San Francisco Planning

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

EXECUTIVE SUMMARY
LARGE PROJECT AUTHORIZATION

HEARING DATE: November 18, 2021

Record No.:	2019-013276ENX
Project Address:	560 Brannan Street
Zoning:	MUG (Mixed Use General) Zoning District 130-CS and 45-X Height and Bulk District Central SoMa Special Use District (SUD)
Block/Lot:	3777/044
Project Sponsor:	Colum Regan 482 Bryant Street San Francisco, CA 94107
Property Owner:	560 Brannan Street, LLC 482 Bryant Street San Francisco, CA 94107
Staff Contact:	Xinyu Liang – (628) 642-7316 Xinyu.Liang@sfgov.org

Recommendation: Approval with Conditions

Project Description

The Project includes demolition of a two-story, 15,672 square-foot Production, Distribution and Repair (PDR) building and the new construction of a nine-story (96-feet tall), mixed-use building with approximately 80,520 square feet of residential use for a total of 120 dwelling units and 5,745 square feet of ground floor PDR use. The Project would provide 107 Class 1 and 8 Class 2 bicycle parking spaces. No off-street parking spaces will be proposed.

Required Commission Action

In order for the Project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Sections 329, to allow new construction greater than 50,000 square feet in the Central SoMa Special Use District (SUD).

The Project would utilize the State Density Bonus Law (California Government Code Sections 65915-65918), and invokes waivers from the development standards for: Setback and Streetwall (Section 132.4), Residential Open Space (Sections 135 and 823), Permitted Obstruction (Section 136), Dwelling Unit Exposure (Sections 140 and 249.78), PDR Replacement (Sections 202.8 and 249.78), Lot Coverage (Section 249.78), Height (Section 260), and Narrow Street (Section 261.1), as well as Incentives/Concessions for: Living Roof (Sections 149 and 249.78) and Ground Floor Ceiling Height (Sections 145.1 and 249.78).

Issues and Other Considerations

- **Public Comment & Outreach.**
    - Support/Opposition: The Department has not received any public correspondence expressing support for, or opposition to the Project.
    - Outreach: A neighborhood Pre-Application Meeting was held virtually on April 27th, 2020, and phone calls were scheduled with the neighborhood on April 22nd, 2020. The Project Sponsor has been in communication with the SOMA Pilipinas on the proposal. Additionally, the Project Sponsor is also working with Tishman Speyer at 598 Brannan Street on coordination of construction and streetscape design.
- **Affordable Housing:** The Project Application was submitted on June 12, 2020; therefore, pursuant to Planning Code Section 415.5, the Inclusionary Affordable Housing Program requirement for the on-site Affordable Housing Alternative is to provide 20.5% of the total proposed dwelling units in the Base Project as affordable for rental projects over 25 units, and the Inclusionary Fee rate is 30%. The Project Sponsor will fulfill this requirement by providing 18 affordable units on-site (out of 89 dwelling units that are associated with the Base Project), 10 of which are provided at 50% area medium income to qualify for a 35% density bonus. The inclusionary housing fee will apply to the remainder of the Inclusionary obligation.
- **SoMa Philipinas Cultural District:** The project site is also located in the SoMa Filipino Cultural Heritage District, which was adopted by the Board of Supervisors in April 2016. The Filipino Cultural Heritage District encompasses the area between 2nd Street, 11th Street, Market Street, and Brannan Street. This district has been recognized as the home to the largest concentrations of Filipinos in San Francisco and as the cultural center of the regional Filipino community. This Cultural District does not possess any specific land use controls that are specific to this project.
- **State Density Bonus Law:**
    - **Waivers.** The Project provides a total residential floor area equal to the square footage afforded to a base project (one which complies with all development standards), plus the 35% residential floor area bonus afforded under the Individually Requested State Density Bonus Program. The additional floor area is obtained by providing less setback and dwelling unit exposure, reducing usable open space and PDR replacement, increasing the lot coverage, the total height of the building and the size of bay windows as permitted obstructions, as well as penetrating the sun access plane.
    - **Concession/Incentive.** The Project seeks an incentive and concession for the Living Roof requirement because constructing a living roof would increase the cost of constructing the roof surface and structural support. The Project also seeks an incentive and concession for the Ground Floor Ceiling Height requirement to build the permitted bonus density while keeping the overall

height of the Project below the threshold that would trigger high-rise construction standards under the Building Code.

Environmental Review

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on November 8, 2021, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with the Central SoMa Area Plan and the Objectives and Policies of the General Plan. Although the Project proposes demolition of the existing PDR building, the Project will provide partial PDR replacement on the ground floor and a substantial amount of new rental housing, including new on-site below-market rate units for rent, in a mixed-use area that's in proximity to ample public transportation, which is a goal for the City.

Attachments:

Draft Motion – Large Project Authorization with Conditions of Approval (Exhibit A)
Exhibit B – Plans and Renderings
Exhibit C – Environmental Determination with Mitigation Monitoring and Reporting Program
Exhibit D – Land Use Data
Exhibit E – Maps and Context Photos
Exhibit F – Inclusionary Affordable Housing Affidavit
Exhibit G – Anti-Discriminatory Housing Affidavit
Exhibit H – First Source Hiring Affidavit
Exhibit I – New Format for Planning Code Compliance section of the Motion (for information and discussion purposes only)

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PLANNING COMMISSION DRAFT MOTION

HEARING DATE: November 18, 2021

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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE (PC) SECTION 329 AND MAKING FINDINGS OF ELIGIBILITY FOR THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS, PURSUANT TO PLANNING CODE SECTION 206.6, FOR A PROJECT PROPOSING DEMOLITION OF A TWO-STORY, 15,672 SQUARE-FOOT PRODUCTION, DISTRIBUTION AND REPAIR (PDR) BUILDING AND NEW CONSTRUCTION OF A NINE-STORY, MIXED-USE BUILDING WITH APPROXIMATELY 80,520 SQUARE FEET OF RESIDENTIAL USE WITH A TOTAL OF 120 DWELLING UNITS, 5,745 SQUARE FEET OF GROUND FLOOR PDR USE, AND 107 CLASS 1 AND 8 CLASS 2 BICYCLE PARKING SPACES, UTILIZING THE STATE DENSITY BONUS LAW (CALIFORNIA GOVERNMENT CODE SECTION 65915) AND RECEIVING WAIVERS FOR: SETBACK AND STREETWALL (PC SECTION 132.4), RESIDENTIAL OPEN SPACE (PC SECTIONS 135 AND 823), PERMITTED OBSTRUCTION (PC SECTION 136), DWELLING UNIT EXPOSURE (PC SECTIONS 140 AND 249.78), PDR REPLACEMENT (PC SECTIONS 202.8 AND 249.78), LOT COVERAGE (PC SECTION 249.78), HEIGHT (PC SECTION 260), AND NARROW STREET (PC SECTION 261.1), AS WELL AS INCENTIVES/CONCESSIONS FOR: LIVING ROOF (PC SECTIONS 149 AND 249.78) AND GROUND FLOOR CEILING HEIGHT (PC SECTIONS 145.1 AND 249.78), LOCATED AT 560 BRANNAN STREET, ASSESSOR BLOCK 3777, LOT 044 WITHIN THE MUG (MIXED USE GENERAL) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT AND 130-CS AND 45-X HEIGHT AND BULK DISTRICTS, AND AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 12, 2020, Colum Regan of Aralon Properties on behalf of 560 Brannan Street, LLC (hereinafter "Project Sponsor") filed Application No. 2019-013276ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new nine-story, mixed-use residential building with 120 dwelling units and approximately 5,745 square feet of ground-floor PDR use (hereinafter "Project") at 560 Brannan Street, Block 3777 Lot 044 (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 San Francisco Planning 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 San Francisco Planning Commission has reviewed the EIR, which has been available for this Commission's review as well as public review.

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

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

On November 8, 2021, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3, as set forth in the Memorandum dated November 8, 2021 and contained in the Application file. The Commission concurs in this determination. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this Project, including the Central SoMa Area Plan EIR

and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

On November 18, 2021, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2019-013276ENX.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2019-013276ENX is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization as requested in Application No. 2019-013276ENX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. **The above recitals are accurate and constitute findings of this Commission.**

2. **Project Description.** The Project includes demolition of a two-story, 15,672 square-foot PDR building and new construction of a nine-story, mixed-use building with approximately 80,520 square feet of residential use for a total of 120 dwelling units and 5,745 square feet of ground-floor PDR use. The Project would provide 107 Class 1 and 8 Class 2 bicycle parking spaces. No off-street parking spaces will be proposed.

3. **Site Description and Present Use.** The Project is located on a mid-block through-lot between Brannan and Freelon Street. The lot is 10,397 square feet, which has approximately 65-foot frontage along Brannan Street and Freelon Street separately. The Project Site contains an existing two-story, 15,672-square-foot PDR building with seven off-street parking spaces, previously occupied by Range Networks. The building has been vacant since 2020.

4. **Surrounding Properties and Neighborhood.** The Project site is located in the South of Market Neighborhood, within the MUG Zoning District and Central SoMa Special Use District. 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. Immediately west of the Project Site at 598 Brannan Street is a Central SoMa Key Site, which proposes to construct three 10-to-13-story mixed-use office buildings, containing a mix of office, institutional, commercial, and PDR uses. This development will also provide a total of approximately 19,336 square feet of Privately-Owned Publicly Accessible Open Space ("POPOS"). The Project Site is adjacent to one of the POPOS proposed at 598 Brannan Street. Immediate south of the Project Site across Brannan Street at 88 Bluxome is another Central SoMa Key Site, which proposes to demolish the existing Bay Club SF Tennis Building and construct three new mixed-use buildings over a podium, containing a mix of office, recreation, retail, and PDR uses. Immediately north of the site along Freelon Street are one- to two-story industrial and office buildings. East of the site is a variety of commercial, mixed-use, and residential buildings. Single-family residences that range from two- to three-stories in height are located along both sides of Freelon Street.

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

5. **Public Outreach and Comments.** The Department has not received any public correspondence expressing support for, or opposition to the Project. A neighborhood Pre-Application Meeting was held virtually on April 27th, 2020, and phone calls were scheduled with the neighborhood on April 22nd, 2020. The Project Sponsor has been in communication with the SOMA Pilipinas on the proposal. Additionally, the Project Sponsor is also working with Tishman Speyer at 598 Brannan Street on coordination of

construction and streetscape design.

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 MUG Zoning District. Planning Code Section 840 states that Residential and Light Manufacturing uses are principally permitted within the MUG Zoning District.

   The Project would include Residential and Light Manufacturing uses, which are principally permitted within the MUG Zoning District; therefore, the Project complies with Planning Code Section 840.

   B. 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 within the Central SoMa SUD be built to the street-or alley-facing property line up to 65 feet in height, subject to the controls of Section 261.1 with certain exceptions including: to the extent necessary to accommodate any setback required by the Planning Code; or for building façade architectural articulation and modulation up to a maximum depth of 8 feet. Mid-rise buildings shall provide a 15-foot setback above a height of 85 feet, extending at least 60 percent of the frontage length at all street- and alley-facing property lines, and for the entire frontage along interior property lines.

   The Project is not fully compliant with this requirement and only provides 7 feet 6 inches setback back along Brannan and Freelon Streets and a 10 foot setback from portions of the interior property line adjacent to 598 Brannan Street. The Project requires a Waiver under State Density Bonus Law (See Below).

   C. Residential Usable Open Space in the Eastern Neighborhoods. Within the MUG Zoning District, Planning Code Sections 135 and 840 require a minimum of 80 square feet of private open space or 54 square feet if it is publicly accessible. Private useable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 sq ft is located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 sq ft if located on open ground, a terrace or the surface of an inner or outer court. Common useable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum of 300 sq ft.

   The Project proposes 120 dwelling units and therefore, 9,600 square feet of private residential open space is required. The Project will only provide approximately 2,815 square feet of non-compliant private open spaces on the balconies and therefore requires a waiver under State Density Bonus Law (See Below).

   D. Permitted Obstructions. Per Planning Code Section 136(c)(2), a bay window is limited to a maximum projection of 3 feet over streets and alleys and the maximum length of each bay window or balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15-foot dimension, reaching a maximum of nine feet along a line parallel to and at a distance of three feet from the line establishing the required open area. The minimum horizontal separation between bay windows, shall be two feet at the line establishing the required open area and each bay window shall

also be horizontally separated from interior lot lines by not less than one foot at the line establishing the required open area.

The Project proposes a bay window design that exceeds the size and pattern limitations of Planning Code Section 136(c)(2) and therefore requires a waiver under State Density Bonus Law (See Below).

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

The Project Sponsor has worked extensively with Streetscape Design Advisory Team (SDAT) and other City Agencies to create a streetscape plan that meets the Better Streets Plan. The Project includes sidewalk and street improvements on Brannan and Freelon Streets. New accessible sidewalk ramps, bike racks, and street trees will be installed. The Project also includes extending the Brannan Street sidewalk from 10 feet to 15 feet along the Project frontage. The proposed Better Streets Plan also includes 4 new street trees. Therefore, the Project complies with Planning Code Section 138.1.

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

The Project site is not located within nor is it in close proximity to an Urban Bird Refuge. However, the Project will meet the requirements of feature-related standards. If the Project's glass balconies are larger than 24 feet in size, they will be treated with feature-related bird-safe glazing treatments.

G. 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 exposure requirements, a public street, public alley at least 20-ft wide, side yard or rear yard must be at least 25 ft in width, or an open area (either an inner court or a space between separate buildings on the same lot) must be no less than 25 ft in every horizontal dimension for the floor at which the dwelling unit is located.

The Project contains a total of 120 dwelling units. The Project contains 88 dwelling units that do not provide code-compliant exposure since these units face onto a non-compliant open area less than 25

feet in every horizontal dimension. Therefore, the Project requires a waiver under State Density Bonus Law (See Below).

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

The rooftop mechanical equipment and appurtenances used in the operation or maintenance of the Project buildings will be fully screened. Therefore, the Project complies with Planning Code Section 141.

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

The Project's off-street loading access is intentionally located on secondary Freelon Street with a frontage less than 20 feet. Therefore, the Project complies with Planning Code Section 145.1.

J. 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. Lobbies are considered active, so long as they are not longer than 40 feet or 25% of the building's frontage, whichever is larger. Residential and PDR uses are identified as active uses.

Except for allowable loading access, building egress, access to mechanical systems, and lobbies meeting the Planning Code's size limitations, the Project will provide active ground floor PDR use along all subject street frontages. Therefore, the Project meets the requirements of Planning Code Sections 145.1. and 249.78(c)(1).

K. Ground Floor Heights. Planning Code Sections 145.1(c)(4) and 249.78(d)(10) require that all ground floor spaces in the CMUO Districts have a ground floor ceiling height of 14 feet for the first 25 feet of lot frontage on a street. PDR space that is subject to the requirements of Section 202.8 or 249.78 (Central SoMa SUD) shall have a minimum floor-to-floor ceiling height of 17 feet.

The Project proposes a 12 feet 6 inches floor-to-floor height on the ground floor, and therefore requests a waiver under State Density Bonus Law (See Below).

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

The Project meets all requirements for transparency and fenestration of building frontages.

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

A shadow analysis determined that the Project has no shadow impacts on public plazas or POPOS, as detailed in the Community Plan Exemption (CPE) prepared for the Project, which is incorporated herein by reference. Therefore, Project complies with Section 147.

N. Solar and Living Roof Requirements in the Central SoMa SUD. Per Planning Code Sections 149 and 249.78(d)(4), solar and living roof requirements apply to lots of at least 5,000 square feet within the Central SoMa SUD where the proposed building constitutes a Large or Small Development Project under the Stormwater Management Ordinance and is 160 feet or less. Under Public Works Code Section 147.1, a Large Development Project is "any construction activity that will result in the creation and/or replacement of 5,000 square feet or more of impervious surface, measured cumulatively, that is located on a property that discharges or will discharge Stormwater to the City's Separate or Combined Sewer System." For such projects, at least 50% of the roof area must be covered by one or more Living Roofs. Such projects must also comply with Green Building Code Section 5.201.1.2., which requires that 15% of all roof area up to 160 feet be covered with solar photovoltaic systems and/or solar thermal systems. Finally, these projects must commit to sourcing electricity from 100% greenhouse gas-free sources. Projects with multiple buildings may locate the required elements of this section on any rooftops within the project, so long as an equivalent amount of square footage is provided.

The Project will only comply with the City's Green Building Code by providing 15% of the roof area covered with solar photovoltaic systems and/or solar thermal systems. The Project will not provide a living roof and seeks an incentive under State Density Bonus Law (See Below).

O. Off-Street Freight Loading. Per Planning Code Section 152.1, in the EN Mixed Use Districts, no loading spaces are required for PDR uses below 10,000 OFA and no loading spaces are required for Residential use below 100,000 OFA.

The Project includes approximately 80,520 square feet of residential use and 5,745 square feet of ground-floor PDR use. Therefore, an off-street freight loading space is not required. The Project voluntarily provides 1 off-street freight loading space on Freelon Street frontage.

P. Parking Dimensions. Per Planning Code Section 154(b), every required off-street freight loading space must have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet. However, the first such required loading space for any use may have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance of 12 feet.

The Project is providing one off-street loading space, meeting the off-street freight loading dimension requirements under Section 154(b).

Q. Curb Cut Restrictions. Planning Code Section 155(r) does not permit curb cuts along Brannan Street between 2nd to 6th Streets.

The Project solely proposes a curb cut along Freelon Street in compliance with Section 155(r).

R. Bicycle Parking. Planning Code Section 155.2 establishes bicycle parking requirements for new developments, depending on use. For Residential use, a building containing more than 100 dwelling units is required to provide 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100 as well as 1 Class 2 bicycle parking space per 20 units. For Light Manufacturing use, 1 Class 1 space is required for every 12,000 square feet for Occupied Floor Area with a minimal requirement of 2 Class 1 spaces and a minimum of 2 Class 2 bicycle parking spaces.

The Project includes approximately 80,520 square feet of residential use and 5,745 square feet of ground-floor PDR use, which requires 107 Class 1 and 8 Class 2 bicycle parking spaces. The Project proposes 107 Class 1 and 8 Class 2 bicycle parking spaces; therefore, complies with Section 155.2.

S. Transportation Demand Management (TDM) Plan. Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 10 points for the Residential use.

As currently proposed, the Project will achieve its target through the following TDM measures:

- *Bicycle Parking (Option A)*
- *On-Site Affordable Housing (Option B)*
- *Parking Supply (Option K)*

T. PDR Requirement. Per Planning Code Section 202.8, in the areas that, as of July 1, 2016, are zoned SALI, the replacement space shall include one square foot of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion.

The Project Site was previously located in SALI Zoning District and is required to replace 100% of the existing PDR use on site. The Project will provide only 37% (5,745 square feet) of PDR replacement and seek a waiver under State Density Bonus Law (See Below).

U. Dwelling Unit Mix. Planning Code Section 207.6 requires that no less than 40 percent of the total number of proposed dwelling units contain at least two bedrooms, or no less than 30 percent of the total number of proposed dwelling units contain at least three bedrooms.

The Project contains 65 studios, 7 one-bedroom, and 48 two-bedroom units. 45% of the dwelling units in the Project contain two or more bedrooms; therefore, the Project complies with this requirement.

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

The Project is required to source electricity from 100% greenhouse gas-free sources, pursuant to this code section. The Project is required to comply with the renewable energy requirements as a condition of approval (See Exhibit A).

W. Lot Coverage. Under Section 249.78(d)(6), the rear yard requirements of Section 134 of this Code shall not apply. Lot coverage is limited to 80 percent at all levels containing residential uses, except that on levels that include only lobbies and circulation areas and on levels in which all residential uses, including circulation areas, are within 40 horizontal feet from a property line fronting a street or alley, up to 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 subsections (1) through (23) of 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 occupies 100% of the lot and seeks a waiver under State Density Bonus Law (See Below).

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

The Project's wind study determined that it will not result in new test locations exceeding the standards set forth in Section 249.78(d)(9) under the comfort criterion. The Project will not result in any exceedances of the hazard criterion.

Y. Height. Per Planning Code Section 260, the portion of the lot fronting Freelon Street is zoned 45-X, which allows for a maximum height of 45 feet, excluding certain features listed in Section 260.

The Project is 96 feet tall and seeks a height waiver for the Freelon frontage portion of the building above 45 feet under State Density Bonus Law (See Below).

Z. Narrow Street. Per Planning Code Section 261.1, Freelon Street is an East-West Narrow Street and requires a 45-degree sun access plane taken from the North property line.

The Project proposes no setback and will penetrate the sun access plane and is therefore seeking a waiver under State Density Bonus Law (See Below).

AA. Bulk Limits. Planning Code Section 270(h) applies Apparent Mass Reduction standard to the portion of the lot fronting Brannan Street that is zoned 130-CS. The Code states that projects on the northwest side of a Major Street within a 130-CS Height and Bulk District are required to provide a minimum of 50% of AMR at 85 feet and above. Bulk Limits do not apply to Freelon Street frontage as it is within a 45-X Height and Bulk District.

The Project has been designed to be evaluated pursuant to the Mid-Rise building bulk control and provides a 66% Apparent Mass Reduction on Brannan Street frontage; therefore complies with the bulk requirements under Section 270(h).

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

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

CC. Residential Child-Care Impact Fee. Planning Code Section 414A is applicable to new development that results in at least one net new residential unit.

The Project includes new construction of 120 dwelling units and shall be subject to the Residential Child-Care Impact Fee, as outlined in Planning Code Section 414A.

DD. Inclusionary Affordable Housing Program. Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Sections 415.3 and 419.3, these requirements apply to projects that consist of 10 or more units. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date of the accepted Project Application. A Project Application was accepted on June 12, 2020; therefore, pursuant to Planning Code Section 415.3, the Inclusionary Affordable Housing Program requirement for the On-Site Affordable Housing Alternative is to provide 20.5% of the proposed base density units as affordable.

Pursuant to Planning Code Section 415.5, the Project may 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, and the date that the project submitted a complete Project Application. The applicable fee rate is 30%.

In addition, under the State Density Bonus Law, Government Code section 65915 et seq, a project is entitled to a density bonus, concessions and incentives, and waivers of development standards only if it provides on-site affordable units. Projects that include on-site units to qualify for a density bonus under the State Law may also be able to satisfy all or part of the Affordable Housing Fee requirement, by receiving a "credit" for the on-site units provided. This "credit" is calculated in accordance with Planning Code Section 415.5(g)(1)(D), referred to as the Combination Alternative. The Combination Alternative allows projects to satisfy the Inclusionary Housing requirement through a combination of payment of the fee and provision of on-site units.

The Project Sponsor has demonstrated that the Project is eligible for the Combination Alternative under Planning Code Section 415.5, and 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. In order for the Project Sponsor to be eligible for the Combination Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be rental units and will remain as rental units for the life of the project. The Project Sponsor submitted such Affidavit on September 16, 2021. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, and the date that the project submitted a complete Project Application. A complete Project Application was submitted on June 12, 2020; therefore, pursuant to Planning Code Section 415.5, the Inclusionary Affordable Housing Program requirement for the on-site Affordable Housing Alternative is to provide 20.5% of the total proposed dwelling units in the Base Project as affordable for rental projects over 25 units, and the Inclusionary Fee rate is 30%. The Project Sponsor will fulfill this requirement by providing the 18 affordable units on-site, 10 of which are provided at 50% area medium income to qualify for a 35% density bonus. The inclusionary housing fee will apply to the remainder of the Inclusionary obligation.

EE. 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, as outlined in Section 423.

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

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

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

The Property is classified as Central SoMa Infrastructure Tier A and C, and therefore is subject to the Central SoMa Infrastructure Impact Fee.

