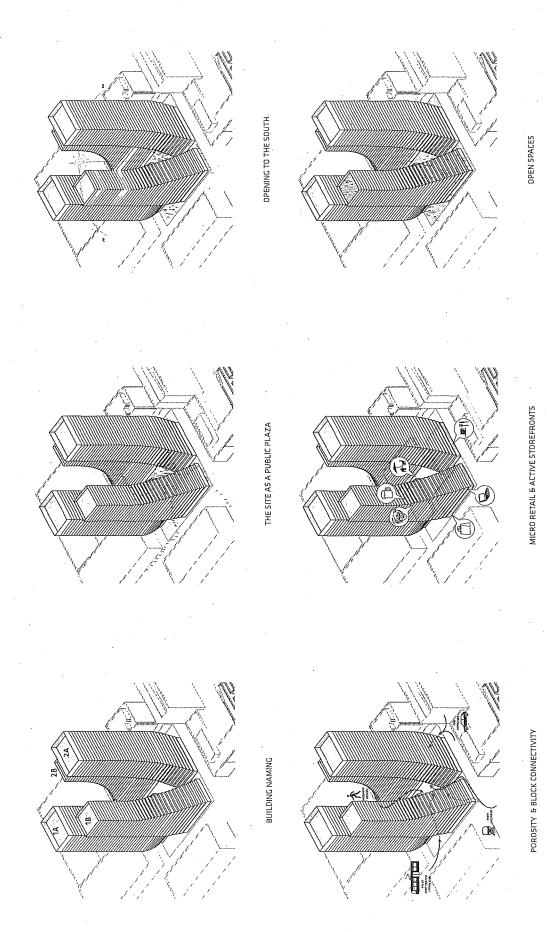
MERGE



TOWERS

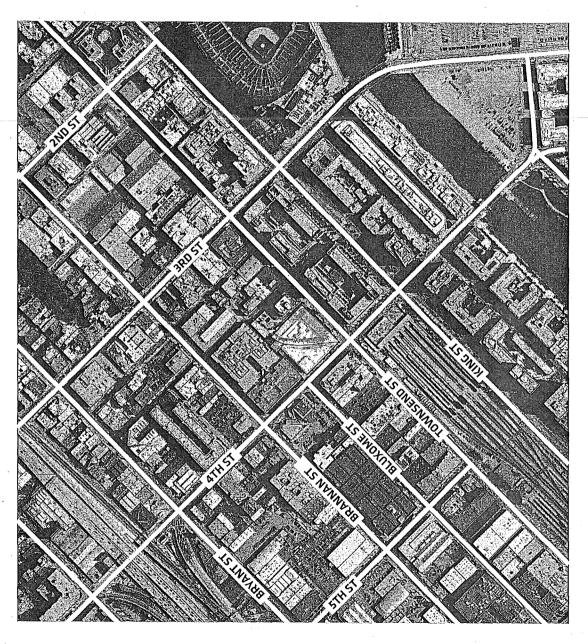


SIMPLE & DYNAMIC

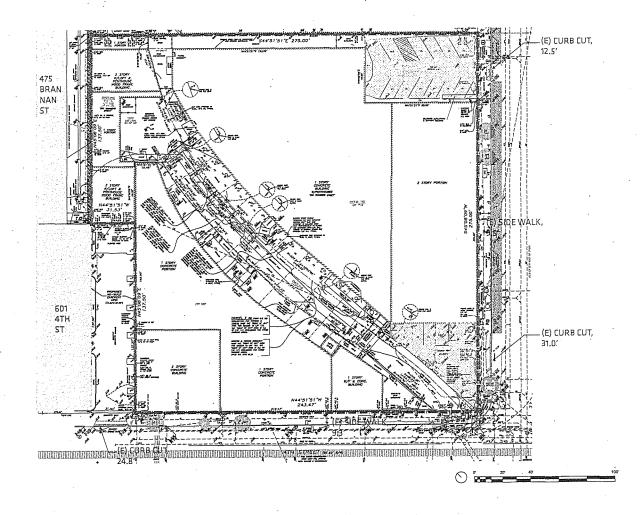


PLANNING UPDATE \_\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEVER \_\_ BJARKE INGELS CROUP\_ADAMSON ASSOCIATES





PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



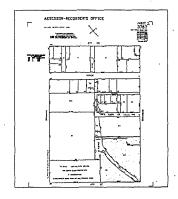
PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET

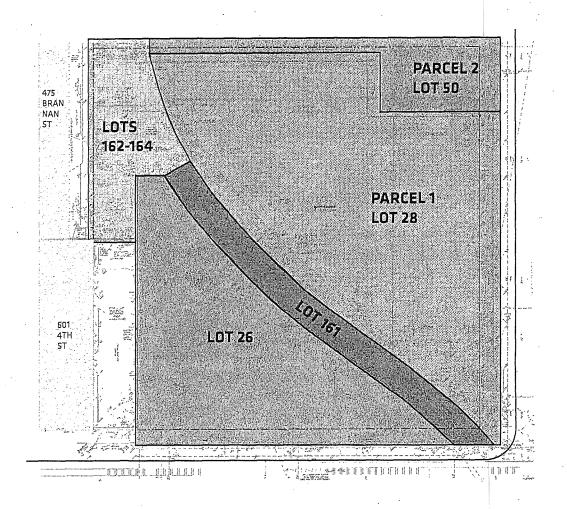
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ ADAMSON ASSOCIATES

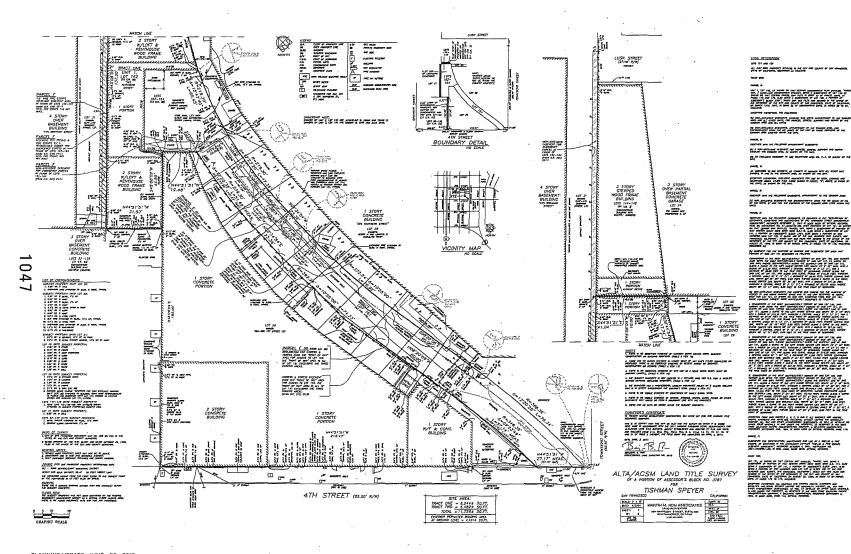
(E) CURB CUT

(E) BIKE PARKING

## SITE SURVEY& PARCELS







SCHOOL METALOGY, June 1, 10° In one 10° IN's

SCHOOL METALOGY, June 2, 10° IN one 10° IN's

SCHOOL METALOGY CONTROL OF THE SCHOOL IN'S

LANGE CONTROL OF THE SCHOOL IN'S

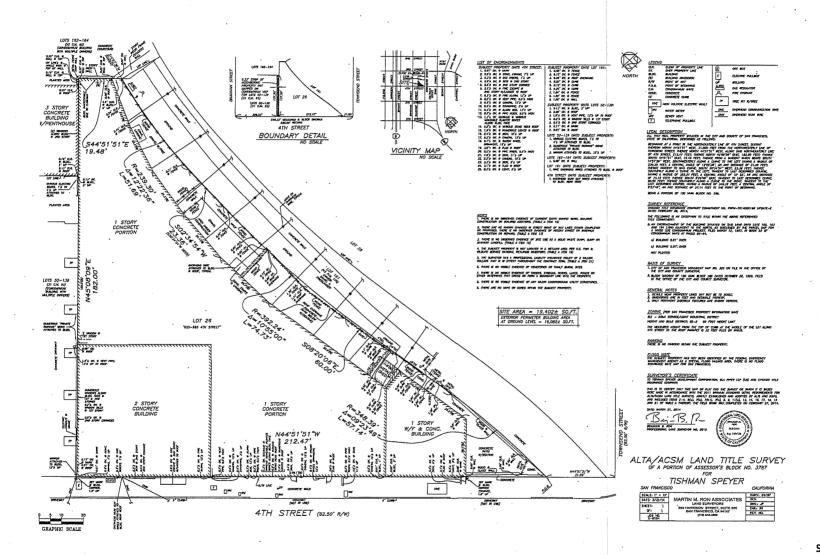
LANGE

ALTA/ACSM LAND TITLE SURVEY
OF A PORTION OF ASSESSOR'S BLOCK NO. 3767
FOR

TISHMAN SPEYER

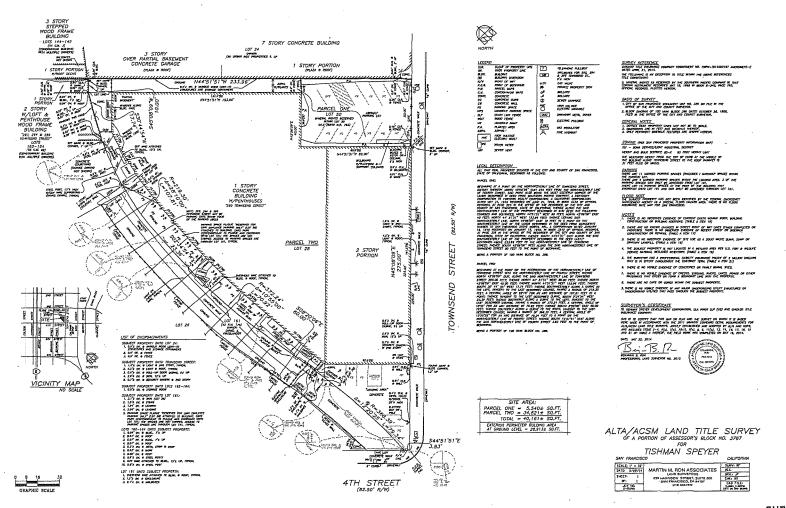
TREE F - 17 PART LAND ARSDICATES R. 1 PART L

**SURVEY LOT 161-164** 



**SURVEY LOT 26** 

PLANNING UPDATE \_ JUNE - D6 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

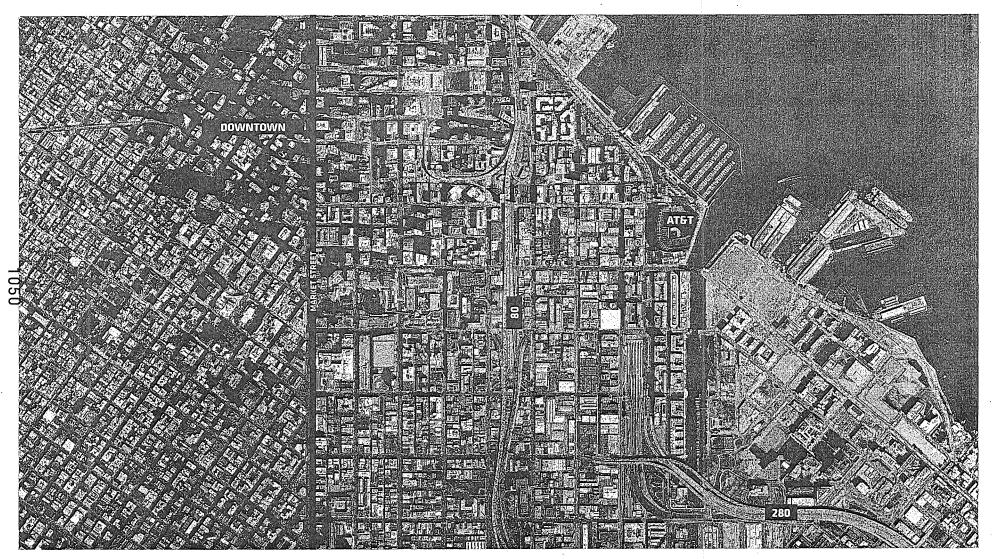


PLANNING UPDATE \_ JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ ADAMSON ASSOCIATES

SURVEY LOT #4 序 班

4,

### **URBAN CONTEXT**



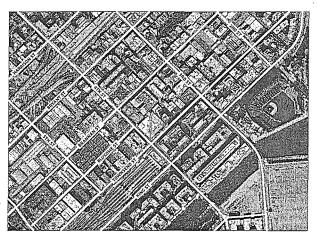
PLANNING UPDATE\_JUNE - 06 - 2019 555 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



SOMA & CENTRAL CORRIDOR PLAN BOUNDARY



CENTRAL "T" SUBWAY EXPANSION



TRANSPORTATION - STREETS

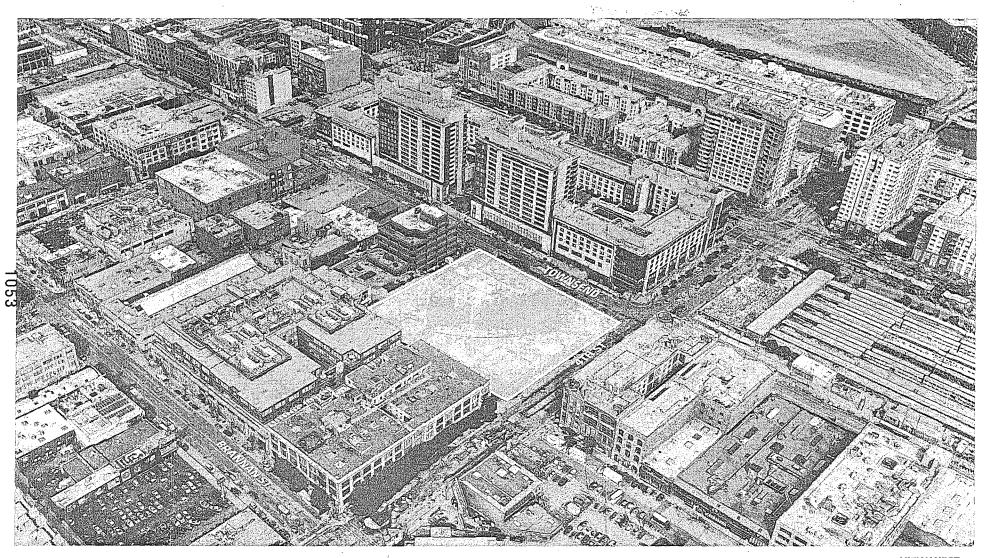


TRANSPORTATION - BUS

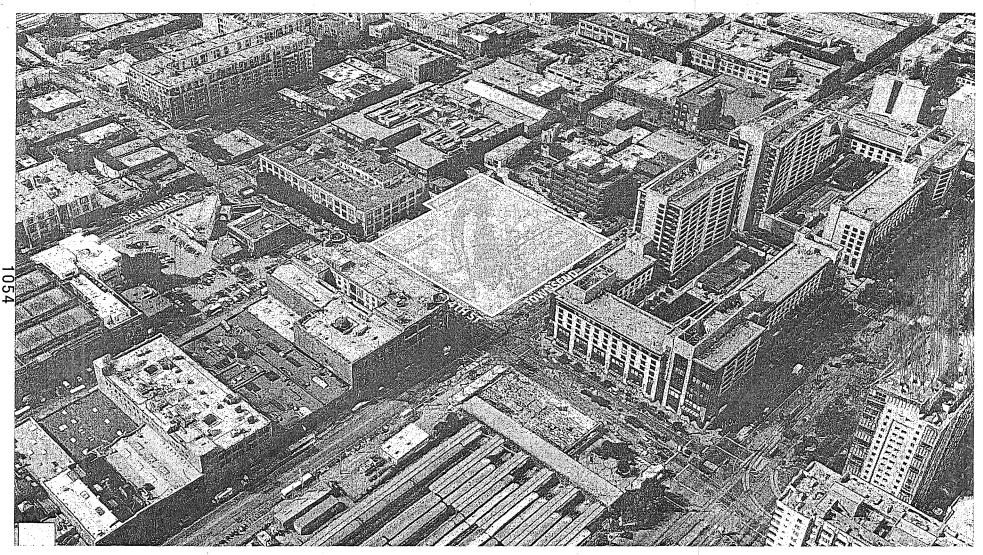
### **NEIGHBOURHOOD CONTEXT**



VIEW NORTH

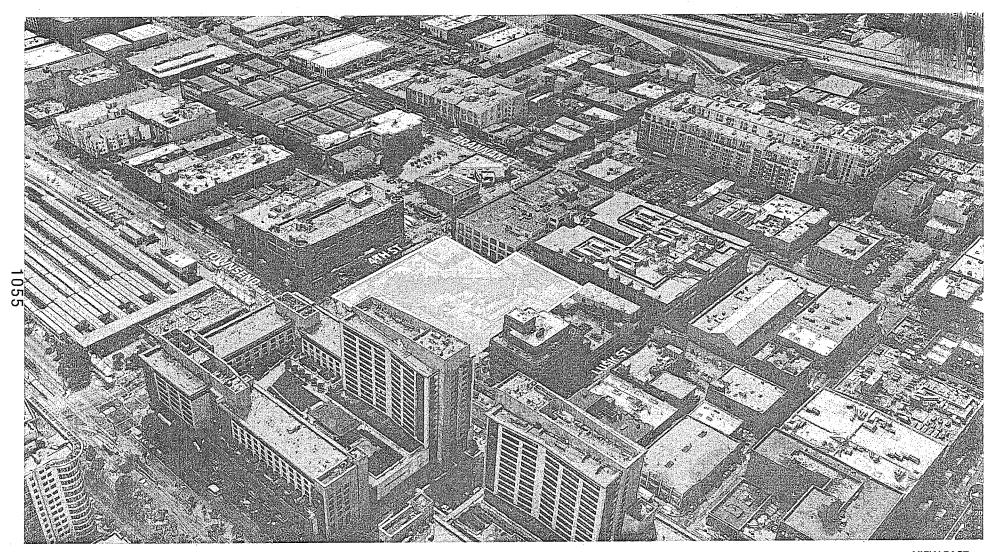


**VIEW WEST** 



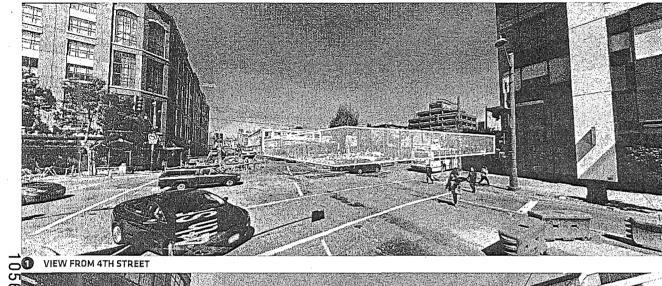
VIEW NORTH

PLANNING UPDATE\_JUNE - 06 - 2019 **555 4TH STREET** TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



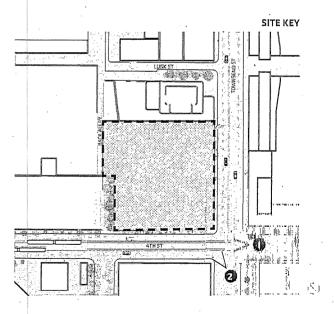
**VIEW EAST** 

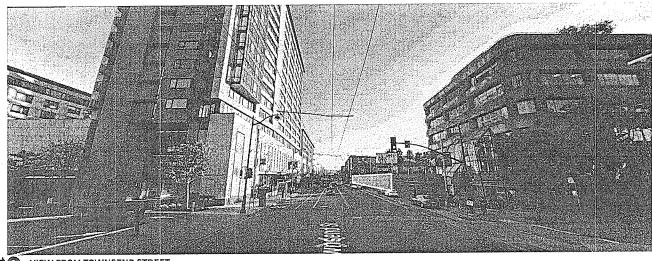
## SITE PHOTOS



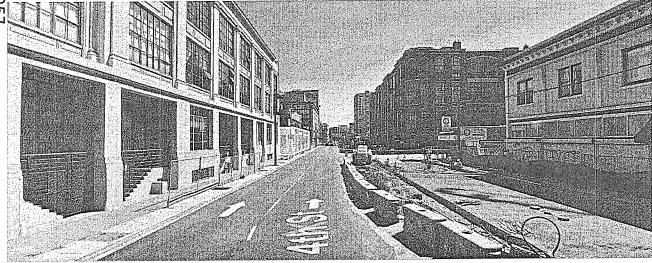


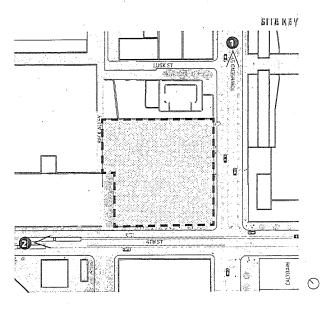
VIEW FROM TOWNSEND STREET





VIEW FROM TOWNSEND STREET



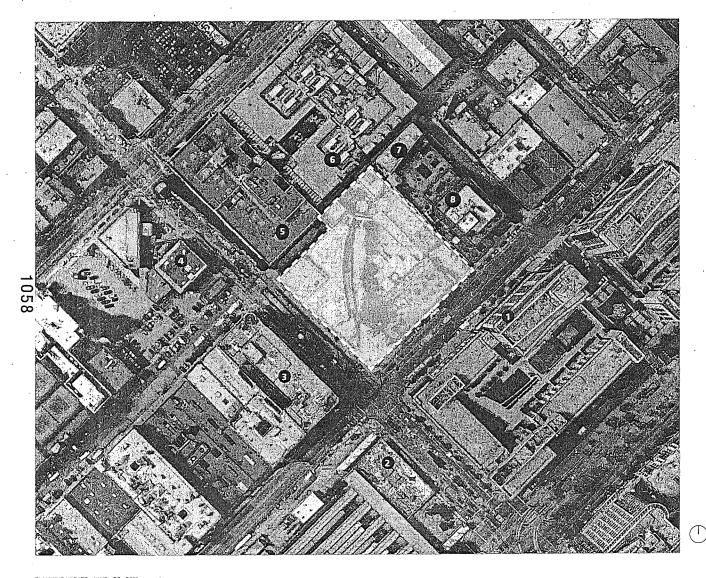


VIEW FROM 4TH STREET

PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

### **VICINITY MAP**





PLANNING UPDATE\_JUNE - 06 - 2019

555 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

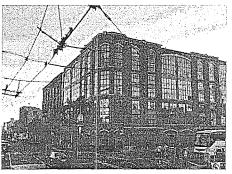




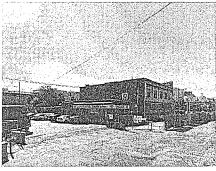
1. THE BEACON



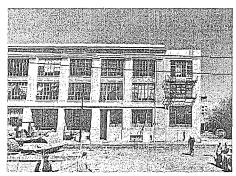
2. CAL TRAIN



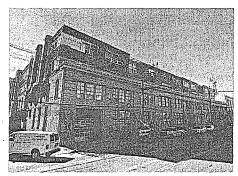
3, 650-688 4TH STREET



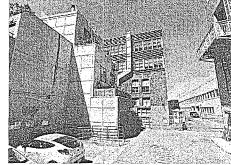
4, 636-648 4TH STREET



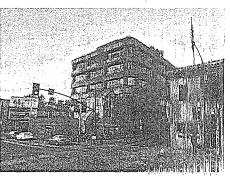
5. 601 4TH STREET



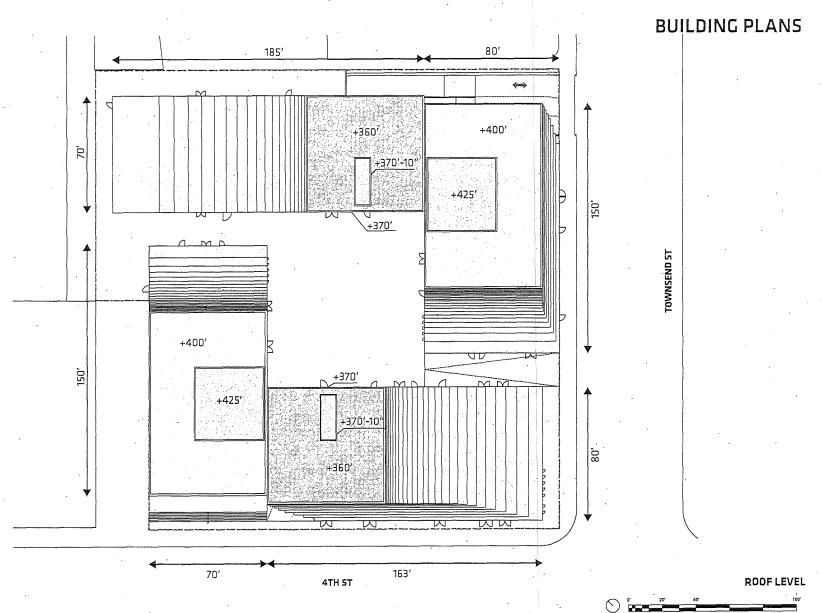
6. 475 BRANNAN STREET



7. 38 LUSK STREET

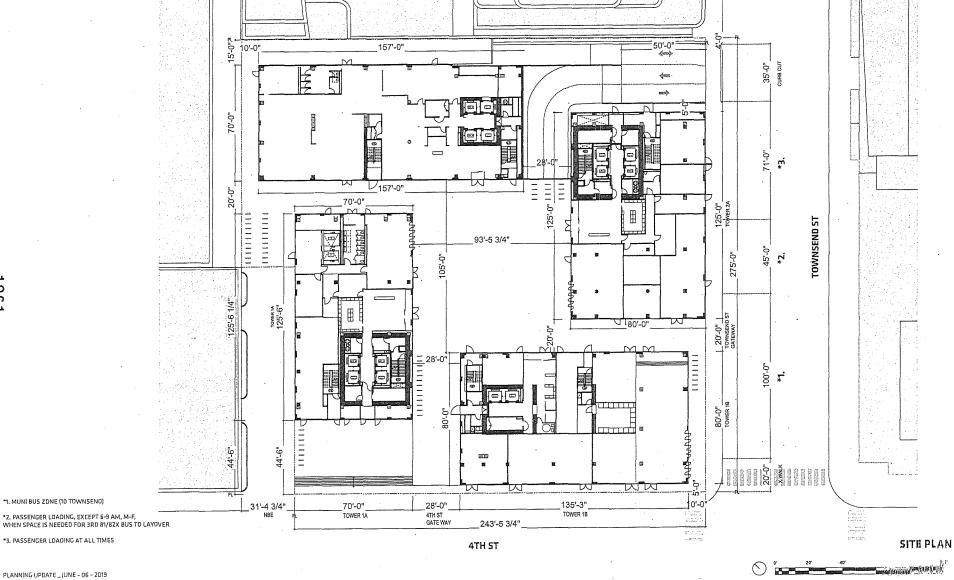


8. 260 TOWNSEND STREET



PLANNING UPDATE\_JUNE - D6 - 2019 655 4TH STREET

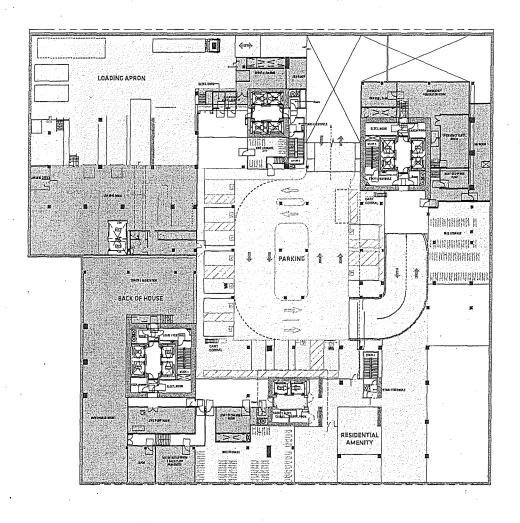
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

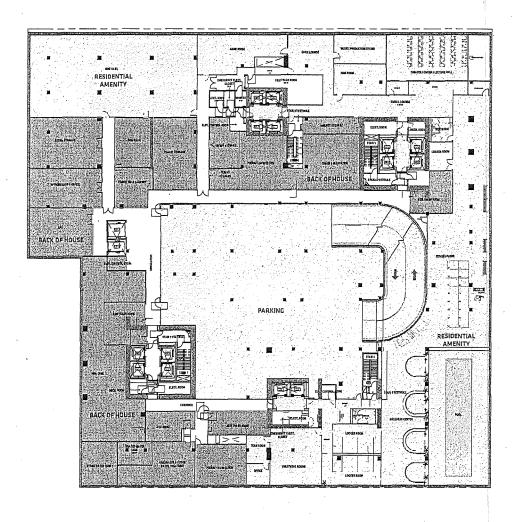
### RETAIL LEGEND 1. RETAIL (692 SF) 2. RETAIL (472 SF) 3. RETAIL (1,452 SF) 4. MICRO RETAIL (435 SF) 5. RETAIL (1,403 SF) VEHICULAR PLAZA 6. RETAIL (469 SF) 7. RETAIL (635 SF) 8. RETAIL (769 SF) 9. RETAIL/POPOS (2,484 SF) 10.RETAIL (775 SF) 11. RETAIL (1,000 SF) 12. RETAIL (584 SF) 13. MICRO RETAIL (184 SF) 14. MICRO RETAIL (93 SF) 15. RETAIL (1,399 SF) 16. MICRO RETAIL (269 SF) 17. RETAIL (1,232 5F) 18. RETAIL (4,000 SF) 19. RETAIL (3,200 SF) BOH 0 TOWNSEND STREET GATEWA 0 4TH 0 0 LEGEND LOADING 0. 0 CURB CUT BUS STOP TREE LOBBY RETAIL **GROUND LEVEL** 4TH ST PLANNING UPDATE\_JUNE - D6 - 2019 TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

3



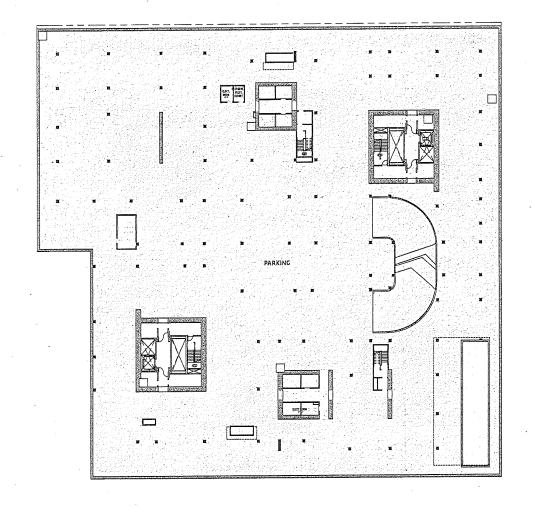
RESIDENTIAL AMENITY
BACK OF HOUSE
PARKING



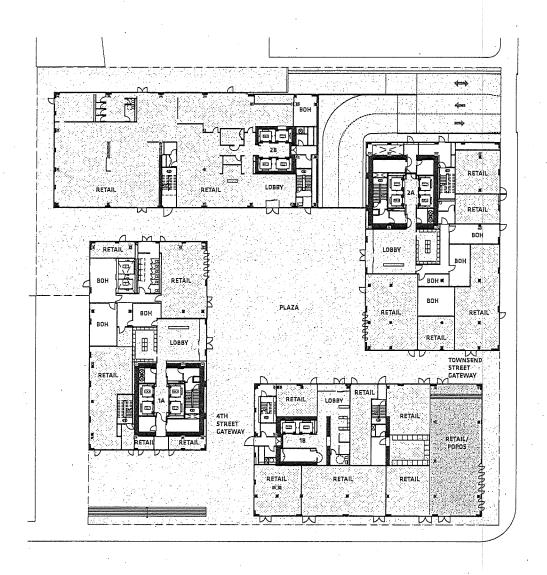


RESIDENTIAL AMENITY
BACK OF HOUSE
PARKING





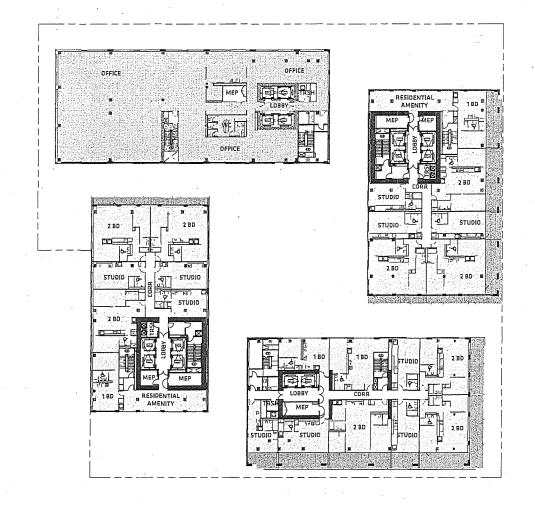




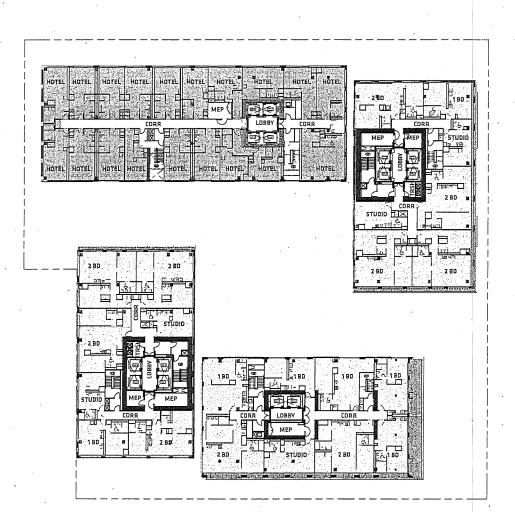
RETAIL LOBBY RETAIL/POPOS

LEVEL 1

OFFICE
RESIDENTIAL UNITS
PRIVATE BALCONY

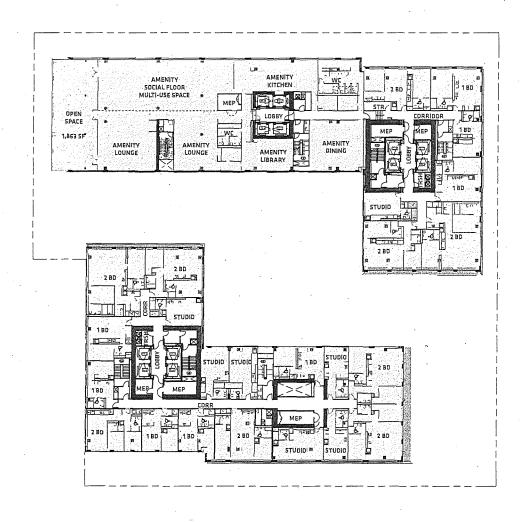


LEVEL 2-3



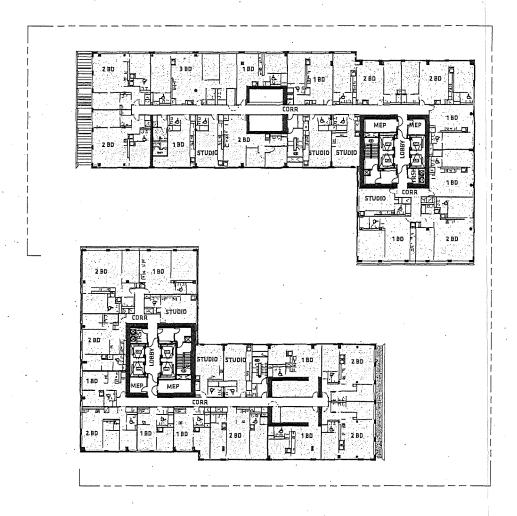
RESIDENTIAL UNITS
HOTEL
PRIVATE BALCONY

LEVEL G.