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 mass and scale are appropriate for the surrounding context. The existing 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's massing has been designed to respect the scale and character of the evolving Central SoMa neighborhood, including the development of nearby towers on other Key Sites as contemplated under the Central SoMa Area Plan. Immediately west of the Project Site at 598 Brannan Street is a Central SoMa Key Site, which proposes to construct three 10-to-13-story mixed-use buildings. The Project is designed as a nine-story, 96-foot tall, residential development with ground floor PDR space. The cumulative street frontage along both Brannan Street and Freelon Street is less than 200 feet and thus, no mass or scale breaks are required or proposed.*

   B. Architectural treatments, facade design and building materials. *The Project's architectural treatments, façade design, and building materials include: a board-formed concrete base with a dark bronze anodized aluminum window system on the base and a white cementitious paneling system with an aluminum window system above. The Project is contemporary in its character and utilizes contrasting materials to break up the façade and provide a pedestrian scale. Overall, the Project offers high-quality architectural treatment, which provides for a unique and expressive design that is consistent and compatible with the buildings in the surrounding neighborhood.*

   C. The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access. *The Project's ground floor is designed predominantly for PDR use with a small residential lobby on Brannan Street and a loading entrance on Freelon Street frontage. The lobby for the residential use is minimal in size. The at-grade off-street loading is accessed from Freelon Street, a secondary street where vehicular access is not prohibited. Along Brannan Street, new vehicular entrances are prohibited along Brannan Street between 2nd to 6th Streets per Planning Code Section 155(r) due to the dedicated bike lane.*

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 private open spaces for some of the units. The Project is also seeking a usable open space waiver for the amount of usable open space that does not meet code requirements.*

E. The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2. *The Project is not required to provide a code-complying mid-block alley pursuant to Planning Code Section 270.2.*

F. Streetscape and other public improvements, including tree planting, street furniture, and lighting. *Per Planning Code Section 138.1, the Project includes new streetscape elements, such as a widened sidewalk, lighting, bike racks, and new street trees. Specifically, the streetscape along Brannan Street provides for a widened 15-foot sidewalk with new street trees, bike racks, and pedestrian-scaled light fixtures. The Freelon Street streetscape provides for a minimum 7-foot sidewalk. These improvements would vastly improve the public realm and surrounding streetscape.*

G. Circulation, including streets, alleys and mid-block pedestrian pathways. *The Project provides ample circulation in and around the project site through the streetscape improvement. Loading access is limited to the secondary street, Freelon Street.*

H. Bulk limits. *On Brannan Street frontage, the Project is on the northwest side of a Major Street within the 130-CS Height and Bulk District, which requires a minimum of 50% of Apparent Mass Reduction at 85 feet and above. The Project proposes a 66% reduction. On Freelon Street frontage, the Project is within an 'X' Bulk District, which does not restrict bulk.*

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

8. **State Density Bonus Law.** Per California Government Code Section 65915-65918, the Project Sponsor has elected to utilize the State Density Bonus Law. Pursuant to Planning Code Section 206.6, this Project is an Individually Requested State Density Bonus Project and must meet applicable findings. The State Law permits a 50 percent density bonus if at least 15 percent of the "Base Project" units are affordable to very low-income households (as defined in California Health and Safety Code section 50105). The "Base Project" includes the amount of residential development that could occur on the project site as of right without modifications to the physical aspects of the Planning Code (ex. open space, dwelling unit exposure, etc.). Under the State Density Bonus Law, the Project Sponsor is entitled to a specified number of concessions or incentives, as well as waivers for any development standard that would physically preclude construction of the project at the proposed density and with the concessions or incentives.

The Project is providing 20.5% of units in the Base Project as affordable to low, moderate, and middle-income households. 11% of the units will be affordable to Very Low Income at 50% area median income (AMI) and is therefore entitled to a 35% bonus under State Law. The project has also requested two Incentives and Concessions from: Living Roof (Sec. 149 and 249.78) and Ground Floor Ceiling Height (Sec.145.1 and 249.78).

9. **Individually Requested State Density Bonus Required Findings.** Before approving an application for a Density Bonus, Incentive, Concession, or Waiver, for any Individually Requested State Density Bonus Project, the Planning Commission shall make the following findings as applicable pursuant to Planning Code Section 206.6:

   A. The Housing Project is eligible for the Individually Requested State Density Bonus Program.

   The Project is eligible for the Individually Requested Density Bonus Program in that it consists of five or more residential units; is not seeking or receiving a density or development bonus under Section Planning Code Section 207; is subject to a recorded covenant that restricts affordable housing units, including but not limited to inclusionary housing units, at minimum levels as provided in Table 206.6A; does not demolish rent controlled units; and is not located in the RH-1 or RH-2 Zoning District. The Project is providing 20.5% of units in the Base Project as affordable to low, moderate, and middle-income households. 11% of the units will be affordable to Very Low Income at 50% area median income (AMI) and is therefore entitled to a 35% density bonus under California Government Code Section 65915-65918.

   B. The Housing Project has demonstrated that any Concessions or Incentives reduce actual housing costs, as defined in Section 50052.5 of the California Health and Safety Code, or for rents for the targeted units, based upon the financial analysis and documentation provided.

   The Project seeks an incentive and concession for the Living Roof requirement. Under Planning Code Sections 149 and 249.78, the Project is required to provide a living roof area equal to 50% of the roof area. The Project will not provide a living roof. The Project Sponsor states that constructing a living roof would increase the cost of constructing the roof surface and structural support. As such, a Concession from the Central SoMa living roof requirements of the Planning Code decreases the cost of constructing the Project.

   - *The Project also seeks an incentive and concession for the Ground Floor Ceiling Height requirement. Under Planning Code Sections 145.1 and 249.78, the Project is required to provide a minimum internal floor-to-floor height of 17 feet for PDR space. The Project proposes a ground floor height of 12 feet 6 inches. Compliance with this requirement would push the Project into high-rise construction. High-rise fire, life, and safety requirements come at a significant cost premium, due to the requirements of the California Building Code, which include fire-service access, smoke proofing, emergency communication systems, emergency standby power, and fire pumps. The Project is therefore seeking a concession and incentive to build the permitted bonus density while keeping the overall height of the Project below the threshold that would trigger high-rise construction standards under the Building Code. Additionally, according to the Project Sponsor, the Project is intended to use post tension concrete construction method to have extra thin 7-inch floor slabs, which will allow for an 11 feet 11 inches floor to ceiling on the ground floor and a 12 feet clearance for loading area.*

   C. If a waiver or modification is requested, a finding that the Development Standards for which the waiver is requested would have the effect of physically precluding the construction of the Housing Project with the Density Bonus or Concessions and Incentives permitted.

   The Project is seeking waivers to the development standards for: Setback and Streetwall (Sec. 132.4),

Residential Open Space (Sec. 135 and 823), Permitted Obstruction (Sec. 136), Dwelling Unit Exposure (Sec. 140 and 249.78), PDR Replacement (Sec. 202.8 and 249.78), Lot Coverage (Sec. 249.78), Height (Sec. 260), and Narrow Street and Alley (Sec. 261.1), which are necessary to construct the Project at the proposed density. The Project provides a total residential floor area equal to the square footage afforded to a base project (one which complies with all development standards), plus the 35% residential floor area bonus afforded under the Individually Requested State Density Bonus Program. The additional floor area is obtained by providing less setback and dwelling unit exposure, reducing usable open space, PDR replacement, , increasing the lot coverage, the total height of the building, and the size of bay windows as permitted obstructions, as well as penetrating the sun access plane.

D. If the Density Bonus is based all or in part on donation of land, a finding that all the requirements included in Government Code Section 65915(g) have been met.

The Project does not include a donation of land, and this is not the basis for the Density Bonus.

E. If the Density Bonus, Concession or Incentive is based all or in part on the inclusion of a Child Care Facility, a finding that all requirements included in Government Code Section 65915(h) have been met.

The Project does not include a Child Care Facility, and this is not the basis for the Density Bonus.

F. If the Concession or Incentive includes mixed-use development, a finding that all the requirements included in Government Code Section 65915(k)(2) have been met.

The Project includes 5,745 square feet of PDR use at the ground floor and is principally permitted in the MUG Zoning District. As it is principally permitted in the MUG Zoning District, this does not constitute a Concession or Incentive under Government Code Section 65915(k)(2).

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

Policy 1.6
Consider greater flexibility in number and size of units within established building envelopes in community-based planning processes, especially if it can increase the number of affordable units in multi-family structures.

Policy 1.8
Promote mixed use development, and include housing, particularly permanently affordable housing, in new commercial, institutional, or other single use development projects.

Policy 1.10
Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

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

Policy 4.4
Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.6
Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

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

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

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

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

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

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

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

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

Policy 12.1
Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

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.

URBAN DESIGN ELEMENT

Objectives and Policies

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

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

CENTRAL SOMA PLAN

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 2.3.3:
Ensure that affordable housing generated by the Central SoMa Plan stays in the neighborhood.

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

Policy 2.5.1:
Continue requiring family-sized units.

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.

OBJECTIVE 4.1:
PROVIDE A SAFE, CONVENIENT, AND ATTRACTIVE 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 4.1.8:
Ensure safe and convenient conditions on narrow streets and alleys for people walking.

Policy 4.1.9:
Ensure there are street trees and street furnishings on sidewalks wherever possible, in keeping with the Better Streets Plan.

OBJECTIVE 4.4:
ENCOURAGE MODE SHIFT AWAY FROM PRIVATE AUTOMOBILE USAGE.

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

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

OBJECTIVE 4.5:
ACCOMMODATE REGIONAL, THROUGH, AND DELIVERY TRAFFIC WHERE NECESSARY, BUT MITIGATE THE IMPACTS OF SUCH TRAFFIC ON LOCAL LIVABILITY AND CIRCULATION

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

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.

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

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

Policy 8.1.2:
Design building frontages and public open spaces with furnishings and amenities to engage a mixed-use neighborhood.

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

Policy 8.1.4:
Minimize parking and loading entrances.

OBJECTIVE 8.4:
ENSURE THAT NARROW STREETS AND ALLEYS MAINTAIN THEIR INTIMATENESS AND SENSE OF OPENNESS TO THE SKY

Policy 8.4.1:
Require new buildings facing alleys and narrow streets to step back at the upper stories.

OBJECTIVE 8.6:
PROMOTE HIGH QUALITY ARCHITECTURE THAT ENHANCES THE NEIGHBORHOOD

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

Policy 8.6.2:
Promote innovative and contextually-appropriate design.

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

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

The Project is consistent with the Central SoMa Area Plan and the Objectives and Policies of the General Plan, in that the Project is a high-density residential development, providing 120 new dwelling units in a mixed-use area. The Project includes on-site affordable housing units for rent, which assist in meeting the City's affordable housing goals. The Project is also in proximity to ample public transportation. The Project also includes the demolition of 15,672 sq ft of PDR space, which is encouraged to be retained within the Central SoMa area, as it provides for blue-collar jobs, assist in diversifying the neighborhood economy, and add cultural diversity to the neighborhood. However, the Project will provide 5,745 square feet of PDR replacement on the ground floor and includes a significant amount of housing, including on-site BMR units as well as a diversity of housing types (from small studio to larger two-bedroom units). Overall, the Project features an appropriate use encouraged by the Area Plan for this location. The Project introduces a contemporary architectural vocabulary that is sensitive to the prevailing scale and neighborhood fabric. The Project provides for a high-quality designed exterior, which features a variety of materials, colors, and textures, including integrated colored cementitious paneling, aluminum punched window systems, ground floor board-formed concrete with an aluminum metal paneling system. The Project will improve the public right of way with new streetscape elements, such as a widened sidewalk, lighting, bike racks, and new street trees.

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:

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

    The project site does not possess any neighborhood-serving retail uses. The Project provides 120 new dwelling units, which will enhance the nearby retail uses by providing new residents, who may patron and/or own these businesses.

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

    The project site does not possess any existing housing. The Project would provide 120 new dwelling units, thus resulting in an overall increase in the neighborhood housing stock. The Project is expressive in design and relates well to the scale and form of the surrounding neighborhood. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

    The Project does not currently possess any existing affordable housing. The Project will comply with

the City's Inclusionary Housing Program by providing 18 below-market rate dwelling units for rent. Therefore, the Project will increase the stock of affordable housing units in the City.

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

The Project Site is served by nearby public transportation options, including but not limited to the Muni Lines 12, 14X, 27, 30, 45, 47,8, 81X, 82X, 83X, 8AX, 8BX, E, KT, N, as well as the Caltrain station. The Central Subway is currently under construction is a block away from the Project site. The Project also provides sufficient bicycle parking for the proposed uses.

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

The Project does not include commercial office development. Although the Project would demolish the existing PDR use onsite, the Project does provide new housing, which is a top priority for the City. The Project also incorporates new PDR use, thus assisting in diversifying the neighborhood character.

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

G. That landmarks and historic buildings be preserved.

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

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

The Project will not cast shadows on any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission.

12. **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.

13. 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.

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2019-013276ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated October 5, 2021, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 18, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED:

EXHIBIT A

Authorization

This authorization is for Large Project Authorization for new construction of a nine-story, mixed-use building with approximately 80,520 square feet of residential use for a total of 120 dwelling units and 5,745 square feet of ground floor PDR use, located at 560 Brannan Street on Block 3777, Lot 044, pursuant to Planning Code Section 329, within the MUG Zoning District and 130-CS Height and Bulk District; in general conformance with plans, dated October 5, 2021, and stamped "EXHIBIT B" included in the docket for Record No. 2019-013276ENX and subject to conditions of approval reviewed and approved by the Commission on November 18, 2021 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on November 18, 2021 under Motion No XXXXXX.

Printing of Conditions of Approval on Plans

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

Severability

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

Changes and Modifications

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

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

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

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

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

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

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

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

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

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

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

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463,

www.sfplanning.org

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

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

Design – Compliance at Plan Stage

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

   For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

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

   For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

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

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

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

11. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department in consultation with Public Works confirms that the Project will use the existing sidewalk vaults below the Brannan Street sidewalk. The Project sponsor shall work directly with Public Works to obtain any needed permits. The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.

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

12. **Overhead Wiring.** The Property owner will allow MUNI to install eyebolts in the building adjacent to its electric streetcar line to support its overhead wire system if requested by MUNI or MTA.

    For information about compliance, contact San Francisco Municipal Railway (Muni), San Francisco Municipal Transit Agency (SFMTA), at 415.701.4500, www.sfmta.org

13. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.

    For information about compliance, contact the Environmental Health Section, Department of Public Health at 415.252.3800, www.sfdph.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

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

For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

Parking and Traffic

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

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

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

18. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 115 bicycle parking spaces (105 Class 1 and 6 Class 2 spaces for the residential portion of the Project and 2 Class 1 and 2 Class 2 spaces for the PDR 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 bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

19. **Off-Street Loading.** Pursuant to Planning Code Section 152, off-street loading space is not required but the Project will voluntarily provide 1 off-street loading space.

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

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

    For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463,

www.sfplanning.org

Provisions

21. **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 628.652.7600, www.sfplanning.org

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

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

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

27. **Central SoMa SUD, Renewable Energy Requirements.** The Project shall fulfill all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free electricity and purchase of electricity from 100% greenhouse gas-free sources for a period of not less than 25 years in compliance with Planning Code Section 249.78(d)(5).

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7600,

www.sfplanning.org

Inclusionary Affordable Housing Program

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.

28. State Density Bonus Regulatory Agreement. Recipients of development bonuses under this Section 206.6 shall enter into a Regulatory Agreement with the City, as follows.

A. The terms of the agreement shall be acceptable in form and content to the Planning Director, the Director of MOHCD, and the City Attorney. The Planning Director shall have the authority to execute such agreements.

B. Following execution of the agreement by all parties, the completed Regulatory Agreement, or memorandum thereof, shall be recorded and the conditions filed and recorded on the Housing Project.

C. The approval and recordation of the Regulatory Agreement shall take place prior to the issuance of the First Construction Document. The Regulatory Agreement shall be binding to all future owners and successors in interest.

D. The Regulatory Agreement shall be consistent with the guidelines of the City's Inclusionary Housing Program and shall include at a minimum the following:

i. The total number of dwelling units approved for the Housing Project, including the number of restricted affordable units;

ii. A description of the household income group to be accommodated by the restricted affordable units, and the standards for determining the corresponding Affordable Rent or Affordable Sales Price. If required by the Procedures Manual, the project sponsor must commit to completing a market survey of the area before marketing restricted affordable units;

iii. The location, dwelling unit sizes (in square feet), and number of bedrooms of restricted affordable units;

iv. Term of use restrictions for the life of the project;

v. A schedule for completion and occupancy of restricted affordable units;

vi. A description of any Concession, Incentive, waiver, or modification, if any, being provided by the City;

vii. A description of remedies for breach of the agreement (the City may identify tenants or qualified purchasers as third party beneficiaries under the agreement); and

viii. Other provisions to ensure implementation and compliance with Section 206.6.

For information about compliance, contact the Case Planner, Planning Department at (628)652-7600, www.sf-planning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

29. **Number of Required Units.** Pursuant to Planning Code Section 415.3, the Project is required to provide 20.5% of the base project dwelling units as affordable to qualifying households. The Project contains 120 units; therefore, 89 dwelling units are associated with the base project and 18 dwelling units are to be provided as affordable units on-site. The Project Sponsor will fulfill this requirement by providing the 18 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

30. **Unit Mix.** The Project contains 65 studios, 7 one-bedroom, and 48 two-bedroom units; therefore, the required affordable unit mix is 10 studios, 1 one-bedroom, and 7 two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

31. **Mixed Income Levels for Affordable Units.** Pursuant to Planning Code Section 415.3, the Project is required to provide 20.5% of the proposed dwelling units as affordable to qualifying households. At least 12% must be affordable to low-income households, at least 4.25% must be affordable to moderate income households, and at least 4.25% must be affordable to middle income households. Rental Units for low-income households shall have an affordable rent set at 55% of Area Median Income or less, with households earning up to 65% of Area Median Income eligible to apply for low-income units. Rental Units for moderate-income households shall have an affordable rent set at 80% of Area Median Income or less, with households earning from 65% to 90% of Area Median Income eligible to apply for moderate-income units. Rental Units for middle-income households shall have an affordable rent set at 110% of Area Median Income or less, with households earning from 90% to 130% of Area Median Income eligible to apply for middle-income units. For any affordable units with rental rates set at 110% of Area Median Income, the units shall have a minimum occupancy of two persons. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

32. **Minimum Unit Sizes.** The affordable units shall meet the minimum unit sizes standards established by the California Tax Credit Allocation Committee (TCAC) as of May 16, 2017. One-bedroom units must be at least 450 square feet, two-bedroom units must be at least 700 square feet, and three-bedroom units must be at least 900 square feet. Studio units must be at least 300 square feet pursuant to Planning Code Section 415.6(f)(2). The total residential floor area devoted to the affordable units shall not be less than the applicable percentage

applied to the total residential floor area of the principal project, provided that a 10% variation in floor area is permitted.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

33. **Conversion of Rental Units:** In the event one or more of the Rental Units are converted to Ownership units, the project sponsor shall either (A) reimburse the City the proportional amount of the inclusionary affordable housing fee, which would be equivalent to the then-current inclusionary affordable fee requirement for Owned Units, or (B) provide additional on-site or off-site affordable units equivalent to the difference between the on-site rate for rental units approved at the time of entitlement and the then-current inclusionary requirements for Owned Units, The additional units shall be apportioned among the required number of units at various income levels in compliance with the requirements in effect at the time of conversion.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

34. **Notice of Special Restrictions.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to architectural addenda. The designation shall comply with the designation standards published by the Planning Department and updated periodically.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

35. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

36. **Expiration of the Inclusionary Rate.** Pursuant to Planning Code Section 415.6(a)(10), if the Project has not obtained a site or building permit within 30 months of Planning Commission Approval of this Motion No. XXXXX, then it is subject to the Inclusionary Affordable Housing Requirements in effect at the time of site or building permit issuance.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

37. **Reduction of On-Site Units after Project Approval.** Pursuant to Planning Code Section 415.5(g)(3), any changes by the project sponsor which result in the reduction of the number of on-site affordable units shall require public notice for hearing and approval from the Planning Commission.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

38. **20% below market rents.** Pursuant to PC Section 415.6, the maximum affordable rents shall be no higher than 20% below market rents for the neighborhood within which the project is located, which shall be defined in accordance with the American Community Survey Neighborhood Profile Boundaries Map. MOHCD shall adjust the allowable rents, and the eligible households for such units, accordingly, and such potential readjustment shall be a condition of approval upon project entitlement. The City shall review the updated data on neighborhood rents and sales prices on an annual basis

39. **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 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 MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD websites, including on the internet at:

    http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451.

    As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

    a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (2) be evenly distributed throughout the building; and (3) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.

    b. If the units in the building are offered for rent, the affordable unit(s) shall be rented to qualifying households, with a minimum of 12% of the units affordable to low-income households, 4.25% to moderate-income households, and the remaining 4.25% of the units affordable to middle-income households such as defined in the Planning Code and Procedures Manual. The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; (iii) subleasing, and; are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.

c. The affordable units that satisfy both the Density Bonus Law and the Inclusionary Affordable Housing Program shall be rented to very low-income households, as defined as households earning 50% of AMI in the California Health and Safety Code Section 50105 and/or California Government Code Sections 65915-65918, the State Density Bonus Law. The income table used to determine the rent and income levels for the Density Bonus units shall be the table required by the State Density Bonus Law. If the resultant rent or income levels at 50% of AMI under the table required by the State Density Bonus Law are higher than the rent and income levels at 55% of AMI under the Inclusionary Affordable Housing Program, the rent and incomes levels shall default to the maximum allowable rent and income levels for affordable units under the Inclusionary Affordable Housing Program. After such Density Bonus Law units have been rented for a term of 55 years, the subsequent rent and income levels of such units may be adjusted to (55) percent of Area Median Income under the Inclusionary Affordable Housing Program, using income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco," and shall remain affordable for the remainder of the life of the Project. The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. The remaining units being offered for rent shall be rented to qualifying households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average fifty-five (55) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; and (iii) subleasing are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.

d. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.

e. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.

f. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements 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.

g. If the Project Sponsor 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 Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law, Including penalties and interest, if applicable.

Monitoring - After Entitlement

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

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

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

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

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

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

Operation

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

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

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

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

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

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

560 BRANNAN STREET

APPLICATION TO THE CITY OF SAN FRANCISCO DEPARTMENT OF CITY PLANNING

560
BRANNAN STREET
SAN FRANCISCO, CA

OWNER
560 BRANNAN, LLC
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

STRUCTURAL ENGINEER
TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

REV.	DESCRIPTION	DATE
	LPA SUBMISSION	5/1/2020
	LPA SUBMISSION REVISION 1	4/7/2021
	LPA SUBMISSION REVISION 2	9/13/2021
	LPA SUBMISSION REVISION 3	10/5/2021

STAMP

SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

COVER SHEET

G0.01

PROJECT INFORMATION

PROJECT DESCRIPTION:

THE PROPOSED PROJECT IS LOCATED ON A MID-BLOCK PARCEL BETWEEN BRANNAN STREET AND FREELON STREET. THE PROJECT SPONSOR PROPOSES TO DEMOLISH A 2-STORY, 15,672 SF PDR BUILDING WITH 7 OFF-STREET PARKING SPACES AND APPROX. 80' OF CURB CUTS AND CONSTRUCT AN 9-STORY, MIXED-USE PROJECT CONSISTING OF 8 FLOORS OF RESIDENTIAL UNITS OVER GROUND FLOOR PDR.

SCOPE OF WORK:

THE BUILDING CONTAINS THE FOLLOWING USES:

- GROUND FLOOR PDR
- RESIDENTIAL UNITS
- TRASH / RECYCLING / COMPOST AREA
- BICYCLE PARKING

PROPERTY INFORMATION:

ADDRESS	560 BRANNAN STREET, SAN FRANCISCO, CA 94107
APN	3777-044
BLOCK/LOT(S)	3777/044
PARCEL AREA	10,400 SQUARE FEET (SF)
EXISTING ZONING DISTRICT(S)	MUG - MIXED USE- GENERAL
EXISTING HEIGHT/BULK DISTRICT(S)	130-CS, 45-X
PLAN AREA	CENTRAL SOMA
PROPOSED ZONING DISTRICT	CMUO (CENTRAL SOMA MIXED USE- OFFICE), CENTRAL SOMA SPECIAL USE

PLANNING DATA:

CONTEXT STATEMENT
THE FOLLOWING IS BASED UPON SAN FRANCISCO PLANNING CODE REQUIREMENT IN EFFECT AS OF JULY 27, 2018, AS ANTICIPATED FOR MODIFICATION BY THE PROPOSED ZONING CONTROLS FOR THE CENTRAL SOUTH OF MARKET PLAN AREA, PROVIDED IN SAN FRANCISCO BOARD OF SUPERVISORS' FILE NO.108184, LEGISLATION VERSION 4, DATED JULY 23, 2018. FINAL ZONING CONTROLS FOR THE CENTRAL SOUTH OF MARKET PLAN AREA HAVE NOT YET BEEN ADOPTED, AND MAY BE SUBJECT TO CHANGE. THIS FOCUSES ON THE COMPLIANCE OF PROJECT DESIGN WITH THE ABOVE DESCRIBED ZONING CONTROLS, AS THE PROJECT FOCUSES ON THE PROPOSED PLANS SUBMITTED TO THE PLANNING DEPARTMENT IN CONNECTION WITH PPA APPLICATION NO. 2018-008661 ON JUNE 19, 2018.

EXISTING LAND USE	PDR
SF	15,672 SF
GROSS FLOOR AREA	
RESIDENTIAL USE	80,520 SF
PDR USE	5,745 SF
TOTAL	86,265 SF
BUILDING HEIGHT	85'-0" (MAIN BUILDING MASS) 103' - 6 1/2" (PENTHOUSE)
GROUND-FLOOR CEILING HEIGHT	12'-6" (FLOOR TO FLOOR)
FLOOR AREA RATIO (FAR)	80,520 / 10,400 = 7.74 (NO MAXIMUM FAR APPLIES TO DEVELOPMENT IN THE CMUO DISTRICT)
PROPOSED DWELLING UNITS	120
AFFORDABLE HOUSING	18 UNITS PROVIDED 89 BASE SCHEME UNITS X 20% ON-SITE INCLUSIONARY RATE = 17.8 UNITS
OPEN SPACE	2,815 SF PROVIDED (80 SF * 120 UNITS = 9,600 SF REQ.)
LIVING AND SOLAR ROOF	1,547 SF LIVING ROOF PROVIDED (10,593 X 50% = 5,297 SF REQ.) 1,589 SF SOLAR ROOF PROVIDED (10,593 X 15% = 1,319 SF REQ.)
OFF-STREET PARKING	0 (NONE REQUIRED)
OFF-STREET LOADING	PROVIDED
RESIDENTIAL BICYCLE PARKING SPACES	
CLASS 1	105 SPACES PROVIDED (100 UNITS + 20 UNITS / 4 = 105 REQ.)
CLASS 2	6 SPACES PROVIDED (6 REQUIRED)
PDR BICYCLE PARKING SPACES	
CLASS 1	2 SPACES PROVIDED (2 REQUIRED)
CLASS 2	2 SPACES PROVIDED (2 REQUIRED)

BUILDING DATA:

CONSTRUCTION TYPE:	IB
BUILDING USE:	MIXED-USE (HOUSING AND GROUND FLOOR PDR)
STORIES:	9
OCCUPANCY TYPES:	U, R2, F
FIRE SPRINKLERS:	FULLY SPRINKLERED

GENERAL NOTES

1. CONTRACTOR TO VERIFY CONDITIONS AND DIMENSIONS AT THE SITE. BRING ANY INCONSISTENCIES TO THE ATTENTION OF THE ARCHITECT BEFORE PROCEEDING WITH WORK.
2. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL GOVERN. DETAILS SHALL GOVERN OVER PLANS AND ELEVATIONS. LARGE SCALE DRAWINGS SHALL GOVERN OVER SMALL SCALE DRAWING. CONTRACTOR SHALL NOTIFY ARCHITECT OF ANY CONFLICTS IN WRITING PRIOR TO COMMENCEMENT OF WORK.
3. ALL DIMENSIONS ARE TO FACE OF FINISH UNLESS OTHERWISE NOTED.
4. COORDINATE EXACT LOCATION OF ALL ELECTRICAL FIXTURES, CONTROLS, DEVICES AND OUTLETS WITH ARCHITECT IN THE FIELD.
5. COORDINATE EXACT LOCATION OF MECHANICAL EQUIPMENT, DUCTS, GRILLES, REGISTERS, FLUES, AND VENTS WITH ARCHITECTURAL DRAWINGS.
6. INSTALL ALL MATERIALS, EQUIPMENT, AND FIXTURES, IN CONFORMANCE WITH THE REQUIREMENTS AND RECOMMENDATIONS OF THE MANUFACTURER.
7. PROVIDE ALL NECESSARY BLOCKING, BACKING, AND FRAMING FOR: LIGHT FIXTURES, ELECTRICAL UNITS, PLUMBING FIXTURES, HEATING EQUIPMENT, CASEWORK AND ALL OTHER ITEMS REQUIRING SUPPORT.
8. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL EXISTING ON-SITE UTILITIES DURING CONSTRUCTION.
9. ANY QUESTIONS REGARDING THE INTENT RELATED TO THE LAYOUT OF THE NEW WORK SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO PROCEEDING WITH ANY WORK.
10. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE TO THE 2016 EDITION OF THE CALIFORNIA BUILDING CODE, THE CALIFORNIA PLUMBING CODE, THE CALIFORNIA ELECTRICAL CODE, THE CALIFORNIA MECHANICAL CODE, THE CALIFORNIA FIRE CODE, THE CALIFORNIA ENERGY CODE, THE CALIFORNIA GREEN CODE, AND ALL CITY OF SAN FRANCISCO AMENDMENTS.

DRAWING INDEX

PROJECT DIRECTORY

OWNER:
560 BRANNAN, LLC
482 BRYANT STREET
SAN FRANCISCO, CA 94107

CONTACT:
COLUM REGAN
colum@aralonproperties.com
415.964.6169

ARCHITECT:
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107

CONTACT:
MARK SHKOLNIKOV
mark@iwamotoscott.com
415.643.7773

GROSS FLOOR AREA SUMMARY + UNIT MIX

RESIDENTIAL GFA AS DEFINED BY PC 102 IS USED FOR SDB.

LEVEL	RESID. GFA	PDR GFA	ST.A (SRO)	ST.B (SRO)	1B.A	1B.B	2B.A.1	2B.A.2	2B.A.3	2B.A.4	2B.B.1	2B.B.2	2B.B.3	2B.B.4	2B.C.1	2B.C.2	2B.D.1	2B.D.2	TOTAL UNITS/ FLOOR
			Studio	Studio	1B/1Ba	1B/1Ba	2B/2Ba	2B/2Ba	2B/2Ba	2B/2Ba	2B/2Ba	2B/2Ba	2B/2Ba	2B/2Ba	2B/2Ba	2B/2Ba	2B/1Ba	2B/1Ba	
			430 SF	342 SF	490 SF	422 SF	926 SF	926 SF	1235 SF	1235 SF	814 SF	839 SF	1032 SF	1119 SF	642 SF	856 SF	614 SF	819 SF	
FLOOR 01	0	5745	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
FLOOR 02	9115	0	4	5	0	0	1	1	0	0	1	1	0	0	1	0	1	0	**15**
FLOOR 03	9426	0	4	5	0	0	1	1	0	0	1	1	0	0	1	0	1	0	**15**
FLOOR 04	9426	0	4	5	0	0	1	1	0	0	1	1	0	0	1	0	1	0	**15**
FLOOR 05	9406	0	4	5	0	0	1	1	0	0	1	1	0	0	1	0	1	0	**15**
FLOOR 06	9156	0	4	5	0	0	1	1	0	0	1	1	0	0	1	0	1	0	**15**
FLOOR 07	9178	0	4	5	0	0	1	1	0	0	1	1	0	0	1	0	1	0	**15**
FLOOR 08	9178	0	4	5	0	0	1	1	0	0	1	1	0	0	1	0	1	0	**15**
FLOOR 09	9002	0	0	0	4	5	0	0	1	1	0	0	1	1	0	1	0	1	**15**
MEZZ.	6633	0	-	-	Loft	Loft	-	-	Loft	Loft	-	-	Loft	Loft	-	Loft	-	Loft	
			63 ST TOTAL		**9 1B TOTAL**		**48 2B TOTAL ****												
TOTAL	**80520**	**5745**	**28**	**35**	**4**	**5**	**7**	**7**	**1**	**1**	**7**	**7**	**1**	**1**	**7**	**1**	**7**	**1**	**120**

* 59,958 SF (BASE PROJECT) X1.35 (35% INCREASE) = 80,943 SF MAX., 80,520 SF PROPOSED.
** MINIMUM 40 % OF TOTAL UNITS ARE TWO-BEDROOM UNITS PER SF PLANNING CODE SEC. 207.6.8

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415-964-6169

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

STRUCTURAL ENGINEER
TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

REV.	DESCRIPTION	DATE
	LPA SUBMISSION	5/1/2020
	LPA SUBMISSION REVISION 1	4/7/2021
	LPA SUBMISSION REVISION 2	9/13/2021
	LPA SUBMISSION REVISION 3	10/5/2021

STAMP

SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

PROJECT INFORMATION, GENERAL NOTES & DRAWING INDEX

G0.02

1. ON BRANNAN STREET, LOOKING UP

560
BRANNAN STREET
SAN FRANCISCO, CA

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560 BRANNAN, LLC
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

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TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

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SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

RENDERINGS

G0.03A

1. ON BRANNAN STREET, LOOKING TOWARD 5TH STREET

560
BRANNAN STREET
SAN FRANCISCO, CA

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STRUCTURAL ENGINEER
TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

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SCALE: N.T.S.
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ISAR PROJECT NO: 1903

RENDERINGS

G0.03B

1. ON FREELON STREET, LOOKING TOWARD 4TH STREET

560
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SAN FRANCISCO, CA

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560 BRANNAN, LLC
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415-964-6169

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

STRUCTURAL ENGINEER
TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

REV.	DESCRIPTION	DATE
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	LPA SUBMISSION REVISION 3	10/5/2021

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SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

RENDERINGS

G0.03C

1. ON 586 BRANNAN POPOS, LOOKING UP

560
BRANNAN STREET
SAN FRANCISCO, CA

OWNER
560 BRANNAN, LLC
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415-964-6169

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
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STRUCTURAL ENGINEER
TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

REV.	DESCRIPTION	DATE
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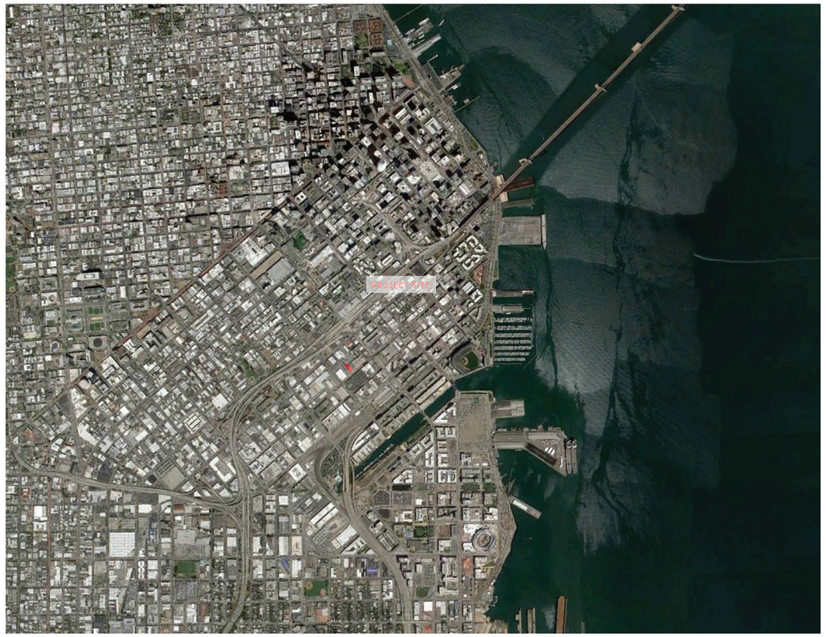
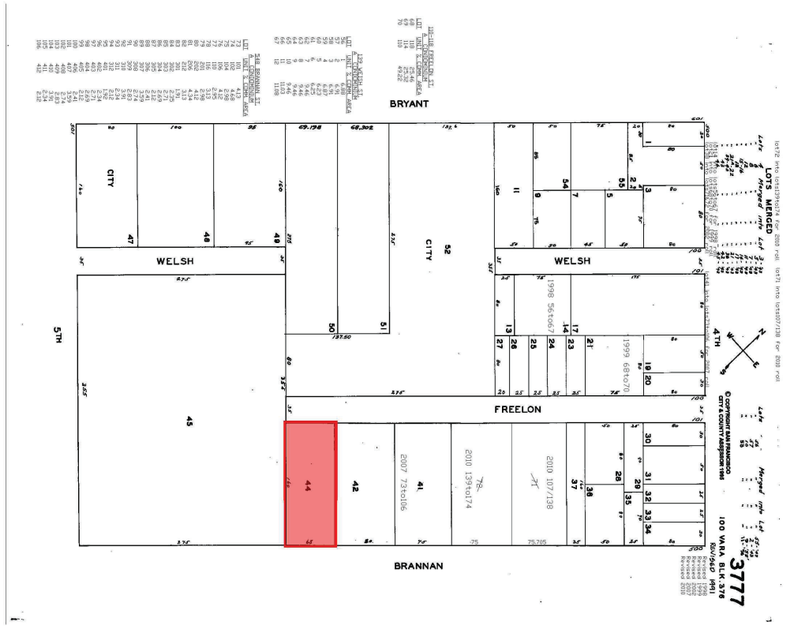
STAMP

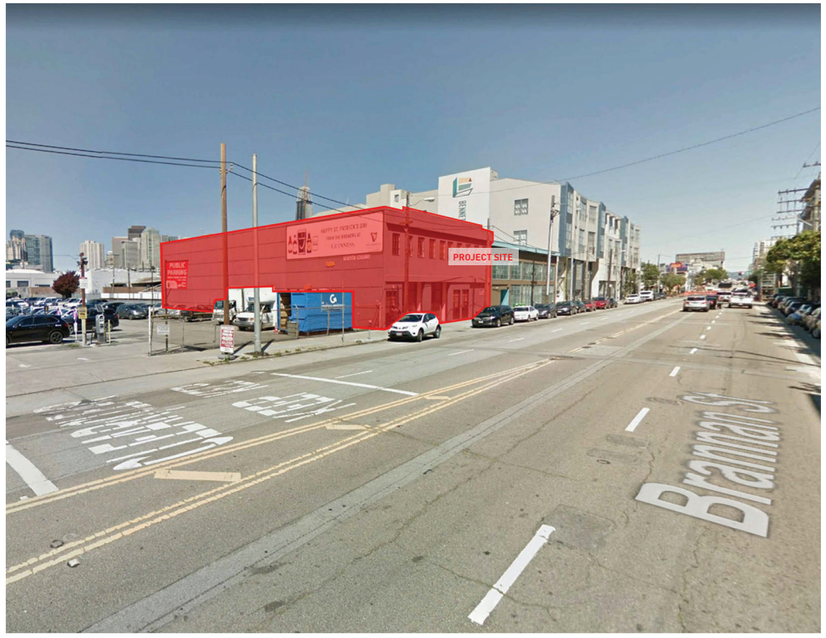
SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

RENDERINGS

G0.03D







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TBD

MEP ENGINEER
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CIVIL ENGINEER
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LANDSCAPE ARCHITECT
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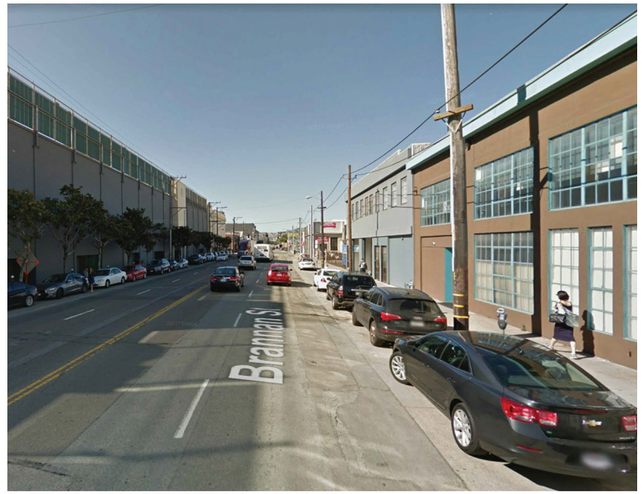
SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

CONTEXT PHOTOS

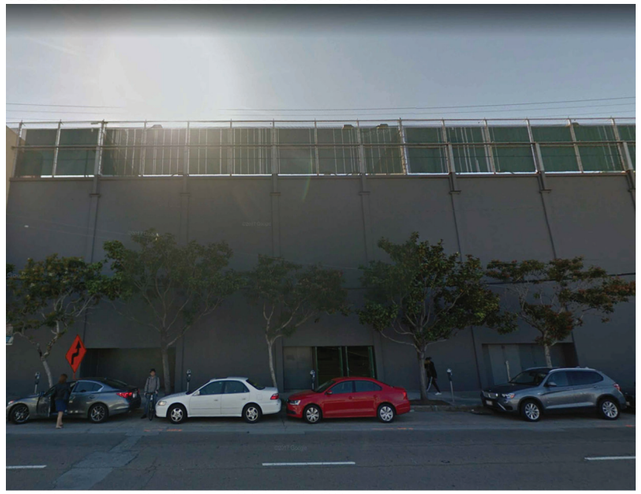
G1.01A

1. BRANNAN STREET LOOKING NORTH



2. BRANNAN STREET LOOKING SW

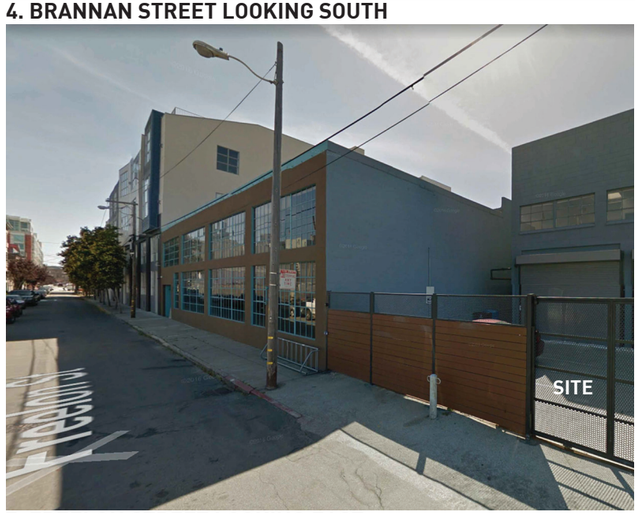
3. BRANNAN STREET LOOKING WEST



4. BRANNAN STREET LOOKING SOUTH

5. FREELON STREET LOOKING NORTH

6. FREELON STREET LOOKING WEST



7. FREELON STREET LOOKING EAST

8. FREELON STREET LOOKING SE

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MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

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DRAWN BY: TEAM
ISAR PROJECT NO: 1903

SITE PHOTOS

G1.01B

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

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

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

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

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

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

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

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

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

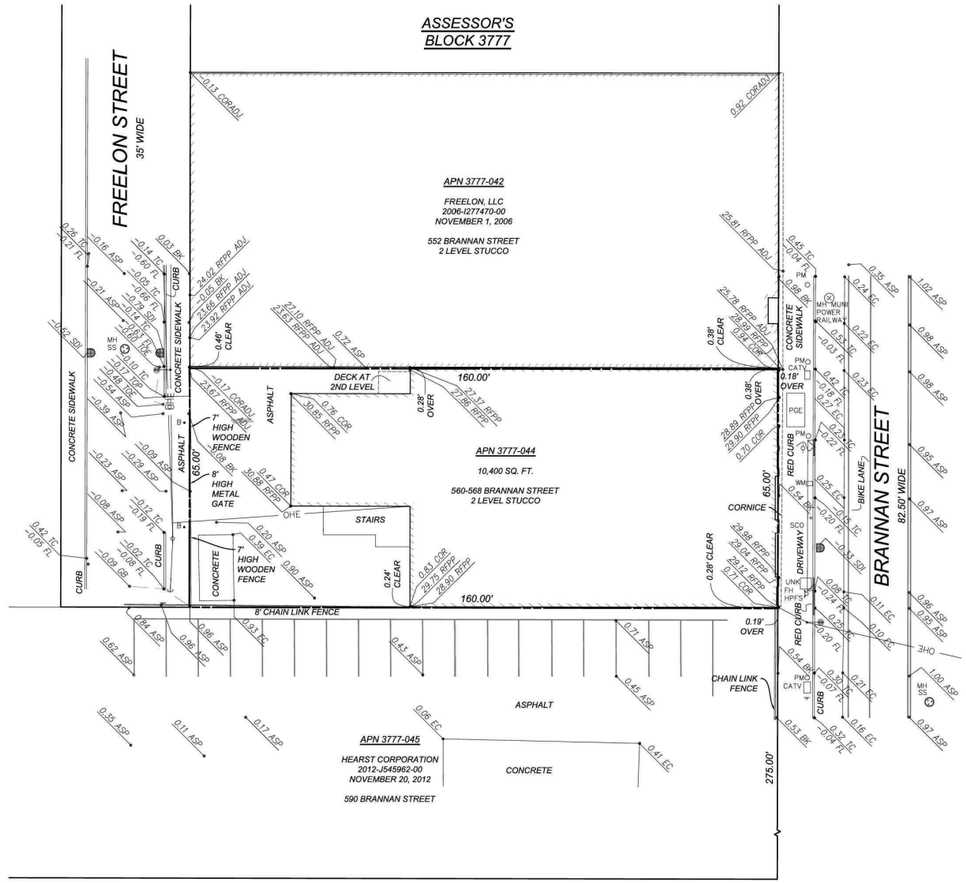
9. THIS MAP WILL BE PROVIDED IN AN ELECTRONIC FORMAT AS A COURTESY TO THE CLIENT. THE DELIVERY OF THE ELECTRONIC FILE DOES NOT CONSTITUTE THE DELIVERY OF OUR PROFESSIONAL WORK PRODUCT. A SIGNED PRINT DELIVERED TO THE CLIENT OR CLIENT REPRESENTATIVE CONSTITUTES OUR PROFESSIONAL WORK PRODUCT, AND IN THE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

LEGEND

ADJ	ADJACENT BUILDING
ASP	ASPHALT
BK	BACK OF WALK
CATV	CABLE TELEVISION
COR	CORNER
EC	EDGE OF CONCRETE
FH	FIRE HYDRANT
FL	FLOW LINE
GB	GRADE BREAK
MH	MANHOLE
PGE	PACIFIC GAS & ELECTRIC
PM	PARKING METER
RF	ROOF
RFPP	ROOF PARAPET
SDI	STORM DRAIN INLET
SCO	SEWER CLEAN OUT/VENT
SS	SANITARY SEWER
TC	TOP OF CURB
TOE	TOE OF SLOPE
TOP	TOP OF SLOPE
TW	TOP OF WALL
UNK	UNKNOWN BOX
WM	WATER METER
WV	WATER VALVE
OHE	OVERHEAD ELECTRIC LINE
	GUY WIRE
	STREET LIGHT
	PAINT STRIPE
	POWER POLE
	SIGN
ELEV DESC	SPOT ELEVATION
	STORM DRAIN INLET

16' 0 16' 32'

SCALE: 1" = 16'



BOUNDARY NOTES:

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

ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED

ALL DISTANCES ARE MEASURED IN FEET AND DECIMALS THEREOF.

DATE OF FIELD SURVEY:

TOPOGRAPHIC INFORMATION SHOWN HERE IS BASED UPON A FIELD SURVEY PERFORMED BY FREDERICK T. SEHER & ASSOCIATES INC. ON APRIL 3, 2020.

SURVEY REFERENCE:

THE SURVEY HEREON IS BASED ON THE LEGAL DESCRIPTION DESCRIBED IN THE FOLLOWING GRANT DEED:
APN 2275-044: RECORDED DECEMBER 27, 2019, DOCUMENT NUMBER 2019-K883842-00.

UTILITY NOTE:

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

PROJECT BENCHMARK - DESCRIPTION:

ELEVATIONS ELEVATIONS SHOWN HEREON WERE OBTAINED FROM A GROUP OF CITY BENCHMARKS, LOCATED AT THE INTERSECTION OF BRYANT STREET AND 5TH STREET; ELEVATIONS ARE BASED ON CITY AND COUNTY OF SAN FRANCISCO DATUM. S.W. CORNER, 3 CUTS LOWER STOP COCK FIRE HYDRANT.
ELEVATION = 1.335'.