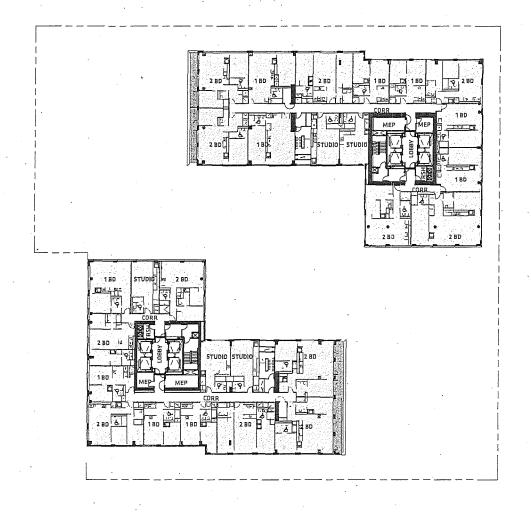
RESIDENTIAL UNITS/ AMENITY
COMMON OPEN SPACE (1,863 SF)
PRIVATE BALCONY





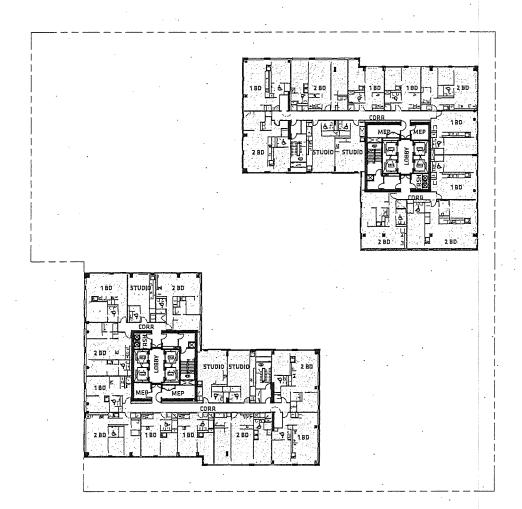
RESIDENTIAL UNITS PRIVATE BALCONY

LEVEL 10



RESIDENTIAL UNITS
PRIVATE BALCONY

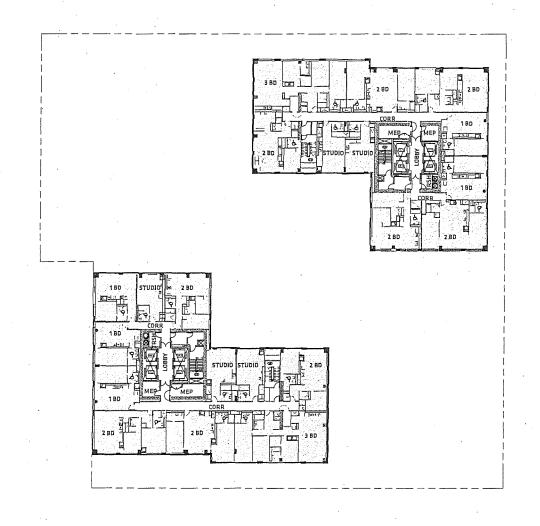
LEVEL I



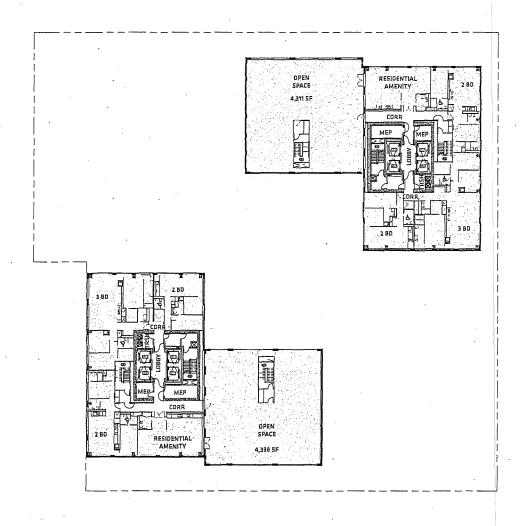
RESIDENTIAL UNITS

TYPICAL FLOOR - LEVEL 26-32

0' 20' 40' .

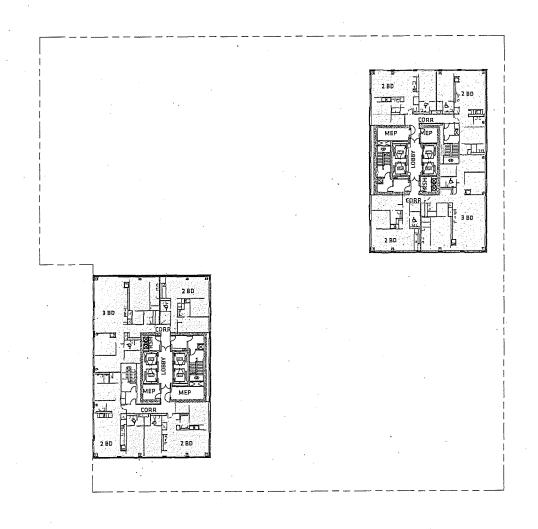


TYPICAL FLOOR - LEVEL 33-36



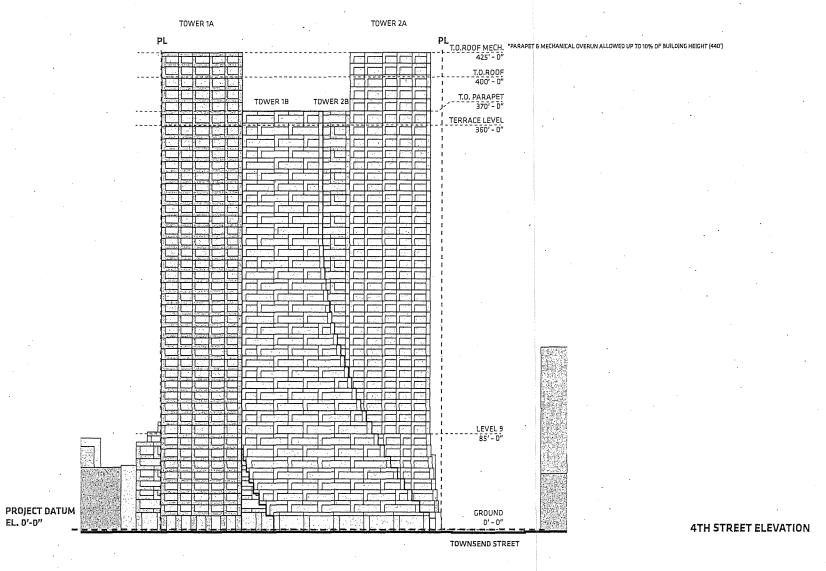
RESIDENTIAL UNITS/ AMPNITY COMMON OPEN SPACE (1,144 5F)





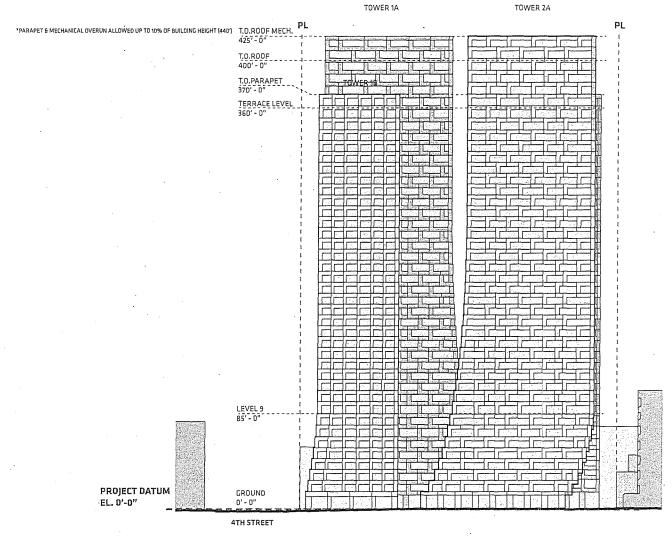
0° 20° 40°

## **BUILDING ELEVATIONS**



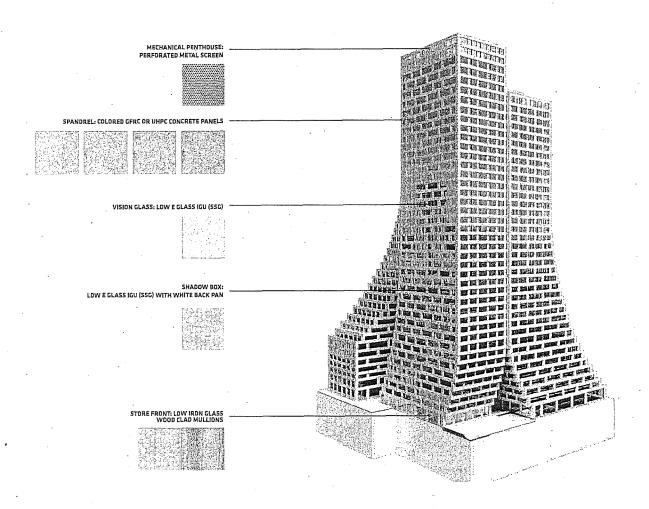
PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET,

TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



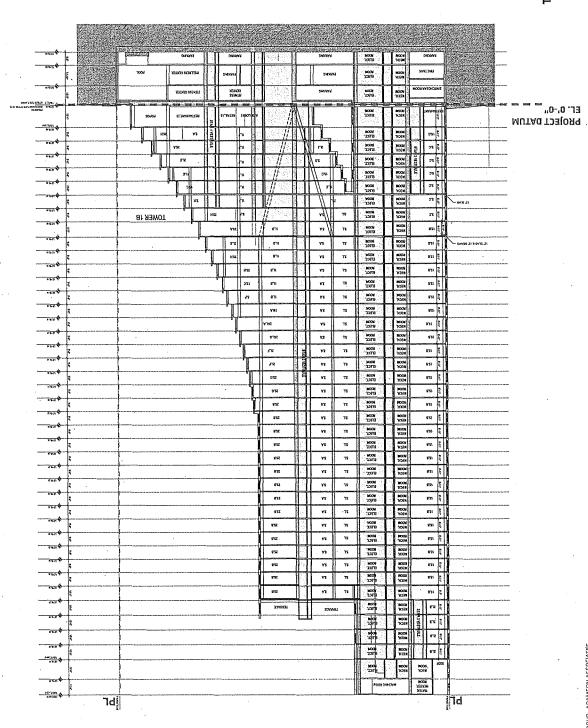
**TOWNSEND ST ELEVATION** 

## **FACADE MATERIALS**





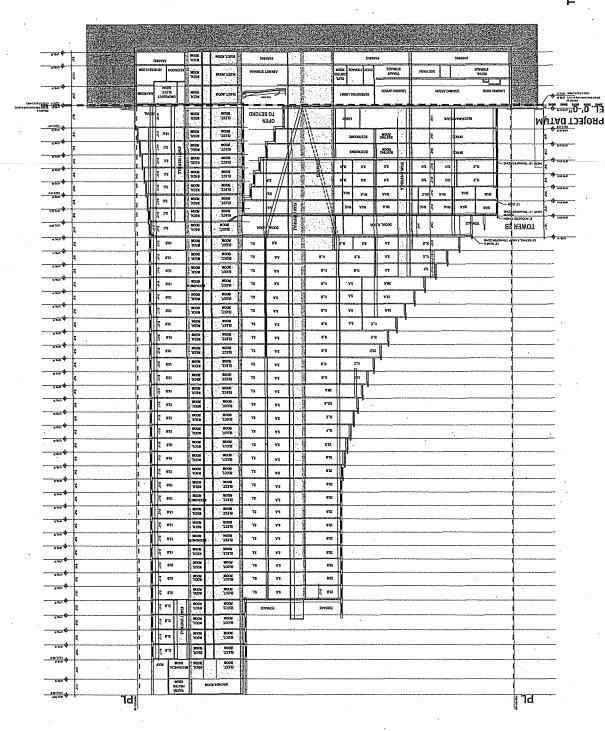




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PLANNING UPDATE\_JUNE – 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATE

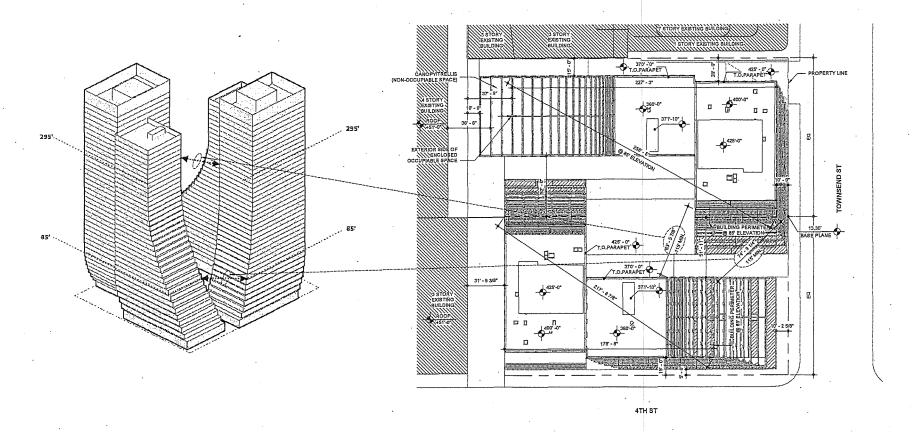
## **CODE COMPLIANCE AND EXCEPTIONS**

- BUILDING SETBACKS, STREET WALL ARTICULATION & TOWER SEPARATION (PC SEC. 132.4);
- USABLE OPEN SPACE FOR RESIDENTIAL UNITS (PC SEC. 135 & 329(E)(3)(B)(VI);
- Э. POPOS DESIGN (PC SEC. 138);
- DWELLING UNIT EXPOSURE (PC SEC. 140 & 249.78(D)(11));
- STREET FRONTAGE CONTROLS (PC, SEC. 145.1); GROUND FLOOR COMMERCIAL USE (PC SEC. 145.4);
- CURB CUTS (PC SEC. 155(R));

- WIND (PC SEC. 249.78(D)(9));
  USES ON LARGE DEVELOPMENT LOTS (PC SEC. 249.78(C)(6));
  NARROW AND MID-BLOCK ALLEY CONTROLS (PC SEC. 261.1);
- TOWER BULK (PC SEC. 270(H)).

<sup>·</sup> TISHMAN SPEYER \_\_ BJARKE INGELS GROUP\_ ADAMSON ASSOCIATES

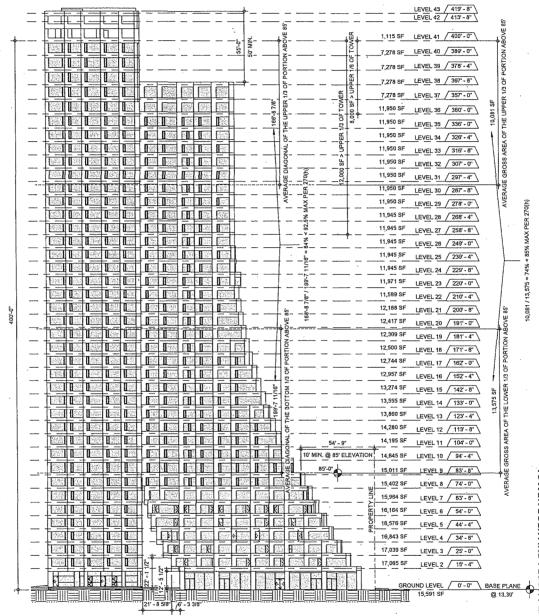
# TOWER SEPARATION (§ 132.4) SET BACKS AND STREET WALL (§ 132.4(D)(2)(C)/ § 132.4(D)(1))



TOWER SEPARATION DIAGRAM

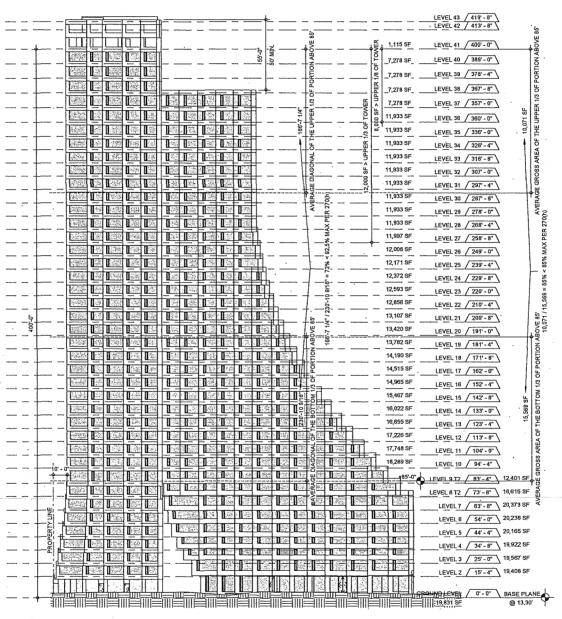
SITE PLAN

SETBACKS / SEPARATION / HEIGHT CONTROL

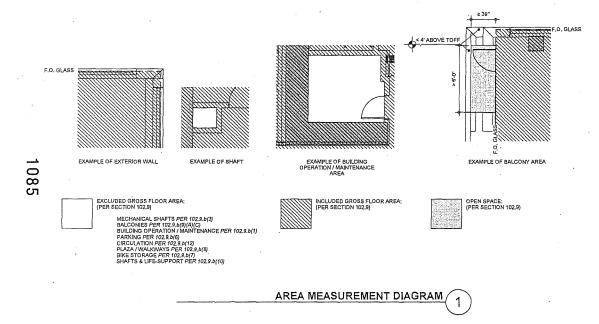


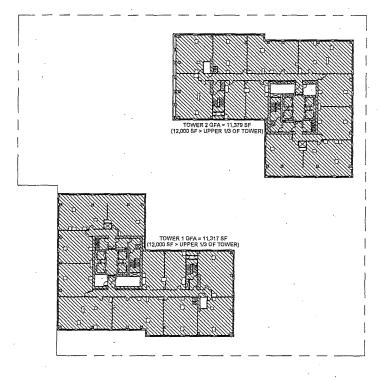
**TOWER 1 SOUTH ELEVATION** 

TOWER BULK AND FLOOR PLATE SIZE (§ 270(H)(3) & § 132.4)



**TOWER 2 NORTH ELEVATION** 





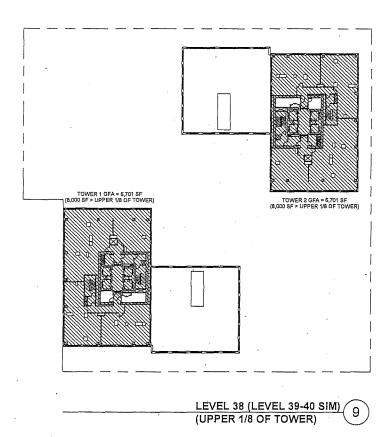
LEVEL 27 (LEVEL 28-35 SIM) (UPPER 1/3 OF TOWER)

PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET

TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

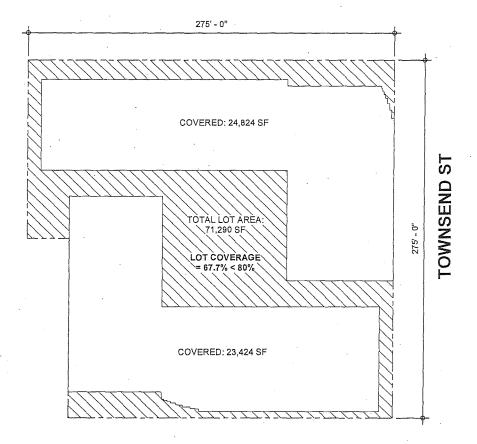
### TOWER BULK AND FLOOR PLATE SIZE (§ 270(H)(3) & § 132.4)

TOWER 2 PRIVATE OPEN ""SPACE" "GFA = 4,311 SF



TOWER 1 GRA = 7.22 SE, G. DO SF - UPPER 1 IS OF TOWER OF

LEVEL 37 OPEN SPACE (UPPER 1/8 OF TOWER)



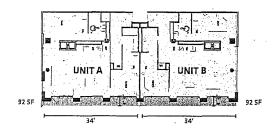
4TH ST

LOT COVERAGE DIAGRAM
@ LEVEL 2 (LOWEST RESIDENTIAL LEVEL)

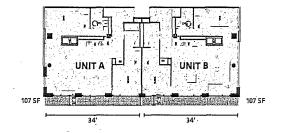
#### PRIVATE BALCONY AREAS

	TOWER 1 BALCONIES: 70							TOWER 2 BALCONIES: 62									
LEVEL		APPENDED.	Learning a	arold Ar	SHIPPER			In his life	TOTAL	545 PHILES	Maria de la companya	STREET		<b>建筑线线</b>		the party	TOTAL
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15			105	105					210		Sul h	224	224		Bank		44
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11			138	138				TO CALLED	276	us Fib		283	283				56
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7	98	98	172	184		Fig. 7, p. 174			552	107	98				7.7		20
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	105	105	189	344		148	127	135	1153	211	105			66		202	
- 4	107	107	206			201	172		1407	265	107			90			
3	155	155	223	581		253	217	152	1746	391	155			114		294	
2	223	223	266	₩625	151	343	277	159	2267	589	223	<u> </u>		146		326	
	TOWER 1 BALCONY AREA TOTAL:					11649				TOW	ER 2 BALCO	ONY AREA T	OTAL:	1123			

#### KEY BALCONY DIAGRAMS



TYPICAL SMALLER UPPER BALCONIES

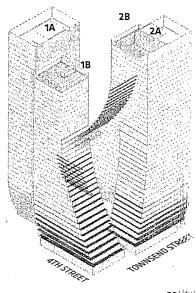


TYPICAL MIDDLE BALCONIES

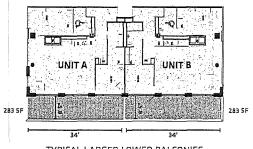
#### PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

## USABLE OPEN SPACE (§ 135)

PRIVATE BALCONIES
COMMON RESIDENTIAL OPEN SPACE



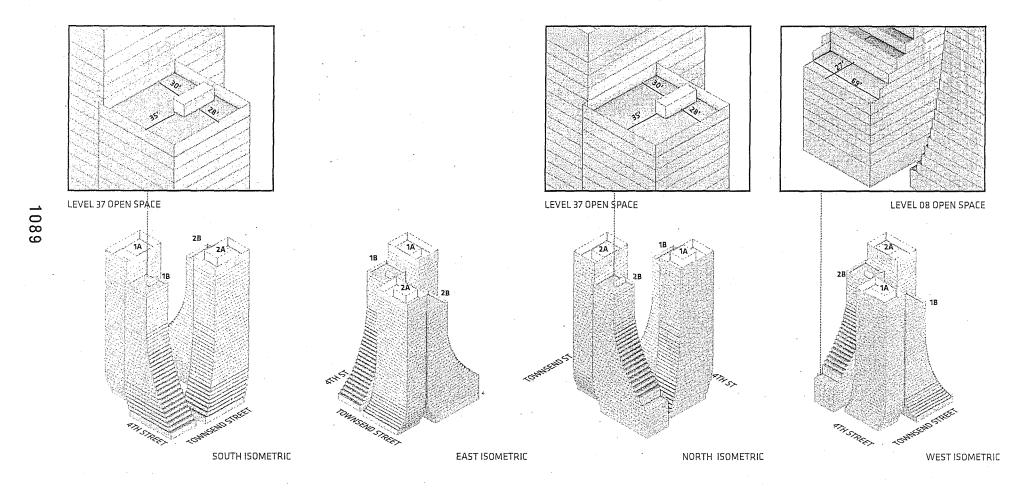
splith limp lettle



TYPICAL LARGER LOWER BALCONIES

## USABLE OPEN SPACE (1) 131)

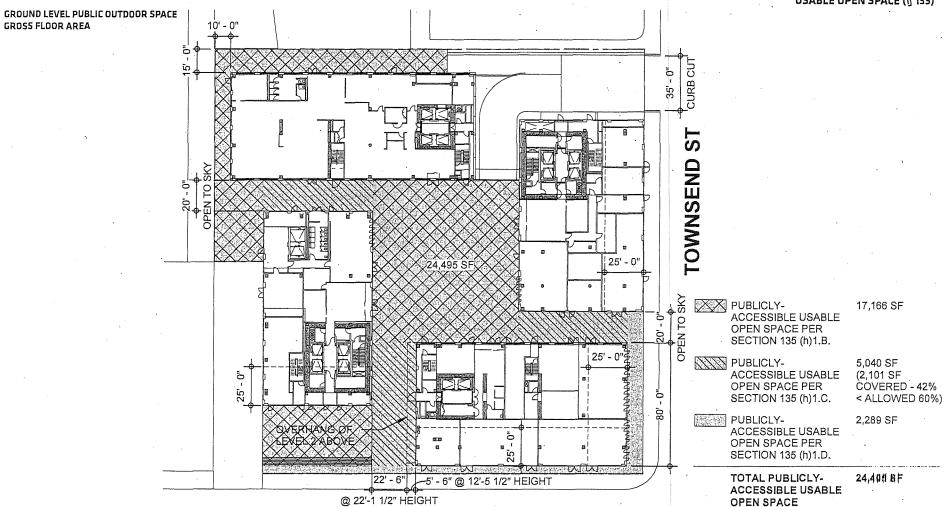
PRIVATE BALCONIES
COMMON RESIDENTIAL TIPEN SPACE



PLANNING UPDATE \_ JUNE - 05 - 2019

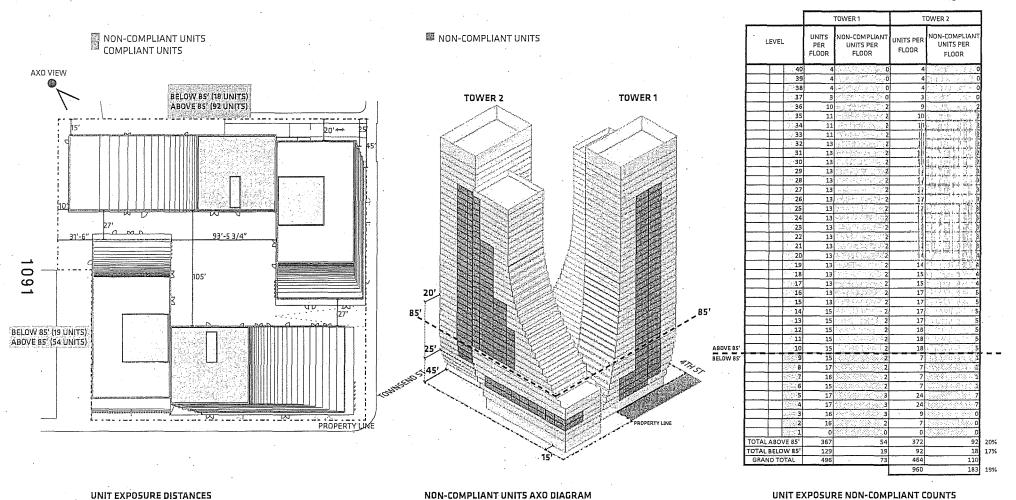
655 4TH STREET

TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



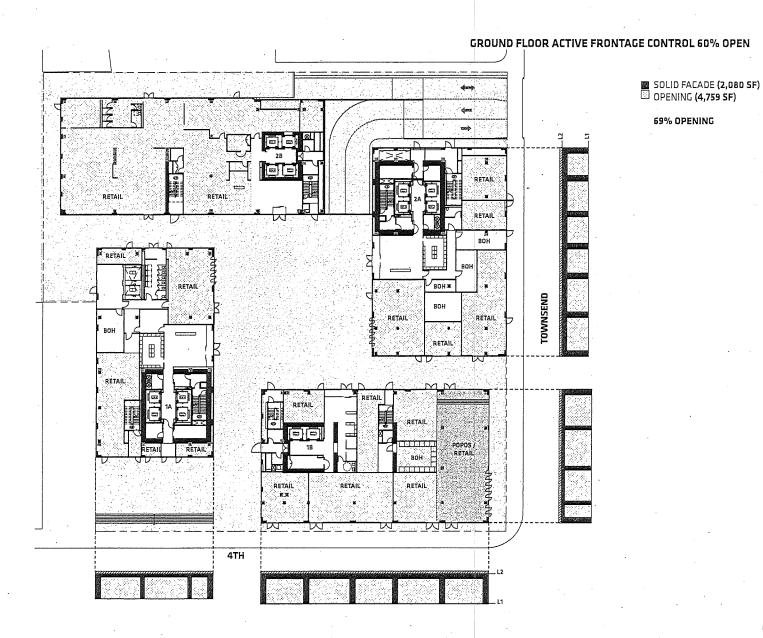
4TH ST

### DWELLING UNIT EXPOSURE (§ 140)



PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET

TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ ADAMSON ASSOCIATES



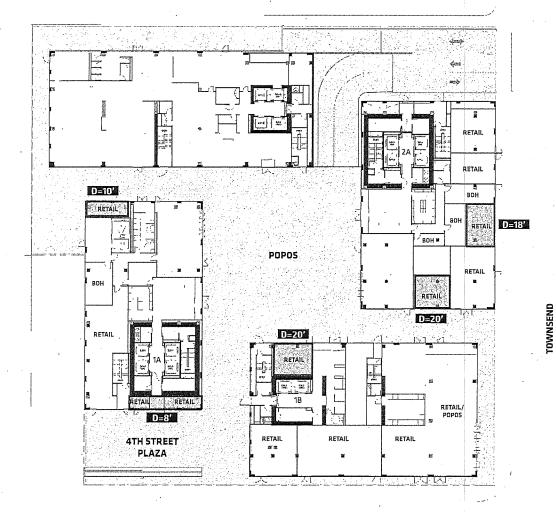
PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

☐ FLOOR TO FLOOR HEIGHTS

TOWNS

4TH

PLANNING UPDATE \_ JUNE - D6 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ ADAMSON ASSOCIATES

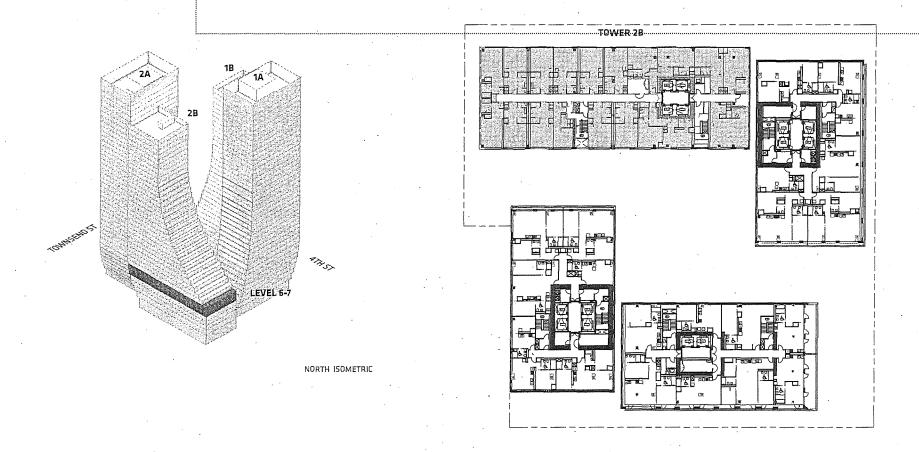


# STREET FRONTAGE CONTROLS: ACTIVE USE REQUIRED(§ 145.1)

ACTIVE RETAIL WITH
LESS THAN 25' FROM
FACADE FACING STREET
OR POPOS

4TH

PLANNING UPDATE \_JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



HOTEL @ LEVEL 6 & 7

PLANNING UPDATE \_ JUNE - D6 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

1095

,







## ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

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

#### ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Consultation with Descendant Communities: On discovery of an archeological site 1 associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative 2 of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.				
Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.				