GENERAL NOTE:

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

SURVEYOR'S STATEMENT:

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

DATE 4-21-20

Frederick T. Seher

FREDERICK T. SEHER, PLS
LICENSE NO. 6216

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

DATE:	APRIL, 2020
SCALE:	1" = 16'
DRAWN BY:	FG
DRAWING NAME:	2275-20
SURVEYED BY:	FTS
CHECKED BY:	JC
CHECKED BY:	

NO.	BY	DATE	REVISIONS

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

ARCHITECTURAL SITE SURVEY
ASSESSOR'S PARCEL NUMBER: 3777-044
560 BRANNAN STREET, SAN FRANCISCO, CA

SHEET 1 OF 1 SHEETS
JOB NO. : 2275-20

560
BRANNAN STREET
SAN FRANCISCO, CA

OWNER
560 BRANNAN, LLC
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

STRUCTURAL ENGINEER
TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

REV.	DESCRIPTION	DATE
	LPA SUBMISSION	5/1/2020
	LPA SUBMISSION REVISION 1	4/7/2021
	LPA SUBMISSION REVISION 2	9/13/2021
	LPA SUBMISSION REVISION 3	10/5/2021

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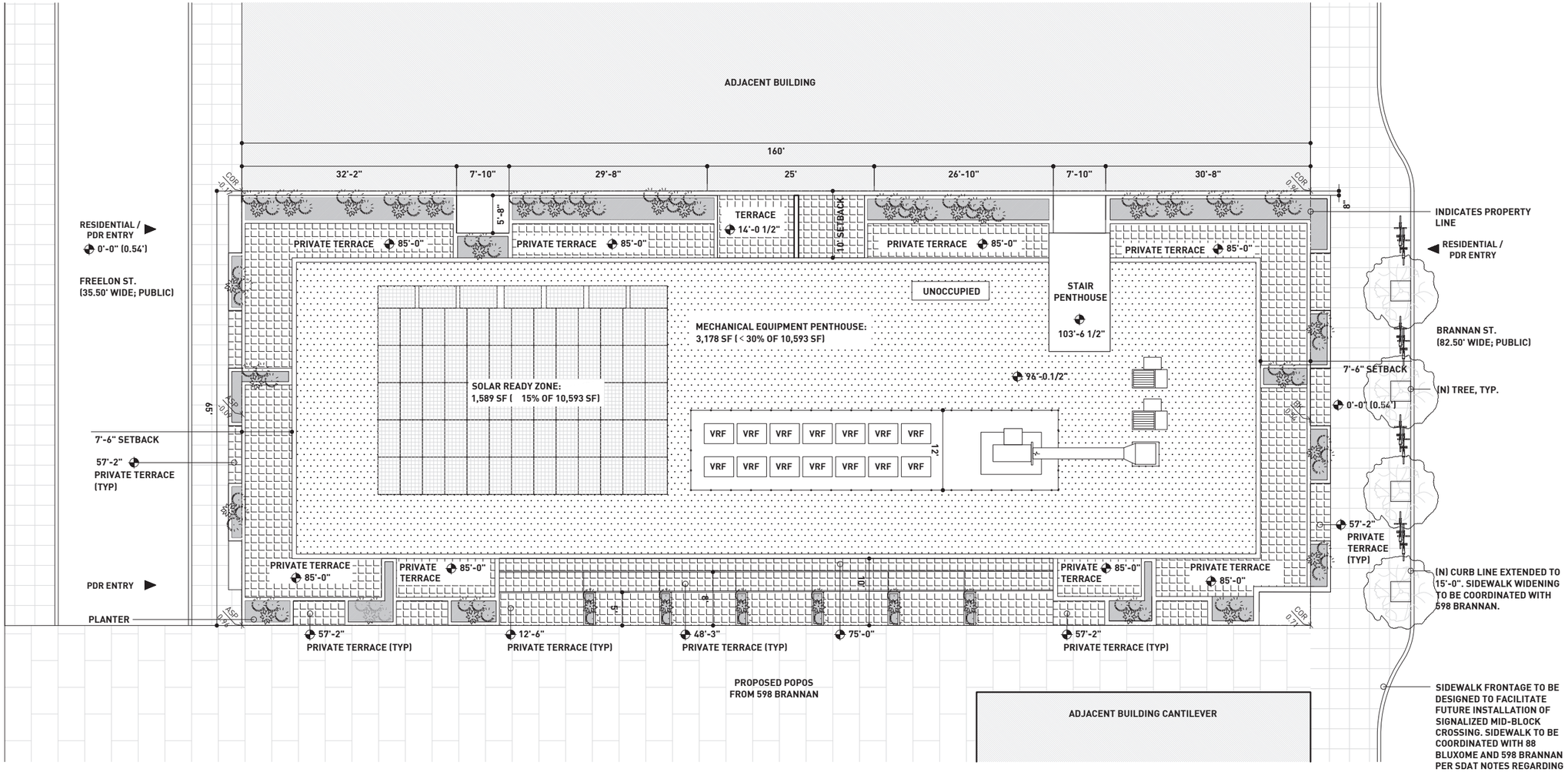
SCALE: AS NOTED
DRAWN BY: AS NOTED
ISAR PROJECT NO: 1903

SITE SURVEY

G1.02



1 **PLOT PLAN**

1/8" = 1'-0"

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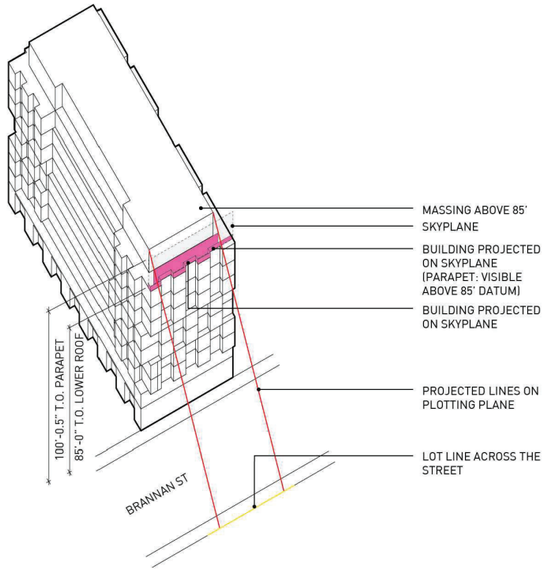
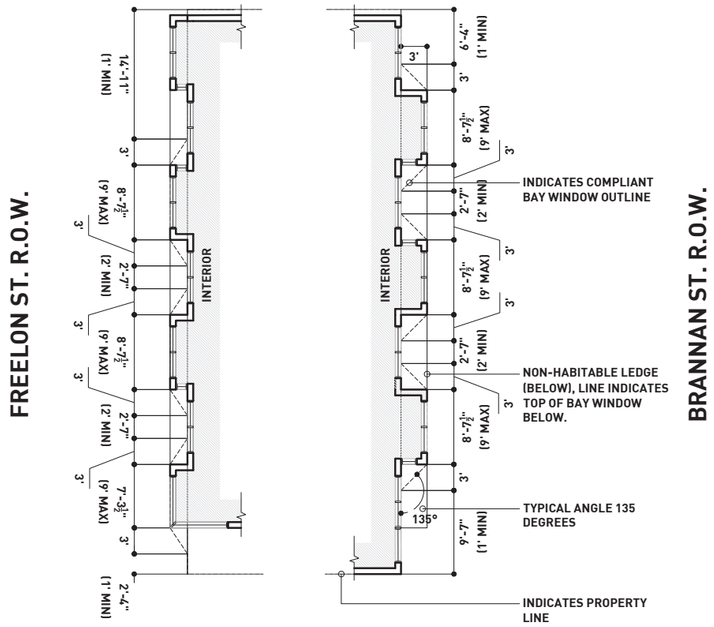
PLOT PLAN

G1.03



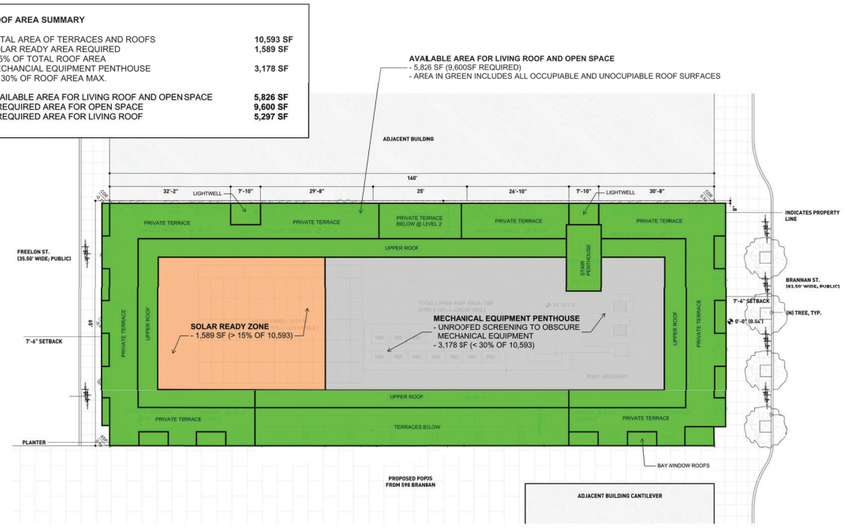
1. SKYPLANE DIAGRAM
66% MASS REDUCTION ON BRANNAN ST.
(50% APPARENT MASS REDUCTION REQUIRED PER SF PLANNING CODE 270(H)



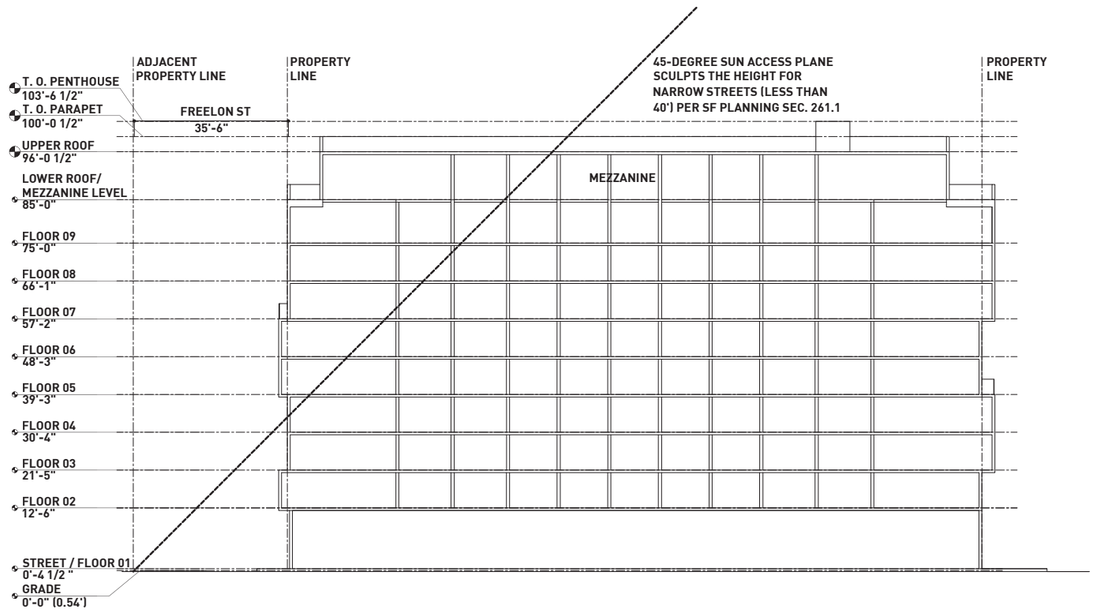
3. BAY WINDOW DIAGRAM

ROOF AREA SUMMARY

TOTAL AREA OF TERRACES AND ROOFS	10,593 SF
SOLAR READY AREA REQUIRED - 15% OF TOTAL ROOF AREA	1,589 SF
MECHANCIAL EQUIPMENT PENTHOUSE - < 30% OF ROOF AREA MAX.	3,178 SF
AVAILABLE AREA FOR LIVING ROOF AND OPEN SPACE	5,826 SF
- REQUIRED AREA FOR OPEN SPACE	9,600 SF
- REQUIRED AREA FOR LIVING ROOF	5,297 SF



2. ROOF AREA SUMMARY



4. SUN ACCESS PLANE
PROJECT REQUIRES WAIVER FOR NARROW STREET CONTROLS
SEE WAIVER DIAGRAM 2 ON SHEET X0.02

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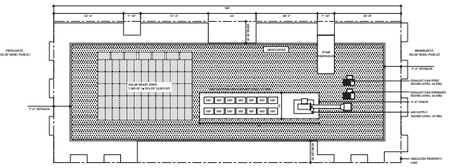
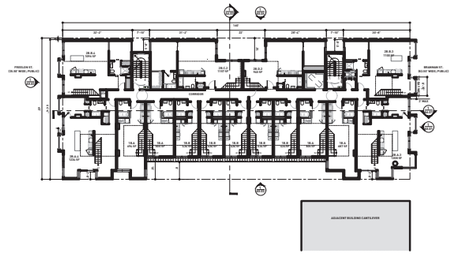
PLANNING DIAGRAMS

G1.04

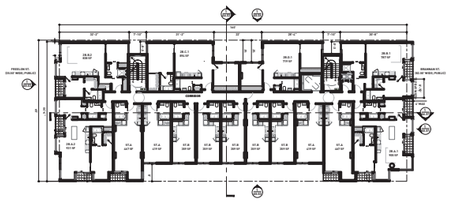


10 FLOOR PLAN - UPPER ROOF
1/32" = 1'-0"

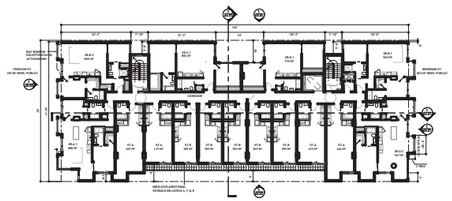
9 FLOOR PLAN - MEZZANINE / LOWER ROOF
1/32" = 1'-0"



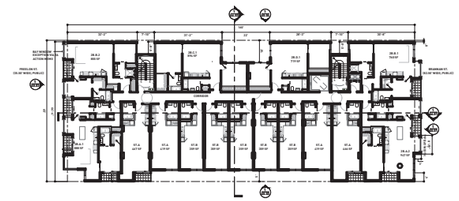
8 FLOOR PLAN - FLOOR 09
1/32" = 1'-0"



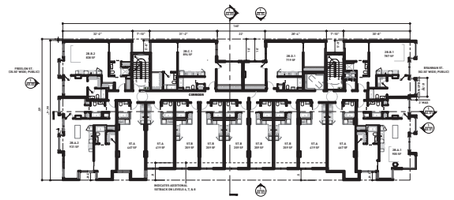
7 FLOOR PLAN - FLOOR 07
1/32" = 1'-0"



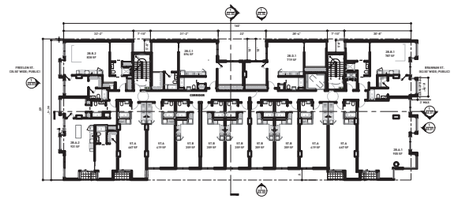
6 FLOOR PLAN - FLOOR 06
1/32" = 1'-0"



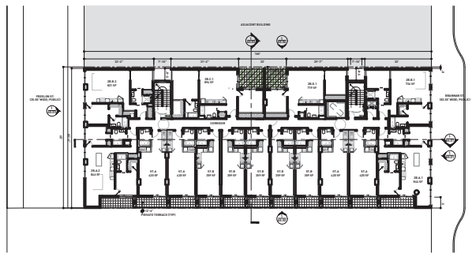
5 FLOOR PLAN - FLOOR 05
1/32" = 1'-0"



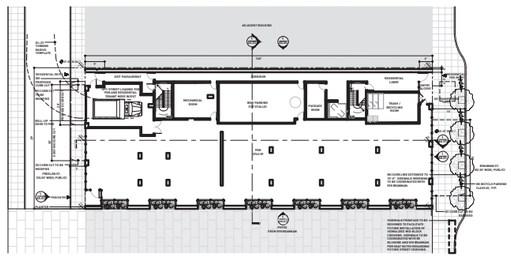
4 FLOOR PLAN - FLOOR 04 (FLOOR 08 SIM.)
1/32" = 1'-0"



3 FLOOR PLAN - FLOOR 03
1/32" = 1'-0"



2 FLOOR PLAN - FLOOR 02
1/32" = 1'-0"



1 FLOOR PLAN - FLOOR 01
1/32" = 1'-0"

OPEN SPACE AREA SUMMARY

LEVEL	GSF
FLOOR 01	0
FLOOR 02	205
FLOOR 03	0
FLOOR 04	0
FLOOR 05	0
FLOOR 06	0
FLOOR 07	0
FLOOR 08	0
FLOOR 09	0
MEZZ / LOWER ROOF	2610
UPPER ROOF	0
TOTAL	2815

2,815 SF PROVIDED
(80 SF * 120 UNITS = 9,600 SF REQ.)

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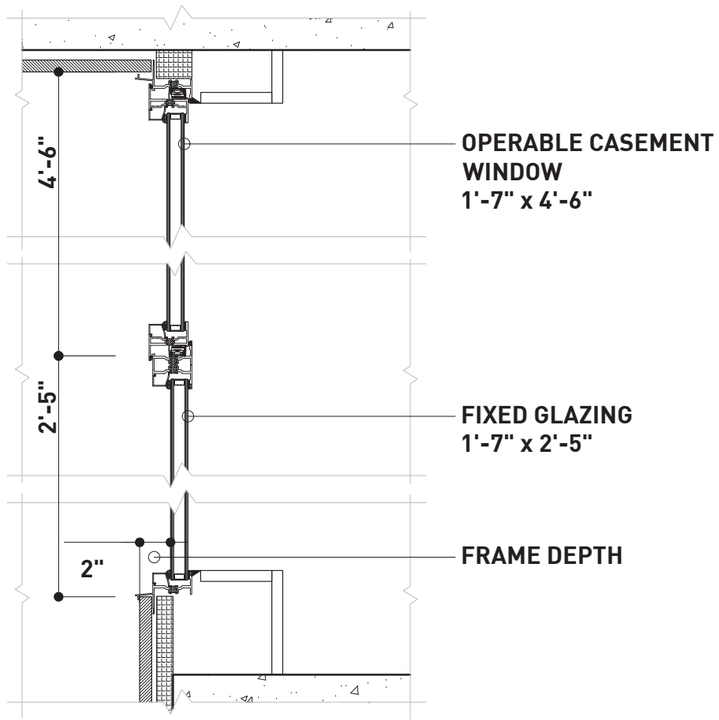
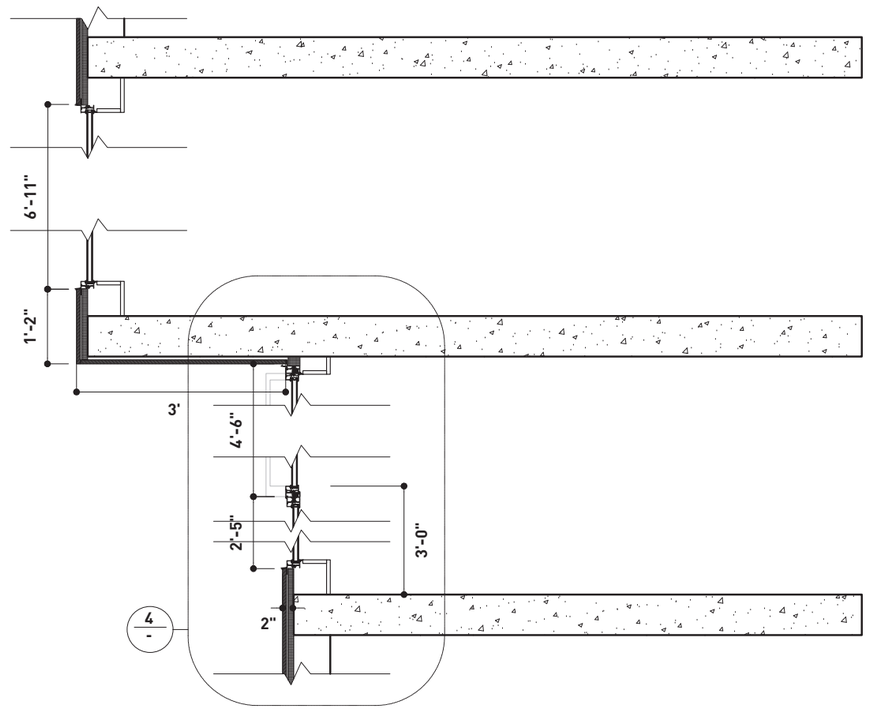
USABLE OPEN SPACE CALCULATIONS

G1.05



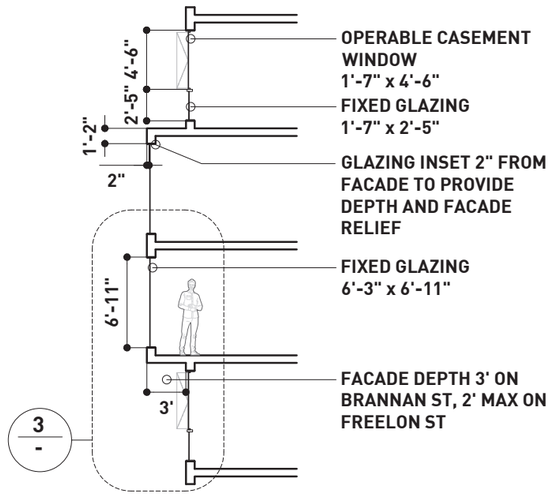
4 FENESTRATION DETAILS - DETAIL

3" = 1'-0"



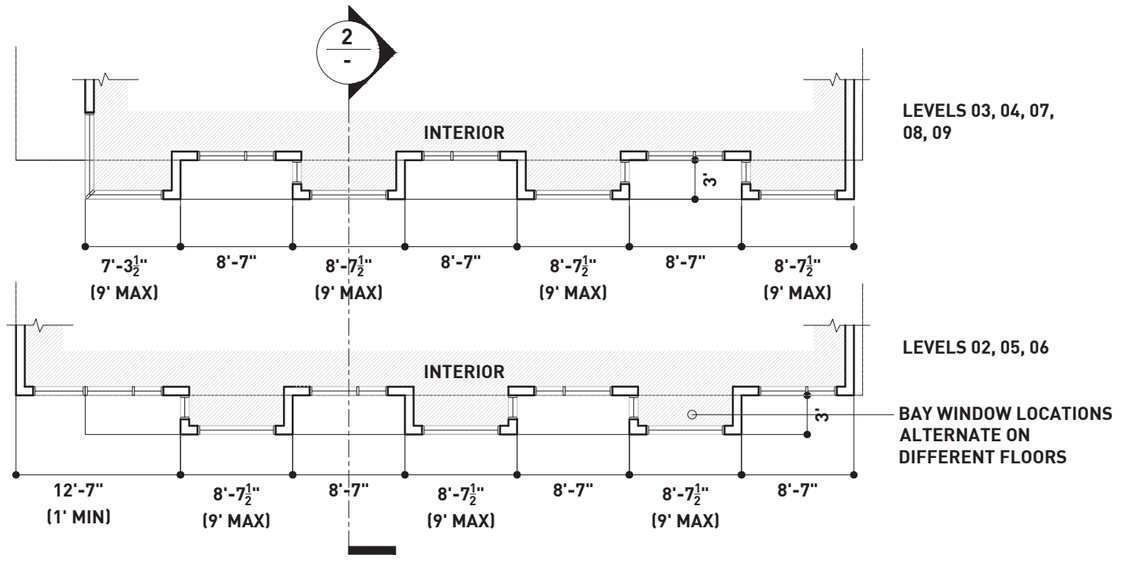
3 FENESTRATION DETAILS - DETAIL

1" = 1'-0"



2 FENESTRATION DETAILS - SECTION

3/16" = 1'-0"



1 FENESTRATION DETAILS - PLAN

3/16" = 1'-0"

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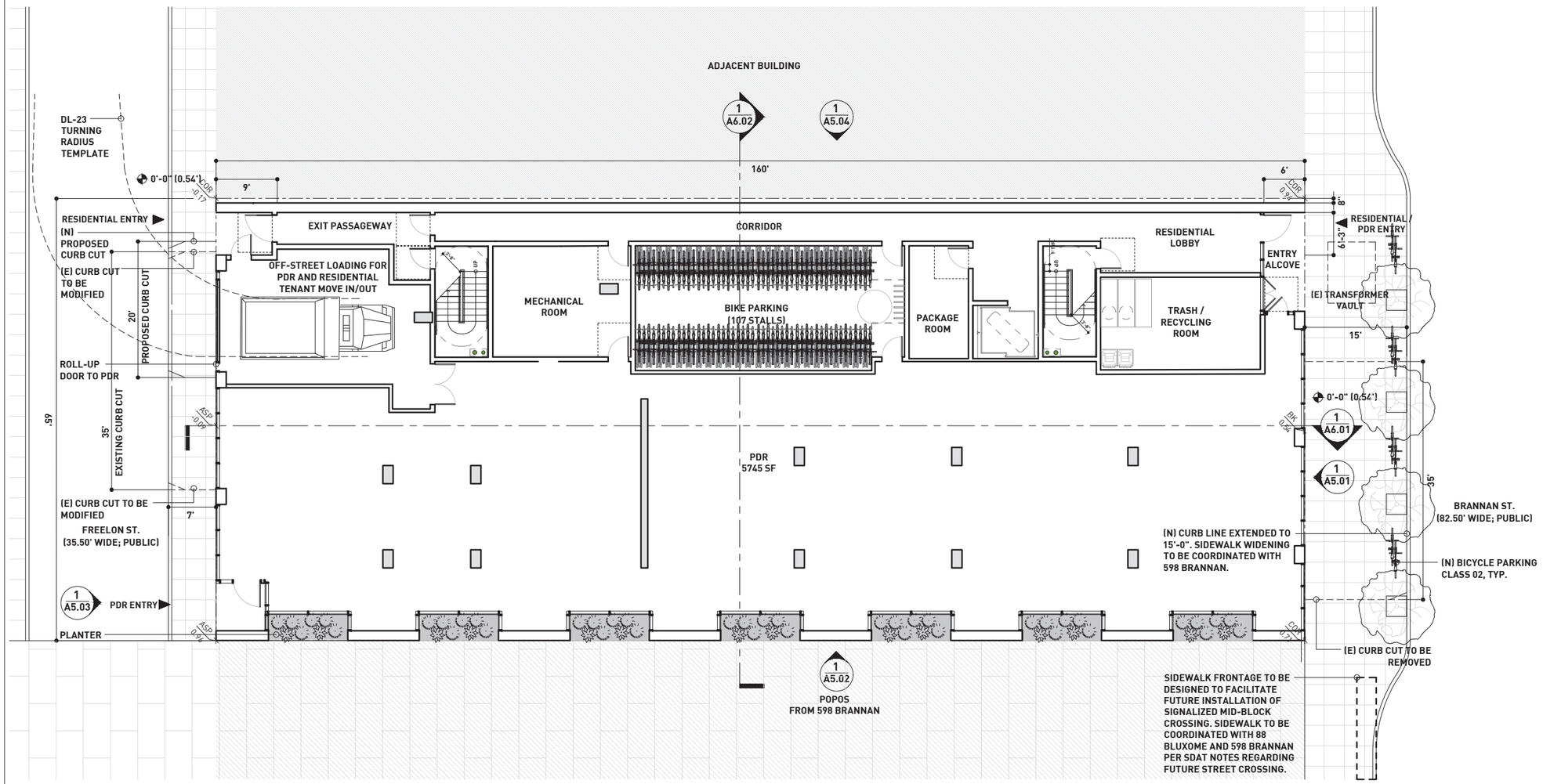
FENESTRATION DETAILS