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

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Dafe Completed
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological				
consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the				
Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:  A) The proposed project shall be re-designed so as to avoid any				
adverse effect on the significant archeological resource; or  B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.			·	
Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:  • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
archeologically monitored. In most cases, any soils-disturbing				
activities, such as demolition, foundation removal, excavation,				
grading, utilities installation, foundation work, site remediation,				
etc., shall require archeological monitoring because of the risk				
these activities pose to potential archaeological resources and to		•		
their depositional context;		•		
The archeological consultant shall undertake a worker training				
program for soil-disturbing workers that will include an	,			·
overview of expected resource(s), how to identify the evidence				
of the expected resource(s), and the appropriate protocol in the				
event of apparent discovery of an archeological resource;				
The archeological monitor(s) shall be present on the project site				
according to a schedule agreed upon by the archeological		•		
consultant and the ERO until the ERO has, in consultation with				
project archeological consultant, determined that project				
construction activities could have no effects on significant				·
archeological deposits;				
The archeological monitor shall record and be authorized to				
collect soil samples and artifactual/ecofactual material as			·	
warranted for analysis;				
If an intact archeological deposit is encountered, all soils-				
disturbing activities in the vicinity of the deposit shall cease.	,			
The archeological monitor shall be empowered to temporarily				
redirect demolition/excavation/construction activities and				
equipment until the deposit is evaluated. The archeological				
consultant shall immediately notify the ERO of the				
encountered archeological deposit. The archeological				
consultant shall make a reasonable effort to assess the identity,				
integrity, and significance of the encountered archeological				
deposit, and present the findings of this assessment to the ERO.				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.	·			
Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall				•
submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources				
<ul> <li>if nondestructive methods are practical.</li> <li>The scope of the ADRP shall include the following elements: <ul> <li>Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations.</li> <li>Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.</li> <li>Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies.</li> <li>Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> </ul> </li> </ul>				

# 1102

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.				
<ul> <li>Final Report. Description of proposed report format and distribution of results.</li> <li>Curation. Description of the procedures and recommendations</li> </ul>				
for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a			·	
summary of the accession policies of the curation facilities.  Human Remains, Associated or Unassociated Funerary Objects. If				
human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State				
and Federal Laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human				
remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall				
appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project				
sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate				
dignity (CEQA Guidelines. Sec. 15064.5(d)) within six days of the discovery of the human remains. This proposed timing shall not				
preclude the PRC 5097.98 requirement that descendants make recommendations or preferences for treatment within 48 hours of being granted access to the site. The agreement should take into				
consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human	·			

# 1103

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any				
Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by				
the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to				
further subsurface disturbance (Pub. Res. Code Sec. 5097.98).  Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO				
that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery	·			
program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.				
Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be				
distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall				

# 1102

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Dafe Completed
receive one bound and one unlocked, searchable PDF copy on CD of				·
the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National				
Register of Historic Places/California Register of Historical Resources.		. •		
In instances of public interest in or the high interpretive value of the				
resource, the ERO may require a different or additional final report		•		
content, format, and distribution than that presented above.				
Transportation and Circulation				
Project Mitigation Measure M-TR-1: Queue Abatement (Implementation of Central SoMa PEIR M-TR-3a)	Project sponsor	Ongoing	Planning Department and project sponsor	Ongoing
The project sponsor shall ensure that recurring vehicular turning	·			
movements into the 655 4th Street Project driveway or vehicle queues do		-		
not substantially affect public transit operations on the public right-of-way				
along Townsend Street near the off-street vehicular parking facility. A				
vehicle queue is defined as one or more vehicles (destined to the parking				
facility) blocking any portion of the street (including the sidewalk) for a				
consecutive period of three minutes or longer on a daily or weekly basis.				
If a recurring queue occurs, the owner/operator of the parking facility				
shall employ abatement methods as needed to abate the queue.				
Suggested abatement methods include but are not limited to the				,
following: redesign of facility to improve vehicle circulation and/or				
onsite queue capacity; employment of additional parking attendants;		-		
installation of LOT FULL signs with active management by parking		·		
attendants; use of off-site parking facilities or shared parking with				
nearby uses; transportation demand management strategies such as				
those listed in the San Francisco Planning Code TDM Program.				
If the Planning Director, or his or her designee, suspects that a recurring				
queue is present, the Department shall notify the property owner in				•
writing. Upon request, the owner/operator shall hire a qualified	·			
transportation consultant to evaluate the conditions at the site for no				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
less than seven days. The consultant shall 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 shall have 90 days from the date of the written			,	
determination to abate the queue.				
M-TR-2: Construction Management Plan and Construction	Project sponsor	Prior to the	SFMTA, Public	Considered complete
Coordination (Implementation of Central SoMa PEIR M-TR-9)		start of the project's	Works, and Planning Department	upon approval and implementation of the
The project sponsor shall develop and, upon review and approval by	·	construction	Department	construction
the San Francisco Municipal Transportation Agency (SFMTA) and		and	•	management plan and
Public Works, implement a Construction Management Plan,		throughout the construction	·	completion of the project's construction
addressing transportation-related circulation, access, staging and		period		activities
hours of delivery. The Construction Management Plan would				
disseminate appropriate information to contractors and affected			•	
agencies with respect to coordinating construction activities to				
minimize overall disruption and ensure that overall circulation in the				
project area is maintained to the extent possible, with particular focus				
on ensuring transit, pedestrian, and bicycle connectivity. The				
Construction Management Plan would supplement and expand,				
rather than modify or supersede, any manual, regulations, or				
provisions set forth by the SFMTA, Public Works, or other City	•	,		
departments and agencies, and the California Department of	•			
Transportation.				
If construction of the proposed project is determined to overlap with				
nearby adjacent project(s) to result in transportation-related impacts,				
the project sponsor or its contractor(s) shall consult with various City				
departments such as the SFMTA and Public Works, and other				
interdepartmental meetings as deemed necessary by the SFMTA,				
Public Works, and the Planning Department, to develop a Coordinated			•	
Construction Management Plan. The Coordinated Construction				
Management Plan, to be prepared by the contractor, would be				
reviewed by the SFMTA and would address issues of circulation			·	

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
(traffic, pedestrians, and bicycle), safety, parking and other project				
construction in the area. Based on review of the construction logistics				
plan, the project may be required to consult with SFMTA Muni				•
Operations prior to construction to review potential effects to nearby				·
transit operations.				
The Construction Management Plan and, if required, the			,	
Coordinated Construction Management Plan, shall include, but not			•	
be limited to, the following:				·
Restricted Construction Truck Access Hours—Limit construction			•	
truck movements during the hours between 7:00 and 9:00 a.m.			•	
and between 4:00 and 7:00 p.m., and other times if required by		,		
the SFMTA, to minimize disruption to vehicular traffic,	·			
including transit during the a.m. and p.m. peak periods.	,	•		
Construction Truck Routing Plans—Identify optimal truck routes				
between the regional facilities and the project site, taking into				
consideration truck routes of other development projects and			•	
any construction activities affecting the roadway network.				
Coordination of Temporary Lane and Sidewalk Closures—The				,
project sponsor shall coordinate travel lane closures with other			•	
projects requesting concurrent lane and sidewalk closures				
through interdepartmental meetings, to minimize the extent		•		
and duration of requested lane and sidewalk closures. Travel				
lane closures shall be minimized especially along transit and				
bicycle routes, so as to limit the impacts to transit service and				
bicycle circulation and safety.				
Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access—				
The project sponsor/construction contractor(s) shall meet with				
Public Works, SFMTA, the Fire Department, Muni Operations		•		. •
and other City agencies to coordinate feasible measures to				
include in the Coordinated Construction Management Plan to				
maintain access for transit, vehicles, bicycles and pedestrians.				MARKET THE TAXABLE PROPERTY OF THE PROPERTY OF

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
This shall include an assessment of the need for temporary			,	
transit stop relocations or other measures to reduce potential			·	·
traffic, bicycle, and transit disruption and pedestrian				
circulation effects during construction of the project.				
Carpool, Bicycle, Walk and Transit Access for Construction Workers—				
The construction contractor shall include methods to encourage				
carpooling, bicycling, walk and transit access to the project site by				
construction workers (such as providing transit subsidies to		٠	•	
construction workers, providing secure bicycle parking spaces,		•		
participating in free-to-employee ride matching program from				
www.511.org, participating in emergency ride home program				· · · · · · · · · · · · · · · · · · ·
through the City of San Francisco (www.sferh.org), and				,
providing transit information to construction workers).		•	*	
Construction Worker Parking Plan—The location of construction				
worker parking shall be identified as well as the person(s)			·	
responsible for monitoring the implementation of the proposed	:			
parking plan. The use of on-street parking to accommodate			•	
construction worker parking shall be discouraged. All			,	·
construction bid documents shall include a requirement for the				
construction contractor to identify the proposed location of		,		
construction worker parking. If on-site, the location, number of				•
parking spaces, and area where vehicles would enter and exit	No.			·
the site shall be required. If off-site parking is proposed to				
accommodate construction workers, the location of the off-site				
facility, number of parking spaces retained, and description of				
how workers would travel between the off-site facility and				
project site shall be required.				
Project Construction Updates for Adjacent Businesses and Residents—				
To minimize construction impacts on access for nearby			·	
institutions and businesses, the project sponsor shall provide			. •	
nearby residences and adjacent businesses with regularly-				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Dale Completion
updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.  Noise and Vibration				
Project Mitigation Measure M-NO-1: Siting of Noise-Generating Uses (Implementation of Central SoMa PEIR Mitigation Measure M-NO-1b)  The project sponsor shall undertake the following:  If outdoor sound systems are installed for the outdoor terrace of the event space, prior to a certificate of occupancy, the project sponsor shall submit documentation to the Planning Department demonstrating that the speaker system has been tested and achieves the noise limit of no greater than 69 dBA at the property plane. The results of this test shall be submitted to the Planning Department for review and approval. If results of this testing indicate that noise limits would exceed 69 dBA at the property plane, amplified sound emanating from the outdoor terrace of the event space shall be prohibited past 10 p.m., unless an applicable event permit is obtained from the Entertainment Commission.	Project sponsor and Planning Department	Analysis of noise from speaker system to be completed prior to the certificate of occupancy	Planning Department (Environmental Review Officer [ERO] and Planning's Noise Technical Team).	Considered complete upon either: 1) approval of final plan set by Department of Building Inspection if outdoor sound systems are installed for the outdoor terrace of the event space; or 2) analysis of the speaker system indicates the system will not exceed 69 dBA at the property plane; or upon confirmation that amplified sound from the terrace would be prohibited past 10 p.m., unless an applicable permit is obtained from the Entertainment Commission

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Mitigation Measure M-NO-2: General Construction Noise Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-2a)	Project sponsor and construction general contractor	During construction period	Planning Department, Department of	Considered complete upon submittal and implementation of
The project sponsor shall undertake the following:			Building Inspection (as requested and/or	construction noise control plan and
Require the general contractor to ensure that equipment and			on complaint basis),	completion of
trucks used for project construction use the best available noise			Police Department	construction activities
control techniques (e.g., improved mufflers, equipment		÷	(on complaint basis)	pursuant to the plan
redesign, use of intake silencers, ducts, engine enclosures and				
acoustically attenuating shields or shrouds), wherever feasible.			*	•
Require the general contractor to locate stationary noise				
sources (such as compressors) as far from adjacent or				·
nearby sensitive receptors along the northwest site				
boundary as possible, to muffle such noise sources, and to				
construct barriers around such sources and/or the			•	
construction site. To further reduce noise, the contractor				
shall locate stationary equipment in pit areas or excavated				
areas, if feasible.	,			
Require the general contractor to use impact tools (e.g., jack)				-
hammers, pavement breakers, and rock drills) that are	•			
hydraulically or electrically powered wherever possible to				
avoid noise associated with compressed air exhaust from				
pneumatically powered tools. Where use of pneumatic tools is	·			
unavoidable, an exhaust muffler on the compressed air exhaust	*			
shall be used, along with external noise jackets on the tools.				
Include noise control requirements in specifications provided			j	
to construction contractors. Such requirements could				
include, but are not limited to, performing all work in a				
manner that minimizes noise to the extent feasible; use of				
equipment with effective mufflers; undertaking the most				
noisy activities during times of least disturbance to				
surrounding residents and occupants, as feasible; and				

	Responsibility for	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Mitigation Measures	Implementation -	The ordinary	(Caponalounty	
selecting haul routes that avoid residential buildings to the				
extent that such routes are otherwise feasible.	·			
Prior to the issuance of each building permit, along with the	,			
submission of construction documents, submit to the Planning				·
Department and Department of Building Inspection (DBI) a list				
of measures that shall be implemented and that shall respond to	,			
and track complaints pertaining to construction noise. These	•			
measures shall include (1) a procedure and phone numbers for				·
notifying DBI and the Police Department (during regular				
construction hours and off-hours); (2) a sign posted on site				·
describing noise complaint procedures and a complaint hotline				
number that shall be answered at all times during construction;				
(3) designation of an on-site construction complaint and		•		
enforcement manager for the project; and (4) notification of				
neighboring residents and nonresidential building managers				
within 300 feet of the project construction area at least 30 days in				
advance of extreme noise generating activities (defined as	•			•
activities generating anticipated noise levels of 80 dBA or		٠		
greater without noise controls, which is the standard in the				,
Police Code) about the estimated duration of the activity.				
<ul> <li>Two-Way Radio Use – During concrete pours, the</li> </ul>				
construction team shall use electronic means (such as walkie				
talkies) to communicate over distances of 15 feet or more to				•
reduce the team's need to yell. These devices should be used				
to the extent feasible.				
Back Up Alarms – Advanced back up alarms should be used			•	
on equipment to the extent feasible. Advanced back up				
alarms would either sense ambient noise levels and adjust				
the backup alarm level and/or would emit a broad band				
noise instead of the more common tonal alarm sounds.				· ·

	Responsibility for	Mitigation	Monitoring/Report	Status/Date
Mitigation Measures	Implementation	Schedule	Responsibility	Completed
Air Quality				
Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implementation of Central SoMa PEIR M-AQ-4b)	Project sponsor and Planning Department	Prior to the start of diesel equipment use	Planning Department (Environmental Review Officer and	Considered complete upon Planning Department review
The project sponsor shall submit a Construction Emissions		on site	Planning's Air   Quality Technical	and acceptance of Construction
Minimization Plan (Plan) to the Environmental Review Officer			Team)	Emissions
(ERO) for review and approval by an Environmental Planning			•	Minimization Plan,
Air Quality Specialist. The Plan shall be designed to reduce air				implementation of the plan, and completion
pollutant emissions to the greatest degree practicable.				of construction
The Plan shall detail project compliance with the following	•		,	activities pursuant to
requirements:				the plan
1. All off-road equipment greater than 25 horsepower and	,			
operating for more than 20 total hours over the entire				
duration of construction activities shall meet the following				
requirements:				
a) Where access to alternative sources of power are				
available, portable diesel engines shall be prohibited;				
b) All off-road equipment shall have:		•		
i. Engines that meet or exceed either U.S.			·	•
Environmental Protection Agency or California Air			,	
Resources Board Tier 2 off-road emission standards,				,
and				•
ii. Engines that are retrofitted with an ARB Level 3			·	
Verified Diesel Emissions Control Strategy (VDECS)				
(Tier 4 interim or final engines meet the requirement			• • • • • • • • • • • • • • • • • • • •	
of a Tier 2 engine and ARB Level 3 VDECS), and				
iii. Engines shall be fueled with renewable diesel (at			,	
least 99 percent renewable diesel or R99).				
c) Exceptions:				
i. Exceptions to 1(a) may be granted if the project				
sponsor has submitted information providing				

Mitiga	ion Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	evidence to the satisfaction of the ERO that an				
	alternative source of power is limited or infeasible at				·
	the project site and that the requirements of this				
	exception provision apply. Under this circumstance,				
	the sponsor shall submit documentation of				
	compliance with 1(b) for onsite power generation.				,
	ii. Exceptions to 1(b)(ii) may be granted if the project				
	sponsor has submitted information providing				
	evidence to the satisfaction of the ERO that a				
	particular piece of off-road equipment with an ARB			•	
	Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions				
	due to expected operating modes, (3) installing the				·
	control device would create a safety hazard or				
	impaired visibility for the operator, or (4) there is a				
	compelling emergency need to use off-road		,		
	equipment that are not retrofitted with an ARB				
	Level 3 VDECS and the sponsor has submitted			•	
	documentation to the ERO that the requirements of				
	this exception provision apply. If granted an		.		
	exception to 1(b)(ii), the project sponsor shall comply				
	with the requirements of 1(c)(iii).				
	iii. If an exception is granted pursuant to 1(c)(ii), the	·			
	project sponsor shall provide the next-cleanest piece				
	of off-road equipment as provided by the step-down				
	schedule in Table M-AQ-4:		-		
	,				
			<u></u>		

Mitigation Meast	ues .			Responsibility for Implementation	Mitigation Schedule	Monitoring/Report- Responsibility	Status/Dale Completed
Off-Road	Table M-AQ-4B: Equipment Complian Schedule*	NCE STEP DOWN					
Compliance Alternative	Engine Emission Standard	Emissions Control				·	
1	Tier 2	ARB Level 2 VDECS	•				·
2	Tier 2	ARB Level 1 VDECS					
be met, then Compliance A not be able	ne table. If the requirement the project sponsor we halternative 1. Should to supply off-road each ternative 1, then Compute be met.	ould need to meet he project sponsor quipment meeting					
road equipment provided in exce idling for off-roa shall be posted in designated quen	sor shall require the idle be limited to no more eptions to the applicable d and on-road equipment in multiple languages (E sing areas and at the two-minute idling limit.	than two minutes, e e State regulations re ent. Legible and visi English, Spanish, Ch construction site to	except as egarding ble signs inese) in				
properly maint manufacturer sp 4. The Plan shall in phase with a contrequired for e	onsor shall require the ain and tune equipmecifications. Include estimates of the description of each pictury construction plantion may include information may include.	ment in accordan ne construction tim ece of off-road eq nase. Off-road eq	ce with eline by uipment uipment				

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implementation of Central SoMa PEIR M-AQ-5a) All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with	Project sponsor	For generator and fire pump specifications, prior to issuance of building permit for diesel generator or fire pump.	Planning Department (ERO, Air Quality technical staff)	Equipment specifications portion considered complete when equipment specifications approved by ERO. Maintenance portion is ongoing and records are subject to Planning Department
renewable diesel, R99, if commercially available. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit		maintenance, ongoing		review upon request
for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generator, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required				
to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the Planning Department within three months of requesting such information.				

Mitigation Measures Wind	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Mitigation Measure M-WI-1: Wind Hazard Evaluation for Building Design Modifications (Implementation of Central SoMa PEIR M-WI-1)	Project sponsor	In the event that the project's design is modified	Planning Department	Considered complete after approval of final construction plan set
In the event that the proposed project's design is modified, the new design shall be evaluated by a qualified wind expert as to the potential to result in a new wind hazard exceedance or aggravate		mounted		
an existing pedestrian-level wind hazard exceedance (defined as the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed). If the qualified expert determines that				
wind-tunnel testing is required due to the potential for a new or worsened wind hazard exceedance, the project shall adhere to the following standards for reduction of ground-level wind speeds in			·	
<ul> <li>areas of substantial pedestrian use:</li> <li>New buildings shall be shaped (e.g., include setbacks, or other building design techniques), or other wind baffling measures</li> </ul>				
shall be implemented, so that the development would result in the following with respect to the one-hour wind hazard		,		
criterion of 26 miles per hour equivalent wind speed:  o No net increase, compared to existing conditions, in the overall number of hours during which the wind		•		
hazard criterion is exceeded (the number of exceedance locations may change, allowing for both new exceedances and elimination of existing				
exceedances, as long as there is no net increase in the number of exceedance locations), based on wind- tunnel testing of a representative number of locations	. •			•
proximate to the project site; OR  o Any increase in the overall number of hours during which the wind hazard criterion is exceeded shall be				•

# 111/

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
evaluated in the context of the overall wind effects o	f			,
anticipated development that is in accordance with the	9			
Plan. Such an evaluation shall be undertaken if the	<u> </u>	,		
project contribution to the wind hazard exceedance a	t · ·			
one or more locations relatively distant from the	e ·			
individual project site is minimal and if anticipated				
future Plan area development would substantively affect	t			
the wind conditions at those locations. The project and	1			
foreseeable development shall ensure that there is no	)			
increase in the overall number of hours during which the		, ·		-
wind hazard criterion is exceeded.				
o New buildings that cannot meet the one-hour wind	[			
hazard criterion of 26 miles per hour equivalent wind				
speed performance standard of this measure based or				
the above analyses, shall minimize to the degree feasible				
the overall number of hours during which the wind	<b>∤</b>			
hazard criterion is exceeded.				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Biological Resources				
Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys (Implementation of Central SoMa PEIR M-BI-1)  As part of the construction contract, the project sponsor shall include a requirement for pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacant for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a California Department of Fish and Wildlife [CDFW] collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary, unless the feature upon which the roost is located would be demolished.	Project sponsor, qualified biologist, and California Department of Fish and Wildlife, and project contractor	Prior to issuance of demolition or building permits when trees would be removed or demolition of existing buildings	Planning Department; CDFW if applicable	Considered complete upon issuance of demolition or building permits

Project Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Improvement Measure I-BI-1: Night Lighting Minimization (Implementation of Central SoMa PEIR Improvement Measure I-BI-2)	Project sponsor	Ongoing during project	Planning Department	Considered complete upon approval of
In compliance with the voluntary San Francisco Lights Out Program, the project sponsor will implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:  • Reduce building lighting from exterior sources by:		operation (		building plans by Planning Department. Planning Department may engage in follow- up discussion with project sponsors, as applicable
<ul> <li>Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features;</li> <li>Installing motion-sensor lighting;</li> <li>Using minimum wattage fixtures to achieve required</li> </ul>				
lighting levels.  • Reduce building lighting from interior sources by:  • Dimming lights in lobbies, perimeter circulation areas, and atria;				
o Turning off all unnecessary lighting by 11:00 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October);				
Using automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;	i			
o Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting,				
Scheduling nightly maintenance to conclude by     11:00 p.m.;				
o Educating building users about the dangers of night lighting to birds.				

# Planning Commission Motion No. 20471

HEARING DATE: JUNE 20, 2019

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

Reception: 415.558,6378

Fax:

415.558.6409

Planning Information; 415.558.6377

Record No.:

2014-000203CUA

Project Address:

655 4th STREET; 280-290 TOWNSEND STREET; AND

292-296 TOWNSEND STREET

Zoning:

CMUO (Central SoMa Mixed Use Office) Zoning District

Central SoMa Special Use District

400-CS Height and Bulk District

Block/Lot:

3787/026, 028, 050, 161-164

Project Sponsor:

655 4th Owner, LLC

One Bush Street, Suite 500, San Francisco, CA, 94104

Property Owner:

655 4th Owner, LLC

. .

San Francisco, CA 94104

Staff Contact:

Linda Ajello Hoagland – (415) 575-682

linda ajellohoagland@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303, 317 AND 848 TO DEMOLISH TWO EXISTING DWELLING UNITS AND ESTABLISH A TOURIST HOTEL WITH 38 ROOMS WITHIN THE CMUO (CENTRAL SOMA MIXED-USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND A 400-CS HEIGHT AND BULK DISTRICT, LOCATED AT 655 FOURTH STREET, 280-290 TOWNSEND STREET, AND 292-296 TOWNSEND STREET, LOTS 026, 028, 050, AND 161-164 IN ASSESSOR'S BLOCK 3787, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

#### PREAMBLE

On December 19, 2017, Melinda Sarjapur of Reuben, Junius & Rose, LLP, acting on behalf of 655 478 Owner, LLC (hereinafter "Project Sponsor") filed a request, as modified by subsequent submittals, with the San Francisco Planning Department (hereafter "Department") for Large Project Authorization pursuant to Planning Code Section 329 and Conditional Use Authorization pursuant to Planning Code Sections 303, 317, and 848, to demolish three existing buildings and associated surface parking on the site and to construct two 36-to-40 story mixed-use buildings containing a mix of residential, office, hotel, and retail uses (collectively, the "Project").

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

www.sfplanning.org

Motion No. 20471 June 20, 2019

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

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

On June 11, 2019, 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 draft Motion as EXHIBIT C.

On June 20, 2019, the Commission adopted Motion No. 20470, approving a Large Project Authorization for the Project (Large Project Authorization No. 2014-000203ENX), including a Mitigation, Monitoring, and Reporting Program for the Project, attached as Exhibit C to Motion No. 20470, which are incorporated herein by this reference thereto as if fully set forth in this Motion.

On June 20, 2019, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2014-0002030CUA.

On June 20, 2019, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2014-0002030CUA.

The Planning Department Commission Secretary is the custodian of records located in the file for Case No. 2014-000203CUA at 1650 Mission Street, Fourth Floor, 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 approves the Conditional Use Authorization requested in Application No. 2014-000203CUA, subject to the conditions contained in "EXHIBIT A" of this motion and incorporated by reference, based on the following findings:

#### FINDINGS

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

- 1. The above recitals are accurate and constitute findings of this Commission.
- 2. Project Description. The Project will demolish existing buildings on the site (which contain, among other uses, two dwelling units) and will construct two 360- to- 400-foot tall (425 to top of rooftop mechanical screening), 36- to- 40-story mixed-use buildings, located at the northeast corner of 4th and Townsend Streets. The Project will contain a total of 1,014,968 gross square feet ("gsf") of residential use with approximately 960 dwelling units, 24,509 gsf of hotel use with approximately 38 rooms; 21,840 gsf of office use; 18,454 gsf of ground-floor retail; and 2,484 gsf of retail/interior privately-owned, publicly-accessible open space ("POPOS") fronting on 4th Street. The Project will provide approximately 24,495 square feet of outdoor POPOS though landscaped plazas and mid-block alleys leading from Townsend and 4th Streets through to the center of the site, as well as approximately 18,432 square feet of privately-accessible open space for building residents, including 132 private balconies and two commonly-accessible rooftop open spaces. The Project will be served by a below-grade garage accessed along Townsend Street, containing 275 off-street parking spaces (including 12 car-share spaces) and eight off-street loading spaces.
- 3. Site Description and Present Use. The Project site spans seven separate parcels (collectively encompassing approximately 1.64 acres) with addresses located at 655 4th Street and 280-290 Townsend and 292-296 Townsend Street (Assessor's Block 3787; Lots 026, 028, 050, and 161-164) in San Francisco's South of Market Neighborhood. The subject site is located at the northeast corner of 4th and Townsend Streets, and has approximately 275-ft along each of these frontages. Currently, the subject parcels contain three buildings, including one three-story condominium containing two residential units and one commercial unit, and two one- to- two-story retail buildings containing uses including H.D.

Buttercup, Balthaup, and the Creamery. The Project site also contains an approximately 4,000 square foot surface parking lot, and a 2,300 square foot loading area.

- 4. Surrounding Properties and Neighborhood. The Project site is located in the South of Market Neighborhood, within the CMUO (Central SoMa Mixed Use-Office) and Central SoMa Special Use Zoning Districts. The SoMa neighborhood is a high-density downtown neighborhood with a mixture of low-to-mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings. The Project site is generally bounded by 4th Street to the west, Townsend Street to the south, four story residential and office buildings to the north at 601 4th Street and 475 Brannan Street, and a seven-story office building to the east at 260 Townsend Street. The 4th and King Street Caltrain station is located across the intersection of 4th and Townsend Streets. To the immediate south across Townsend Street is a 13-story mixed-use residential, retail, and office development at 250 King Street (the Beacon). Approximately 200 feet northwest of the Project site is 505 Brannan Street, which has been identified as Key Site 9 under the Central SoMa Plan and proposes development of an eleven-story vertical addition to an existing office building.
- 5. Public Outreach and Comments. To date, the Department has received two phone calls in opposition of the Project from residents in an adjacent residential building, siting impacts to their building adjacent to the Project site on 4th. Street as a result of the Project. The Sponsor has conducted multiple one-on-one meetings with individual stakeholders, community organizations and nearby homeowner's associations, and participated in three additional community outreach forums, as outlined in the Project Sponsor Brief (Exhibit E).
- Planning Code Compliance: The Planning Code Compliance Findings set forth in Motion No. 20470
  Case No. 2014-000203ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply
  to this Motion, and are incorporated herein as though fully set forth.
- 7. Conditional Use Findings. Planning Code Section 303 establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use Authorization. On balance, the Project complies with said criteria in that:
  - A. The proposed new uses or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for and compatible with, the neighboring community.

The Project will construct two new mixed-use residential buildings containing approximately 960 dwelling units, 24,509 gross square feet of hotel, 21,840 gross square feet of office, and 20,938 square feet of ground floor retail use. The buildings will reach maximum heights of 400 feet (425 including rooftop screening), and will feature a distinctive architectural style, emphasizing the importance of the 4<sup>th</sup> and Townsend intersection in proximity to Caltrain and the Central Subway. The Project will be among the largest housing developments in the Central SoMa Plan area and the Eastern Neighborhoods, thereby significantly contributing to the approximately 8,300 new housing units proposed for the Plan area. It advances Plan

Motion No. 20471 June 20, 2019

goals and objectives, including Goal 1: To accommodate a substantial amount of jobs and housing; Goal 2: maintain the diversity of residents; Goal 3: facilitate an economically diversified and lively jobs center; Goal 4: Provide safe and convenient transportation that prioritizes walking, bicycling, and transit; Goal 5: offer an abundance of parks and recreational opportunities; and Goal 8: ensure that new buildings enhance the character of the neighborhood and the City.

Housing is a top priority for the City and County of San Francisco. The size and intensity of the proposed development is necessary and desirable for this neighborhood and the surrounding community because it will provide new opportunities for housing and add new site amenities that will contribute to the character of the surrounding neighborhood. The Project will also replace an underutilized site, while also providing new public amenities, including landscaping, sidewalk improvements, publicly-owned private open space and bicycle parking. The Project is consistent with the neighborhood uses, which include a mix of ground floor commercial uses with residential above, multi-family residential building and commercial uses. The influx of new residents will contribute to the economic vitality of the existing neighborhood by adding new patrons for the nearby retail uses. In summary, the Project is an appropriate urban invention and infill development.

The Project is consistent with land use controls established for the Central SOMA Mixed Use-Office Zoning District, as well as with scope and character of development anticipated for this location in the Planning Department's Key Development Sites Guidelines. It is the only Key Site Central SoMa project that is primarily residential.

Further, the Project will provide significant public benefits for the Plan area and City through payment of numerous development impact fees that will be used to improve local transportation infrastructure, affordable housing, community facilities, and the public realm.

- B. The proposed Project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working in the area, in that:
  - The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of the structures;

The Project will construct two buildings, each reaching a maximum height of 400 feet (425 including rooftop screening). The buildings will be situated to provide multiple mid-block connections for pedestrian foot traffic, with lobby access for the residential, retail, hotel and office uses located along a spacious landscaped POPOS. The property is located in a height and bulk district, which allows for up to 400 feet of development. This prominent height emphasizes the importance of the 4th and Townsend intersection due to its location in proximity to the Caltrain and Central Subway stations: The Project's proposed height and massing are consistent with design policies of the Central SoMa Plan. The Project will feature a distinctive architectural style, enhancing the character of the neighborhood and City, and will feature approximately 20,938 square feet of ground floor retail, both activating its prominent 4th and Townsend Street frontages and effectively drawing foot traffic into the site's central public open spaces.