G1.06



1 **FLOOR PLAN - FLOOR 01**

1/8" = 1'-0"

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SCALE: 1/8" = 1'-0"
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FLOOR PLAN
FLOOR 01

A2.01

1 **FLOOR PLAN - FLOOR 02**

1/8" = 1'-0"

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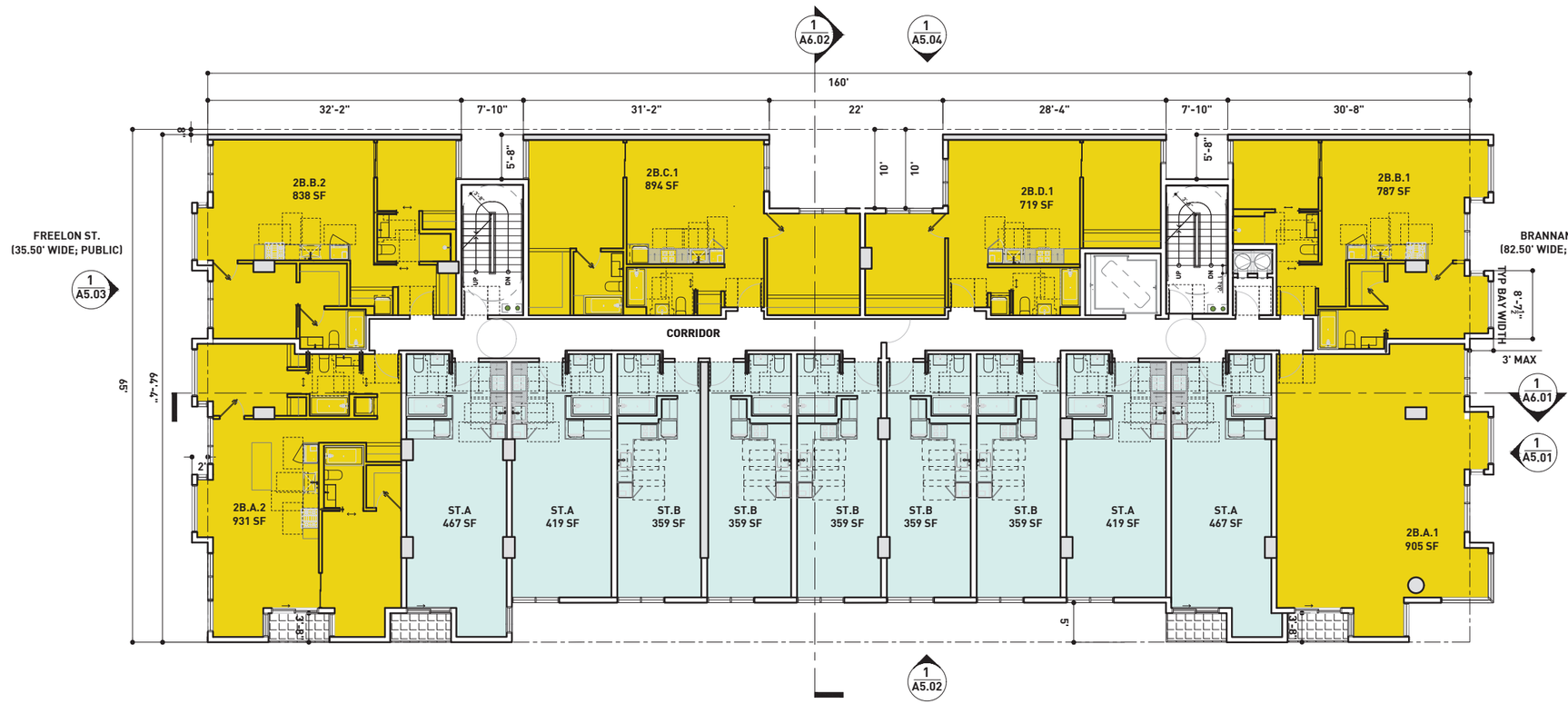
FLOOR PLAN
FLOOR 02

A2.02



1 **FLOOR PLAN - FLOOR 03**

1/8" = 1'-0"

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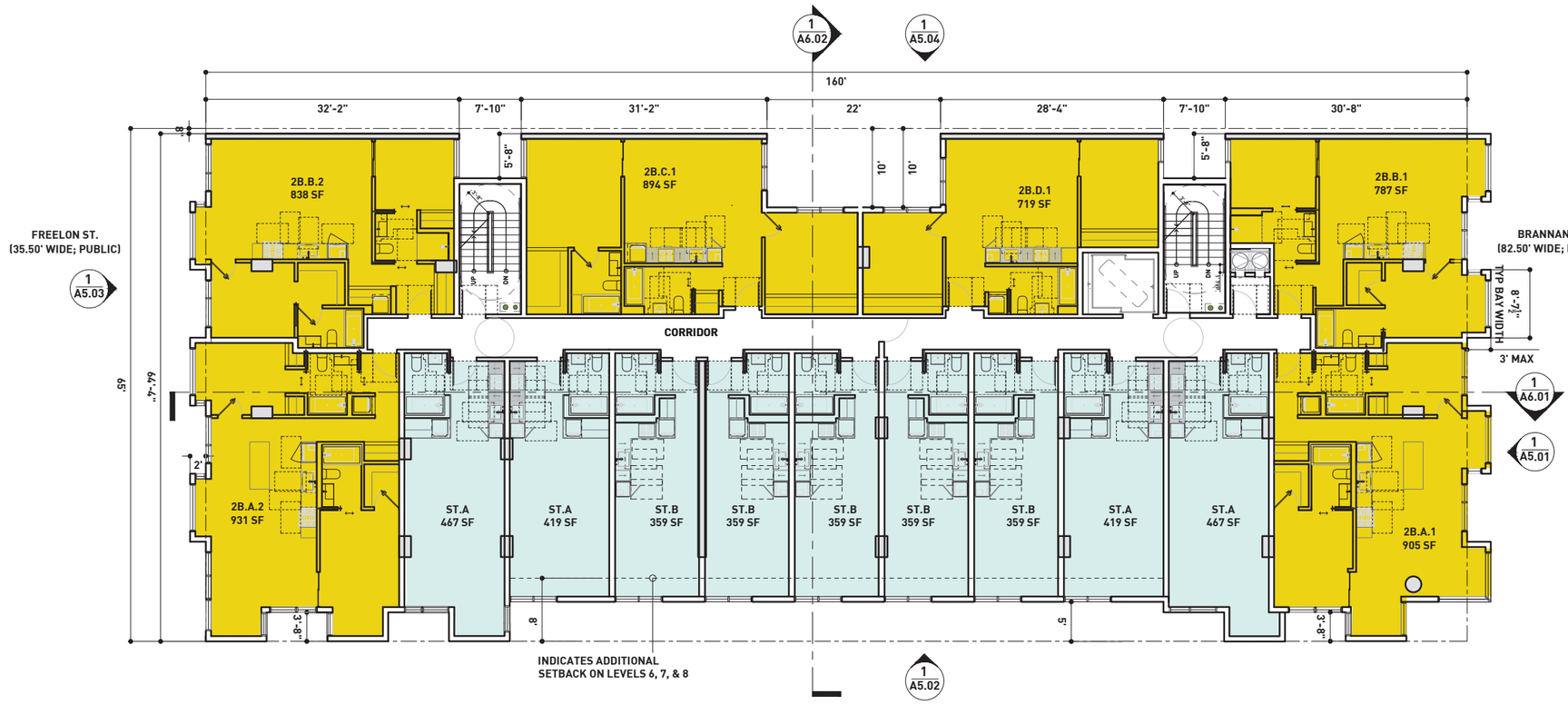
FLOOR PLAN
FLOOR 03

A2.03



1 **FLOOR PLAN - FLOORS 04 (FLOOR 08 SIM.)**

1/8" = 1'-0"

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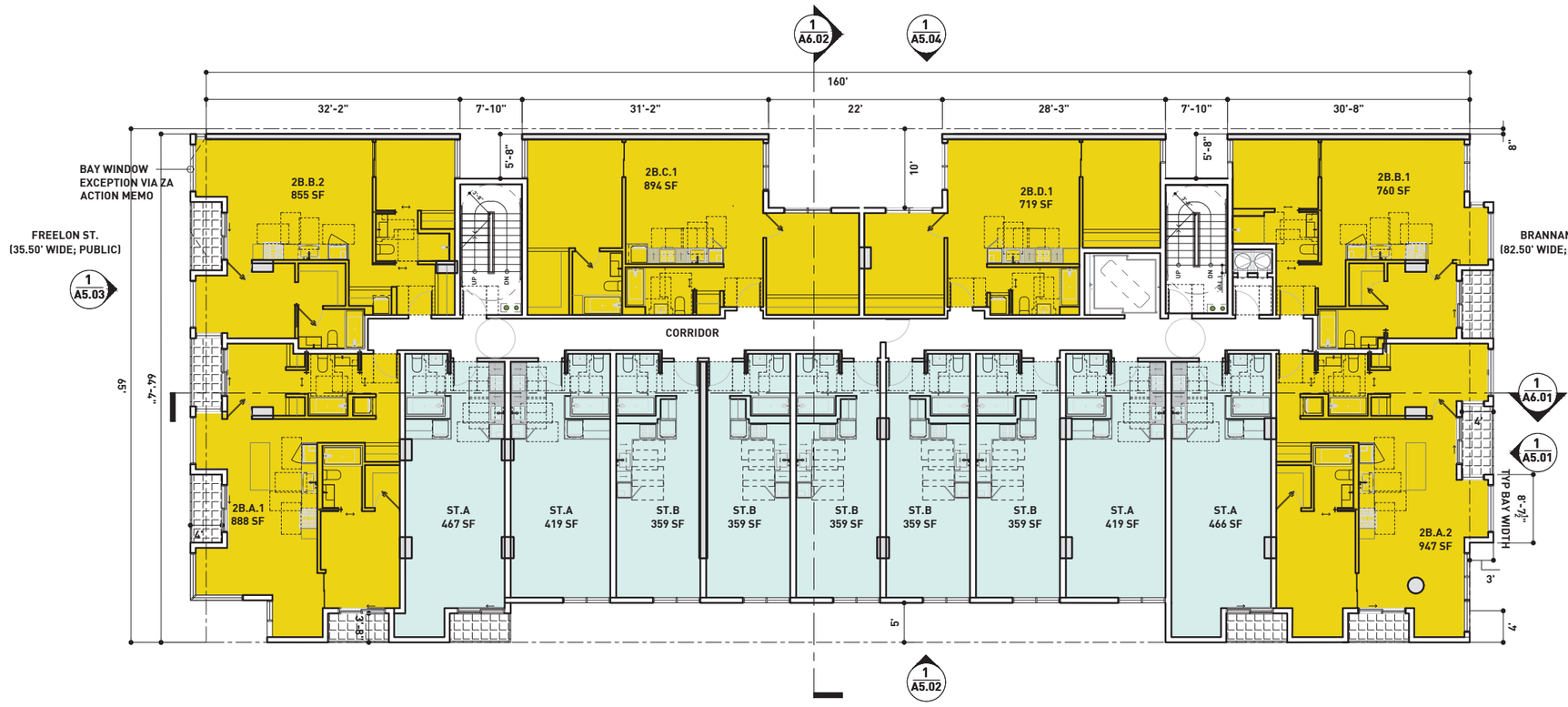
FLOOR PLAN
FLOORS 04 (FLOOR 08 SIM.)

A2.04



1 FLOOR PLAN - FLOOR 05

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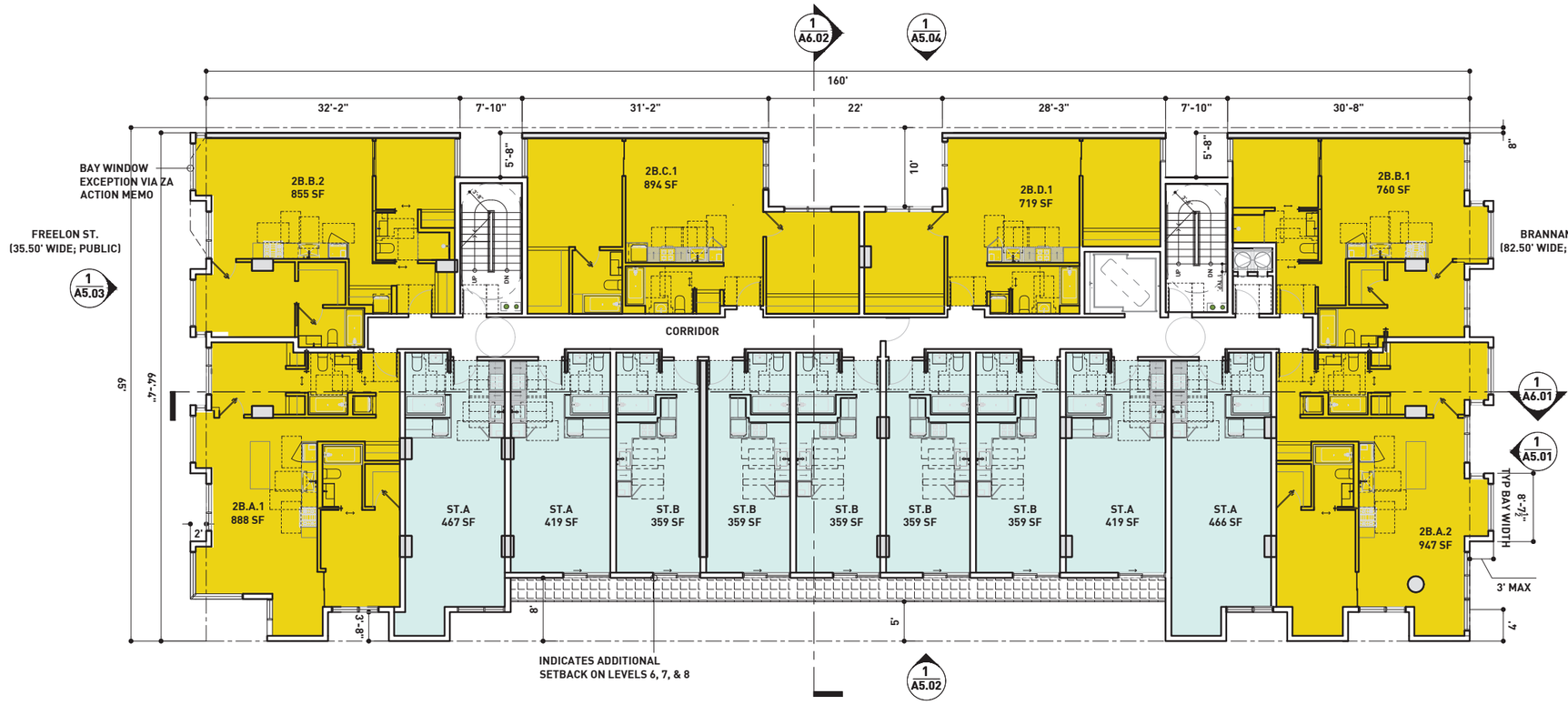
FLOOR PLAN
FLOOR 05

A2.05



1 **FLOOR PLAN - FLOOR 06**

1/8" = 1'-0"

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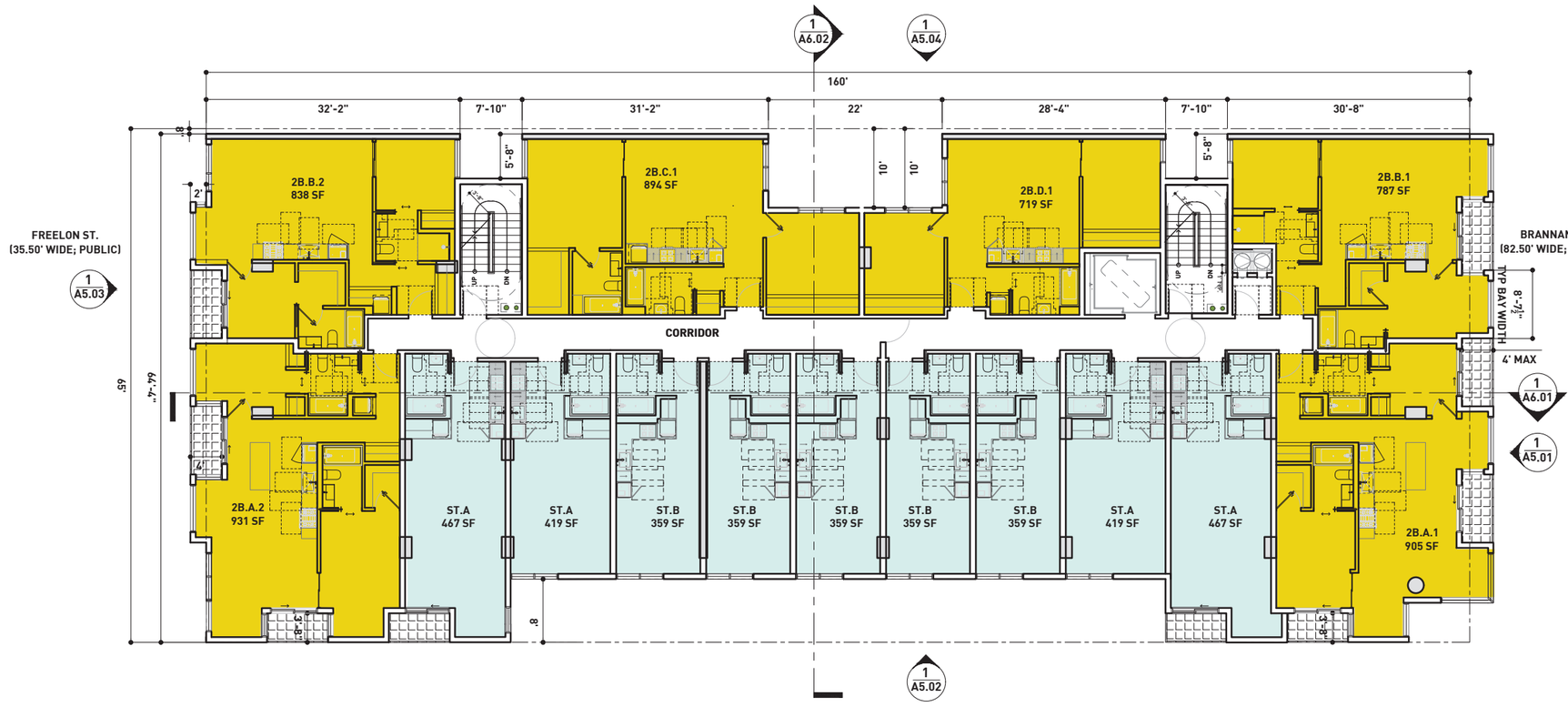
FLOOR PLAN
FLOOR 06

A2.06



1 **FLOOR PLAN - FLOOR 07**

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FLOOR PLAN
FLOOR 07

A2.07

1 FLOOR PLAN - FLOOR 09

1/8" = 1'-0"

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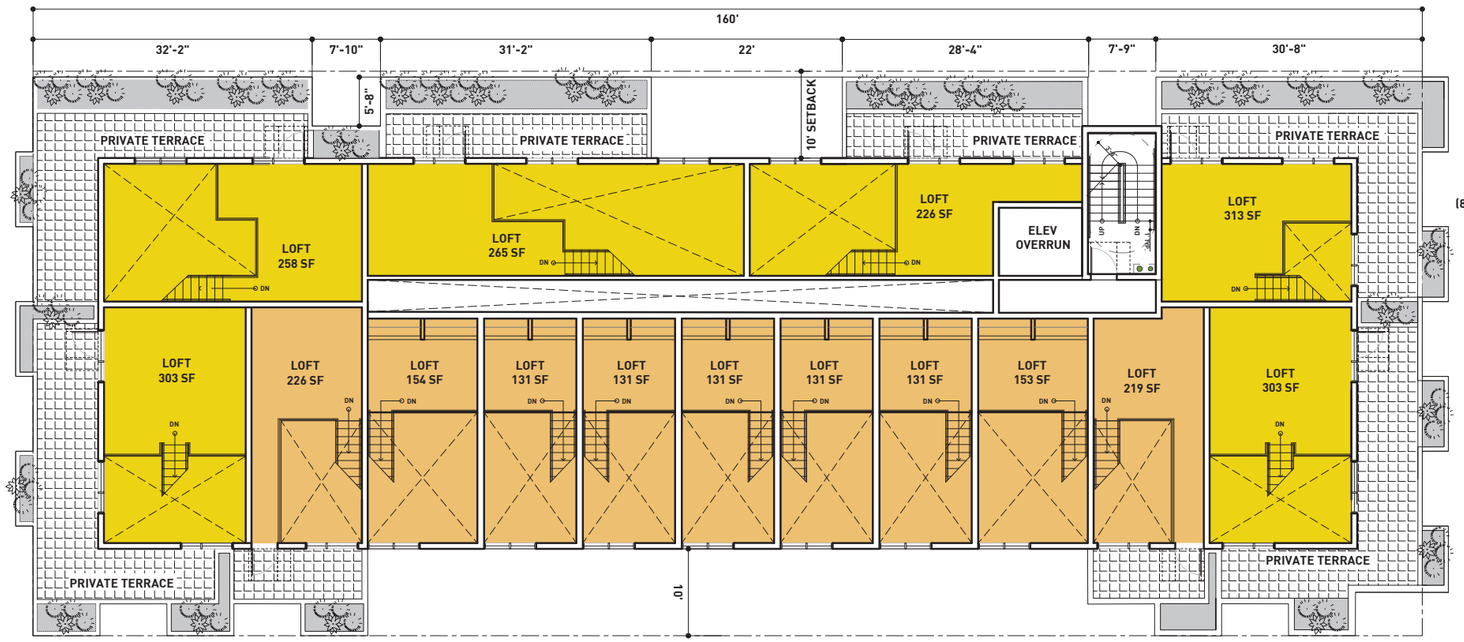
FLOOR PLAN
FLOOR 09

A2.08

FREELON ST.
(35.50' WIDE; PUBLIC)



BRANNAN ST.
(82.50' WIDE; PUBLIC)

1 FLOOR PLAN - LOWER ROOF/MEZZANINE LEVEL

1/8" = 1'-0"

560
BRANNAN STREET
SAN FRANCISCO, CA

OWNER
560 BRANNAN, LLC
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

STRUCTURAL ENGINEER
TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

REV.	DESCRIPTION	DATE
	LPA SUBMISSION	5/1/2020
	LPA SUBMISSION REVISION 1	4/7/2021
	LPA SUBMISSION REVISION 2	9/13/2021
	LPA SUBMISSION REVISION 3	10/5/2021

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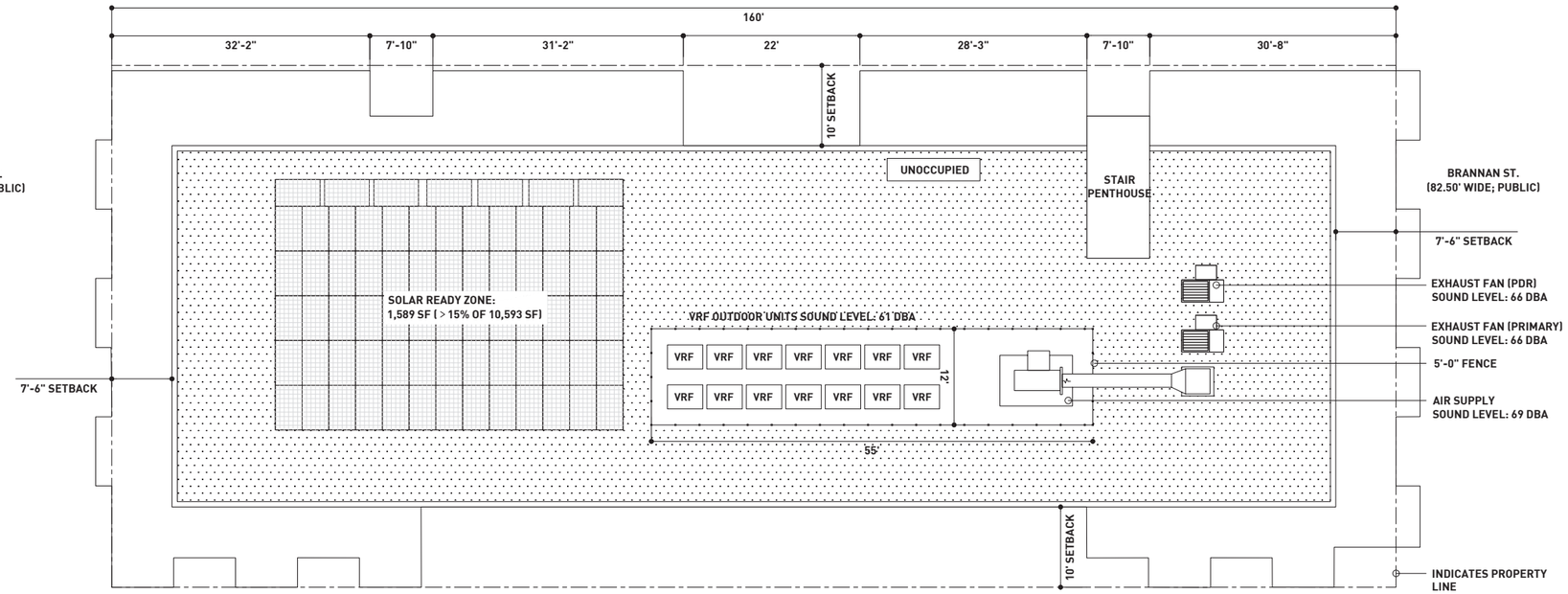
SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: 1903

FLOOR PLAN LOWER ROOF/ MEZZANINE LEVEL

A2.09



1 **FLOOR PLAN - ROOF PLAN**

1/8" = 1'-0"

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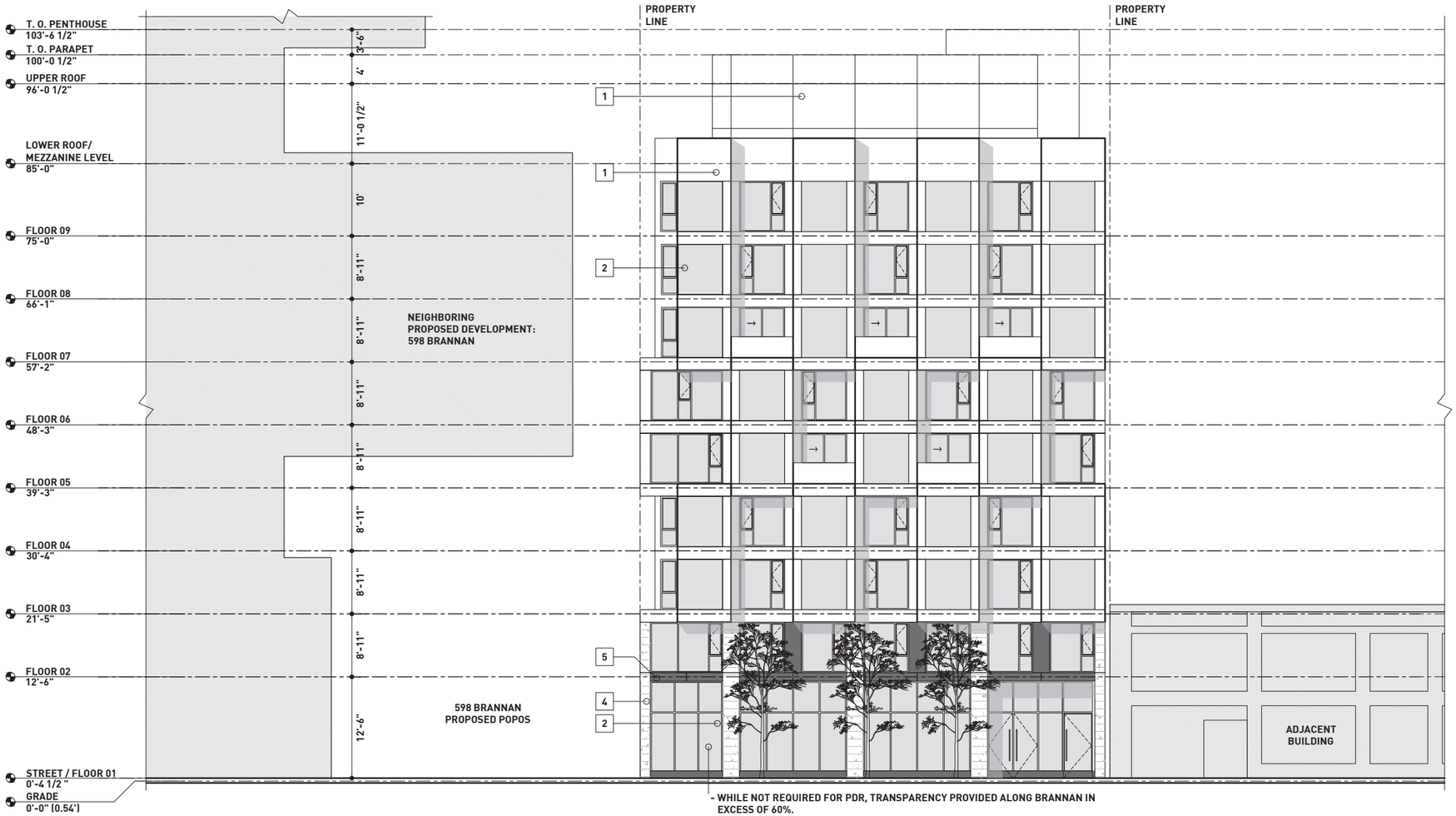
DRAWN BY: MS, BZ
ISAR PROJECT NO: 1903

FLOOR PLAN
ROOF

A2.10

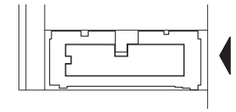


- WHILE NOT REQUIRED FOR PDR, TRANSPARENCY PROVIDED ALONG BRANNAN IN EXCESS OF 60%.
- * DECORATIVE RAILINGS OR GRILLWORK, OTHER THAN WIRE MESH, WHICH IS PLACED IN FRONT OF OR BEHIND GROUND FLOOR WINDOWS (CURRENTLY AT RESIDENTIAL LOBBY ENTRY), SHALL BE AT LEAST 75 PERCENT OPEN TO PERPENDICULAR VIEW.

1 SOUTH ELEVATION

1/8" = 1'-0"

KEY PLAN



MATERIAL LEGEND

1. CEMENTITIOUS PANELING SYSTEM
2. DARK BRONZE ANODIZED ALUMINUM WINDOW SYSTEM
3. DARK BRONZE ANODIZED ALUMINUM STOREFRONT SYSTEM
4. BOARD-FORMED CONCRETE
5. METAL PANELING SYSTEM
6. NOT IN USE
7. PAINTED CEMENTITIOUS MATERIAL

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SCALE: 1/8" = 1'-0"
DRAWN BY: MS, MK
ISAR PROJECT NO: 1903

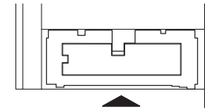
ELEVATION

A5.01

1 **WEST ELEVATION**

1/8" = 1'-0"

KEY PLAN



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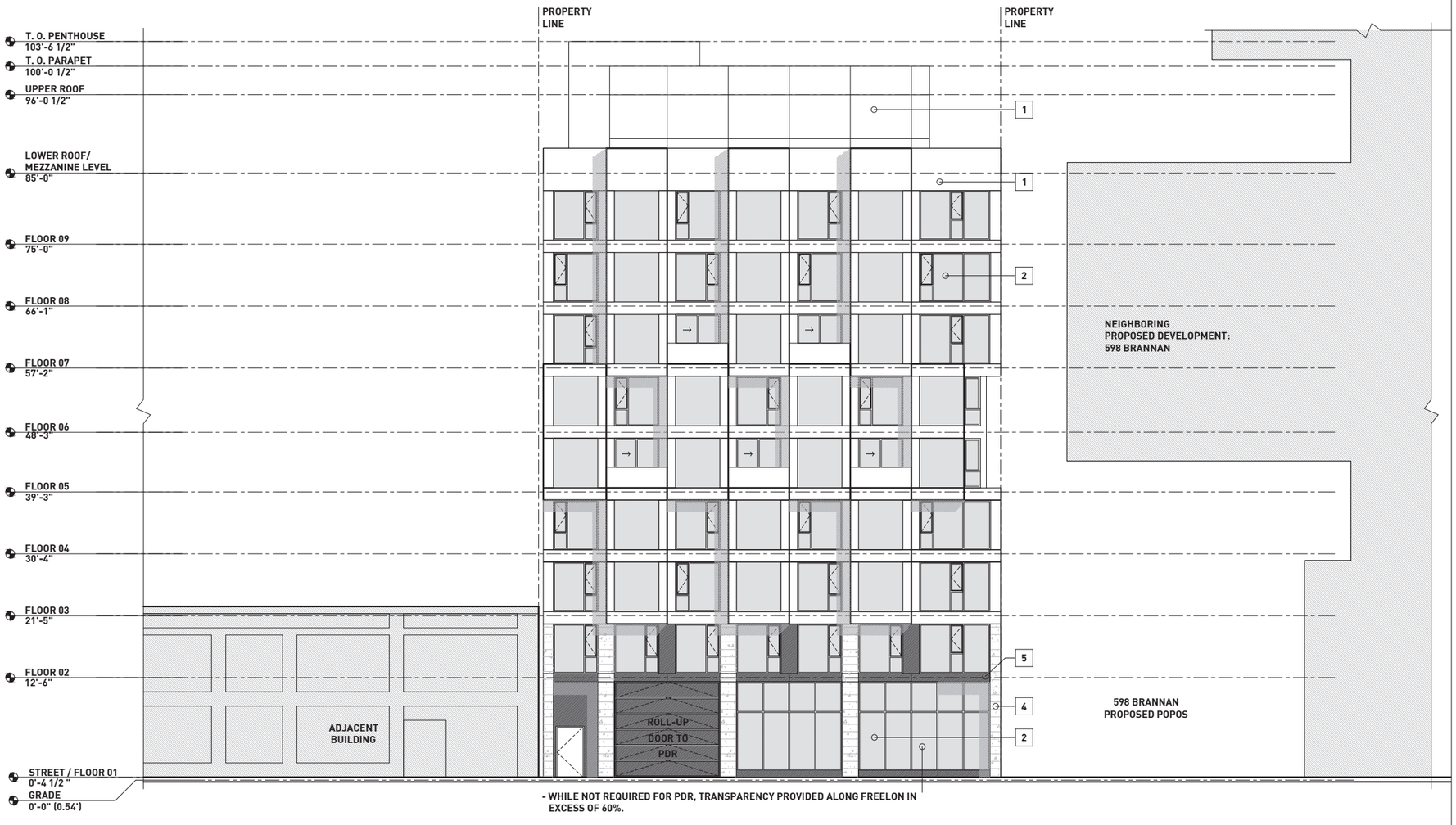
ELEVATION

A5.02

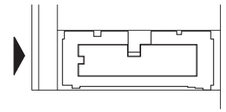


- WHILE NOT REQUIRED FOR PDR, TRANSPARENCY PROVIDED ALONG FREELON IN EXCESS OF 60%.

1 NORTH ELEVATION

1/8" = 1'-0"

KEY PLAN



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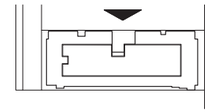
ELEVATION

A5.03

1 EAST ELEVATION

1/8" = 1'-0"

KEY PLAN



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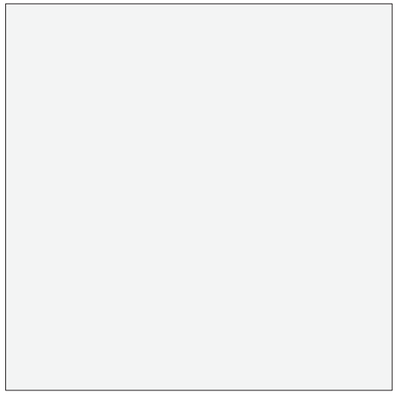
ELEVATION

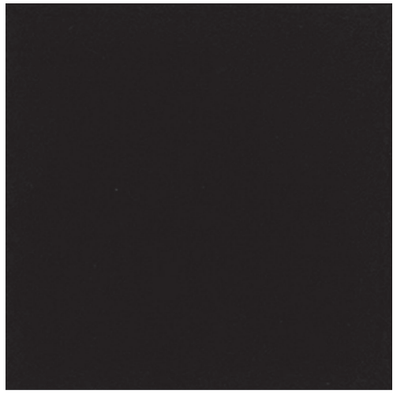
A5.04



1 CEMENTITIOUS PANELING, INTEGRALLY COLORED

2 GLAZING FOR PUNCHED WINDOW

3 GLAZING FOR STOREFRONT SYSTEMS

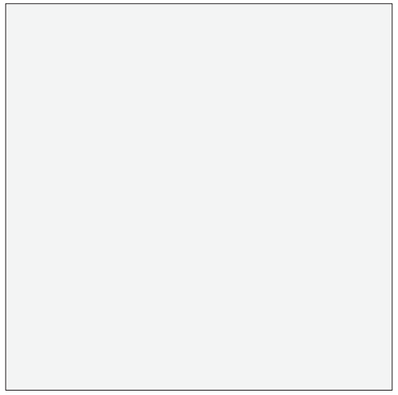


2 DARK BRONZE ANODIZED ALUMINUM FOR PUNCHED WINDOW

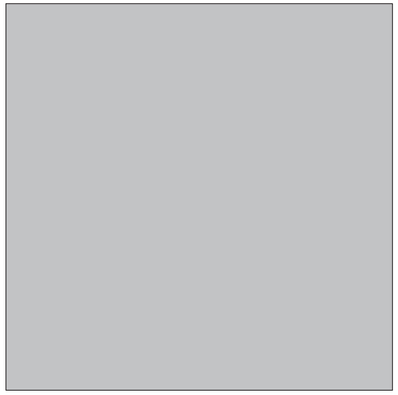
3 DARK BRONZE ANODIZED ALUMINUM FOR STOREFRONT SYSTEM

5 DARK BRONZE ANODIZED ALUMINUM FOR METAL PANELING SYSTEM

4 BOARD-FORMED CONCRETE



6 NOT IN USE



7 PAINTED CEMENTITIOUS MATERIAL - COLOR A
BENJAMIN MOORE WHITE PM-2

7 PAINTED CEMENTITIOUS MATERIAL - COLOR B
BENJAMIN MOORE SILENT NIGHT 1613

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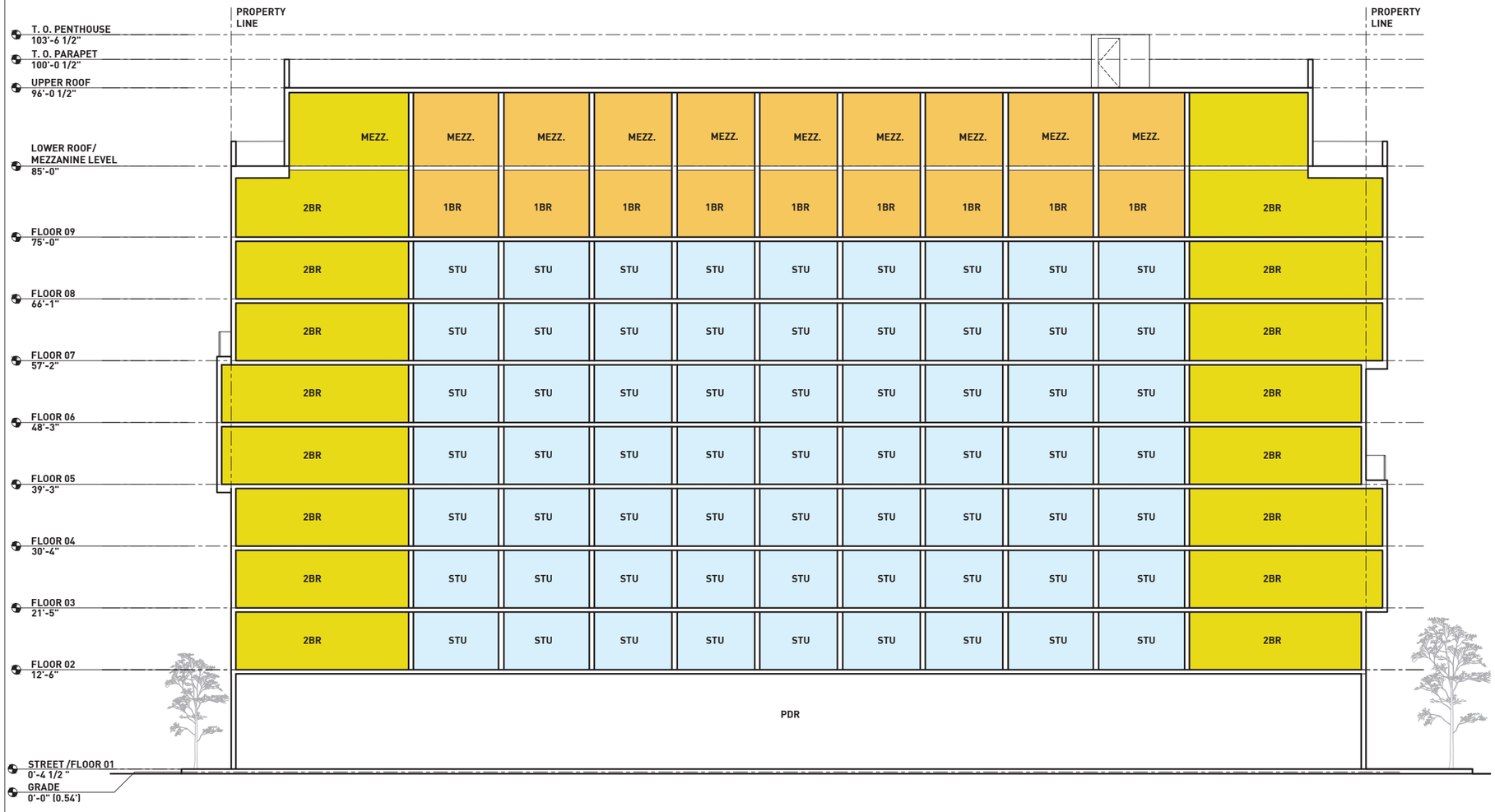
SCALE: 1/8" = 1'-0"
DRAWN BY: MS, MK
ISAR PROJECT NO: 1903

MATERIAL BOARD

A5.05



1 **SECTION**

1/8" = 1'-0"

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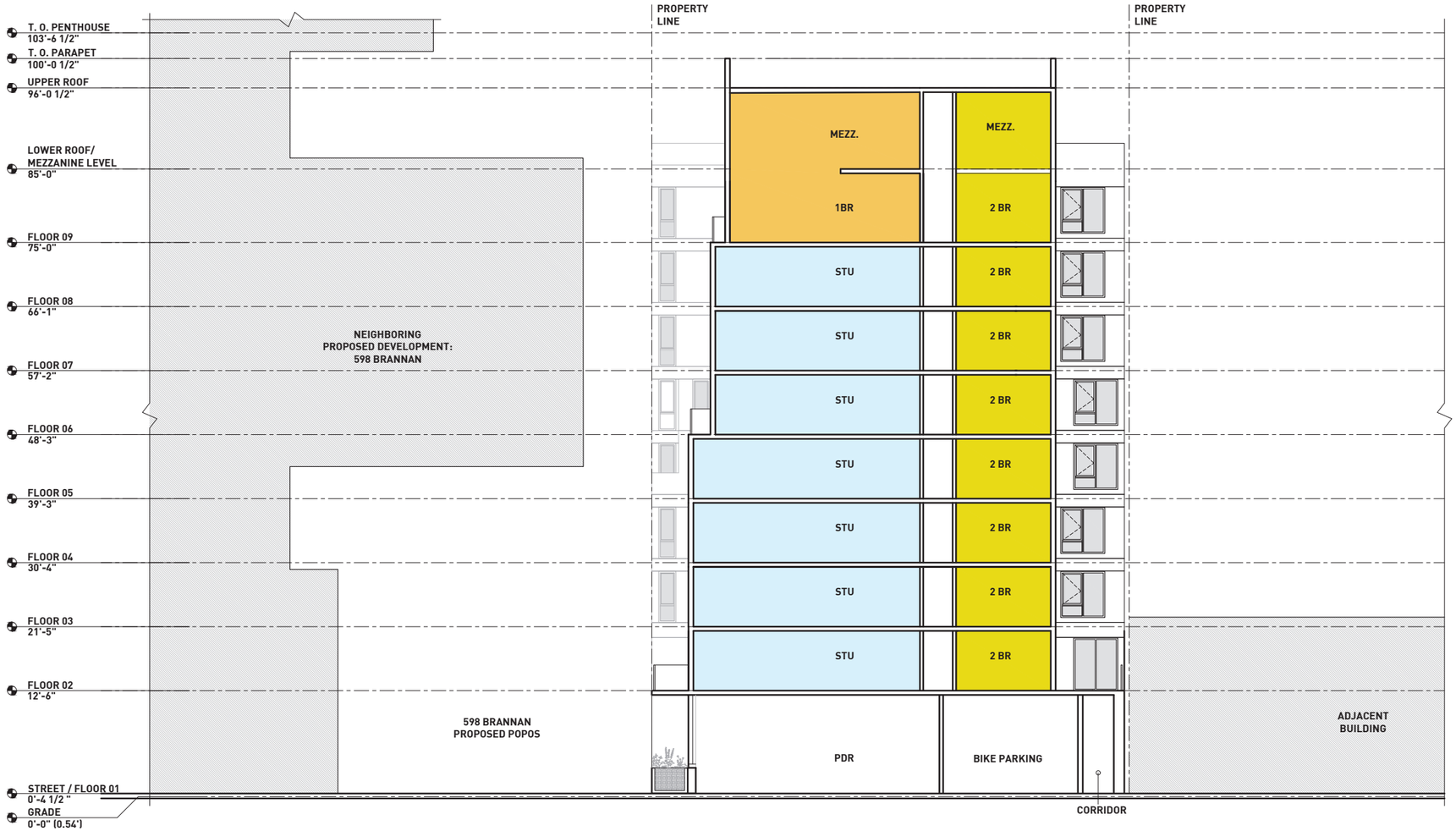
SECTIONS

A6.01



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SCALE: 1/8" = 1'
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SECTIONS

A6.02

PROJECT INFORMATION

PROJECT DESCRIPTION:

THE PROPOSED PROJECT IS LOCATED ON A MID-BLOCK PARCEL BETWEEN BRANNAN STREET AND FREELON STREET. THE PROJECT SPONSOR PROPOSES TO DEMOLISH A 2-STORY, 15,472 SF PDR BUILDING WITH 7 OFF-STREET PARKING SPACES AND APPROX. 80' OF CURB CUTS AND CONSTRUCT AN 13 STORY, MIXED-USE PROJECT CONSISTING OF 12 FLOORS OF RESIDENTIAL UNITS ALONG BRANNAN STREET OVER PDR.

PROPERTY INFORMATION:

ADDRESS	560 BRANNAN STREET, SAN FRANCISCO, CA 94107
APN	3777-044
BLOCK/LOT(S)	3777/044
PARCEL AREA	10,400 SQUARE FEET (SF)
ZONING DISTRICT(S)	MUG - MIXED USE - GENERAL
HEIGHT/BULK DISTRICT(S)	130-CS, 45-X
PLANNING AREA	CENTRAL SOMA

PLANNING DATA:

GROSS FLOOR AREA	
RESIDENTIAL USE	59,958 SF
PDR USE	15,672 SF
TOTAL	75,630 SF
BUILDING HEIGHT	130' ALONG BRANNAN ST, 45' ALONG FREELON ST (MAIN BUILDING MASS)
GROUND-FLOOR CEILING HEIGHT	17' (17' REQUIRED FOR PDR USE)
FLOOR AREA RATIO (FAR)	7.25 (NO LIMIT PER CENTRAL SOMA)
OFF-STREET PARKING	0 SF (NONE REQUIRED)
DWELLING UNIT DENSITY LIMIT	NO LIMIT

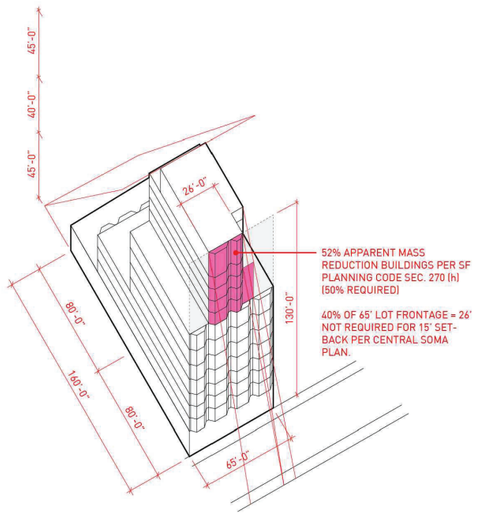
BUILDING DATA:

BUILDING USE:	MIXED-USE (HOUSING & GROUND FLOOR PDR)
OCCUPANCY TYPE:	U, R2, F
STORIES OF OCCUPANCY:	14

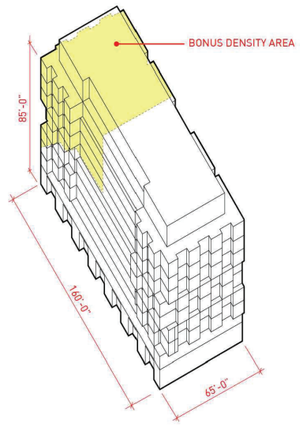
AREA SUMMARY

LEVEL	RESID. GFA	PDR GFA	TOTAL GFA
BASEMENT	0	6767	6767
FLOOR 01	0	8905	8905
FLOOR 02	8425	0	8425
FLOOR 03	8532	0	8532
FLOOR 04	8532	0	8532
FLOOR 05	5306	0	5306
FLOOR 06	5306	0	5306
FLOOR 07	5306	0	5306
FLOOR 08	5306	0	5306
FLOOR 09	2706	0	2706
FLOOR 10	2706	0	2706
FLOOR 11	2706	0	2706
FLOOR 12	2706	0	2706
FLOOR 13	2421	0	2421
TOTAL	59958	15672	75630

MASSING COMPARISON

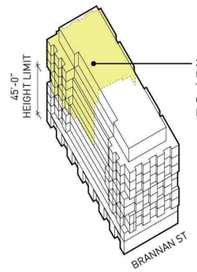


BASE PROJECT MASSING



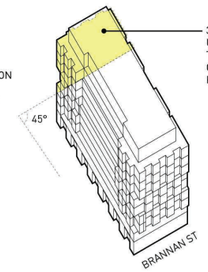
BONUS PROJECT MASSING

SDBL DIAGRAMS: SEE INDIVIDUALLY REQUESTED SDB SUPPLEMENTAL APPLICATION FOR COMPLETE LIST OF CONCESSIONS, INITIATIVES, AND WAIVERS.