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

The property is well-served by public transit. The Property is within walking distance of the Powell Street BART station, one block from the 4th and King MUNI light rail station and Caltrain, and just minutes away from numerous bus lines including the 09, 09A, 09B,10, 16A, 16B, 30, 45, 47, 76, 80X, 81X, 82X and 91. The project would also be located along the future Central Subway line, which is currently under construction. In addition, the project would provide below-grade off-street parking in an amount consistent with the standards set forth in the Plan, and will therefore avoid burdening neighborhood parking.

 The safeguards afforded to proven noxious or offensive emissions such as noise, glare, dust and odor;

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The Project entails construction of a mixed-use residential development compatible with the surrounding Central SoMa Plan area. It is not anticipated to generate any noxious or offensive emissions. Appropriate mitigation measures will be undertaken to accommodate for noise, glare and dust during construction.

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

The Project will feature a variety of streetscape improvements including street widening, installation of new signage, landscaping, tree planting, etc., consistent with the City's Better Streets Plan. Further, the project will incorporate approximately 24,495 square feet of attractively landscaped and hardscaped publicly-accessible open space, re-activating and drawing foot traffic into development on this prominent corner location.

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

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

D. That the use as proposed would provide development that is in conformity with the purpose of the applicable CMUO (Central SoMa Mixed Use Office) District.

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The Project is consistent with the stated purpose of the CMUO Zoning District in that it will result in development of a mix of residential and non-residential uses, including office, retail, and a tourist hotel. Per Planning Code Section 848, the CMUO Zoning District is described as:

The Central SoMa Mixed Use-Office (CMUO) extends predominantly between 2nd Street and 6th Street in the South of Market area, The CMUO is designed to encourage a mix of residential and

non-residential uses, including office, retail, light industrial, arts activities, nighttime entertainment, and tourist hotels.

- 8. Planning Code Section 303(g) establishes additional criteria and findings for the Planning Commission to consider when reviewing applications for hotels and motels, in addition to those applicable to Conditional Uses. On balance, the project does comply with said criteria in that:
  - A. The impact of the employees of the hotel or motel on the demand in the City for housing, public transit, child care, and other social services. To the extent relevant, the Commission shall also consider the seasonal and part-time nature of employment in the hotel or motel;

The Project Sponsor will comply with the First Source Hiring Program, thus allowing certain positions to be available to local residents. The Project Sponsor also expects that a sizable portion of its new hires will be local, minimizing effects on the demand for new housing, public transit, childcare, and other social services. The Project site is well-served by numerous public transit options and accessible via bicycle and foot from major transit stops. Further, the Project will contribute funding to support affordable housing, child-care, public transit, and other social services through various applicable impact fees.

B. The measures that will be taken by the project sponsor to employ residents of San Francisco in order to minimize increased demand for regional transportation;

The Project Sponsor intends to coordinate local hiring to address Project construction and employment needs of the hotel use. The Project is in close proximity to public transit. Further, the Project has demonstrated compliance with the TDM Program, and will encourage modes of non-vehicular transportation including walking, bicycling, and public transit by providing sufficient bicycle parking, real time transportation displays, multi-modal wayfinding signage, and streetscape improvements.

C. The market demand for a hotel or motel of the type proposed;

According to the Market Demand Analysis prepared by CBRE dated December 27, 2018, the San Francisco Bay Area is one of the strongest lodging markets in the United States, and has been approximately 20 percentage points above national averages, and with the reopening of the Moscone Center, occupancy in the San Francisco lodging market is expected to remain significantly above the national average. The report indicates that the overall demand for hotel units in San Francisco is set to continue at its currently high levels. Specific to the Project's proposed hotel, the competitive market's performance similarly surpasses both national and regional trends. The Analysis concludes that the hotel will not have any material impact on the overall market's long-term performance, and that occupancy in its market space will remain relatively stable at 83-85% over the next several years. Finally, the hotel is expected to achieve a stabilized occupancy in 2024 of 85%, again well over national trends and in line with the stabilized level projected for the competitive market.

D. In the Transit Center C-3-O(SD) Commercial Special Use District, the opportunity for commercial growth in the Special Use District and whether the proposed hotel, considered with other hotels and non-commercial uses approved or proposed for major development sites in the Special Use

District since its adoption would substantially reduce the capacity to accommodate dense, transitoriented job growth in the District;

The Project is not located within the Transit Center C-3-O(SD) Commercial Special Use District:

- 9. Planning Code Section 317 establishes additional criteria and findings for the Planning Commission to consider when reviewing applications for projects that will demolish existing dwelling units. On balance, the project does comply with said criteria in that:
  - A. Whether the property is free of a history of serious, continuing Code violations;

There are no serious, continuing Code violations at the property. The subject property (655  $4^{th}$  Street) has an open violation with the Department of Building Inspection for failure to comply with the Commercial Water Conservation Ordinance.

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

The two existing condominium units have been maintained in a decent, safe, and sanitary condition.

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

Not Applicable. The property is not an historical resource under CEQA.

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

Not Applicable. The property is not an historical resource under CEQA.

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

The property currently contains two market rate condominium units. The Project will remove these units to construct a new residential project containing approximately 960 rental dwelling units.

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

The two existing units at the property are not subject to the Residential Rent Stabilization and Arbitration Ordinance,

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

The Project will remove two market rate condominium units, to facilitate construction of a new residential project containing approximately 960 rental dwelling units. The new housing will provide additional opportunity for neighborhood housing and the Project will participate in the City's Inclusionary Housing

Program, contributing to conservation and preservation of cultural and economic diversity and promote the construction and rehabilitation of permanently affordable units within the neighborhood.

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

The Project is consistent with policy goals of the Central SoMa Plan area, and will contribute to the evolving neighborhood character while enhancing opportunity for cultural and economic diversity of area residents.

Whether the project protects the relative affordability of existing housing;

The existing building contains two market rate condomintum units. There are no existing affordable housing units at the property.

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

The existing building contains two market rate condominium units. The Project will not remove any affordable housing units. The Project will construct approximately 960 market-rate rental dwelling units on site) and will satisfy the City's Inclusionary Housing Program requirements through payment of an In Lieu Fee that will contribute to the development of affordable housing within the Central SoMa neighborhood.

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

The Project will locate approximately 960 market rate units of in-fill housing within the Central SoMa Plun area, in a transit-rich location.

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

The Project will significantly increase the number of family-sized units on site. The property currently contains two market rate condominium units. The Project will construct approximately 960 new dwelling units, including approximately 351 two-bedroom and 37 three-bedroom units, resulting in a net increase of approximately 958 new dwelling units.

M. Whether the project creates new supportive housing;

The Project will not contain new supportive housing.

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

The Project has an isonic design at a prominent street corner in the Central SoMa Plan area. The Project is, on balance, consistent with all relevant design guidelines, and will enhance existing neighborhood character.

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

The Project will increase the number of on-site dwelling units from 2 to 960, a net increase of 958 units.

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

The Project will increase the number of on-site bedrooms from 6 to 1,385.

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

The Project would maximize residential density on the subject lot, consistent with project design, massing, dwelling unit mix, and all other applicable standards for the Central SoMa Plan area.

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

The Project will replace the existing market-rate condominium units with new dwelling units with a range of sizes and bedroom configurations, as discussed above.

- 10. General Plan Compliance. The General Plan Consistency Findings set forth in Motion No 20470, Case No. 2014-000203ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.
- 11. 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:
  - That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The Project site currently contains 52,590 square feet of commercial use, including the Creamery neighborhood cafe, a taqueria, a designer furnishing store, and a catering service. The Project would create approximately 20,938 gsf of new neighborhood serving retail uses, including four new micro retail spaces, and a gross square feet of new retail use, including seven new micro-retail spaces, and approximately 24,509 gsf of hotel use, enhancing future opportunities for employment and ownership of area businesses.

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

The Project would remove two existing dwelling units and construct 960 dwelling units in a range of size and unit types, increasing the City's available housing stock and preserving cultural and economic diversity. In addition, the Project's office and retail components will conserve and protect the neighborhood's existing commercial character.

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

The Project will not displace any affordable housing units. The Project will construct 960 new dwelling units and will satisfy the City's Inclusionary Housing Program through payment of an in-lieu fee, which will be used to fund development of affordable housing within the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue. The Project's commercial components will also be subject to payment of the City's Jobs-Housing Linkage Fee, which will be used to develop and preserve affordable housing options throughout the City.

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

The Project will not impede transit service, or overburden streets or neighborhood parking. The Project will contain off-street parking spaces to serve residential and non-residential uses within the ratios principally permitted by the Planning Gode, and will participate in the City's Transportation Demand Management Program. The site is within walking distance of San Francisco's downtown, Financial District, and office hubs around SoMa, as well as the Montgomery Street BART station, and is located kitty corner from the 4th and King Caltrain station, providing access to the East Bay, the Peninsula and into Silicon Valley. The Property is also extremely well-served by public transit. The Property is within walking distance of the 09, 09A, 10, 16A, 16B, 30, 45, 47, 76, 80X, 81X, 82X and 91 bus lines. The Project is also located along the future Central Subway line.

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 site contains no industrial use, and proposes largely residential development. The Project will also contain approximately 20,938 gsf of new retail development, split amongst a number of individual retail units of varying size, providing future opportunities for resident employment and ownership.

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

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

g. That landmarks and historic buildings be preserved.

The Project site does not contain any City Landmarks or historic buildings.

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

The Project has been designed to minimize sunlight and vista impacts to City parks and open spaces.

- 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.
- The Commission hereby finds that approval of the Conditional Use Authorization would promote the health, safety and welfare of the City.

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#### DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby APPROVES Conditional Use Authorization Application No. 2014-000203CUA subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated June 6, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-dau period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

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I hereby certify that the Planning Commission ADOPTED the foregoing Motion on June 20, 2019.

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ABSENT: Richards

ADOPTED: June 20, 2019

# **EXHIBIT A**

#### **AUTHORIZATION**

This authorization is for a Conditional Use Authorization to allow demolition of two dwelling units and establishment of a tourist hotel containing 38 guestrooms at 655 4th Street, 280-290 and 292-296 Townsend Street, Block 3787, Lots 026, 028, 050 and 161-164, pursuant to Planning Code Sections 303, 317, and 848 within the CMUO Zoning District, Central SoMa Special Use District and 400-CS Height and Bulk District, in general conformance with plans, dated June 6, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2014-000203CUA and subject to conditions of approval reviewed and approved by the Commission on June 20, 2019 under Motion No. 20471. This authorization and the conditions contained herein run with the properly 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 June 20, 2019 under Motion No. 20471.

#### PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. 20471 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 perinit. "Project Sponsor" shall include any subsequent responsible party.

#### CHANGES AND MODIFICATIONS

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

# Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

- 1. Validity. The authorization and right vested by virtue of this action is valid for five (5) 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 five-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 five (5) 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 five (5) 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
- 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

SAN FRANCISCO PLANNING DEPARTMENT

- 6. Additional Project Authorization. The Project Sponsor must obtain a Large Project Authorization under Planning Code Section 329 for new construction of more than 50,000 gross square feet and greater than 85 feet in height within the CMUO Zoning District, Central SoMa Special Use District and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply:
  - For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 7. 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

#### DESIGN - COMPLIANCE AT PLAN STAGE

- 8. 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
- 9. 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
- 10. 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.

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

11. 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

#### MONITORING - AFTER ENTITLEMENT

- 12. 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
- 13. 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,

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#### **OPERATION**

www.sf-planning.org

- 14. 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
- 15. 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

SAN FRANCISCO PLANNING DEPARTMENT www.sf-planning.org

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

16. 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,

SAN FRANCISCO PLANNING DEPARTMENT

### OWNER

DESIGN CONSULTANT LANDSCAPE DESIGN CONSULTANT ARCHITECT OF RECORD



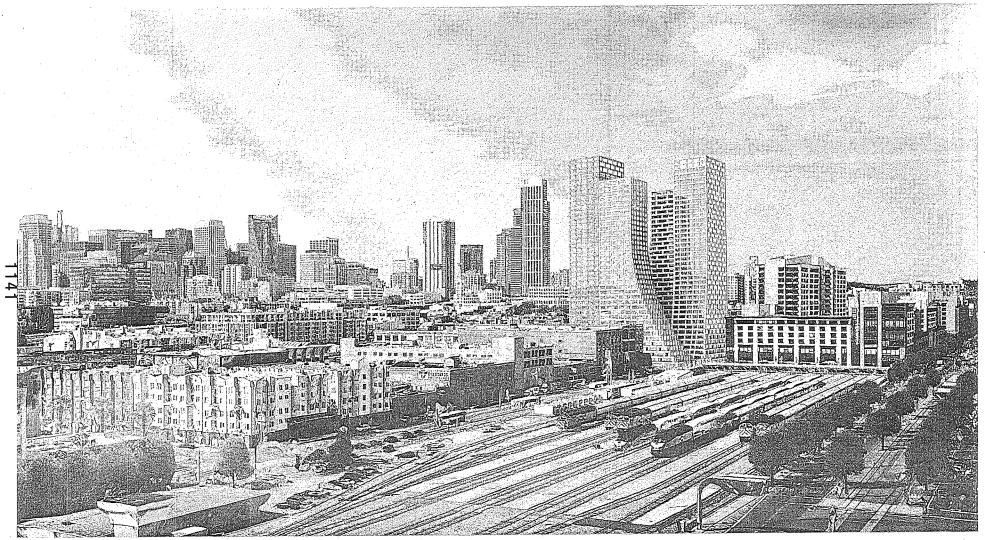




## CONTENTS

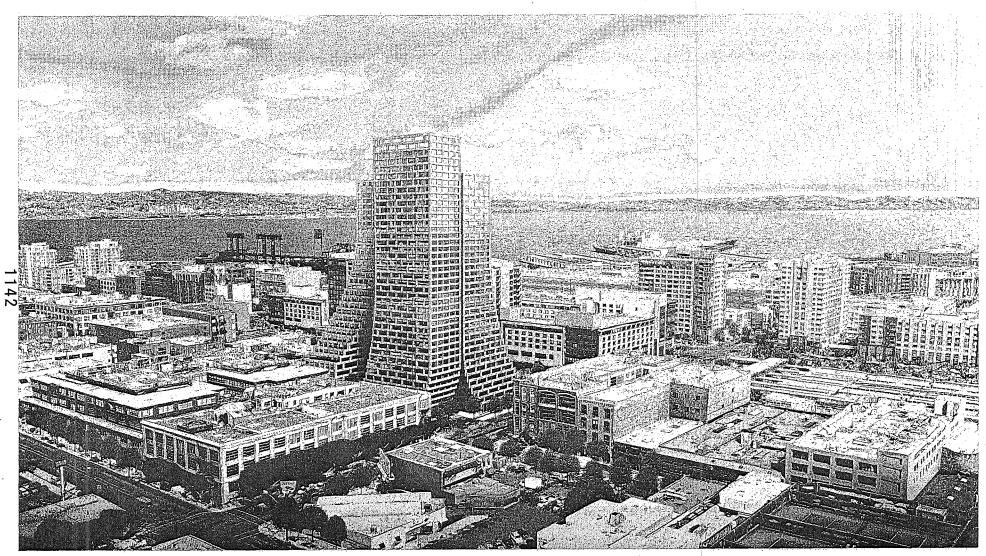
ARTISTIC RENDERINGS	- 3
ZONING INFORMATION AND PROJECT STATISTICS	15
DESIGN CONCEPT	16
LOCATION MAP	20
EXISTING SITE PLAN	21
NEIGHBOURHOOD CONTEXT	28
SITE PHOTOS	- 32
VICINITY MAP	34
BUILDING PLANS	36
BUILDING ELEVATIONS	52
FACADE MATERIALS	· 52
BUILDING SECTIONS	55
CODE COMPLIANCE AND EXCEPTIONS	57

### **ARTISTIC RENDERINGS**



VIEW FROM OVER CALTRAIN TRACKS

PLANNING UPDATE \_ JUNE - D6 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



**BIRDS EYE VIEW TOWARDS BAY** 

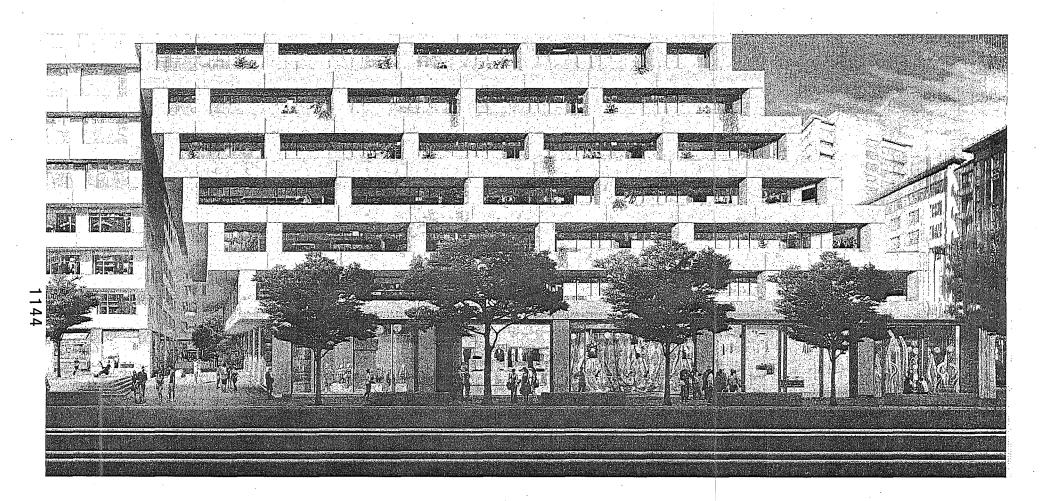
PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH 5TREET

TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

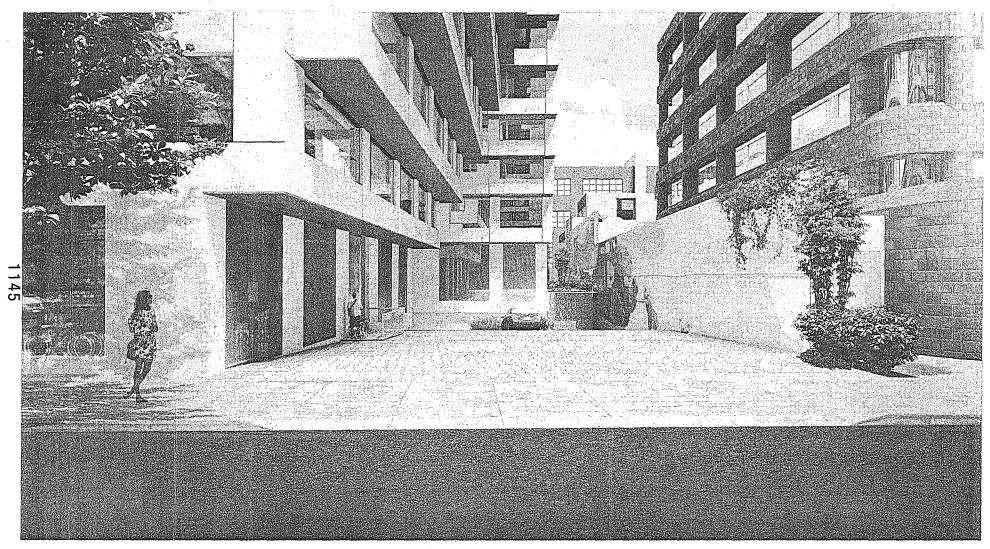


VIEW FROM CORNER OF 4TH ST AND TOWNSEND ST

PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



**VIEW FROM 4TH STREET** 

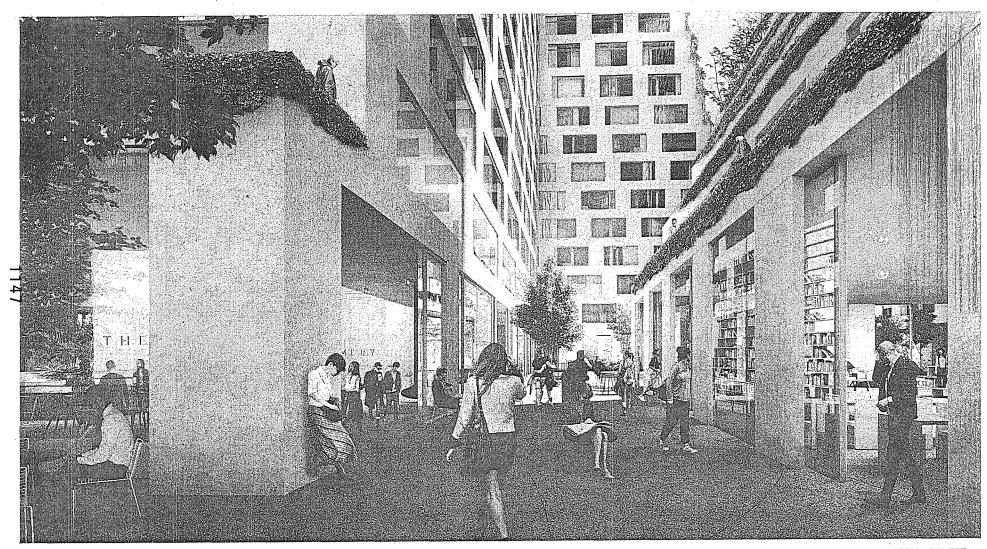


PARKING & LOADING ENTRY ON TOWNSEND ST





CENTRAL COURTYARD



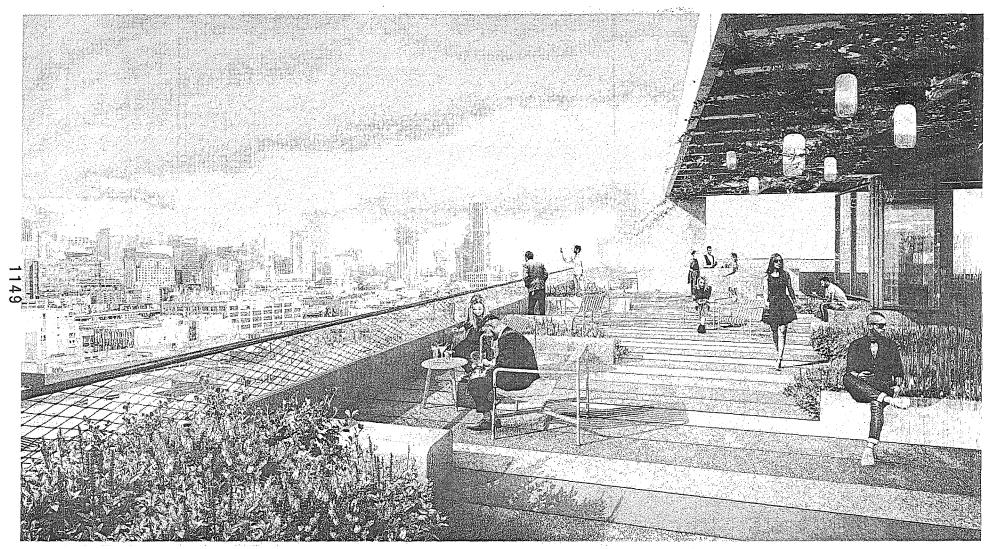
VIEW OF ALLEYWAY FROM TOWNSEND STREET

PLANNING UPDATE \_ JUNE - D6 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



VIEW UNDER GATEWAY ON 4TH STREET

PLANNING UPDATE\_JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

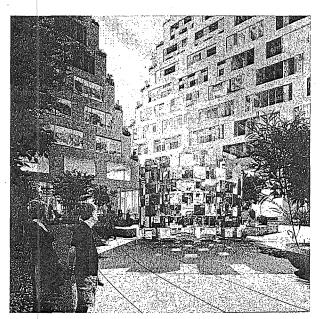


VIEW OF TOWER 2B LEVEL 8 OPEN SPACE

PLANNING UPDATE\_ JUNE - D6 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ ADAMSON ASSOCIATES



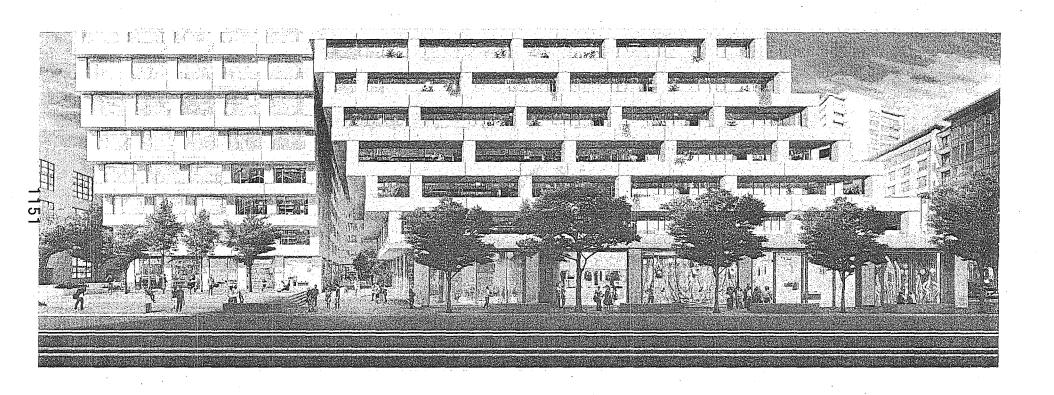




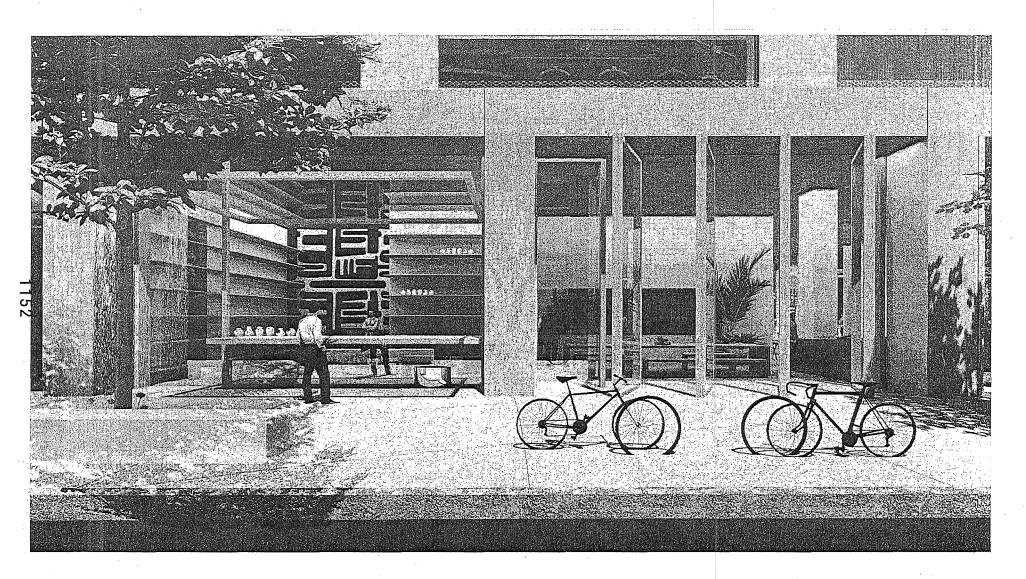
MURALS

FRESCOS

SCULPTURES



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PLANNING UPDATE \_ JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

# ZONING INFORMATION AND PROJECT STATISTICS

#### ZONING INFORMATION

ADDRESS	655 4TH STREET, SAN FRANCISCO
ASSESSORS BLDCK/LOT	BLDCK 3787: LOT 26, 28, 50, 161, 162/164
SITE AREA	71,290 SF
ZONING DISTRICT	CENTRAL SOMA MIXED USE - OFFICE (CMUD)
SPECIAL USE DISTRICT	CENTRAL SOMA SPECIAL USE DISTRICT
HEIGHT AND BULK	400-CS, STREET WALL SET BACK AT 4TH ST; STREET WALL SETBACK AT 85'= 15'; MAX. HORIZONTAL DIM = 150'; NO RESIDENTIAL FLOOR TO EXCEED 12,000 SF AND MAX DIAGONAL DIMENSION = 190'; TOP 1/3 = 15% MIN BULK REDUCTION; DISTANCE BETWEEN TOWERS MIN. 85' IF THE DIFFERENCE IN HEIGHT OF THE TOWERS IS MIN. 50'
FLOOR AREA RATIO	UNLIMITED
RESIDENTIAL DENSITY	NONE
LOT COVERAGE	67.7% (LESS THAN BO%)
GROUND FLOOR HEIGHT	14' MINIMUM
GROUND FLOOR	ACTIVE USE REQUIRED

#### RESIDENTIAL UNIT MIX

	TOWER 1A/B	TOWER 2A/B	TOTAL	UNIT %
STUDIO	121	121	242	25%
1BR	170	160	330	34%
Z BR	190	161	351	37%
3 BR	15	22	37	4%
TOTAL	496	464	960	· .

#### CAR PARKING COUNTS

	RESIDENTIAL	OFFICE	RETAIL	HOTEL	TOTAL
CAR PARKING	240	6	15	2	254
CAR SHARE PARKING*	12	0	0	0	12

#### \*CAR SHARE SPACES DO NOT COUNT TOWARDS MAX. PARKING

#### BIKE PARKING COUNTS

	RESIDENTIAL	OFFICE	RETAIL	HOTEL	TDTAL
CLASS 1 BICYCLE	530	5	з .	2 .	540
CLASS 2 BICYCLE	48	2	29	2	81

#### SF PLANNING GROSS FLOOR AREA - BY USE

	TOWER 1A	TOWER 18	TOWER 2A	TOWER 2B	TOTAL
RETAIL	3,070	4,130	4,254	7,000	18,454
INTERIOR POPOS/ RETAIL	0	2,484	0 .	0	2,484
OFFICE	0	0	0	21,840	21,840
HOTEL	0	0	0	24,509	24,509
RESIDENTIAL	297,075	208,986	318,305	190,504	1,014,968
TOTAL	300,145	215,600	322,559	243,853	1,082,157

#### **OPEN SPACE SUMMARY**

TOTAL UNIT COUNT	960
UNITS W/ PRIVATE BALCONIES (GREATER THAN 60 SF)	132
TOTAL UNITS WITHOUT BALCONIES	828
	<u> </u>
TOTAL PUBLIC OPEN SPACE (GROUND) POPOS	24,495
CSDMA PUBLIC OPEN SPACE REQUIREMENT	54
UNITS SATISFIED	454
TOTAL PRIVATE OPEN SPACES	10,512
CSOMA PRIVATE OPEN SPACE REQUIREMENT	60
UNITS SATISFIED	175
TOTAL UNITS SATISFIED	629
TOTAL UNITS NOT SATISFIED	199

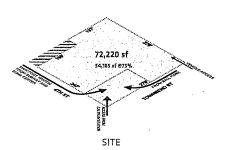
#### LOADING

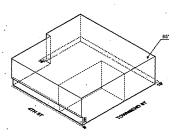
	TOWER 1 6 2
34' LONG ROLL-OFF COLLECTION VEHICLE OR SEMI (3 AXLE)	3
5EMI (3 AXLE)	3
20X10 PARCEL DELIVERY	2
TOTAL	В

### SF PLANNING GROSS FLOOR AREA - ABOVE GRADE BY FLOOR

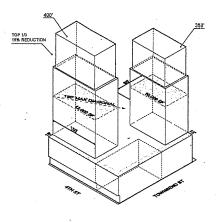
- ABOVE GRADE BY FLOOR				
FLOOR		TOWER 1A/B AREA	TOWER 2A/B AREA	
ROOF		0	0	
LEVEL	40	7,278	7,278	
LEVEL	39	7,278	7,278	
LEVEL	38	7,278	7,278	
LEVEL	37	7,278	7,278	
LEVEL	36	11,950	11,933	
LEVEL	35	11,950	11,933	
LEVEL	34	11,950	11,933	
LEVEL	33	11,950	11,933	
LEVEL	32	11,950	11,933	
LEVEL	31	11,950	11,933	
LEVEL	30	11,950	11,933	
LEVEL	29	11,950	11,933	
LEVEL	ZB	11,945	11,933	
LEVEL	27	11,945	11,997	
LEVEL	25	11,945	12,008	
LEVEL	25	11,945	12,171	
LEVEL	24	11,945	12,372	
LEVEL	23	11,971	12,593	
LEVEL	22	11,589	12,856	
LEVEL	21	12,188	13,107	
LEVEL	20	12,417	13,420	
LEVEL	19	12,309	13,782	
LEVEL	18	12,500	14,190	
LEVEL	17	12,744	14,515	
LEVEL	15	12,957	14,965	
LEVEL	15	13,274	15,467	
LEVEL	14	13,555	16,022	
LEVEL	13	13,850	16,655	
LEVEL	12	14,280	17,226	
LEVEL	11	14,195	17,748	
LEVEL	10	14,645	18,289	
LEVEL	9	15,011	12,401	
LEVEL	8	15,402	18,615	
LEVEL	7	15,964	20.373	
LEVEL	5	16,164	20,238	
LEVEL	5	16,576	20,165	
LEVEL	4	16,843	19,922	
LEVEL	Э.	17,039	19,567	
LEVEL	2	17,D65	19,408	
LEVEL	1	18,760	19,831	
SUB-TOTAL		515,745	566,412	
TOTAL .	L		1,082,157	

### **DESIGN CONCEPT**

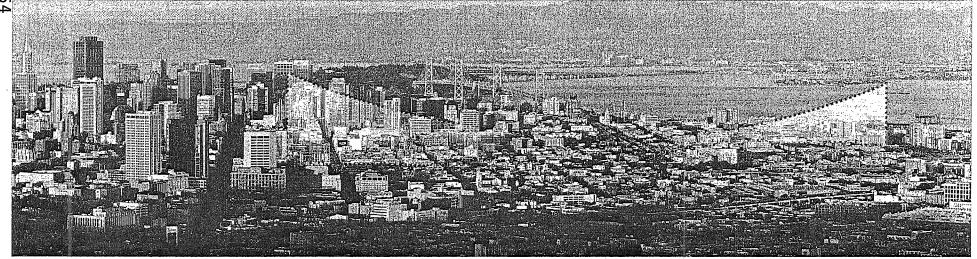








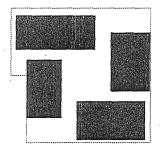
TOWER BULK



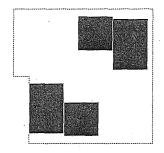
URBAN FORM GOALS

PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET

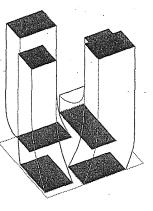
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES











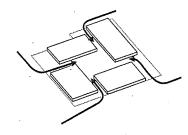
PINWHEEL FOOTPRINT .