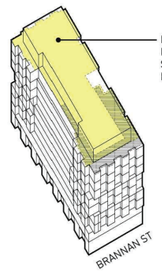
HEIGHT MEASUREMENT

THE BUILDING HEIGHT REQUIREMENT WILL ELIMINATE 40 UNITS TOTAL (= 21,804 SF RESIDENTIAL GFA)



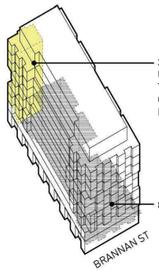
SUN ACCESS PLANE

THE SUN ACCESS PALNE REQUIREMENT WILL ELIMINATE 15 UNITS TOTAL (= 6,897 SF RESIDENTIAL GFA).



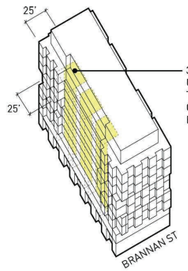
RESIDENTIAL OPEN SPACE

THE OPEN SPACE REQUIREMENT WILL ELIMINATE 3,604 SF LIVING AND SOLAR ROOF.



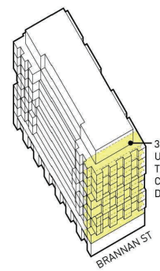
REAR YARD / LOT COVERAGE

THE RESIDENTIAL LEVEL LOT COVERAGE REQUIREMENT WILL ELIMINATE 8 2-BEDROOM UNITS TOTAL (= 4,006 SF RESIDENTIAL GFA).



UNIT EXPOSURE

THE SUN ACCESS PLANE REQUIREMENT WILL ELIMINATE 21 STUDIO UNITS (= 9,000 SF RESIDENTIAL GFA).



PERMITTED OBSTRUCTIONS

COMPLIANCE WITH PERMITTED OBSTRUCTIONS WOULD PHYSICALLY PRECLUDE 2,000 GFA

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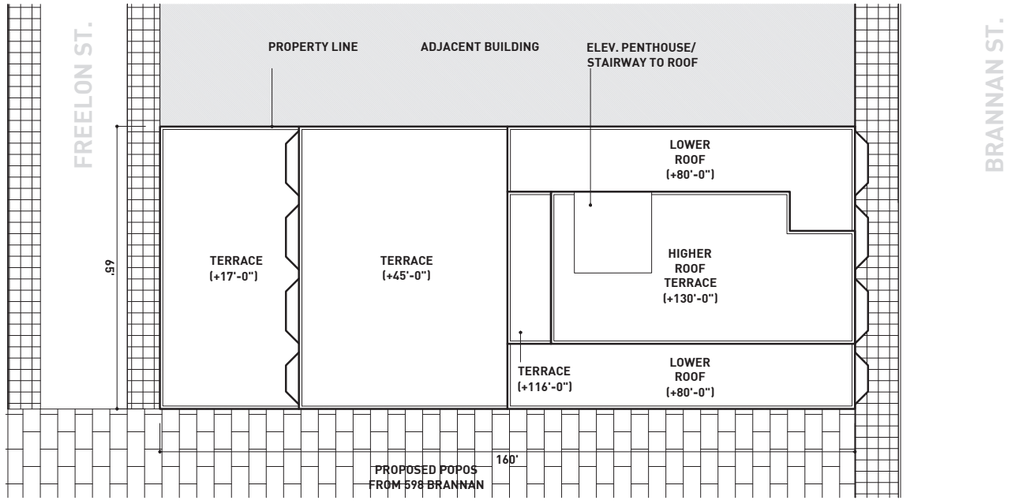
STAMP

SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

BASE SCHEME: PROJECT INFORMATION, GENERAL NOTES, PLANNING DIAGRAMS

X0.02



1 BASE SCHEME: PLOT PLAN

1/16" = 1'-0"

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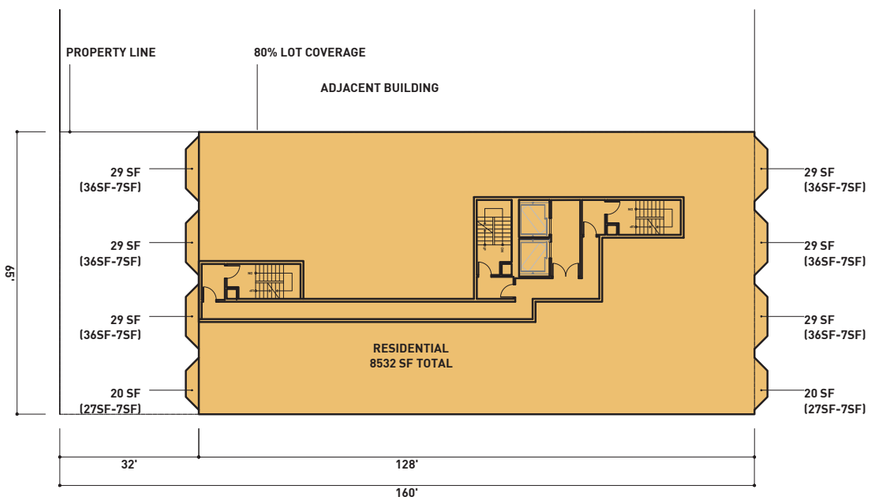
	LPA SUBMISSION REVISION 2	9/13/2021
	LPA SUBMISSION REVISION 3	10/5/2021

STAMP

SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

BASE SCHEME:
PLOT PLAN

X1.03



4 BASE SCHEME: FLOOR PLAN - FLOORS 03-04

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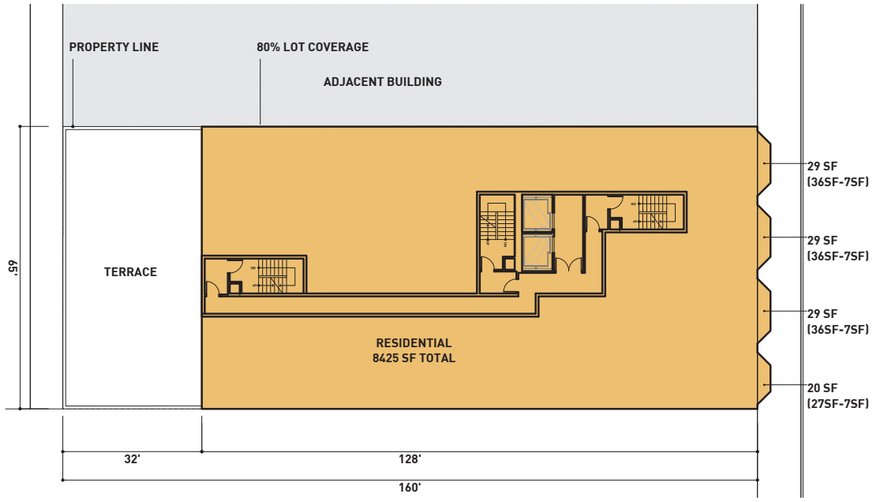

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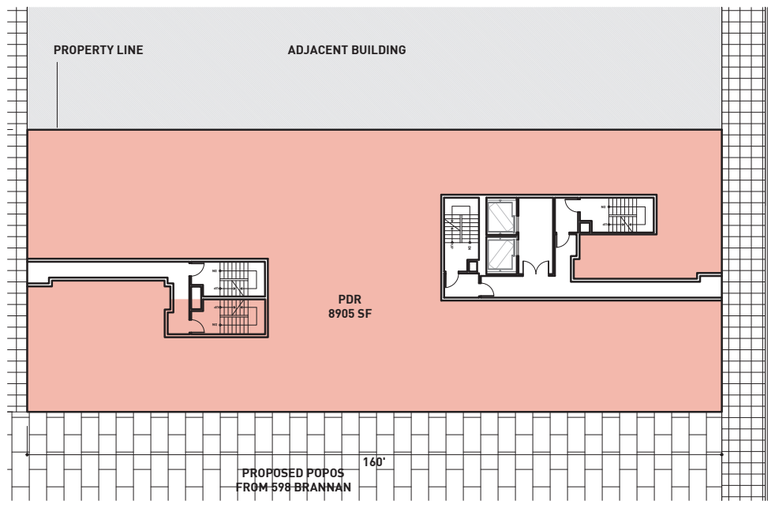

2 BASE SCHEME: FLOOR PLAN - STREET / FLOOR 01

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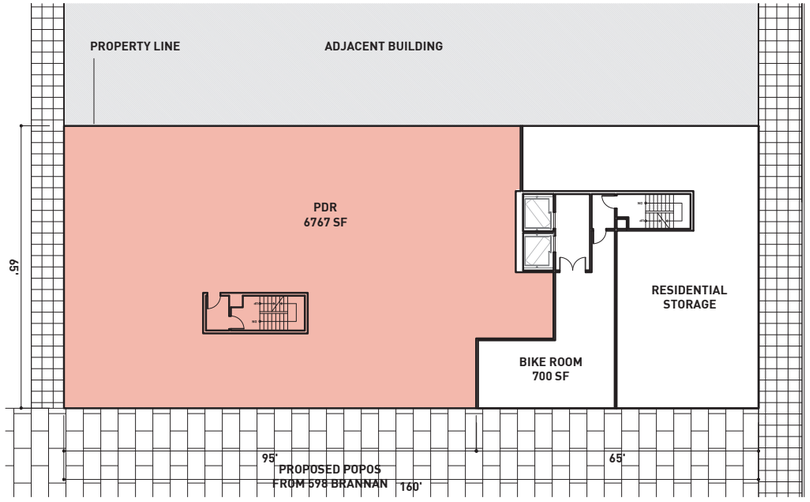

1 BASE SCHEME: FLOOR PLAN - BASEMENT

1/16" = 1'-0"

560
BRANNAN STREET
SAN FRANCISCO, CA

OWNER
560 BRANNAN, LLC
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

STRUCTURAL ENGINEER
TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

REV.	DESCRIPTION	DATE
	LPA SUBMISSION	5/1/2020
	LPA SUBMISSION REVISION 1	4/7/2021
	LPA SUBMISSION REVISION 2	9/13/2021
	LPA SUBMISSION REVISION 3	10/5/2021

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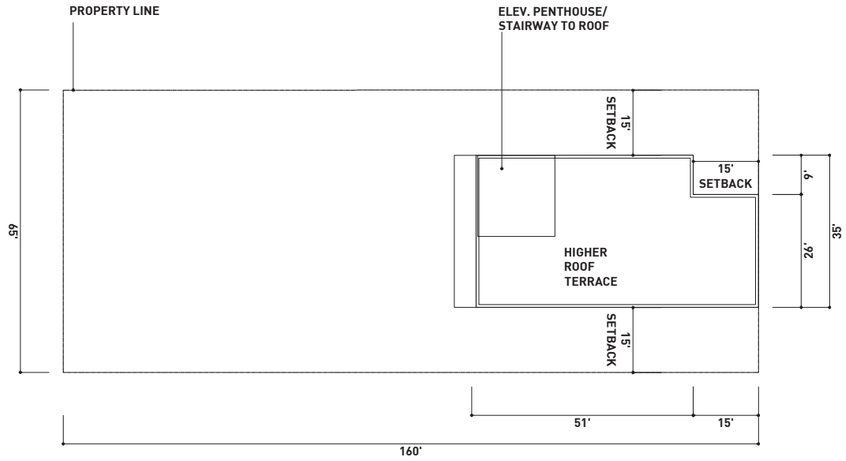
SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

BASE SCHEME:
FLOOR PLAN
BASEMENT - FLOOR 04

X2.01



4 BASE SCHEME: FLOOR PLAN - ROOF

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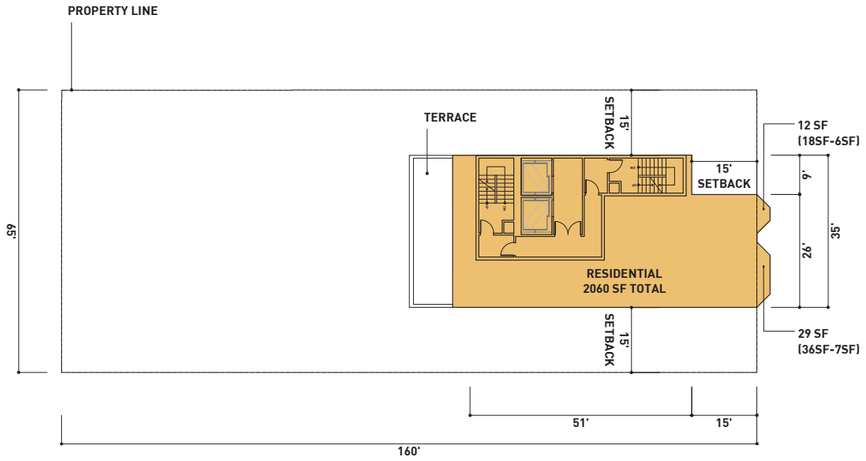

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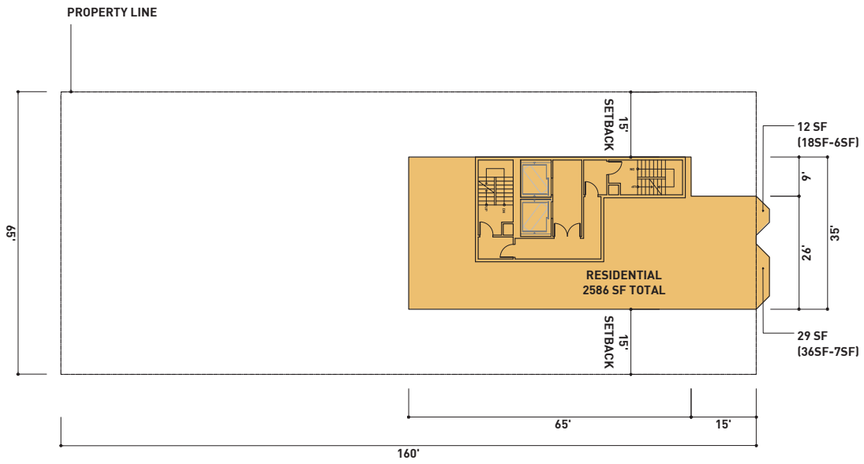

2 BASE SCHEME: FLOOR PLAN - FLOORS 09-12

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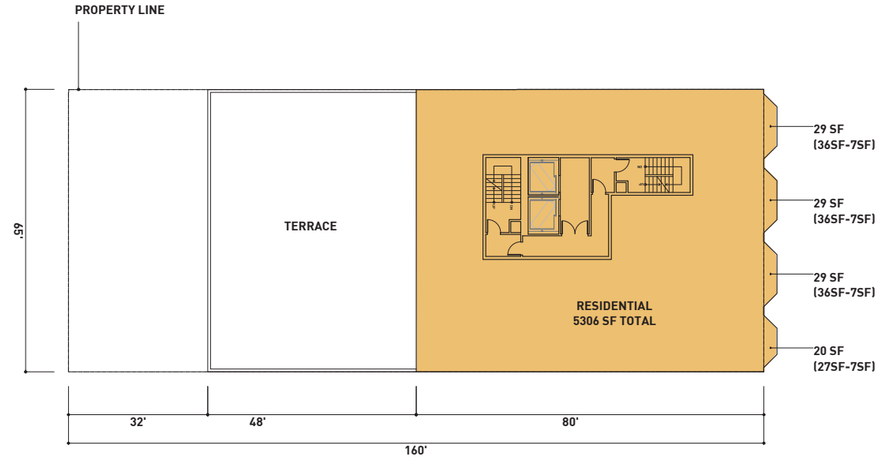

1 BASE SCHEME: FLOOR PLAN - FLOORS 05-08

1/16" = 1'-0"

560
BRANNAN STREET
SAN FRANCISCO, CA

OWNER
560 BRANNAN, LLC
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

STRUCTURAL ENGINEER
TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

REV.	DESCRIPTION	DATE
	LPA SUBMISSION	5/1/2020
	LPA SUBMISSION REVISION 1	4/7/2021
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	LPA SUBMISSION REVISION 3	10/5/2021

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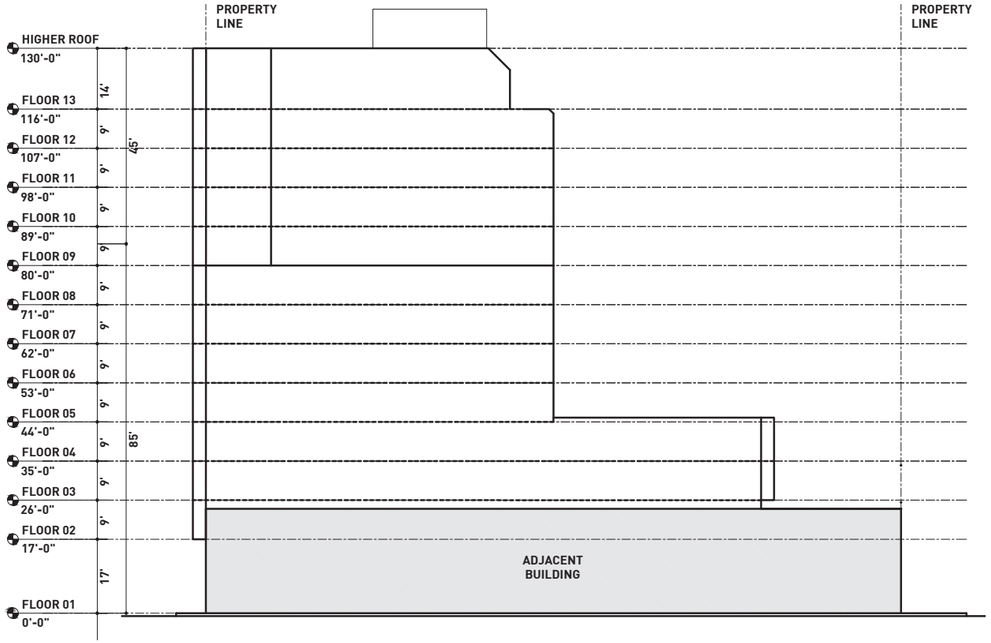
SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

BASE SCHEME:
FLOOR PLAN
FLOORS 05 - ROOF

X2.02



4 BASE SCHEME: EAST ELEVATION

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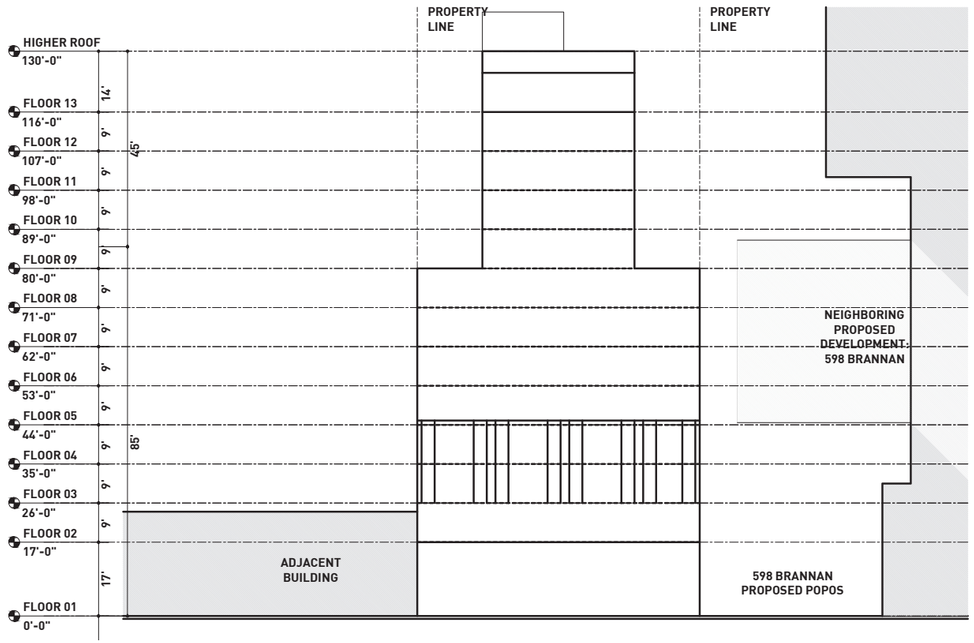

3 BASE SCHEME: NORTH ELEVATION

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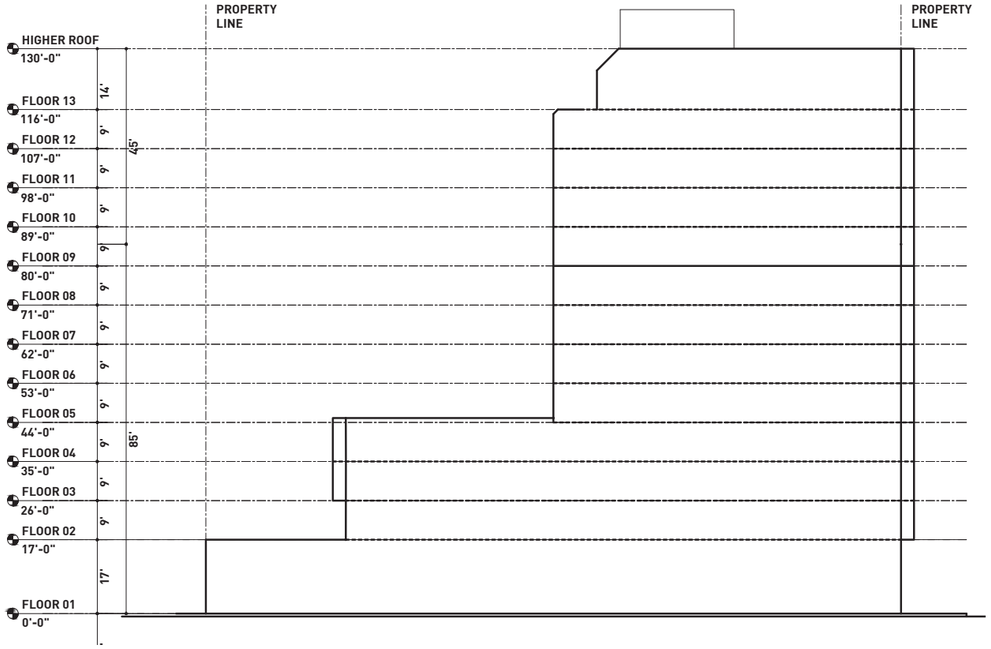

2 BASE SCHEME: WEST ELEVATION

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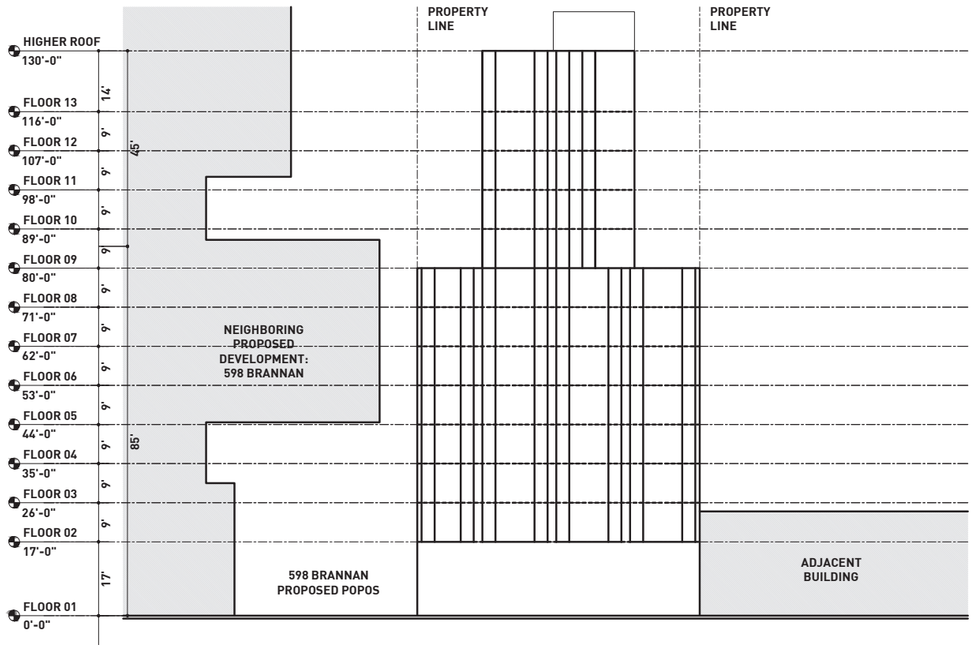