BROKEN UP TOWER MASSING

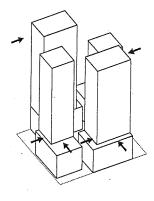
MERGED TWO TOWERS AND PODIUM

PLANNING UPDATE \_ JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ ADAMSON ASSOCIATES

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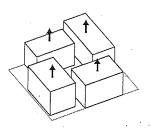


MAXIMUM PUBLIC ACCESS

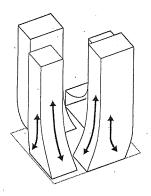


SETBACKS ·

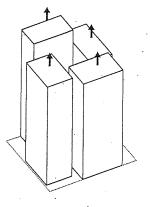
PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAM5ON ASSOCIATES



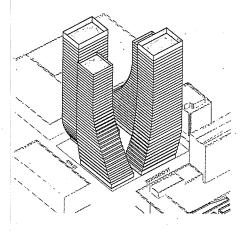
PODIUM



MERGE



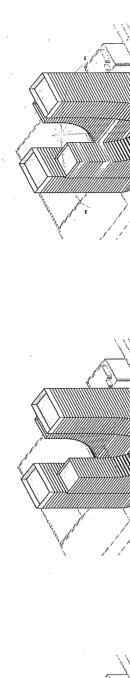
TOWERS

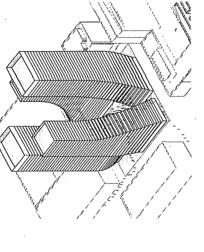


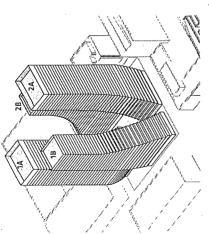
SIMPLE & DYNAMIC

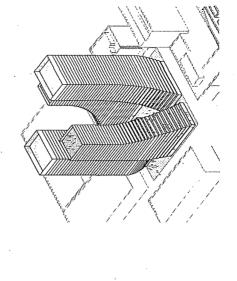
OPEN SPACES

MICRO RETAIL & ACTIVE STOREFRONTS



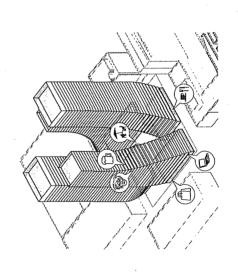


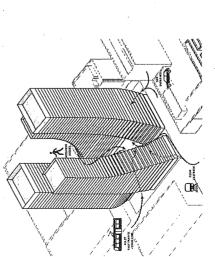




OPENING TO THE SOUTH

THE SITE AS A PUBLIC PLAZA

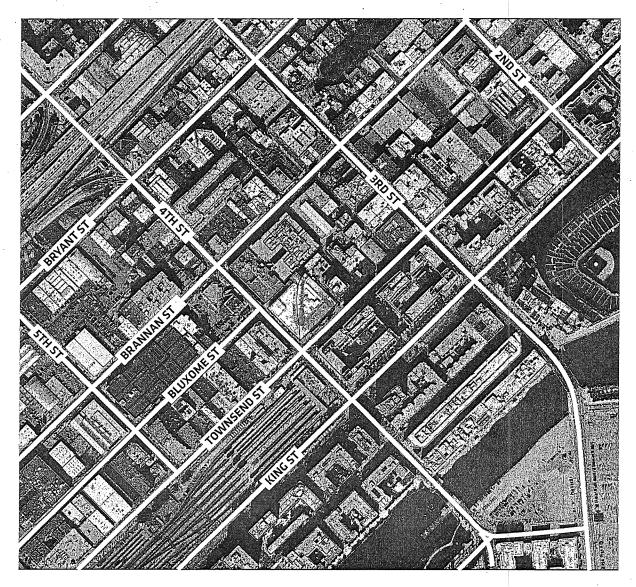




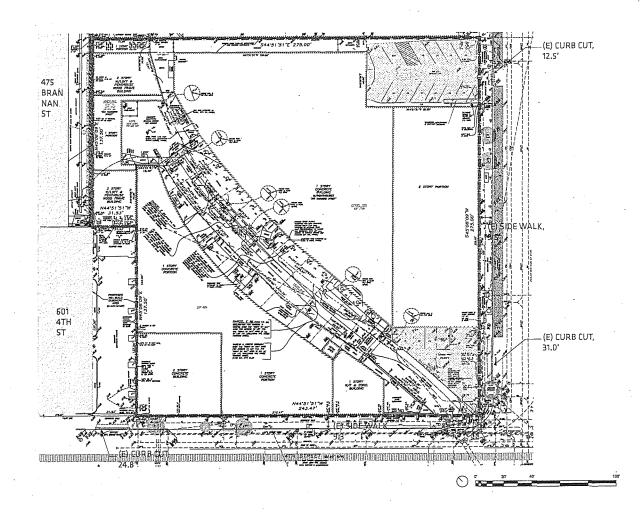
POROSITY & BLOCK CONNECTIVITY

PLANNING UPDATE \_ JUNE - 05 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

BUILDING NAMING







LEGEND

(c) DADVING

(E) CURB CUT

(E) TREE

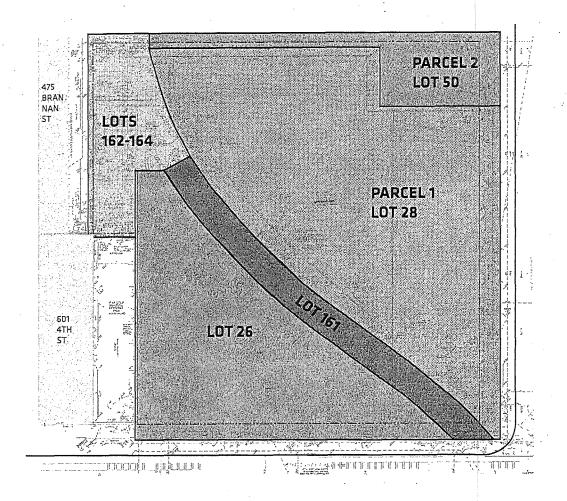
(E) BIKE PARKING

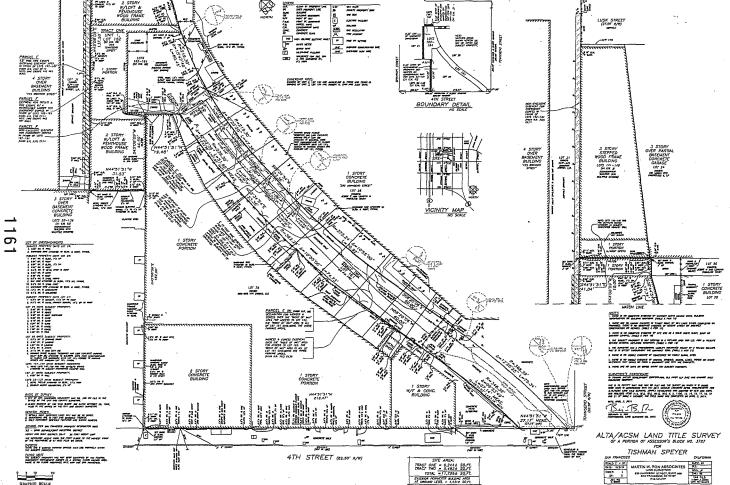
PLANNING UPDATE \_ JUNE - 06 - 2019

555 4TH STREET

TISHMAN SPEYER \_ BIARKE INGELS GROUP\_ADAMSON ASSOCIATE

### **SITE SURVEY& PARCELS**





ALTA/ACSM LAND TITLE SURVEY OF A PORTION OF ASSESSMENT BLOCK NO. 374) FOR TISHMAN SPEYER

MARTIN M. RON ARSOCIATES

MARTIN M. RON ARSOCIATES

MILITARY SHEET PRINTS FOR THE PRINTS FOR THE

**SURVEY LOT 161-164** 

PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

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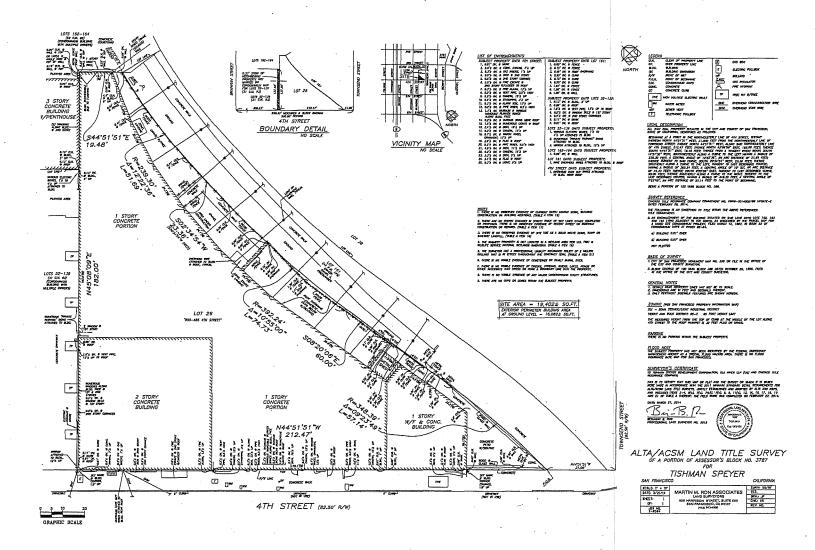
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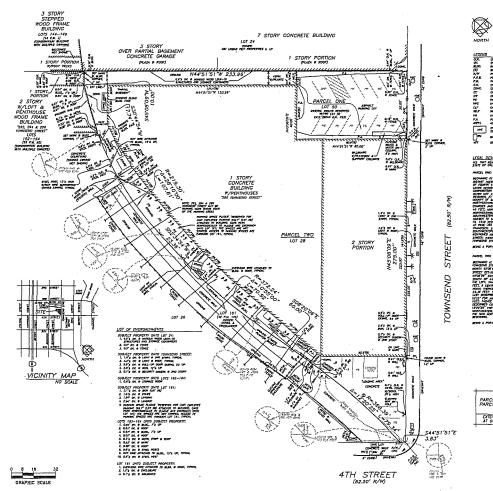
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**SURVEY LOT 26** 



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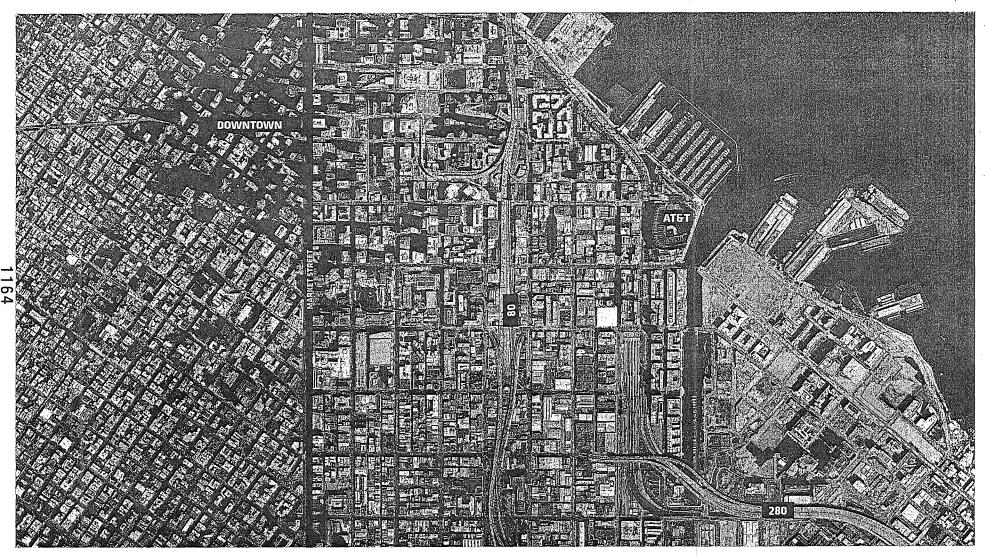


ALTA/ACSM LAND TITLE SURVEY
OF A PORTION OF ASSESSOR'S BLOCK NO. 3787
TISHMAN SPEYER

THE REMOVED CONTROLLED

SURVEY LOT AN GOLD

# URBAN CONTEXT



PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET

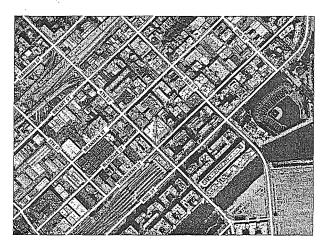
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



SOMA & CENTRAL CORRIDOR PLAN BOUNDARY



CENTRAL "T" SUBWAY EXPANSION



TRANSPORTATION - STREETS

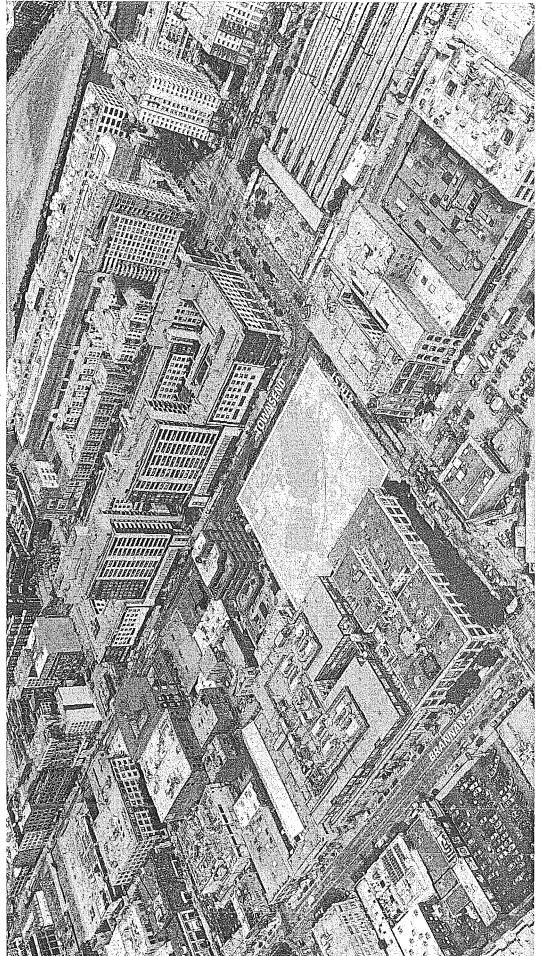


TRANSPORTATION - BUS

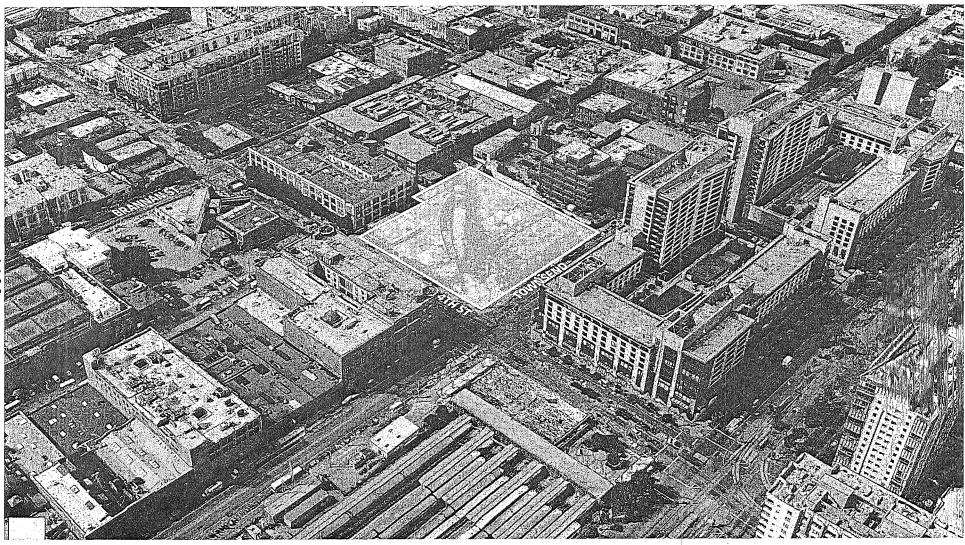
### NEIGHBOURHOOD CONTEXT



VIEW NORTH

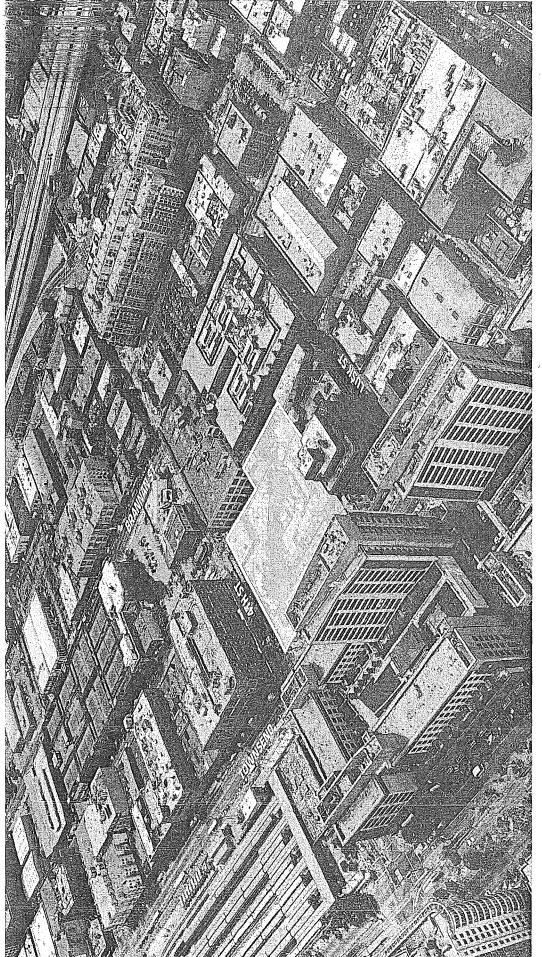


PLANNING UPDATE\_JUNE = US = 2019
655 4TH STREET
TISHMAN SPEYER \_ BIARKE INGELS GROUP\_ADAMS:

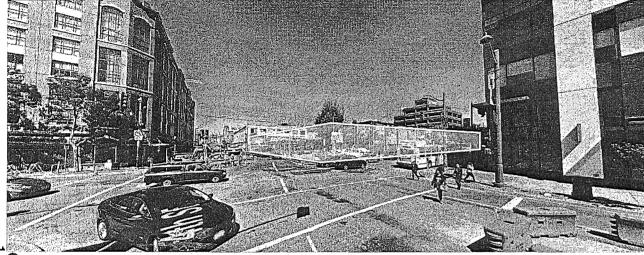


VIEW NORTH

PLANNING UPDATE \_ JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ ADAMSON ASSOCIATES



### **SITE PHOTOS**



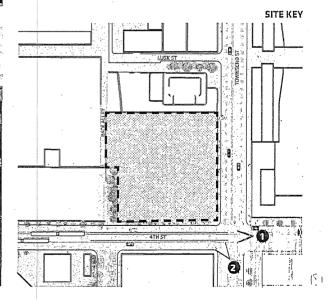
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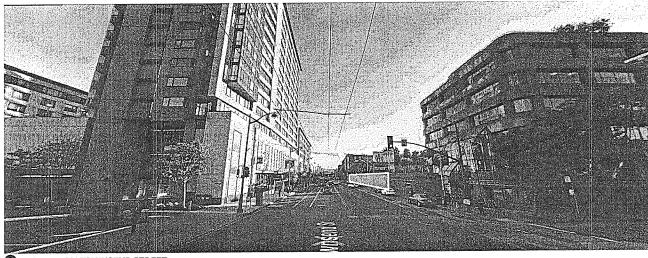
VIEW FROM 4TH STREET



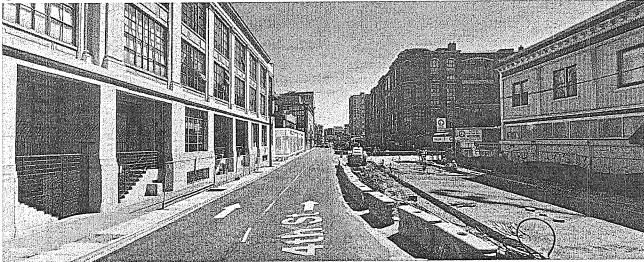
VIEW FROM TOWNSEND STREET

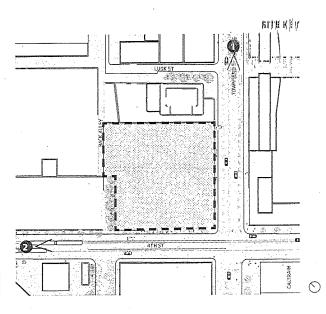
PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES







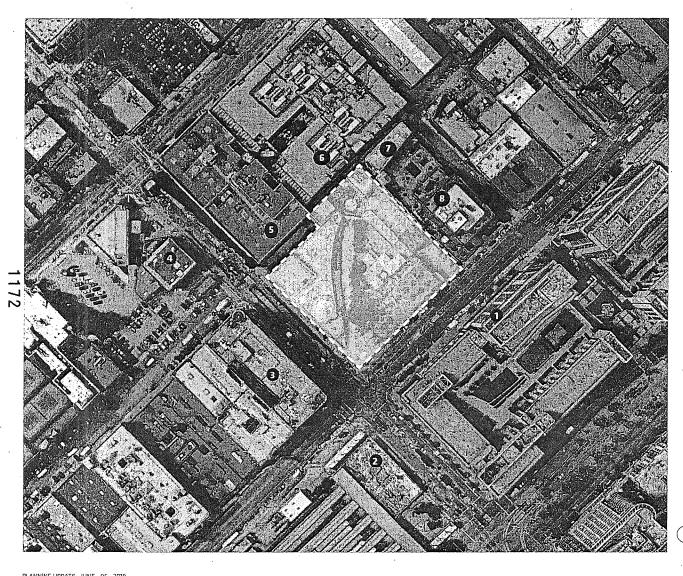




VIEW FROM 4TH STREET

PLANNING UPDATE \_ JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ ADAMSON ASSOCIATES

## VICINITY MAP



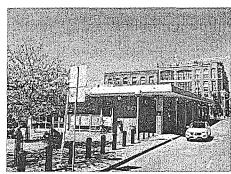
PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET

TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

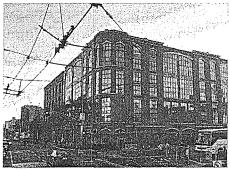
1 THE BEACON
2 CAL TRAIN
3 650-688 4TH STREET
4 636-648 4TH STREET
5 601 4TH STREET
6 475 BRANNAN STREET
7 38 LUSK STREET
3 260 TOWNSEND STREET

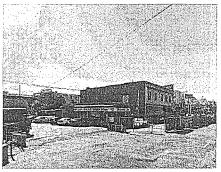




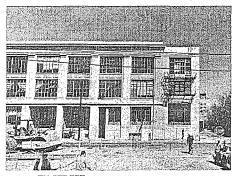


2. CAL TRAIN

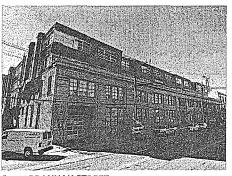




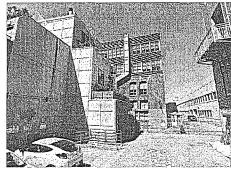
4. 636-648 4TH STREET



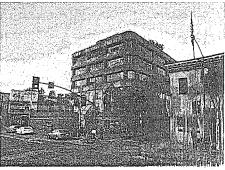
5, 601 4TH STREET



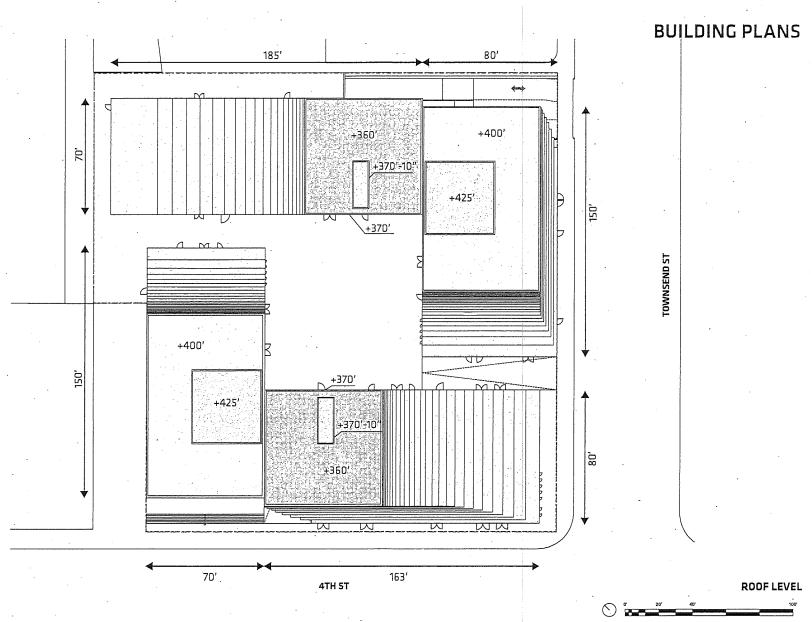
6. 475 BRANNAN STREET



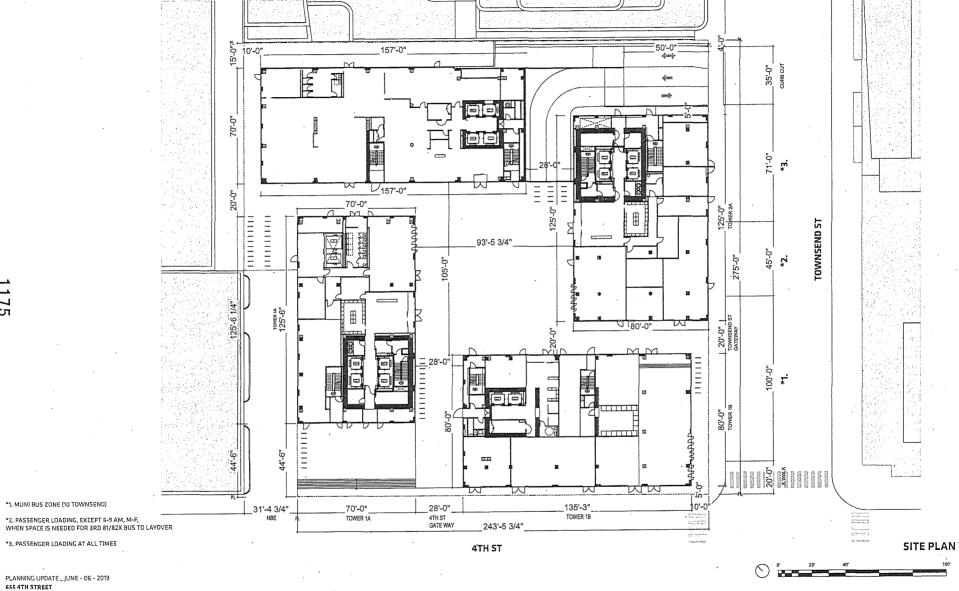
7. 38 LUSK STREET



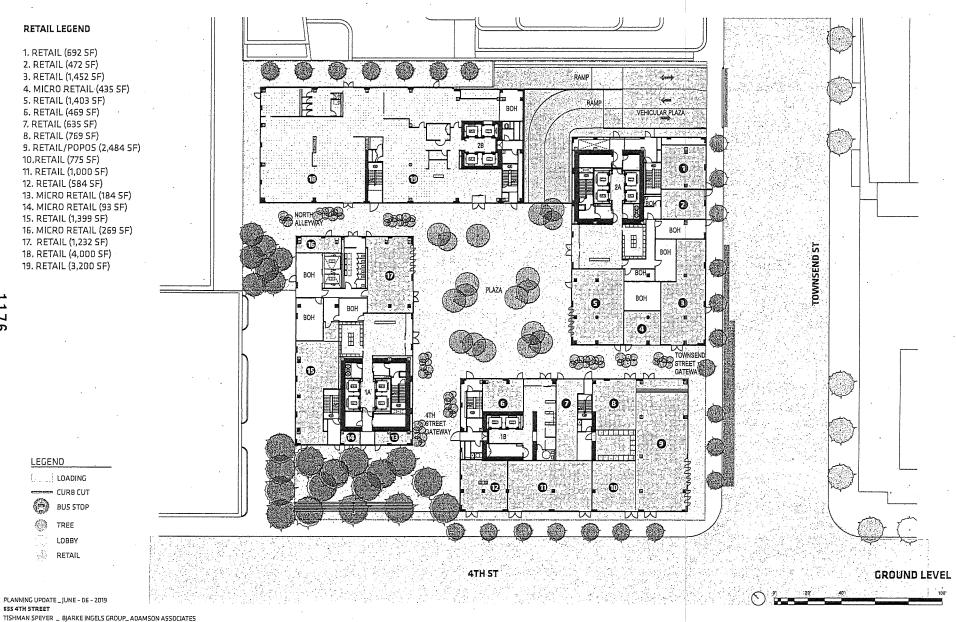
8. 260 TOWNSEND STREET

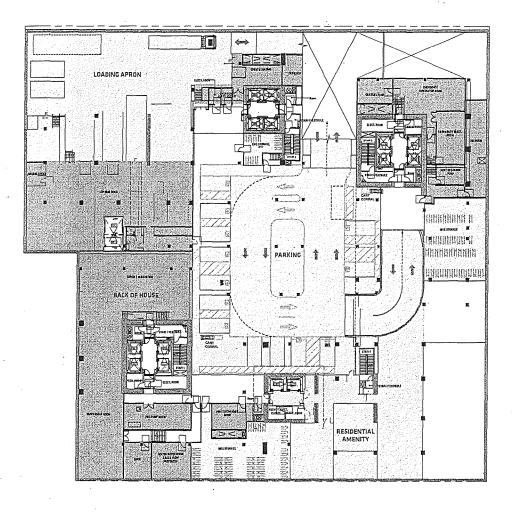


PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



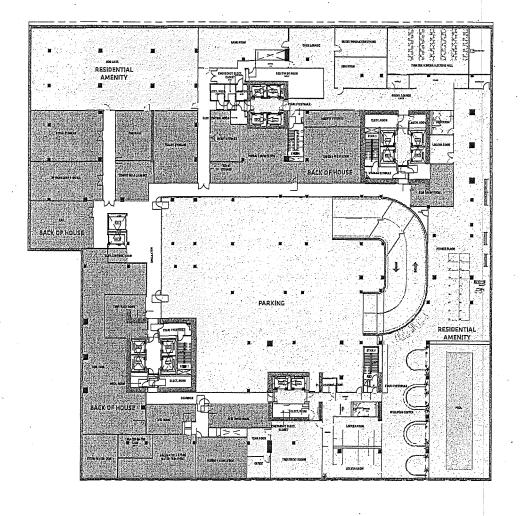
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES





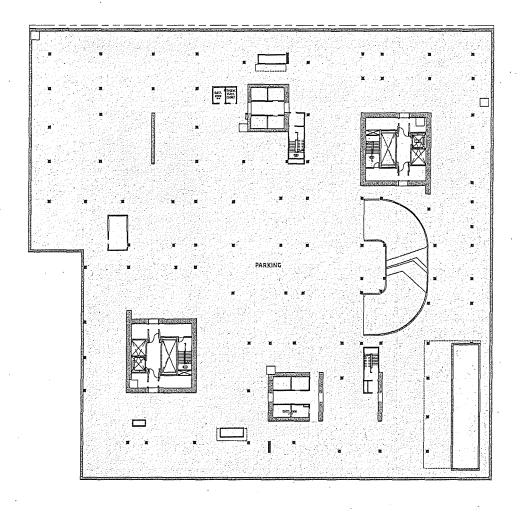
RESIDENTIAL AMENITY
BACK OF HOUSE
PARKING

UEVEL B1



RESIDENTIAL AMENITY
BACK OF HOUSE
PARKING



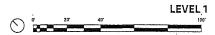


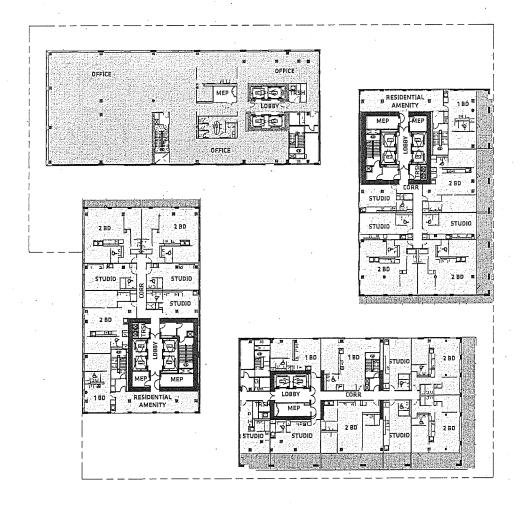
PLANNING UPDATE\_JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

LEVEL B3



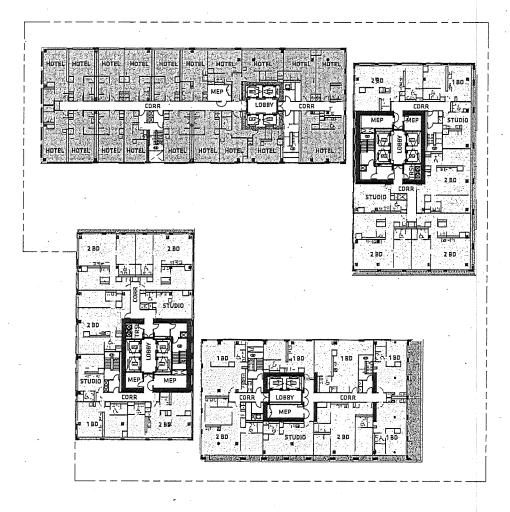
RETAIL
LOBBY
RETAIL/POPOS





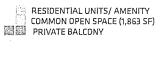
OFFICE
RESIDENTIAL UNITS
PRIVATE BALCONY

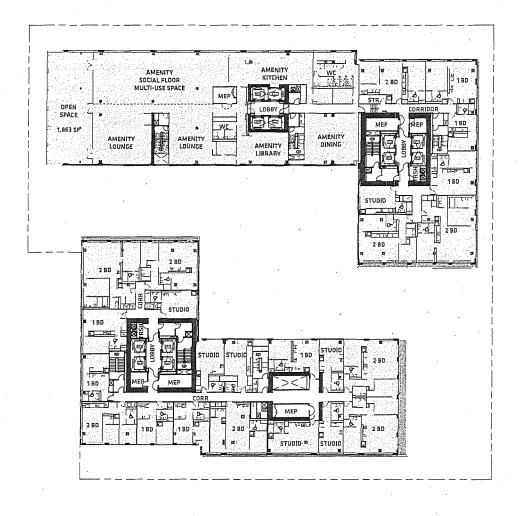
DEVEL 2-3



RESIDENTIAL UNITS
HOTEL
PRIVATE BALCONY

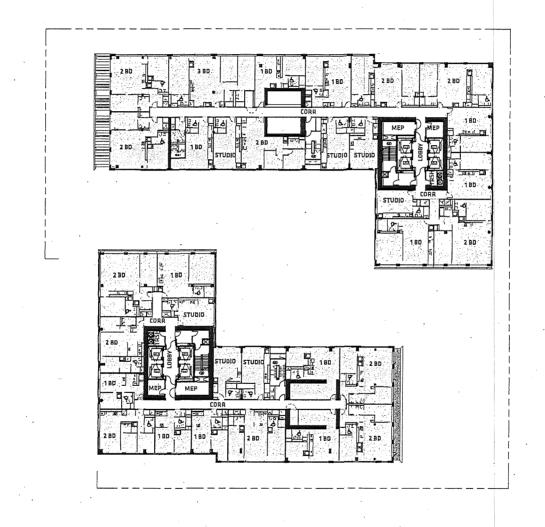
LEVEL 6-7



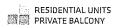


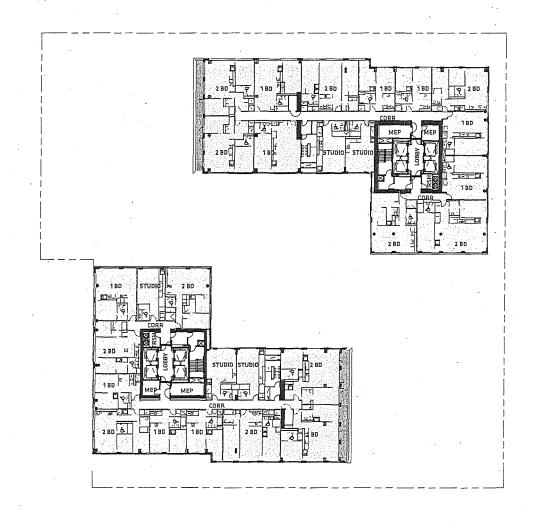


RESIDENTIAL UNITS
PRIVATE BALCONY



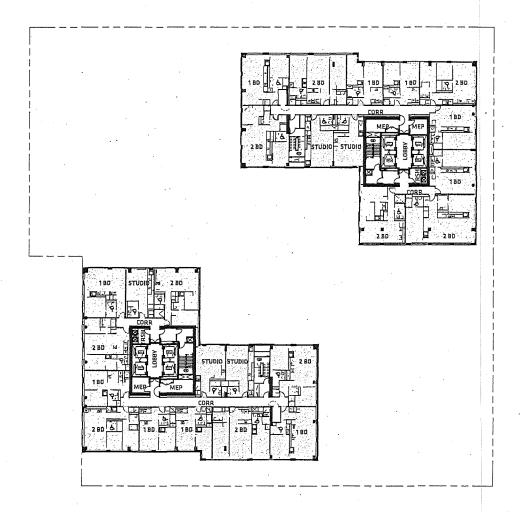
LEVEL 10





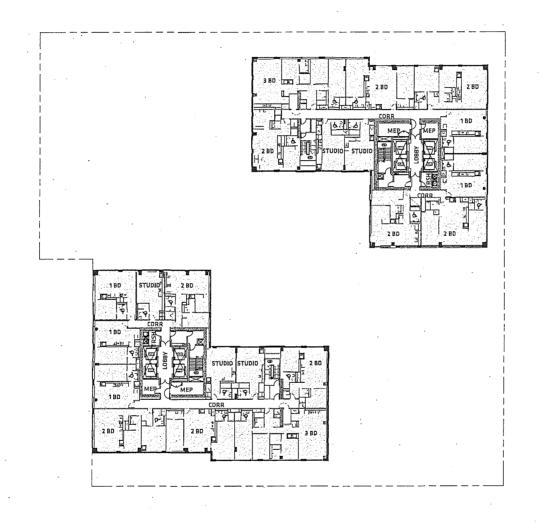
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PLANNING UPDATE\_JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

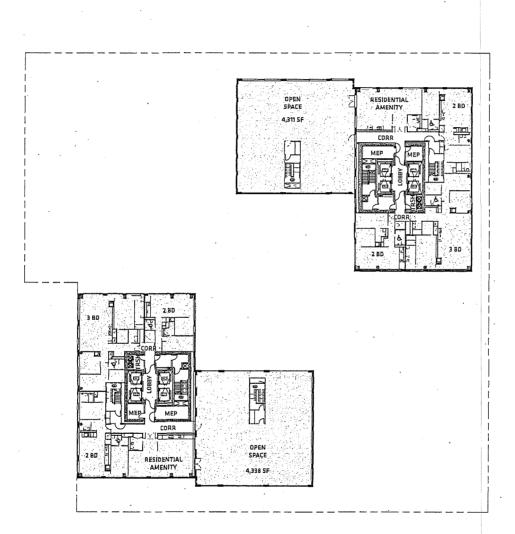


RESIDENTIAL UNITS

TYPICAL FLOOR - LEVEL 26-32

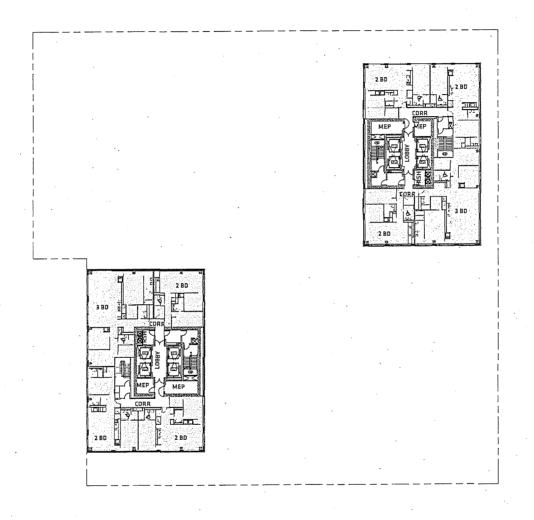


TYPICAL FLOOR - LEVEL 33-36



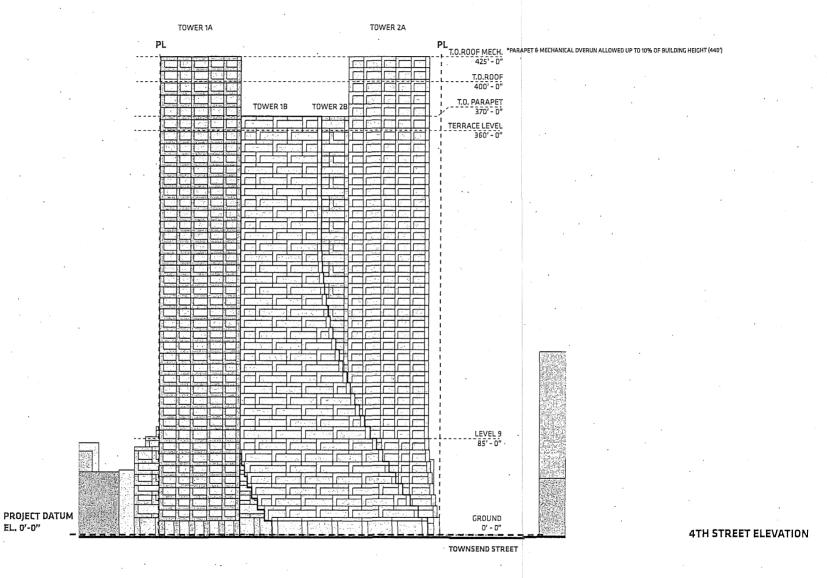
RESIDENTIAL UNITS/ AMENITY COMMON OPEN SPACE (8,649 SF)

LEVEL 37



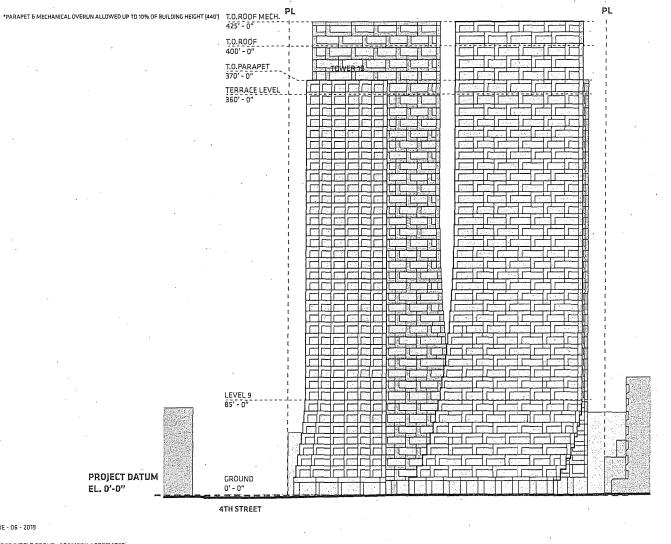
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## **BUILDING ELEVATIONS**



PLANNING UPDATE\_JUNE - D6 - 2019 655 4TH STREET

TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



TOWER 2A

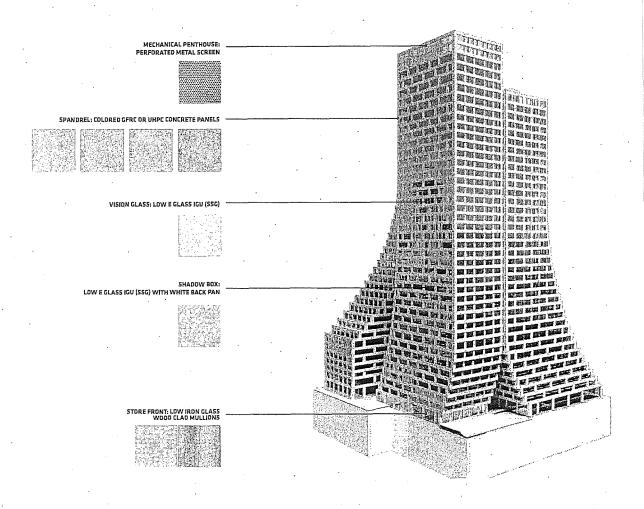
TOWER 1A

**TOWNSEND ST ELEVATION** 

PROJECT DATUM

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### **FACADE MATERIALS**





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PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

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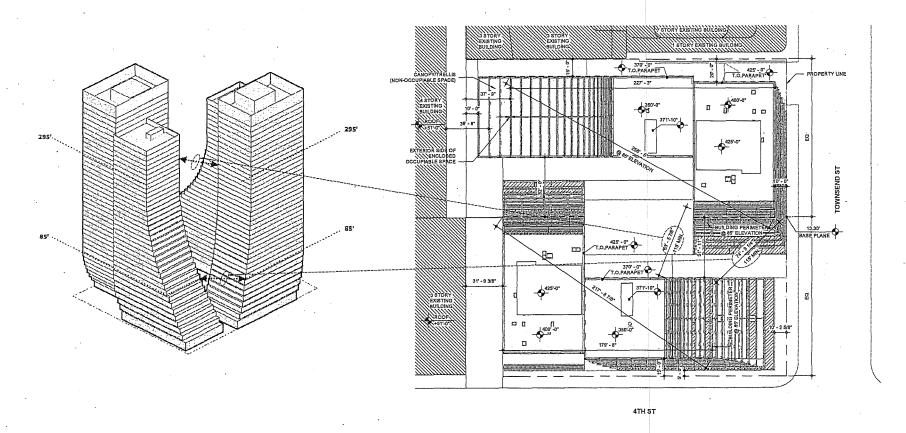
PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP, ADAMSON ASSOCIATES

# **CODE COMPLIANCE AND EXCEPTIONS**

- BUILDING SETBACKS, STREET WALL ARTICULATION & TOWER SEPARATION (PC SEC. 132.4); USABLE OPEN SPACE FOR RESIDENTIAL UNITS (PC SEC. 135 & 329(E)(3)(B)(VI);

- POPOS DESIGN (PC SEC. 138); DWELLING UNIT EXPOSURE (PC SEC. 140 & 249.78(D)(11));
- STREET FRONTAGE CONTROLS (PC. SEC. 145.1);
- GROUND FLOOR COMMERCIAL USE (PC SEC. 145.4);

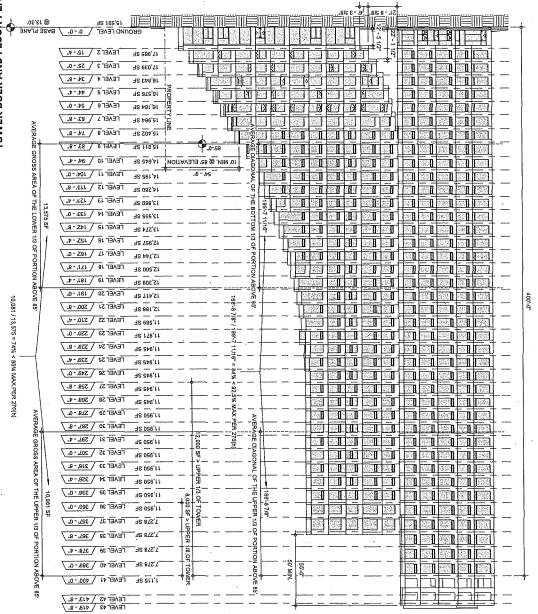
- CURB CUTS (PC SEC. 155(R));
  WIND (PC SEC. 249.78(D)(9));
  USES ON LARGE DEVELOPMENT LOTS (PC SEC. 249.78(C)(5));
- NARROW AND MID-BLOCK ALLEY CONTROLS (PC SEC. 261.1); TOWER BULK (PC SEC. 270(H)).



TOWER SEPARATION DIAGRAM

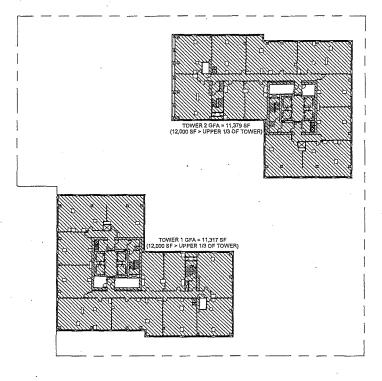
SITE PLAN

SETBACKS / SEPARATION / HEIGHT CONTROL



PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

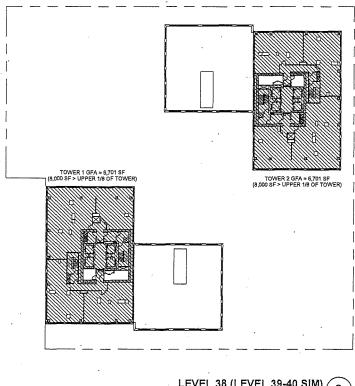
**TOWER 2 NORTH ELEVATION** 



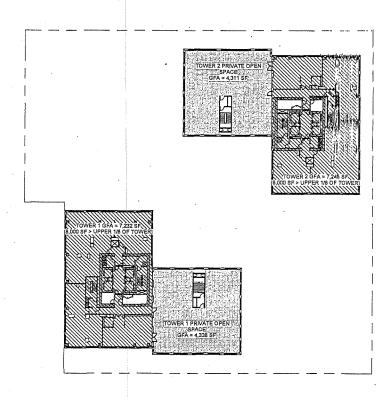
LEVEL 27 (LEVEL 28-35 SIM) (UPPER 1/3 OF TOWER)

PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET

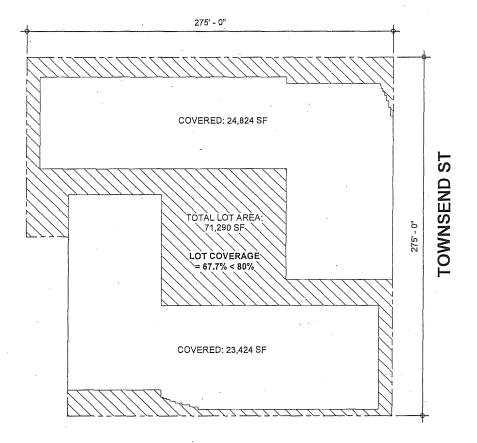
TISHMAN SPEYER \_\_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES



LEVEL 38 (LEVEL 39-40 SIM) (UPPER 1/8 OF TOWER)



LEVEL 37 OPEN SPACE (UPPER 1/8 OF TOWER) 8



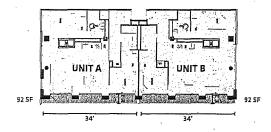
4TH ST

LOT COVERAGE DIAGRAM
@ LEVEL 2 (LOWEST RESIDENTIAL LEVEL)

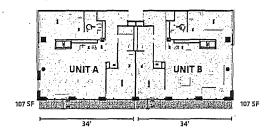
#### PRIVATE BALCONY AREAS

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21					104574			Pale -					122					. 24
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#### KEY BALCONY DIAGRAMS



TYPICAL SMALLER UPPER BALCONIES

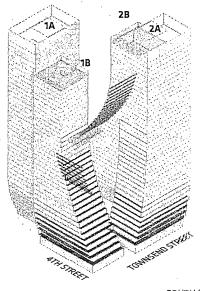


TYPICAL MIDDLE BALCONIES

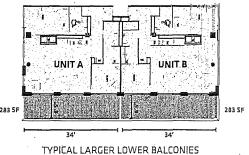
PLANNING UPDATE \_ JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

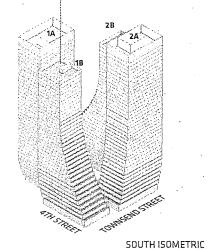
#### USABLE OPEN SPACE (§ 135)

PRIVATE BALCONIES
COMMON RESIDENTIAL OPEN SPACE

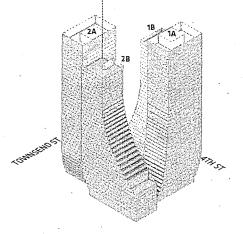


SOUTH ISOMETHIC

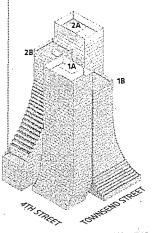




LEVEL 37 OPEN SPACE



LEVEL 08 OPEN SPACE

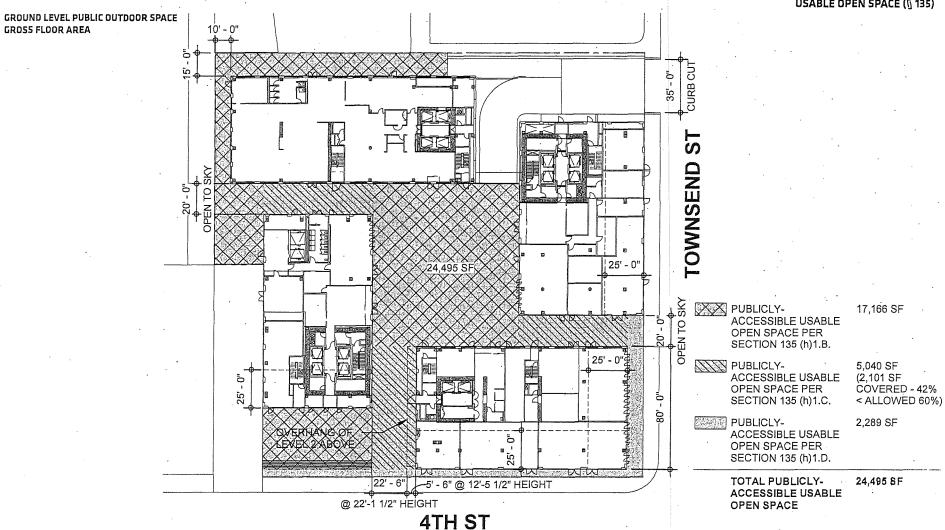


EAST ISOMETRIC

NORTH ISOMETRIC

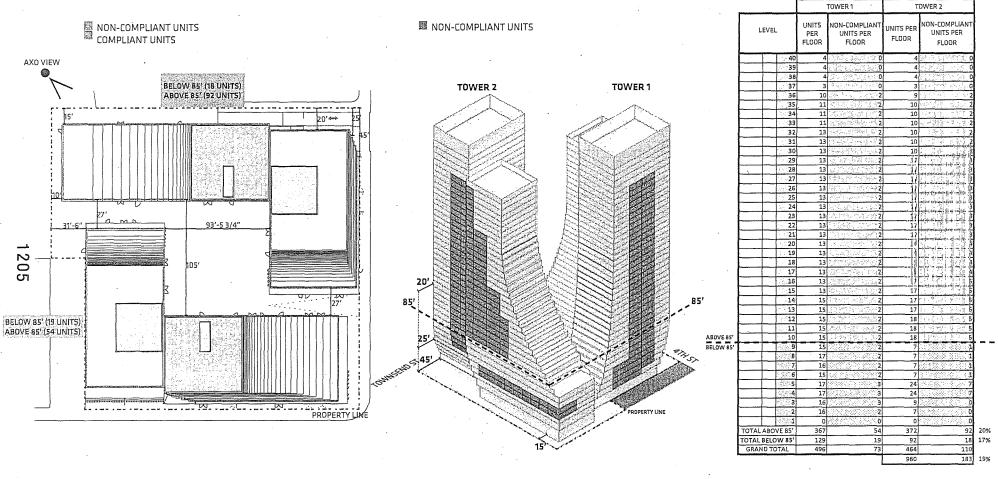
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1203



PLANNING UPDATE\_JUNE - 06 - 2019 655 4TH STREET TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ ADAMSON ASSOCIATES

#### DWELLING UNIT EXPOSURE (§ 140)

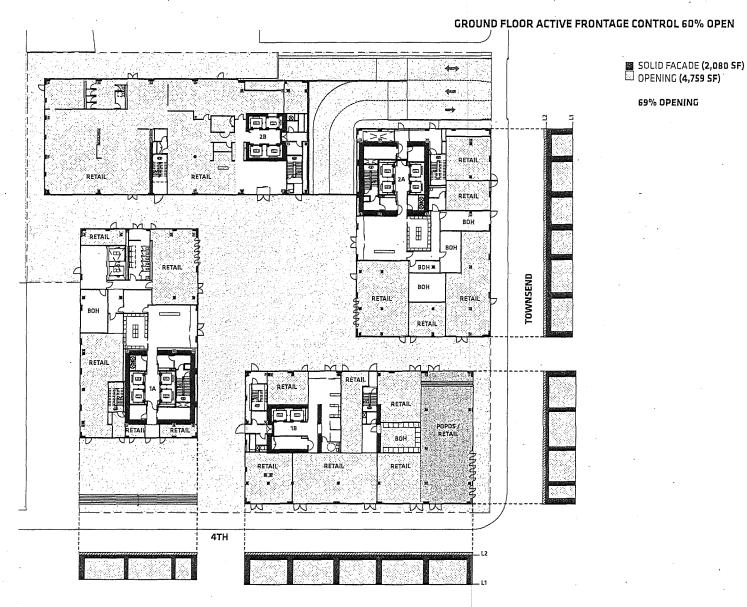


**UNIT EXPOSURE DISTANCES** 

NON-COMPLIANT UNITS AXO DIAGRAM

UNIT EXPOSURE NON-COMPLIANT COUNTS

PLANNING UPDATE \_ JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATE



PLANNING UPDATE\_JUNE - D5 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

### вон 14/69/4 13434 OFFICE 144-04 RETAIL 10.54 RETAIL 15'52" TE STON HETAIL 727-1114 TOPS IN PETAIL) POPDS

GROUND FLOOR CEILING HEIGHTS (§ 145.1)

☐ FLOOR TO FLOOR HEIGHTS

TOWNSEND

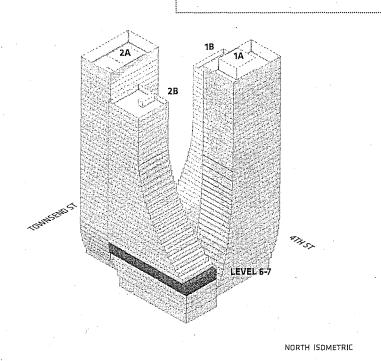
4TH

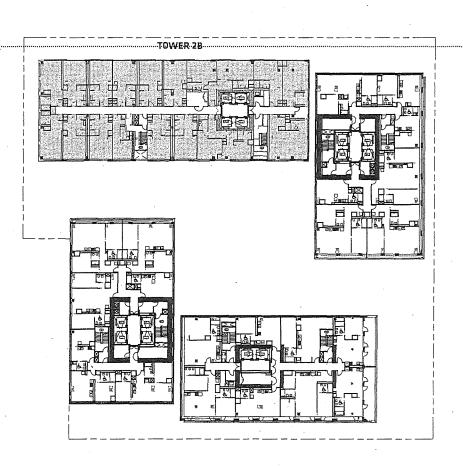
### RETAIL RETAIL D=10 RETAIL RETAIL D=18' вон и POPOS RETAIL RETAIL D=20' RETAIL D=20' RETAIL/ POPOS DES 4TH STREET RETAIL RETAIL RETAIL PLAZA

### STREET FRONTAGE CONTROLS: ACTIVE USE REQUIRED(§ 145.1)

ACTIVE RETAIL WITH
LESS THAN 25' FROM
FACADE FACING STREET
OR POPOS

4TH





HOTEL @ LEVEL 6 & 7

PLANNING UPDATE\_JUNE - 06 - 2019
655 4TH STREET
TISHMAN SPEYER \_ BJARKE INGELS GROUP\_ADAMSON ASSOCIATES

1209









655 Fourth Street 2014-000203ENV

	Responsibility for	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Mitigation Measures	Implementation			
Cultural Resources				
Project Mitigation Measure M-CR-1: Archeological Testing (Implementation of Central SoMa PEIR Mitigation Measure M-CP-4a)	Project sponsor and archeological	Prior to issuance of site	Planning Department	Considered complete after archeological
Based on a reasonable presumption that archeological resources may be	consultant at the direction of the	permits	·	consultant is retained and archeological
present within the project site, the following measures shall be	ERO			consultant has
undertaken to avoid any potentially significant adverse effect from the		·		approved scope by the
proposed project on buried or submerged historical resources and on		·		ERO for the archeological testing
human remains and associated or unassociated funerary objects. The				program
project sponsor shall retain the services of an archaeological consultant				
from the rotational Department Qualified Archaeological Consultants				
List (QACL) maintained by the Planning Department archaeologist.				
After the first project approval action or as directed by the ERO, the				
project sponsor shall contact the Department archeologist to obtain the				
names and contact information for the next three archeological				
consultants on the QACL. The archeological consultant shall undertake	·			
an archeological testing program as specified herein. In addition, the				
consultant shall be available to conduct an archeological monitoring				
and/or data recovery program if required pursuant to this measure. The	÷			
archeological consultant's work shall be conducted in accordance with				
this measure at the direction of the Environmental Review Officer (ERO).				
All plans and reports prepared by the consultant as specified herein shall	٠.,			
be submitted first and directly to the ERO for review and comment, and	•			
shall be considered draft reports subject to revision until final approval				
by the ERO. Archeological monitoring and/or data recovery programs				
required by this measure could suspend construction of the project for up				
to a maximum of four weeks. At the direction of the ERO, the				
suspension of construction can be extended beyond four weeks only if				
such a suspension is the only feasible means to reduce to a less than				
significant level potential effects on a significant archeological resource as				
defined in CEQA Guidelines Sect. 15064.5 (a) and (c).				

# 7.17.1

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Consultation with Descendant Communities: On discovery of an archeological site 1 associated with descendant Native Americans, the		·		
Overseas Chinese, or other potentially interested descendant group				
an appropriate representative <sup>2</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall				
be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO			·	
regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative		·		
treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the				
representative of the descendant group.			•	
Archeological Testing Program. The archeological consultant shall	•			
prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program	•			
shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological				
resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations				
recommended for testing. The purpose of the archeological testing				
program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate				
whether any archeological resource encountered on the site constitutes an historical resource under CEQA.	:			

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

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:  A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or  B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive				
use of the resource is feasible.  Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:  • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
archeologically monitored. In most cases, any soils- disturbing				
activities, such as demolition, foundation removal, excavation,			•	
grading, utilities installation, foundation work, site remediation,		,		
etc., shall require archeological monitoring because of the risk				
these activities pose to potential archaeological resources and to				
their depositional context;			•	
The archeological consultant shall undertake a worker training				·
program for soil-disturbing workers that will include an			<u>;</u> ,	
overview of expected resource(s), how to identify the evidence	·			
of the expected resource(s), and the appropriate protocol in the		•		
event of apparent discovery of an archeological resource;		•		
The archeological monitor(s) shall be present on the project site				
according to a schedule agreed upon by the archeological				
consultant and the ERO until the ERO has, in consultation with				
project archeological consultant, determined that project	,			
construction activities could have no effects on significant		,		·
archeological deposits;				
The archeological monitor shall record and be authorized to	,	•		
collect soil samples and artifactual/ecofactual material as			•	
warranted for analysis;			•	
<ul> <li>If an intact archeological deposit is encountered, all soils-</li> </ul>			!	
disturbing activities in the vicinity of the deposit shall cease.			•	
The archeological monitor shall be empowered to temporarily				
redirect demolition/excavation/construction activities and				
equipment until the deposit is evaluated. The archeological				
consultant shall immediately notify the ERO of the		,	,	
encountered archeological deposit. The archeological		-		
consultant shall make a reasonable effort to assess the identity,				
integrity, and significance of the encountered archeological	,			
deposit, and present the findings of this assessment to the ERO.				
		-		

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.				
Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.				
<ul> <li>The scope of the ADRP shall include the following elements:</li> <li>Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations.</li> <li>Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.</li> <li>Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies.</li> <li>Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> </ul>				

	Responsibility			Status/Date
Mitigation Measures	for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Completed
Security Measures. Recommended security measures to			NECTOR STREET, AND SELECTION OF SHIP SELECTION.	
protect the archeological resource from vandalism, looting,				
and non-intentionally damaging activities.				
• Final Report. Description of proposed report format and				
distribution of results.				,
• Curation. Description of the procedures and recommendations				'
for the curation of any recovered data having potential research				
value, identification of appropriate curation facilities, and a				
summary of the accession policies of the curation facilities.				
Human Remains, Associated or Unassociated Funerary Objects. If				
human remains and associated or unassociated funerary objects are		•		
discovered during any soils disturbing activity, all applicable State		•		
and Federal Laws shall be followed, including immediate				
notification of the Coroner of the City and County of San Francisco				
and in the event of the Coroner's determination that the human				
remains are Native American remains, notification of the California				
State Native American Heritage Commission (NAHC) who shall				'
appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec.		٠.		
5097.98). The ERO shall also be immediately notified upon				
discovery of human remains. The archeological consultant, project				
sponsor, ERO, and MLD shall make all reasonable efforts to				, '
develop an agreement for the treatment of human remains and				·
associated or unassociated funerary objects with appropriate		٠.		•
dignity (CEQA Guidelines. Sec. 15064.5(d)) within six days of the				
discovery of the human remains. This proposed timing shall not				
preclude the PRC 5097.98 requirement that descendants make				- :
recommendations or preferences for treatment within 48 hours of				·
being granted access to the site. The agreement should take into			·	
consideration the appropriate excavation, removal, recordation,		_		
analysis, curation, possession, and final disposition of the human		ŕ	•	-

	- Commence	A CONTROL OF THE PARTY OF THE P	Francis Sastingualing State St	and services and an expensive services of the
	Responsibility	Mitigation	Monitoring/Report	Status/Date
Mitigation Measures	for Implementation	Schedule	Responsibility	Completed
remains and associated or unassociated funerary objects. Nothing				
in existing State regulations or in this mitigation measure compels	•			
the project sponsor and the ERO to accept recommendations of an				,
MLD. The archeological consultant shall retain possession of any			,	
Native American human remains and associated or unassociated				
burial objects until completion of any scientific analyses of the	,			
human remains or objects as specified in the treatment agreement if			•	
such as agreement has been made or, otherwise, as determined by			,	
the archeological consultant and the ERO. If no agreement is				
reached State regulations shall be followed including the				
reinternment of the human remains and associated burial objects				
with appropriate dignity on the property in a location not subject to			,	
further subsurface disturbance (Pub. Res. Code Sec. 5097.98).			·	·
		•		
Final Archeological Resources Report. The archeological consultant shall				
submit a Draft Final Archeological Resources Report (FARR) to the ERO				,
that evaluates the historical significance of any discovered archeological				
resource and describes the archeological and historical research methods				
employed in the archeological testing/monitoring/data recovery			,	
program(s) undertaken. The Draft FARR shall include a curation and				
deaccession plan for all recovered cultural materials. The Draft FARR				
shall also include an Interpretation Plan for public interpretation of all	-			
significant archeological features.			·	• .
Coming of the Droft PADD about he count to the EDC for a long of				
Copies of the Draft FARR shall be sent to the ERO for review and				
approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be		•	·	
distributed as follows: California Archaeological Site Survey Northwest				
Information Center (NWIC) shall receive one (1) copy and the ERO				
shall receive a copy of the transmittal of the FARR to the NWIC. The				
Environmental Planning division of the Planning Department shall				
chiving the realiting division of the realiting Department shall				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
receive one bound and one unlocked, searchable PDF copy on CD of				
the FARR along with copies of any formal site recordation forms (CA	·			
DPR 523 series) and/or documentation for nomination to the National				
Register of Historic Places/California Register of Historical Resources.				
In instances of public interest in or the high interpretive value of the				
resource, the ERO may require a different or additional final report				•
content, format, and distribution than that presented above.				
Transportation and Circulation				
Project Mitigation Measure M-TR-1: Queue Abatement (Implementation of Central SoMa PEIR M-TR-3a)	Project sponsor	Ongoing	Planning Department and project sponsor	Ongoing
The project sponsor shall ensure that recurring vehicular turning				
movements into the 655 4th Street Project driveway or vehicle queues do				·
not substantially affect public transit operations on the public right-of-way				•
along Townsend Street near the off-street vehicular parking facility. A				
vehicle queue is defined as one or more vehicles (destined to the parking				
facility) blocking any portion of the street (including the sidewalk) for a				
consecutive period of three minutes or longer on a daily or weekly basis.			·	
If a recurring queue occurs, the owner/operator of the parking facility				
shall employ abatement methods as needed to abate the queue.	•			
Suggested abatement methods include but are not limited to the				
following: redesign of facility to improve vehicle circulation and/or				•
onsite queue capacity; employment of additional parking attendants;			!	
installation of LOT FULL signs with active management by parking				
attendants; use of off-site parking facilities or shared parking with	•			
nearby uses; transportation demand management strategies such as		•		
those listed in the San Francisco Planning Code TDM Program.				
If the Planning Director, or his or her designee, suspects that a recurring				
queue is present, the Department shall notify the property owner in	•			
writing. Upon request, the owner/operator shall hire a qualified	•		•	
transportation consultant to evaluate the conditions at the site for no				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
less than seven days. The consultant shall 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 shall have 90 days from the date of the written determination to abate the queue.				
M-TR-2: Construction Management Plan and Construction Coordination (Implementation of Central SoMa PEIR M-TR-9) The project sponsor shall develop and, upon review and approval by the San Francisco Municipal Transportation Agency (SFMTA) and Public Works, implement a Construction Management Plan,	Project sponsor	Prior to the start of the project's construction and throughout the construction	SFMTA, Public Works, and Planning Department	Considered complete upon approval and implementation of the construction management plan and completion of the project's construction
addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus		period		âctivities
on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of				
Transportation.  If construction of the proposed project is determined to overlap with nearby adjacent project(s) to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various City departments such as the SFMTA and Public Works, and other		·		
interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and the Planning Department, to develop a Coordinated Construction Management Plan. The Coordinated Construction Management Plan, to be prepared by the contractor, would be reviewed by the SFMTA and would address issues of circulation				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
(traffic, pedestrians, and bicycle), safety, parking and other project				
construction in the area. Based on review of the construction logistics				
plan, the project may be required to consult with SFMTA Muni	·			
Operations prior to construction to review potential effects to nearby				
transit operations.				
The Construction Management Plan and, if required, the			•	
Coordinated Construction Management Plan, shall include, but not	,			
be limited to, the following:				
Restricted Construction Truck Access Hours—Limit construction			•	
truck movements during the hours between 7:00 and 9:00 a.m.			-	·
and between 4:00 and 7:00 p.m., and other times if required by	·			
the SFMTA, to minimize disruption to vehicular traffic,				
including transit during the a.m. and p.m. peak periods.				
Construction Truck Routing Plans—Identify optimal truck routes				
between the regional facilities and the project site, taking into	,			
consideration truck routes of other development projects and			•	
any construction activities affecting the roadway network.				
Coordination of Temporary Lane and Sidewalk Closures—The				
project sponsor shall coordinate travel lane closures with other	•			
projects requesting concurrent lane and sidewalk closures				_
through interdepartmental meetings, to minimize the extent	·			
and duration of requested lane and sidewalk closures. Travel		-		
lane closures shall be minimized especially along transit and				
bicycle routes, so as to limit the impacts to transit service and				
bicycle circulation and safety.		٠		
• Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access—				
The project sponsor/construction contractor(s) shall meet with				•
Public Works, SFMTA, the Fire Department, Muni Operations				
and other City agencies to coordinate feasible measures to				
include in the Coordinated Construction Management Plan to				
maintain access for transit, vehicles, bicycles and pedestrians.				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
This shall include an assessment of the need for temporary	implementation =			
transit stop relocations or other measures to reduce potential	•			,
traffic, bicycle, and transit disruption and pedestrian				
circulation effects during construction of the project.				
Carpool, Bicycle, Walk and Transit Access for Construction Workers—				
The construction contractor shall include methods to encourage				
carpooling, bicycling, walk and transit access to the project site by	-			
construction workers (such as providing transit subsidies to			•	
construction workers, providing secure bicycle parking spaces,	·			
participating in free-to-employee ride matching program from				
www.511.org, participating in emergency ride home program				
through the City of San Francisco (www.sferh.org), and				,
providing transit information to construction workers).	·			
• Construction Worker Parking Plan—The location of construction				
worker parking shall be identified as well as the person(s)				
responsible for monitoring the implementation of the proposed				,
parking plan. The use of on-street parking to accommodate				
construction worker parking shall be discouraged. All				
construction bid documents shall include a requirement for the				
construction contractor to identify the proposed location of				
construction worker parking. If on-site, the location, number of	·			
parking spaces, and area where vehicles would enter and exit				
the site shall be required. If off-site parking is proposed to			·	
accommodate construction workers, the location of the off-site				
facility, number of parking spaces retained, and description of	·			
how workers would travel between the off-site facility and				
project site shall be required.				
Project Site Sitative Regulates:     Project Construction Updates for Adjacent Businesses and Residents—				
To minimize construction impacts on access for nearby				
institutions and businesses, the project sponsor shall provide				
nearby residences and adjacent businesses with regularly-				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Dale Completed
updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.				
Noise and Vibration				
Project Mitigation Measure M-NO-1: Siting of Noise-Generating Uses (Implementation of Central SoMa PEIR Mitigation Measure M-NO-1b)  The project sponsor shall undertake the following:  If outdoor sound systems are installed for the outdoor terrace of the event space, prior to a certificate of occupancy, the project sponsor shall submit documentation to the Planning Department demonstrating that the speaker system has been tested and achieves the noise limit of no greater than 69 dBA at the property plane. The results of this test shall be submitted to the Planning Department for review and approval. If results of this testing indicate that noise limits would exceed 69 dBA at the property plane, amplified sound emanating from the outdoor terrace of the event space shall be prohibited past 10 p.m., unless an applicable event permit is obtained from the Entertainment Commission.	Project sponsor and Planning Department	Analysis of noise from speaker system to be completed prior to the certificate of occupancy	Planning Department (Environmental Review Officer [ERO] and Planning's Noise Technical Team).	Considered complete upon either: 1) approval of final plan set by Department of Building Inspection if outdoor sound systems are installed for the outdoor terrace of the event space; or 2) analysis of the speaker system indicates the system will not exceed 69 dBA at the property plane; or upon confirmation that amplified sound from the terrace would be prohibited past 10 p.m., unless an applicable permit is obtained from the Entertainment Commission

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Mitigation Measure M-NO-2: General Construction Noise Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-2a)	Project sponsor and construction general contractor	During construction period	Planning Department, Department of	Considered complete upon submittal and implementation of
The project sponsor shall undertake the following:			Building Inspection   (as requested and/or	construction noise control plan and
Require the general contractor to ensure that equipment and			on complaint basis),	completion of
trucks used for project construction use the best available noise			Police Department	construction activities
control techniques (e.g., improved mufflers, equipment			(on complaint basis)	pursuant to the plan
redesign, use of intake silencers, ducts, engine enclosures and				·
acoustically attenuating shields or shrouds), wherever feasible.				
Require the general contractor to locate stationary noise			·	
sources (such as compressors) as far from adjacent or				
nearby sensitive receptors along the northwest site		,	,	
boundary as possible, to muffle such noise sources, and to				,
construct barriers around such sources and/or the				
construction site. To further reduce noise, the contractor				'
shall locate stationary equipment in pit areas or excavated				
areas, if feasible.				
Require the general contractor to use impact tools (e.g., jack)		•		
hammers, pavement breakers, and rock drills) that are				
hydraulically or electrically powered wherever possible to				
avoid noise associated with compressed air exhaust from				
pneumatically powered tools. Where use of pneumatic tools is				
unavoidable, an exhaust muffler on the compressed air exhaust	·			
shall be used, along with external noise jackets on the tools.				
Include noise control requirements in specifications provided				
to construction contractors. Such requirements could				
include, but are not limited to, performing all work in a		·		
manner that minimizes noise to the extent feasible; use of				
equipment with effective mufflers; undertaking the most		,	•	
noisy activities during times of least disturbance to	. •		,	
surrounding residents and occupants, as feasible; and	·			-

	Responsibility	Mitigation	Monitoring/Report	Status/Date
Mitigation Measures	for Implementation	Schedule	Responsibility	Completed
selecting haul routes that avoid residential buildings to the				
extent that such routes are otherwise feasible.		ν,		
• Prior to the issuance of each building permit, along with the				
submission of construction documents, submit to the Planning				
Department and Department of Building Inspection (DBI) a list				·
of measures that shall be implemented and that shall respond to				
and track complaints pertaining to construction noise. These				·
measures shall include (1) a procedure and phone numbers for				
notifying DBI and the Police Department (during regular				
construction hours and off-hours); (2) a sign posted on site				
describing noise complaint procedures and a complaint hotline				
number that shall be answered at all times during construction;	,			
(3) designation of an on-site construction complaint and				
enforcement manager for the project; and (4) notification of			•,	
neighboring residents and nonresidential building managers		,		
within 300 feet of the project construction area at least 30 days in				
advance of extreme noise generating activities (defined as			,	
activities generating anticipated noise levels of 80 dBA or				
greater without noise controls, which is the standard in the	·	-		
Police Code) about the estimated duration of the activity.				·
Two-Way Radio Use – During concrete pours, the				
construction team shall use electronic means (such as walkie				
talkies) to communicate over distances of 15 feet or more to				
reduce the team's need to yell. These devices should be used				·
to the extent feasible.				
Back Up Alarms – Advanced back up alarms should be used				
on equipment to the extent feasible. Advanced back up				
alarms would either sense ambient noise levels and adjust		•		
the backup alarm level and/or would emit a broad band		•		
noise instead of the more common tonal alarm sounds.				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Air Quality		) - 1 - 2개 중인 : (2 전 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		
Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implementation of Central SoMa PEIR M-AQ-4b)  The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable.  The Plan shall detail project compliance with the following requirements:	Project sponsor and Planning Department	Prior to the start of diesel equipment use on site	Planning Department (Environmental Review Officer and Planning's Air Quality Technical Team)	Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan, implementation of the plan, and completion of construction activities pursuant to the plan
<ol> <li>All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:</li> <li>a) Where access to alternative sources of power are</li> </ol>				
a) where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards,				
ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS) (Tier 4 interim or final engines meet the requirement of a Tier 2 engine and ARB Level 3 VDECS), and iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99).				
c) Exceptions:  i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing	· ·			

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
evidence to the satisfaction of the ERO that an	Land to the second seco			
alternative source of power is limited or infeasible at				.
the project site and that the requirements of this	·			
exception provision apply. Under this circumstance,		:		
the sponsor shall submit documentation of				
compliance with 1(b) for onsite power generation.				
ii. Exceptions to 1(b)(ii) may be granted if the project				
sponsor has submitted information providing	,			
evidence to the satisfaction of the ERO that a				
particular piece of off-road equipment with an ARB				
Level 3 VDECS (1) is technically not feasible,				
(2) would not produce desired emissions reductions				
due to expected operating modes, (3) installing the				
control device would create a safety hazard or				•
impaired visibility for the operator, or (4) there is a			•	
compelling emergency need to use off-road			·	
equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted				
documentation to the ERO that the requirements of			•	
this exception provision apply. If granted an				
exception to 1(b)(ii), the project sponsor shall comply				,
with the requirements of $1(c)$ (iii).				
iii. If an exception is granted pursuant to 1(c)(ii), the	•			-
project sponsor shall provide the next-cleanest piece				
of off-road equipment as provided by the step-down			•	
schedule in Table M-AQ-4:				
		•		

Mitigation Measu	res			Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Off-Road	Table M-AQ-4B: Equipment Complian Schedule*	NCE STEP DOWN					
Compliance Alternative	Engine Emission Standard	Emissions Control					
1	Tier 2	ARB Level 2 VDECS					
2	Tier 2	ARB Level 1 VDECS					
Compliance A	the project sponsor wo Alternative 1. Should the to supply off-road edulernative 1, then Comp to be met.	he project sponsor quipment meeting					
road equipment provided in exce idling for off-roa shall be posted in designated quen	sor shall require the idli be limited to no more eptions to the applicable d and on-road equipme n multiple languages (E ting areas and at the of two-minute idling limit.	than two minutes, exceeds State regulations regalent. Legible and visible English, Spanish, Chineconstruction site to re	ept as ording signs ese) in		:		
	onsor shall require that ain and tune equiprectifications						
4. The Plan shall in phase with a contract required for e	include estimates of the lescription of each pictures, construction phase including the properties of the construction of the construction may include the construction of the constructio	ece of off-road equip nase. Off-road equip	ment ment	-			

Miti	gation Measures	Responsibility for Implementation	Mitigation Schedule		onitoring/Report Responsibility	Status/Date Completed
	quipment type, equipment manufacturer, equipment identification					
	number, engine model year, engine certification (Tier rating),					
	norsepower, engine serial number, and expected fuel usage and					*
	nours of operation. For the VDECS installed: technology type, serial		•			
1	number, make, model, manufacturer, ARB verification number					
1	evel, and installation date and hour meter reading on installation					
	late. For off-road equipment not using renewable diesel, reporting		-			
	hall indicate the type of alternative fuel being used.					
j.	The Plan shall be kept on-site and available for review by any				• .	,
-	persons requesting it and a legible sign shall be posted at the					
	perimeter of the construction site indicating to the public the basic	, ,				
	equirements of the Plan and a way to request a copy of the Plan.					
	The project sponsor shall provide copies of Plan as requested.					
1 .	Reporting. Quarterly reports shall be submitted to the ERO			١.		
	ndicating the construction phase and off-road equipment		•			
i i	information used during each phase including the information					
1	equired in Paragraph 4, above. In addition, for off-road equipment					
	ot using renewable diesel, reporting shall indicate the type of	,				
1	Iternative fuel being used.					
1	Vithin six months of the completion of construction activities, the			·		·
	project sponsor shall submit to the ERO a final report summarizing					
	onstruction activities. The final report shall indicate the start and end		•			
	lates and duration of each construction phase. For each phase, the					
1	eport shall include detailed information required in Paragraph 4. In					
	ddition, for off-road equipment not using renewable diesel, eporting shall indicate the type of alternative fuel being used.					
1	eporting shall indicate the type of alternative rue being used.  Sertification Statement and On-site Requirements. Prior to the		-			
1	ommencement of construction activities, the project sponsor shall					,
	ertify (1) compliance with the Plan, and (2) all applicable				•	
1	equirements of the Plan have been incorporated into contract				•	
	pecifications.				÷	
	pecifications.			L	-	L

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implementation of Central SoMa PEIR M-AQ-5a) All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99, if commercially available. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generator, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each	A CONTROL OF THE PROPERTY OF T			
diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the Planning Department within three months of requesting such information.				·

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Wind				
Project Mitigation Measure M-WI-1: Wind Hazard Evaluation for Building Design Modifications (Implementation of Central SoMa PEIR M-WI-1)	Project sponsor	In the event that the project's design is modified	Planning Department	Considered complete after approval of final construction plan set
In the event that the proposed project's design is modified, the new design shall be evaluated by a qualified wind expert as to the potential to result in a new wind hazard exceedance or aggravate an existing pedestrian-level wind hazard exceedance (defined as		moumed		
the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed). If the qualified expert determines that wind-tunnel testing is required due to the potential for a new or				
worsened wind hazard exceedance, the project shall adhere to the following standards for reduction of ground-level wind speeds in areas of substantial pedestrian use:				
<ul> <li>New buildings shall be shaped (e.g., include setbacks, or other building design techniques), or other wind baffling measures shall be implemented, so that the development would result in the following with respect to the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed:</li> </ul>				
o No net increase, compared to existing conditions, in the overall number of hours during which the wind hazard criterion is exceeded (the number of				
exceedance locations may change, allowing for both new exceedances and elimination of existing exceedances, as long as there is no net increase in the				
number of exceedance locations), based on wind- tunnel testing of a representative number of locations proximate to the project site; OR				
o Any increase in the overall number of hours during which the wind hazard criterion is exceeded shall be				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
evaluated in the context of the overall wind effects of			,	
anticipated development that is in accordance with the				
Plan. Such an evaluation shall be undertaken if the				,
project contribution to the wind hazard exceedance at			,	
one or more locations relatively distant from the		·		·
individual project site is minimal and if anticipated				
future Plan area development would substantively affect				·
the wind conditions at those locations. The project and				
foreseeable development shall ensure that there is no				
increase in the overall number of hours during which the				
wind hazard criterion is exceeded.				
o New buildings that cannot meet the one-hour wind				
hazard criterion of 26 miles per hour equivalent wind	•			
speed performance standard of this measure based on	·	:		
the above analyses, shall minimize to the degree feasible				
the overall number of hours during which the wind				
hazard criterion is exceeded.		· *.		

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Biological Resources				
Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys (Implementation of Central SoMa PEIR M-BI-1)  As part of the construction contract, the project sponsor shall include a requirement for pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacant for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a California Department of Fish and Wildlife [CDFW] collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary, unless the feature upon which the roost is located would be demolished.	Project sponsor, qualified biologist, and California Department of Fish and Wildlife, and project contractor	Prior to issuance of demolition or building permits when trees would be removed or demolition of existing buildings	Planning Department; CDFW if applicable	Considered complete upon issuance of demolition or building permits

Project Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Improvement Measure I-BI-1: Night Lighting Minimization (Implementation of Central SoMa PEIR Improvement Measure I-BI-2)	Project sponsor	Ongoing during project	Planning Department	Considered complete upon approval of
In compliance with the voluntary San Francisco Lights Out Program,	•	operation	,	building plans by Planning Department.
the project sponsor will implement bird-safe building operations to	÷ .			Planning Department
prevent and minimize bird strike impacts, including but not limited				may engage in follow- up discussion with
to the following measures:				project sponsors, as
Reduce building lighting from exterior sources by:				applicable
o Minimizing the amount and visual impact of perimeter				
lighting and façade up-lighting and avoid up-lighting of		·		
rooftop antennae and other tall equipment, as well as of				
any decorative features;				
o Installing motion-sensor lighting;	•			
o Using minimum wattage fixtures to achieve required			•	
lighting levels.				
Reduce building lighting from interior sources by:				,
<ul> <li>Dimming lights in lobbies, perimeter circulation areas, and atria;</li> </ul>				
o Turning off all unnecessary lighting by 11:00 p.m.				
through sunrise, especially during peak migration				
periods (mid-March to early June and late August				
through late October);				**• · · · ·
Using automatic controls (motion sensors, photo-sensors,				,
etc.) to shut off lights in the evening when no one is present;				•
o Encouraging the use of localized task lighting to reduce			,	
the need for more extensive overhead lighting;				
Scheduling nightly maintenance to conclude by				
11:00 p.m.;				
o Educating building users about the dangers of night				
lighting to birds.				

### Wong, Jocelyn (BOS)

From:

BOS Legislation, (BOS)

Sent:

Monday, August 19, 2019 8:59 AM

To:

BOS Legislation, (BOS); kevrudich@aol.com; michaelcruz100@comcast.net; Tiffany Kats;

jbachrac@tishmanspeyer.com

Cc:

GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey

(CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don

(CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); White, Elizabeth (CPC); Rosenberg, Julie (BOA); Cantara, Gary (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-

Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS)

Subject:

SUPPLEMENTAL APPEAL LETTER: Appeal of CEQA Community Plan Evaluation - Proposed Project at

655 Fourth Street - Appeal Hearing on September 3, 2019

Categories:

190826

#### Good morning,

Please find linked below a letter received by the Office of the Clerk of the Board from Michael Cruz, on behalf of the 601 Fourth Street Coalition, regarding the appeal of the Community Plan Evaluation under the California Environmental Quality Act for the proposed project at 655 Fourth Street.

### Supplemental Appeal Letter - August 18, 2019

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on September 3, 2019.

I invite you to review the entire matter on our <u>Legislative Research Center</u> by following the link below:

#### Board of Supervisors File No. 190826

Thank you,

Brent Jalipa
Legislative Clerk
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7712 | Fax: (415) 554-5163
brent.jalipa@sfgov.org | www.sfbos.org



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Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From:

michael cruz

To:

BOS Legislation, (BOS)

Subject:

Case #: 190826- Appeal of CEQA Community Plan Evaluation- 655 4th Street

Date:

Sunday, August 18, 2019 11:55:00 AM

Attachments:

interior photos before and after pdf interior photos before and after b.pdf

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

Date: August 18, 2019

Re: CEQA and Project 655 4th St

Case #: 190826- Appeal of CEQA Community Plan Evaluation- 655 4th Street

Dear San Francisco Supervisors,

My name is Michael Cruz. I am part of the 601 Fourth St Coalition. The Fourth Street Coalition is a committed, organized alliance that wants to coexist with the 655 4th Street Project developed by Tishman Speyer. We support this project. San Francisco needs more housing.

However, due to the 3 year construction schedule, we are very concerned about major disruption our lives: business and personal. Based on our challenges listed below, an exemption should not be granted. There is need for further study and testing.

Thank you for your consideration,

Michael Cruz

#### CHALLENGE # 1 — NOISE LEVELS = HEARING DAMAGE

- > Over the course of 3 years, the EIR cites dB levels will reach 90 dB. 85 dB level causes hearing damage
- > 90 dB level based on 100' from property line. 601 Fourth Street units 30' from property line. Our dB level will be much higher
- > We are homeowners and small business owners already affected by 4 years of light rail construction on 4th Street
- > Tishman Speyer Rincon Hill Project
- "After months of listening to Rincon hill residence complain that after hours construction was disrupting their sleep and rattling their nerves, the cities department of building inspection

### on Friday start

issuing new night noise permits.\*

- "David Vasen, who moved into the Metropolitan when is wife was 34 weeks pregnant, said "her last six weeks of pregnancy were amongst the worst... because of construction noise."
  - TS project violated construction time agreements
- Complaints from neighbors
- \* SF Chronicle, JK Dineen. 2014

#### **HEARsmart** website:

"...extended or repeated exposure to sounds at or above 85 decibels (approximately the level of a vacuum cleaner) can cause hearing loss

### OSHA website:

"A one-time exposure to a sudden powerful noise, such as an explosion, may damage your hearing instantly. Prolonged exposures to loud noise can lead to a gradual, but permanent, loss of hearing. Damage can occur within the ear at noise levels similar to that of running a lawn mower for eight hours. At first, this may cause a temporary loss of hearing that may last as long as 14-16 hours. With repeated exposure to high noise levels and periodic exposures to very high noise levels (e.g., with the use of nail guns), as is common at most construction job sites, your hearing may not fully recover. More often, the loss of hearing occurs slowly over time from exposure to moderate levels of noise. When that happens, the hearing loss becomes permanent. This is why workplace noise is sometimes referred to as a stealth long-term hazard – because it is a painless, gradual process."

#### CHALLENGE # 2 — AIR AND LIGHT

- > Below is are photo of air and light of unit 210 before and after photos due to 655 4th Street project
- > This unit will be facing into a 40 story tower.

### CHALLENGE # 3 — LOSS OF BUSINESS

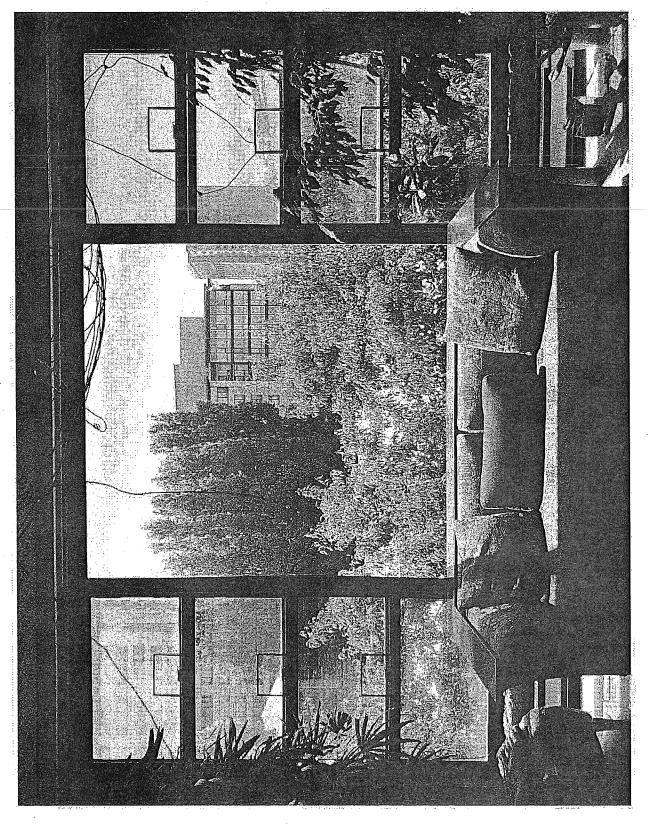
- > Noel and Katharina have rented out since 2003 without problems. When the light rail construction started in 2015, we could not rent out for a two months. We lost rental income -- ended up renting below market value. 13% lower than previous tenant.
- > Michael Cruz and Kevin Rudich have a tenant who has had to rent out office space on the Embarcadero because she cannot conduct meetings and international conference calls in her live/work space loft.

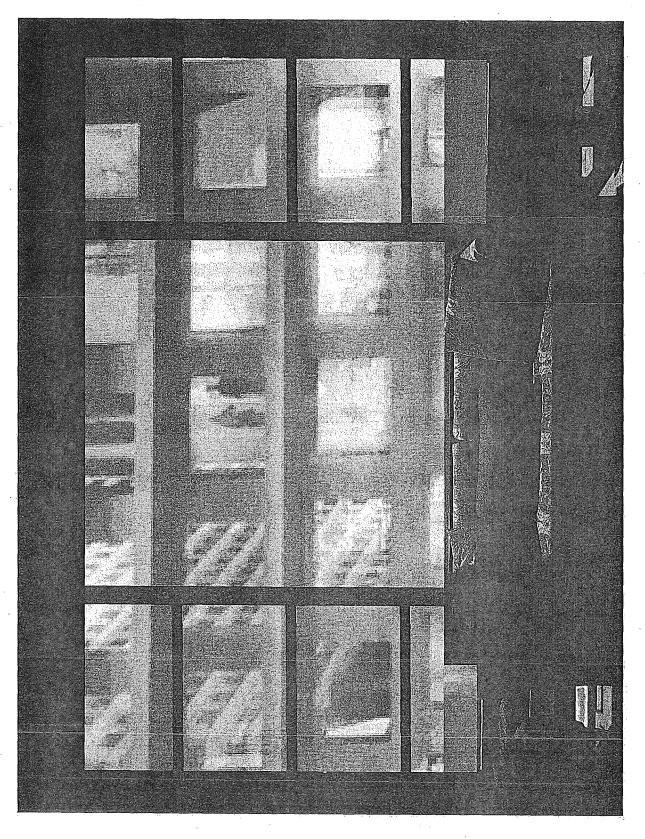
- > Sandy hristopher Ulrich and Tom Hunt have rented out their unit on the first floor corner facing the TS job site since Sept 2014. When the light rail project started they had to reduce the rent by 12%. With the coming construction of this tower they expect to have to reduce the rent by another 50% and they will also be losing their outside parking place which is a huge asset to their property. Because of this they have considered selling but local agents have said that they should expect at least a 20 30% reduction in the price they could get for their loft.
- > MG+CO is a design studio. Our staff works in a quiet, uninterrupted environment. We often have conference calls and meetings with clients in house and they take place in a quiet environment. The 90DbA will not allow us to complete our work effectively. My staff will not tolerate that disruption and I will have attrition of people who have been with me for 15 years. We will be looking for a new office location.
- > SF Supervisor Walton recognized city-approved projects were affected by ongoing Van Ness construction. (JULY 23, 2019 JOE FITZGERALD RODRIGUEZ SF GATE) "These people are being put out of their business through no fault of their own," said Supervisor Shamann Walton of the SF County Transportation Authority Board.
- Last year, Bootleg and Bar and Kitchen closed on Van Ness. They attributed their woes to city-led Van Ness construction.

### CHALLENGE # 4 — 3RD STREET LIGHT RAIL PROJECT DAMAGES 601 4TH STREET

- > The original EIR never contemplated the cumulative affect of the damage done to our building during the 3rd Street Light Rail project still going on in front of our building.
- > Due to the proof of 601 4th Street building damage, who knows what the damage will be during and after the 655 4th Street project. This project is much greater in scope than the light rail project.

An exemption should not be granted. There is need for further study and testing.





1239

### Wong, Jocelyn (BOS)

From:

BOS Legislation, (BOS)

Sent:

Friday, July 26, 2019 3:52 PM

To: Cc: kevrudich@aol.com; michaelcruz100@comcast.net; Tiffany Kats; jbachrac@tishmanspeyer.com GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey

(CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don

(CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); White, Elizabeth (CPC); Rosenberg, Julie (BOA); Cantara, Gary (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-

Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); BOS Legislation, (BOS)

Subject:

Appeal of CEQA Community Plan Evaluation - Proposed Project at 655 Fourth Street - Appeal

Hearing on September 3, 2019

Categories:

190826

#### Good afternoon,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **September 3, 2019, at 3:00 p.m**. Please find linked below the letter of appeal filed against Community Plan Evaluation under CEQA for the proposed project at 655 Fourth Street, as well as direct links to the Planning Department's determination of timeliness for the appeal, and an informational letter from the Clerk of the Board.

CEQA Community Plan Evaluation Appeal Letter - July 22, 2019

Planning Department Memo - July 25, 2019

Clerk of the Board Letter - July 26, 2019

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190826

Thank you,

Brent Jalipa Legislative Clerk

Board of Supervisors - Clerk's Office 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102 (415) 554-7712 [ Fax: (415) 554-5163

(415) 554-7712 | Fax: (415) 554-5163 brent.jalipa@sfgov.org | www.sfbos.org



Click <u>here</u> to complete a Board of Supervisors Customer Service Satisfaction form

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### MEMO

1650 Mission St. Suite 400

San Francisco, CA 94103-2479

415.558.6409

415.558.6377

Reception: 415.558.6378

Planning Information:

# Community Plan Exemption Appeal Timeliness Determination

DATE:

July 25, 2019

TO:

Angela Calvillo, Clerk of the Board of Supervisors

FROM:

Lisa Gibson, Environmental Review Officer - (415) 575-9032

RE:

Appeal Timeliness Determination -655 Fourth Street

Community Plan Evaluation; Planning Department Case No.

2014-000203ENV

On July 22, 2019, Mr. Kevin Rudich and Mr. Michael Cruz, on behalf of the 601 Fourth Street Coalition (Appellant), filed an appeal with the Office of the Clerk of the Board of Supervisors of the Community Plan Evaluation (CPE) for the proposed project at 655 Fourth Street. As explained below, the appeal is timely.

Date of Approval Action	30 Days after Approval Action	Appeal Deadline (Must Be Day Clerk of Board's Office Is Open)	Date of Appeal Filing	Timely?
Thursday, June' 20, 2019	Saturday, July 20, 2019	Monday, July 22, 2019	Monday, July 22, 2019	Yes

**Approval Action:** On June 11, 2019, the Planning Department issued a CPE for the proposed project. The Approval Action for the project was the large project authorization by the Planning Commission, pursuant to Planning Code sections 249.78 and 329, which occurred on June 20, 2019 (Date of the Approval Action).

Appeal Deadline: Sections 31.16(a) and (e) of the San Francisco Administrative Code state that any person or entity may appeal an exemption determination (including a CPE) to the Board of Supervisors during the time period beginning with the date of the exemption determination (including a CPE) and ending 30 days after the Date of the Approval Action. Thirty days after the date of the approval action was Saturday, July 20, 2019. The next date when the Office of the Clerk of the Board was open was Monday, July 22, 2019 (Appeal Deadline).

Appeal Filing and Timeliness: The Appellant filed the appeal of the exemption on Monday, July 22, 2019, which is within the time frame specified above. Therefore, the appeal is considered timely.

Memo

From:

Noel R. Natividad

To:

BOS Legislation, (BOS)

Subject:

Case #: 190826- Appeal of CEQA Community Plan Evaluation- 655 4th Street Project

Date:

Tuesday, August 20, 2019 1:08:06 PM

Attachments:

Noel Letter to SF BoS.docx

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

Dear SF Board of Supervisors,

Please see my attached personal letter regarding the **Tishman-Speyer Project** @ 655 4th Street (Case #: 190826).

Thank you so much for your time and consideration on this very important matter.

-Noel

Noel R. Natividad 601 Fourth Street, Unit #105 San Francisco, CA 94107

# Noel R. Natividad Owner, Loft 105, 601 Fourth Street San Francisco, CA 94107

August 20, 2019

SF Board of Supervisors bos.legislation@sfgov.org
San Francisco, CA

Re: Tishman-Speyer 655 4th Street Project (Case #: 190826)

Dear San Francisco Supervisors,

I immigrated to the United States from the Philippines in 1969 with my family (mom, dad and younger brother) when I was 4 years. I grew up in the suburbs of South San Jose, going to elementary school, high school and finally graduating from San Jose State University.

As an immigrant in this country from a poor Southeast Asian country, the possibility of owning a home in a world class city like San Francisco was truly a pipe dream. But after a lot of hard work and scrimping & saving, I was able to realize that dream when I bought Loft #105 at 601 4<sup>th</sup> Street in the winter of 1991. I am the first and only owner of Loft #105.

601 4th Street was a ground breaking development as it was the first commercially available Loft development in San Francisco. And what made it really amazing was it was a <u>real</u> loft (A "Historical Loft" in today's real estate terms, 601 was built in 1915 as a commercial warehouse and was used as a wine storage facility for decades before its conversion to Lofts in 1990.). As a big film fan, I remember watching movies where the main character always seemed to live in these amazing Lofts...and now I was going to live in one, too!

But despite its novelty (or maybe because of it), the cost per square foot to buy at 601 was actually cheaper than most "regular" type homes in San Francisco, and by a significant amount, too...It was the main reason I was able to afford my Loft...and just barely...

Living in the Loft in SOMA during the 1990's, I truly felt like a member of an avant-garde group of San Franciscans...the neighborhood had its spattering of amazing bars, design firms, clubs and restaurants and yet no real grocery stores to speak of...it even had a Dive Shop (Bamboo Reef) which was literally 50 yards from 601 where I actually bought my first set dive mask & fins there...but really it was mostly a quiet, uncrowded part of the City with lots of free parking and

amazing weather. And the fact that Caltrain was only a 3 minute walk away was yet another bonus for living at  $601 \, 4^{th}$  Street.

I met my wife Katharina in 2000 and continued to live in the Loft thru mid-2003 when we started to look for a home to buy together while at the same time put the Loft up for rent. Since October 2003, when we had our very first renters, the Loft has rented well. So well in fact that since those first renters, the Loft has been occupied 100% for 159 consecutive months...this streak finally being broken in August & September of 2016 when the current tenants (who signed their lease before the start of the 4<sup>th</sup> Street Rail Project) decided not to renew...those 2 months of vacancy, I believe, were directly related to the noise, pollution & chaos caused by the 4<sup>th</sup> Street Rail construction...and when we finally did find someone, the rent was 13% less...so I can only imagine the catastrophic impact on our rental revenue that the construction (for a minimum of 36 months) of a \$1.5B 40 story twin tower structure 30 feet from our building will cause...

In 2009 at the age of 45, I had a major heart attack resulting in 5 stints being placed into 3 major arteries...my cardiologist said it was a 50/50 decision that they went with just stints and not proceed to full open heart surgery...he just felt that because of my relatively young age, stints would be enough...

In 2018 after continuing health struggles (significant weight gain, stress management, high blood pressure, etc.), I decided to retire early (my last position was as COO of an environment conservation NGO in San Francisco) and concentrate on my health. With heart problems deep in my family history, I felt like I really needed to do this or face as various members of my immediate family.

The major reasons we felt I could retire early and still not severely impact our way of life was 1) the life savings we'd accumulated, 2) we had no children, 3) Katharina would continue her consulting work, 4) the frugality of how we live and finally 5) the rental income from the Loft. As it stands now, rental revenue from the Loft represents about a third of our monthly income.

It is my very distinct fear that the rental issues we experienced in 2016 (issues we continue to experience to this day as our monthly rental revenues are still below those at the start of 2016) will be dwarfed by the impact of the noise, pollution (dust & noise), traffic congestions and just overall general chaos caused by the construction of 655 4<sup>th</sup> Street. Not to mention the severe impact to our property values because of the loss of air & light.

Sincerely,
Noel R. Natividad

From:

katharina Natividad

To:

BOS Legislation, (BOS)

Subject:

655 4th Street project

Date:

Tuesday, August 20, 2019 10:50:05 AM

Attachments:

Kat Letter to SF BoS.doc

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

Dear Board of Supervisors

Please find attached my statement and concerns about the upcoming project for the hearing on 9/3/19.

Thank you

Sincerely,

Katharina Natividad

#### Hello

My name is Katharina Natividad. I was born in Germany and immigrated to the great city of San Francisco in 1998. I saw the dot-com boom even I was not working in the industry, I saw that California was the place to be. The creativity. The innovations. The spirit and openness for new ideas. Better ideas.

Wind and solar energy was popping up. The first hybrid cars of the US drove on Californian highways and there is a reason why a big electric car company has its headquarters right here in the Bay Area. We have many National Parks in California and we sort our trash and ban plastic bags and now plastic straw.

We take care of California. We take care of our environment. We take of our people. But during the last weeks I am starting to doubt this perfect picture.

For 655 4th Street the city approved a 40-story high building with 960 units, a 38-room boutique hotel and 18 retail spaces with a projected construction time of 3 years. Right in our property line, just 30 feet away from the building in which my husband and I have our rental unit.

We understand that San Francisco needs housing but our small rental business suffered already for the last 4 years because of the construction of the 4th Street light rail construction noise and dust.

My husband suffered a heart attack a few years ago and had to quit his job out of health reasons. This rental unit is keeping us afloat and makes it possible for us to live in San Francisco.

The original plans of the new building next to ours had only 900 units. No hotel. No retail space. The current 400 page plan of the building were published the evening before the hearing at city hall.

As a future neighbor of this building, how were we supposed to react in such a short time? Put in our concerns about noise pollution, dust and dirt? Hundreds of big cement trucks are scheduled to go in and out. Right kitty corner to the Caltrain station. I can't even imagine the traffic jams that will be created and all the emissions from cars stuck in traffic.

I don't see anyone who would be willing to rent a loft in the first converted building of the city that is now in the middle of a construction site without a major rent deduction. This will then result in my husband needing to find a job again.

We are a mixed raced couple of two immigrants who are trying to make a living. We picked this place because we thought we won't have to face discrimination and we would be protected from big developers who will destroy our environment and our living space. We are just a small David against Goliath.

We have the feeling that this approval was rushed through with many exceptions for the developer without looking at the impacts on neighbors like us. We believe a better solution can be found to make this more bearable for us and still give the city the needed housing.

From:

Michael Guthrie

To:

BOS Legislation, (BOS)

Cc:

David Lim

Subject:

The Creamery Project, 4th and Townsend, San Francisco - Neighbor concerns

Date:

Tuesday, August 20, 2019 9:52:04 AM

Attachments:

image001.png

SF, B O S Letter #2.docx

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

Hello San Francisco Board of Supervisors:

Please see our attached Letter regarding neighbors' concerns with the proposed Creamery Project.

Thank you for your consideration.

Very truly, Michael Guthrie, AIA Napa Valley, San Francisco



MICHAEL GUTHRIE + CO. ARCHITECTS

601 4th Street | Suite 110 | San Francisco | California 94107 415.777.2101 Studio | 415.305.6268 Cell | www.mgandco.com

## Michael and Carol Guthrie Owner Resident/ Business Owner, Suite 110 601 Fourth Street, San Francisco, CA 94107

August 18, 2019

SF Board of Supervisors bos.legislation@sfgov.org San Francisco, CA

Re: Tishman Speyer Creamery Project

#### Dear San Francisco Supervisors:

Since 1990, we have been condominium Owners in the first Live/Work Loft building permitted in San Francisco. After 15 years of corporate Architecture employment, I set out to establish my own small design practice in SF and found the 601 Fourth Street Lofts to be desirable, mainly because they were somewhat affordable. The South of Market (SOMA) neighborhood was in its infancy and reminded me of my former NYC neighborhood of TRIBECA, it was gritty, funky, and offbeat, just right for a small, new creative Architectural design company in SF.

The building was originally constructed in 1916 and is known as the Heublein Building. in the late 1980s the Developer Rick Halliday hired David Baker Architects to transform the structure into 88 Lofts, with parking. It is a stout, 4 Story, unreinforced concrete structure that has easily survived the most serious Bay Area earthquakes without damage. Our space has 16 foot tall ceilings and rough, board formed, exposed concrete and massive rough concrete columns. Our particular Loft is 1260 usable square feet with a large 14 by 16 foot glass storefront facing due East with exposure to blue or grey skies, and sunlight. It is a very pleasant place to live and to work. It is quiet and secluded, set back from 4<sup>th</sup> Street by about 60 feet and connected to a well landscaped outdoor setting by a private porch and private, direct to street level, Front door. We often sit outside for lunches and coffee breaks.

We originally occupied the Loft as a business with a sleeping area upstairs. I could not afford a separate apartment in those days and lived where I worked as a sole proprietor. Eventually employees, marriage and children required a separate, residential living address and the Loft has operated strictly as a business location since 2001. We have witnessed extraordinary growth and improvements in the neighborhood where I once was compelled to accompany employees to their evening transportation in a previously unsafe neighborhood.

Most of us were pioneers in SOMA and we encouraged and frequented local small restaurants, cafes, bars, furniture and graphic designers, photographers and clothing designers. There was a feeling of belonging to a neighborhood of creative entrepreneurs who could not afford the Financial District. We are prepared for future growth and expansion in SF and we request some consideration for our efforts to help transform a formerly undesirable area into the neighborhood now most preferred by young tech professionals.

As new growth occurs we would like to somehow imagine a future in our wonderful Loft home of the past 30 years. However, the expectation of 36 months of demolition, pounding, drilling, excavation, hundreds of concrete trucks and diesel, backup beepers, etc is beyond intimidating. The removal of our sky view and replacement with a 265 foot shiny glass tower is inevitable but difficult to stomach and accept. We recently engaged a Professional Sound Engineer and an Air Quality Engineer to assist us in technical evaluations and we may be asking them to attend the hearing. We believe there are much needed mitigation measures that should be required to protect the existing businesses and dwellings that will be greatly impacted by this massive new construction located only 30 feet away from our Front Door. We kindly request your consideration in assisting us to obtain proper mitigation.

Very Truly, Michael and Carol Guthrie

#### BOARD of SUPERVISORS



City Hall

1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

#### NOTICE OF PUBLIC HEARING

#### BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco will hold a public hearing to consider the following appeal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

Date:

Tuesday, September 3, 2019

Time:

3:00 p.m.

Location:

Legislative Chamber, City Hall, Room 250

1 Dr. Carlton B. Goodlett, Place, San Francisco, CA 94102

Subject:

File No. 190826. Hearing of persons interested in or objecting to a Community Plan Evaluation by the Planning Department under the California Environmental Quality Act issued on June 11, 2019, for the proposed project at 655 Fourth Street, approved on June 20, 2019, to demolish three existing buildings, associated parking lots, and vegetation; merge seven existing lots and construct two new buildings containing approximately 1,003,970 square feet of residential area, 24,500 square feet of hotel area (38 hotel rooms), 21,840 square feet of office area, and approximately 18,454 square feet of ground-floor retail use; consisting of approximately 960 dwelling units in a mix of 242 studios, 330 one-bedroom units, 351 two-bedroom units, 37 three-bedroom condominiums; each building having two towers: one rising to a height of 425 feet aboveground, and the second which would rise to a height of 370 feet aboveground; including 94,500square-foot below-grade, four level garage. (District 6) (Appellant: Kevin Rudich and Michael Cruz, on behalf of the 601 Fourth Street Coalition) (Filed July 22, 2019)

Hearing Notice - Exemption Determination Appeal 655 Fourth Street Hearing Date: September 3, 2019 Page 2

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments prior to the time the hearing begins. These comments will be made as part of the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102. Information relating to this matter is available in the Office of the Clerk of the Board and agenda information relating to this matter will be available for public review on Friday, August 30, 2019.

Angela Calvillo Clerk of the Board

#### Wong, Jocelyn (BOS)

From:

BOS Legislation, (BOS)

Sent:

Tuesday, August 20, 2019 5:38 PM

To: Cc: kevrudich@aol.com; michaelcruz100@comcast.net; Tiffany Kats; jbachrac@tishmanspeyer.com GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don

(CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, (CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); White, Elizabeth (CPC); Rosenberg, Julie (BOA); Cantara, Gary (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-

Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); BOS Legislation, (BOS)

Subject:

HEARING NOTICE: Appeal of CEQA Community Plan Evaluation - Proposed Project at 655 Fourth

Street - Appeal Hearing on September 3, 2019

Categories:

190826

Good afternoon,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **September 3, 2019, at 3:00 p.m.**, to hear an appeal of a Community Plan Evaluation under the California Environmental Quality Act, for the proposed project at 655 Fourth Street.

Please find the following link to the hearing notice for the matter.

Public Hearing Notice - September 3, 2019

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190826

Thank you, **Brent Jalipa**Legislative Clerk

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

(415) 554-7712 | Fax: (415) 554-5163

brent.jalipa@sfgov.org | www.sfbos.org



Click <u>here</u> to complete a Board of Supervisors Customer Service Satisfaction form

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#### Wong, Jocelyn (BOS)

From:

Docs, SF (LIB)

Sent:

Wednesday, August 21, 2019 10:56 AM

To:

BOS Legislation, (BOS)

Subject:

RE: HEARING NOTICE: Appeal of CEQA Community Plan Evaluation - Proposed Project at 655 Fourth

Street - Appeal Hearing on September 3, 2019

Categories:

190826

Hi Brent.

I have posted the notice.

Thank you,

Michael

From: BOS Legislation, (BOS)

Sent: Wednesday, August 21, 2019 10:50 AM

To: Docs, SF (LIB) <sfdocs@sfpl.org>

Cc: BOS Legislation, (BOS) <br/>
<br/>
bos.legislation@sfgov.org>

Subject: FW: HEARING NOTICE: Appeal of CEQA'Community Plan Evaluation - Proposed Project at 655 Fourth Street -

Appeal Hearing on September 3, 2019

Good morning,

Please kindly post the linked notice below for public viewing.

Thanks, as always, **Brent Jalipa** 

Legislative Clerk

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

(415) 554-7712 | Fax: (415) 554-5163 brent.jalipa@sfgov.org | www.sfbos.org

From: BOS Legislation, (BOS) <br/>
<br/>
bos.legislation@sfgov.org>

Sent: Tuesday, August 20, 2019 5:38 PM

To: kevrudich@aol.com; michaelcruz100@comcast.net; Tiffany Kats <tkats@reubenlaw.com>;

jbachrac@tishmanspeyer.com

Cc: GIVNER, JON (CAT) < <a href="mailto:Jon.Givner@sfcityatty.org">Jon.Givner@sfcityatty.org</a>; STACY, KATE (CAT) < <a href="mailto:Kate.Stacy@sfcityatty.org">KRISTEN</a>

(CAT) < <a href="mailto:Kristen.Jensen@sfcityatty.org">Kristen.Jensen@sfcityatty.org</a>; Rahaim, John (CPC) < <a href="mailto:john.rahaim@sfgov.org">john.rahaim@sfgov.org</a>; Teague, Corey (CPC)

<corey.teague@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC)

devyani.jain@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Navarrete, Joy (CPC)

<<u>ioy.navarrete@sfgov.org</u>>; Lewis, Don (CPC) <<u>don.lewis@sfgov.org</u>>; Rodgers, AnMarie (CPC)

<anmarie.rodgers@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>;

White, Elizabeth (CPC) <<u>elizabeth.white@sfgov.org</u>>; Rosenberg, Julie (BOA) <<u>julie.rosenberg@sfgov.org</u>>; Cantara, Gary (BOA) <<u>gary.cantara@sfgov.org</u>>; Longaway, Alec (BOA) <<u>alec.longaway@sfgov.org</u>>; BOS-Supervisors <<u>bos-supervisors@sfgov.org</u>>; BOS-Legislative Aides <<u>bos-legislative aides@sfgov.org</u>>; Calvillo, Angela (BOS) <<u>alisa.somera@sfgov.org</u>>; BOS Legislation, (BOS) <<u>bos.legislation@sfgov.org</u>>

**Subject:** HEARING NOTICE: Appeal of CEQA Community Plan Evaluation - Proposed Project at 655 Fourth Street - Appeal Hearing on September 3, 2019

Good afternoon,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on September 3, 2019, at 3:00 p.m., to hear an appeal of a Community Plan Evaluation under the California Environmental Quality Act, for the proposed project at 655 Fourth Street.

#### Please find the following link to the hearing notice for the matter.

Public Hearing Notice - September 3, 2019

I invite you to review the entire matter on our <u>Legislative Research Center</u> by following the link below:

Board of Supervisors File No. 190826

Thank you,

Brent Jalipa
Legislative Clerk
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7712 | Fax: (415) 554-5163
brent.jalipa@sfgov.org | www.sfbos.org



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#### **BOARD of SUPERVISORS**



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

July 26, 2019

File Nos. 190826-190829 Planning Case No. 2014-000203ENV

Received from the Board of Supervisors Clerk's Office one check in the amount of Six Hundred Seventeen Dollars (\$617), representing the filing fees paid by Kevin Rudich and Michael Cruz, on behalf of the 601 Fourth Street Coalition, for the appeal of the Community Plan Evaluation under CEQA for the proposed project at 655 Fourth Street:

Planning Department By:

Print Name

Signature and Date

#### Wong, Jocelyn (BOS)

From:

BOS Legislation, (BOS)

Sent:

Friday, July 26, 2019 4:07 PM

To:

Ko, Yvonne (CPC)

Cc:

BOS-Operations; BOS Legislation, (BOS)

Subject:

APPEAL CHECK PICKUP: Appeal of CEQA Community Plan Evaluation - Proposed Project at 655

Fourth Street - Appeal Hearing on September 3, 2019

Categories:

190826

#### Good afternoon Yvonne,

A check for the appeal filing fee for the CEQA Community Plan Evaluation appeal of the proposed project at 655 Fourth Street is ready to be picked up here in the Clerk's Office weekdays from 8 a.m. through 5 p.m. No fee waivers were filed for this appeal.

Thanks, as always,
Brent Jalipa
Legislative Clerk
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7712 | Fax: (415) 554-5163
brent.jalipa@sfgov.org | www.sfbos.org

From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>

Sent: Friday, July 26, 2019 3:52 PM

To: kevrudich@aol.com; michaelcruz100@comcast.net; Tiffany Kats <tkats@reubenlaw.com>;

jbachrac@tishmanspeyer.com

Cc: GIVNER, JON (CAT) < Jon. Givner@sfcityatty.org>; STACY, KATE (CAT) < Kate.Stacy@sfcityatty.org>; JENSEN, KRISTEN

(CAT) < Kristen.Jensen@sfcityatty.org>; Rahaim, John (CPC) < john.rahaim@sfgov.org>; Teague, Corey (CPC)

<corey.teague@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC)

sa.gibson@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Navarrete, Joy (CPC)

<joy.navarrete@sfgov.org>; Lewis, Don (CPC) <don.lewis@sfgov.org>; Rodgers, AnMarie (CPC)

<anmarie.rodgers@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>;

White, Elizabeth (CPC) <elizabeth.white@sfgov.org>; Rosenberg, Julie (BOA) <julie.rosenberg@sfgov.org>; Cantara, Gary

(BOA) <gary.cantara@sfgov.org>; Longaway, Alec (BOA) <alec.longaway@sfgov.org>; BOS-Supervisors <bos-

supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative aides@sfgov.org>; Calvillo, Angela (BOS)

<angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; BOS Legislation, (BOS)

<bos.legislation@sfgov.org>

Subject: Appeal of CEQA Community Plan Evaluation - Proposed Project at 655 Fourth Street - Appeal Hearing on September 3, 2019

Good afternoon,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **September 3, 2019, at 3:00 p.m.** Please find linked below the letter of appeal filed against Community Plan Evaluation

under CEQA for the proposed project at 655 Fourth Street, as well as direct links to the Planning Department's determination of timeliness for the appeal, and an informational letter from the Clerk of the Board.

CEQA Community Plan Evaluation Appeal Letter - July 22, 2019

Planning Department Memo - July 25, 2019

Clerk of the Board Letter - July 26, 2019

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190826

Thank you, **Brent Jalipa Legislative Clerk** Board of Supervisors - Clerk's Office 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102 (415) 554-7712 | Fax: (415) 554-5163 brent.jalipa@sfgov.org | www.sfbos.org



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#### BOARD of SUPERVISORS



City Hall 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco 94102-4689 Tel. No. 554-5184 Fax No. 554-5163 TDD/TTY No. 554-5227

July 26, 2019

Kevin Rudich Michael Cruz Members of the 601 Fourth Street Coalition 601 Fourth Street San Francisco, CA 94107

Subject:

File No. 190826 - Appeal of CEQA Community Plan Evaluation -

655 Fourth Street

Dear Mr. Rudich and Mr. Cruz:

The Office of the Clerk of the Board is in receipt of a memorandum dated July 25, 2019, from the Planning Department regarding their determination on the timely filing of appeal of the CEQA Community Plan Evaluation for the proposed project at 655 Fourth Street.

The Planning Department has determined that the appeal was filed in a timely manner (copy attached).

Pursuant to Administrative Code, Section 31.16, a hearing date has been scheduled for **Tuesday, September 3, 2019, at 3:00 p.m.**, at the Board of Supervisors meeting to be held in City Hall, 1 Dr. Carlton B. Goodlett Place, Legislative Chamber, Room 250, San Francisco, CA 94102.

Please provide to the Clerk's Office by noon:

20 days prior to the hearing: n

names and addresses of interested parties to be

notified of the hearing, in spreadsheet format; and

11 days prior to the hearing:

any documentation which you may want available to

the Board members prior to the hearing.

For the above, the Clerk's office requests one electronic file (sent to <a href="mailto:bos.legislation@sfgov.org">bos.legislation@sfgov.org</a>) and two copies of the documentation for distribution.

CEQA Community Plan Evaluation Hearing Date of September 3, 2019 Page 2

NOTE: If electronic versions of the documentation are not available, please submit 18 hard copies of the materials to the Clerk's Office for distribution. If you are unable to make the deadlines prescribed above, it is your responsibility to ensure that all parties receive copies of the materials.

If you have any questions, please feel free to contact Legislative Clerks Brent Jalipa at (415) 554-7712, Lisa Lew at (415) 554-7718, or Jocelyn Wong at (415) 554-7720.

Very truly yours,

Angela Calvillo Clerk of the Board

Jeremy Bachrach, 655 Fourth Street Owner LLC, Project Sponsor Tiffany Katz, Reuben Junius and Rose, LLP, Attorney for Project Sponsor Jon Givner, Deputy City Attorney Kate Stacy, Deputy City Attorney Kristen Jensen, Deputy City Attorney John Rahaim, Planning Director Corey Teague, Zoning Administrator, Planning Department Scott Sanchez, Acting Deputy Zoning Administrator, Planning Department Lisa Gibson, Environmental Review Officer, Planning Department Devyani Jain, Deputy Environmental Review Officer, Planning Department Joy Navarette, Environmental Planning, Planning Department Don Lewis, Environmental Planning, Planning Department AnMarle Rodgers, Director of Citywide Planning, Planning Department Dan Sider, Director of Executive Programs, Planning Department Aaron Starr, Manager of Legislative Affairs, Planning Department Elizabeth White, Staff Contact, Planning Department Julie Rosenberg, Executive Director, Board of Appeals Gary Cantara, Legal Assistant, Board of Appeals Alec Longaway, Legal Process Clerk, Board of Appeals

#### Wong, Jocelyn (BOS)

From:

BOS Legislation, (BOS)

Sent:

Wednesday, July 24, 2019 4:40 PM

To:

Rahaim, John (CPC)

Cc:

GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); White, Elizabeth (CPC); Rosenberg, Julie (BOA); Cantara, Gary (BOA); Longaway, Alec (BOA);

BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); BOS

Legislation, (BOS)

Subject:

Appeal of CEQA Community Plan Evaluation - Proposed Project - 655 Fourth Street

**Attachments:** 

COB Ltr 072419.pdf; Appeal Ltr 072219.pdf

#### Good afternoon, Director Rahaim:

The Office of the Clerk of the Board is in receipt of an appeal of the CEQA Community Plan Evaluation for the proposed project at 655 Fourth Street. The appeal was filed by Kevin Rudich and Michael Cruz, on behalf of the 601 Fourth Street Coalition on July 22, 2019.

Please find the attached letter of appeal and timely filing determination request letter from the Clerk of the Board. Kindly review for timely filing determination. Thank you.

#### Best regards,

#### Jocelyn Wong

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T: 415.554.7702 | F: 415.554.5163
jocelyn.wong@sfgov.org | www.sfbos.org



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#### BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

July 24, 2019

To:

John Rahaim Planning Director

From:

Angela Calvillo

Clerk of the Board of Supervisors

Subject:

Appeal of California Environmental Quality Act (CEQA) Community Plan

Evaluation - 655 Fourth Street

An appeal of the CEQA Community Plan Evaluation for the proposed project at 655 Fourth Street was filed with the Office of the Clerk of the Board on July 22, 2019, by Kevin Rudich and Michael Cruz, on behalf of the 601 Fourth Street Coalition.

Pursuant to Administrative Code, Chapter 31.16, I am forwarding this appeal, with attached documents, to the Planning Department to determine if the appeal has been filed in a timely manner. The Planning Department's determination should be made within three (3) working days of receipt of this request.

If you have any questions, please feel free to contact Legislative Clerks Brent Jalipa at (415) 554-7712, Lisa Lew at (415) 554-7718, or Jocelyn Wong at (415) 554-7702.

Jon Givner, Deputy City Attorney Kate Stacy, Deputy City Attorney Kristen Jensen, Deputy City Attorney Corey Teague, Zoning Administrator, Planning Department Scott Sanchez, Acting Deputy Zoning Administrator, Planning Department Lisa Gibson, Environmental Review Officer, Planning Department Devyani Jain, Deputy Environmental Review Officer, Planning Department Joy Navarette, Environmental Planning, Planning Department Don Lewis, Environmental Planning, Planning Department AnMarie Rodgers, Director of Citywide Planning, Planning Department Dan Sider, Director of Executive Programs, Planning Department Aaron Starr, Manager of Legislative Affairs, Planning Department Elizabeth White, Staff Contact, Planning Department Julie Rosenberg, Executive Director, Board of Appeals Gary Cantara, Legal Assistant, Board of Appeals Alec Longaway, Legal Process Clerk, Board of Appeals

Print Form

### **Introduction Form**

By a Member of the Board of Supervisors or Mayor.

I hereby submit the following item for introduction (select only one):	Time stamp or meeting date
I hereby should the following hem for introduction (select only one).	1 pagagangang Tidah panggang
1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendmen	t).
2. Request for next printed agenda Without Reference to Committee.	
3. Request for hearing on a subject matter at Committee.	**************************************
4. Request for letter beginning: "Supervisor	inquiries"
5. City Attorney Request.	Y 'K
6. Call Rile No. from Committee.	#
7. Budget Analyst request (attached written motion).	
8. Substitute Legislation File No.	
9. Reactivate File No.	
10. Topic submitted for Mayoral Appearance before the BOS on	The state of the s
Please check the appropriate boxes. The proposed legislation should be forwarded to the foll	
	ommission
Planning Commission Building Inspection Commiss	
Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Impera-	itive Form.
Sponsor(s):	<del>ari ang mga mang terapa da mang da mang</del>
Clerk of the Board	
Subject:	
Hearing - Appeal of Determination of Community Plan Evaluation - 655 Fourth Street	
The text is listed.	ing i salimus indonesia alika saran aran sa
Hearing of persons interested in or objecting to a Community Plan Evaluation by the Planning California Environmental Quality Act issued on June 11, 2019, for the proposed project at 655 approved on June 20, 2019, to demolish three existing buildings, associated parking lots, and vexisting lots and construct two new buildings containing approximately 1,003,970 square feet 24,500 square feet of hotel area (38 hotel rooms), 21,840 square feet of office area, and approximately 960 dwelling units in a mix of 242 bedroom units, 351 two-bedroom units, 37 three-bedroom condominiums; each building having rising to a height of 425 feet aboveground, and the second which would rise to a height of 370 including 94,500-square-foot below-grade, four level garage. (District 6) (Appellant: Kevin Riccurz, on behalf of the 601 Fourth Street Coalition) (Filed July 22, 2019)	Fourth Street, vegetation; merge seven of residential area, ximately 18,454 square studios, 330 one- ing two towers: one feet aboveground; udich and Michael
Signature of Sponsoring Supervisor: Clusobome	W.

For Clerk's Use Only