1 BASE SCHEME: SOUTH ELEVATION

1/16" = 1'-0"

560
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SAN FRANCISCO, CA

OWNER
560 BRANNAN, LLC
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
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STRUCTURAL ENGINEER
TBD

MEP ENGINEER
TBD

CIVIL ENGINEER
TBD

LANDSCAPE ARCHITECT
TBD

REV.	DESCRIPTION	DATE
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	LPA SUBMISSION REVISION 3	10/5/2021

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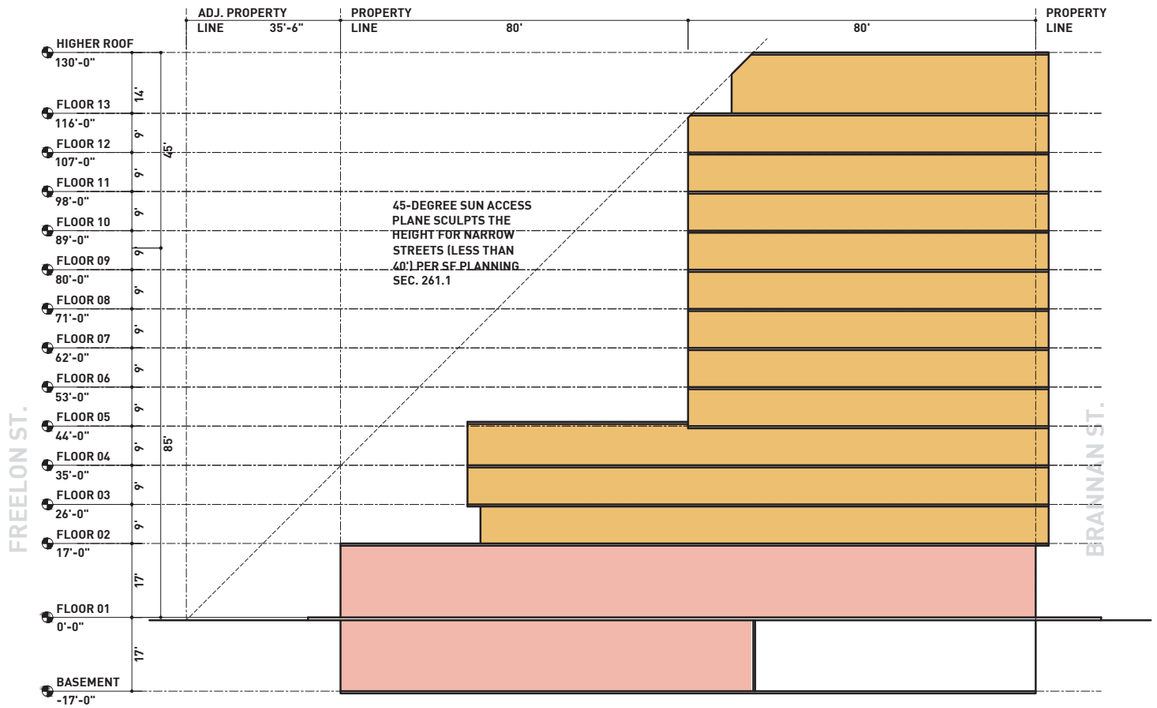
SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

BASE SCHEME: ELEVATIONS

X5.01



2 BASE SCHEME: SECTIONS

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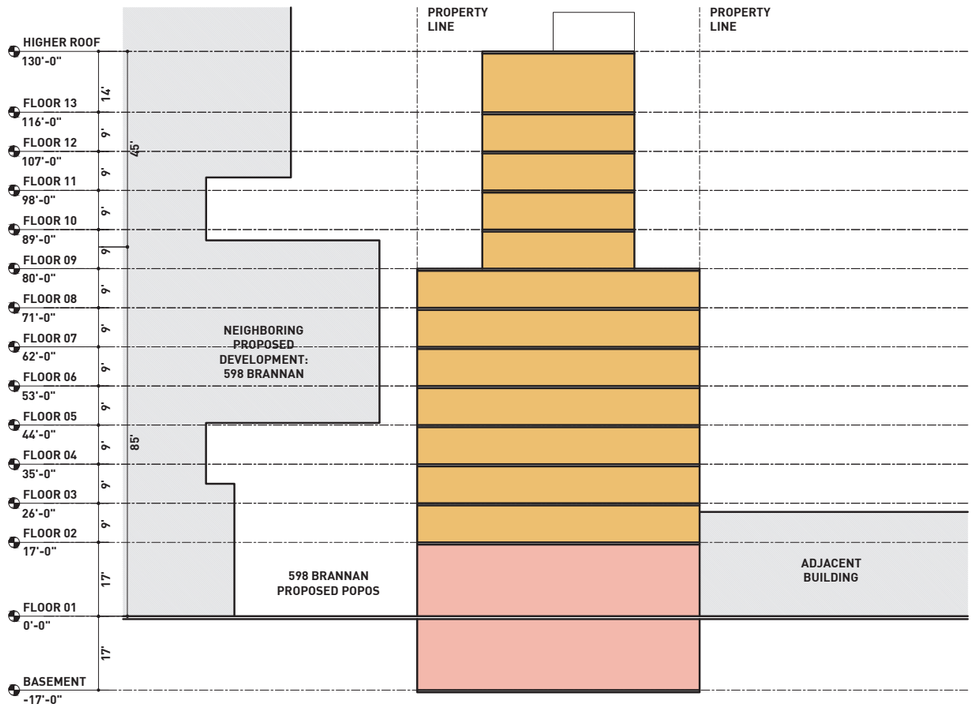

1 BASE SCHEME: SECTIONS

1/16" = 1'-0"

560
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SAN FRANCISCO, CA

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	LPA SUBMISSION REVISION 3	10/5/2021

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SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1903

BASE SCHEME: SECTIONS

X6.01

San Francisco Planning

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

CERTIFICATE OF DETERMINATION
COMMUNITY PLAN EVALUATION

Record No.:	2019-013276ENV, 560 Brannan Street
Zoning:	MUG (Mixed-Use General) Use District
	45-X and 130-CS Height and Bulk Districts
Plan Area:	Central SoMa
Block/Lot:	3777/044
Lot Size:	10,400 square feet
Project Sponsor:	Colum Regan, Aralon Properties, (415) 964-6169
Staff Contact:	Josh Pollak, josh.pollak@sfgov.org, (628) 652-7493

Project Description

The project site is a rectangular, 10,400 square-foot lot located mid-block on Brannan Street between Fourth and Fifth streets on the block bound by Bryant Street to the north, Fourth Street to the east, Brannan Street to the south and Fifth Street to the west. The project site is currently developed with a two-story 15,670-square-foot Production, Distribution and Repair (PDR) building with seven off-street parking spaces that was constructed in 1929. The proposed project would demolish the existing structure on site and construct a 97-foot tall (104 feet tall at the top of the elevator penthouse and mechanical equipment), nine-story mixed-use building with 5,750 square feet of ground level PDR and 120 dwelling units, consisting of 63 studio units, nine one-bedroom units, and 48 two-bedroom units, for a total of 86,270 gross square feet.

The proposed project would contain no car parking spaces and would have 111 bicycle parking spaces (105 interior in bike parking stalls [class 1 bicycle parking], and six exterior bicycle parking spaces [class 2]). The existing 35-foot-wide curb cut along Brannan Street would be removed, and the sidewalk would be widened to approximately 15 feet. Four street trees would be planted along Brannan Street. The existing 35-foot-wide curb cut along Freelon Street would be removed and replaced with a 12-foot-wide curb cut with a roll-up door that would provide one off-street loading space for PDR uses and for residential tenant move in/move out. The proposed project would be constructed over an 18-month period and would be supported by a mat foundation on drilled displacement columns extending to depths between 15 and 28 feet below ground surface. The project would also excavate to a depth of 2 feet over an area of 10,400 square feet, for a total excavation of 770 cubic yards of material.

Approval Action: Approval of the Large Project Authorization under planning code sections 329 and 840 by the planning commission is the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

Community Plan Evaluation Overview

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

This determination evaluates the potential project-specific environmental effects of the 560 Brannan Street project described above and incorporates by reference information contained in the programmatic EIR for the Central SoMa Plan (PEIR)[1]. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR.

Findings

As summarized in the initial study – community plan evaluation prepared for the proposed project (Attachment A)[2]:

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

2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Central SoMa PEIR;

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Central SoMa PEIR;

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

1 Planning Department Record No. 2011.1356E and State Clearinghouse No. 2013042070. Available at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10. Accessed November 2, 2021.

2 The initial study – community plan evaluation is available for review at the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. The file can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2019-013276ENV and then clicking on the "Related Documents" link.

3 San Francisco Planning Department, *Preliminary Project Assessment, 560 Brannan St, Case No. 2019-013276PPA*, September 2019.

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

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

CEQA Determination

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

Determination

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

Jessica Range for
Lisa Gibson
Environmental Review Officer

November 8, 2021
Date

Attachments

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

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

ATTACHMENT A

INITIAL STUDY - COMMUNITY PLAN EVALUATION

Record No.:	2019-013276ENV, 560 Brannan Street
Zoning:	MUG (Mixed-Use General) Use District 45-X and 130-CS Height and Bulk Districts
Plan Area:	Central SoMa
Block/Lot:	3777/044
Lot Size:	10,400 square feet
Project Sponsor:	Colum Regan, Aralon Properties, (415) 964-6169
Staff Contact:	Josh Pollak, josh.pollak@sfgov.org, (628) 652-7493

A. Project Description

The project site is a rectangular, 10,400 square-foot lot located mid-block on Brannan Street between Fourth and Fifth streets on the block bound by Bryant Street to the north, Fourth Street to the east, Brannan Street to the south and Fifth Street to the west (see Figure 1, Location Map, below). Immediately northwest of the project site is Freelon Street, an alley which terminates adjacent to the project site. The project site is currently developed with a two-story 15,670-square-foot Production, Distribution and Repair (PDR) building with seven off-street parking spaces that was constructed in 1929, and has two current tenants, a software developer and a software/hardware company. The project site contains approximately 70 feet of curb cuts, approximately 35 feet along Brannan Street and 35 feet along Freelon Street.

The proposed project would demolish the existing structure on site and construct a 97-foot tall (104 feet tall at the top of the elevator penthouse and mechanical equipment), nine-story mixed-use building with 5,750 square feet of ground level PDR and 120 dwelling units, consisting of 63 studio units, nine one-bedroom units, and 48 two-bedroom units, for a total of 86,270 gross square feet.

The proposed project would contain no car parking spaces and would have 111 bicycle parking spaces (105 interior in bike parking stalls [class 1 bicycle parking], and six exterior bicycle parking spaces [class 2]). The existing 35-foot-wide curb cut along Brannan Street would be removed, and the sidewalk would be widened to approximately 15 feet. Four street trees would be planted along Brannan Street. The existing 35-foot-wide curb cut along Freelon Street would be removed and replaced with a 12-foot-wide curb cut with a roll-up door that would

provide one off-street loading space for PDR uses and for residential tenant move in/move out. Section G at the end of this initial study shows a site plan, floor plans, a roof plan, elevations, and sections of the proposed project.

The proposed project would be constructed over an 18-month period and would be supported by a mat foundation on drilled displacement columns extending to depths between 15 and 28 feet below ground surface. The project would also excavate to a depth of 2 feet over an area of 10,400 square feet, for a total excavation of 770 cubic yards of material.

State Density Bonus

The proposed project is seeking approval under the Individually Requested State Density Bonus, described further below. This initial study evaluates the full scope of the proposed project under this program.

Under Government Code section 65915, the state density bonus law, cities are required to grant density bonuses, waivers from development standards,[1] and concessions and incentives[2] when a developer of a housing project of five or more units includes at least 5 percent of those units as housing units affordable to moderate, low, or very low income households (between 50 and 120 percent of area median income). The amount of the density bonus and the number of concessions and incentives varies depending on the percentage of affordable units proposed and the level of affordability; generally, however, state law requires that cities grant between 5 to 35 percent density bonus, and up to three concessions and incentives, if a developer provides between 5 and 40 percent affordable units.

Additionally, project sponsors are able to request waivers from development standards if the development standards physically preclude the project with the additional density or with the concessions and incentives. State law requires that rental units be affordable for a term of no less than 55 years, and that ownership units be affordable to at least the first buyer through a shared equity agreement. Local jurisdictions are required to adopt an ordinance implementing the state density bonus law; however, absent an ordinance, local jurisdictions are still required to comply with the law.[3] In 2017, the city codified the State Density Bonus Law as the Individually Requested State Density Bonus Program in planning code section 206.6. The proposed project's bulk and density are consistent with that permitted for the project site in combination with the use of the Individually Requested State Density Bonus Program in planning code section 206.6.

[1] "Development standard" includes a site or construction condition, including but not limited to a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation. (See Government Code section 65915(0)(1)).

[2] Concessions and incentives mean: (1) a reduction in site development standards or a modification of zoning requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with section 18901) of Division 13 of the Health and Safety Code, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable, financially sufficient, and actual cost reductions; (2) approval of mixed-use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located; or (3) other regulatory incentives or concessions proposed by the developer or the city, county, or city and county that result in identifiable, financially sufficient, and actual cost reductions. (See Government Code section 65915.)

[3] See Government Code section 65915 generally, specifically sections 65915(a), 65915(c)(1) and (2), and 65915(c).

San Francisco Planning

560 Brannan Street

Figure 1: Location Map

Project Approvals

The proposed 560 Brannan Street project would require the following approvals:

Actions by the Planning Commission

- Large Project Authorization, pursuant to planning code sections 329 and 840, to allow new construction greater than 50,000 square feet within the Central SoMa Special Use District.
- Individually Requested State Density Bonus (California Government Code sections 65915-65918) with up to two incentives/concessions and unlimited waivers for the following requirements: the incentives and concessions are for living roof (planning code section 149 and 249.78) and ground floor ceiling height (planning code sections 145.1 and 249.78); and the waivers to the development standards for setbacks and streetwall articulation (planning code section 132.4), residential open space (planning code sections 135 and 823), permitted obstructions (planning code section 136), dwelling unit exposure (planning code sections 140 and 249.78), PDR replacement (planning code sections 202.8 and 249.78), lot coverage (planning code section 249.78), height (planning code section 260), and narrow street and alley (planning code section 261.1).

Actions by the Planning Department

- Transportation Demand Management plan (planning code section 169).

Actions by other City Departments (issuing department noted in parentheses)

- Demolition and building permits (San Francisco Department of Building Inspection) for the demolition of the existing building and construction of the proposed project.
- Street and sidewalk permits (San Francisco Department of Public Works) for modifications to public sidewalks, street trees and curb cuts.
- Site Mitigation Plan approval per article 22A of the Health Code (Maher Ordinance) (San Francisco Department of Public Health)
- Enhanced Ventilation Proposal approval per article 38 of the Health Code (San Francisco Department of Public Health)

Approval Action

Approval of the Large Project Authorization under Planning Code sections 329 and 840 by the Planning Commission is the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

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. CEQA 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 560 Brannan Street project described above and incorporates by reference information contained in the programmatic EIR for the Central SoMa Plan Final Programmatic Environmental Impact Report (PEIR).[4] The following project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR:[5]

Project Specific Studies

Historical resources evaluation, part I	Wind analysis
Historical resources evaluation response	Geotechnical report
Archeology review	Phase 1 environmental site assessment
Greenhouse gas analysis checklist	Noise analysis

C. Project Setting

Site Vicinity

The parcels adjacent to the project site, on the block bounded by Bryant Street to the north, Fourth Street to the east, Brannan Street to the south, and Fifth Street to the west, are mostly within the CMUO District (Central SoMa-Mixed Use Office), with the exception of the project site, which is within the MUG District (Mixed Use-General), as is the parcel immediately adjacent to the east, a parcel close to Fourth Street, and a parcel near the intersection of Bryant and Fifth streets. The project site is located in the 130-CS height and bulk district along Brannan Street and in the 45-X height and bulk district along Freelon Street. The height and bulk districts vary throughout the block, with 160-CS Height and Bulk District west of the project site, and 45-X and 65-X height and bulk districts east of the project site. The center of the block includes a 50-X Height and Bulk District, and the northwest portion of the block includes parcels in the 130-CS Height and Bulk District. The block bounding the project site includes three separate alleys which terminate in the center of the block: Welsh Street, which has entrances on Fourth Street and Fifth Street, but is not a through street, and Freelon Street, which terminates along the northern edge of the project site.

Existing development within the project vicinity consist primarily of one-, two-, and three-story office, PDR, and mixed-use buildings. Along Brannan Street are primarily residential and office uses, and along Fifth Street are

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

[5] Project specific studies prepared for the 560 Brannan Street project are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2019-013276ENV and then clicking on the "Related Documents" link.

primarily parking, retail, and office uses. Immediately west and north of the project site is the 598 Brannan Street project, which is currently under construction. The 598 Brannan Street project is on a 4.5-acre site and is constructing four 7- to 13-story buildings totaling approximately 1,060,000 gross square feet. Three of the buildings will include a total of approximately 923,000 square feet of office space, approximately 60,000 square feet of ground-floor retail and PDR space, and approximately 5,600 square feet of childcare space. The fourth building will include a total of approximately 72 residential units and 4,900 square feet of ground-floor retail and PDR space. Parking will be provided within two, single-level below-grade parking garages with a total of approximately 200 vehicle parking spaces serving the office, retail, and/or PDR uses. The 598 Brannan Street project will include a total of about 59,000 square feet of open space, consisting of a 39,660-square-foot city-owned park that will be open to the public at the center of the site and approximately 19,335 square feet of privately-owned public open space located throughout the site. Construction of the project is expected to take approximately two years and would be expected to overlap with construction of the proposed project.

In the vicinity of the project site, San Francisco Municipal Railway (Muni) route 8-Bayshore operates along Fourth Street, as does route 30-Stockton and 45 Union/Stockton, and route 47-Van Ness operated[6] on Bryant and Fifth streets.

Cumulative Setting

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the "list-based approach" and the "projections-based approach". The list-based approach uses a list of projects producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific analysis employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being analyzed. The cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects) uses the list-based approach. The following is a list of reasonably foreseeable projects within the project vicinity (approximately one-quarter mile) that are included (see Figure 2, Cumulative Projects, below):

- 505 Brannan Street (Case No. 2015-009704ENV): the proposed project is a vertical addition to an office building approved by the Planning Commission on December 11, 2014 (2012.1187BCX). The proposed project would consist of up to 165,000 square feet of office space on 11 floors above the six-story base project. The combined buildings (proposed project over existing base project) would have a height of 240 feet.
- 424 Brannan Street (Case No. 2019-020057ENV): the proposed project would construct two buildings on a property currently used as an off-street parking facility. The first building at 298 Ritch Street would be a seven-story mixed-used building with 47,090 square feet of office space and ground-level PDR use. The second building at 258 Ritch Street would consist of a seven-story mixed-use building with 47,520 square feet of office space and ground-level PDR uses.

[6] The 47-Van Ness route has been temporarily suspended due to COVID-19. More information is available at: https://www.sfmta.com/routes/47-van-ness-suspended.

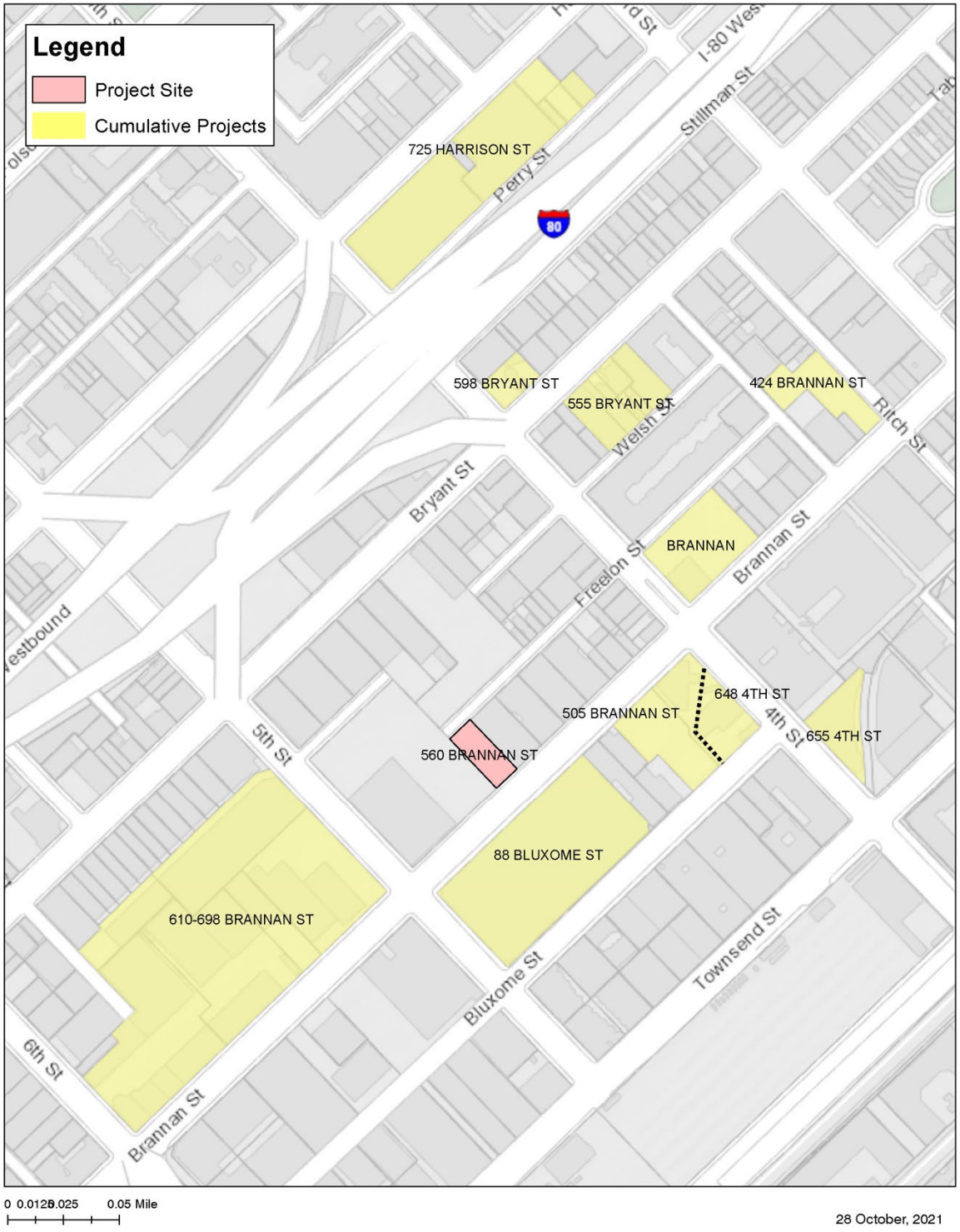


Figure 2: Cumulative Projects within one-quarter mile of the 560 Brannan Street Project Site

- 490 Brannan Street (Case No. 2020-005610ENV): the proposed project would demolish the existing commercial building and construct a 12-story, 185-foot-tall mixed-use building with ground-level and mezzanine art-focused PDR, ground-level retail sales and service, office space in the base and on the upper floors. The proposed new building would include 269,300 square feet of tenant office space.
- 610-698 Brannan Street (Case No. 2015-004256ENV): the proposed project would demolish the existing Flower Mart warehouse buildings and associated surface parking lots on six lots and would construct three new mixed-use buildings. The buildings would include a total of 2,061,380 square feet of office uses, 47,590 square feet of retail use, a 22,690-square-foot child-care facility, and a 950-square-foot community facility. The project would also provide 41,229 square feet of privately-owned public open space (POPOS), 506 off-street parking spaces, 9 freight loading spaces and 575 bicycle spaces (515 class 1, 60 class 2).
- 725 Harrison Street (Case No. 2005.0759E): the project was initially approved December 2019, and will construct a 14-story, 185-foot-tall office building with ground floor retail, PDR, a childcare facility, and will dedicate a 15,000 square foot parcel for future development of an approximately 85-foot-tall building with 144 affordable housing units. The proposed revised project would incorporate an additional parcel at 759 Harrison Street, adding approximately 30,000 square feet of office space, 200 square feet of PDR, and 6 bicycle spaces.
- 555 Bryant Street (Case No. 2021-000947PRJ): the proposed project would construct a 60-foot-tall mixed-use residential building with 500 dwelling units, 20,605 square feet of PDR use space, 125 accessory parking spaces, and 202 class 1 and 27 class 2 bicycle parking spaces.
- 598 Bryant Street (Case No. 2018-014043ENV): the proposed project would demolish an existing gas station and construct a new 25-story mixed-use residential building, 260 feet in height with 353 dwelling units and 5,650 square feet of PDR.
- 655 Fourth Street (Case No. 2014-000203ENV): the proposed project would demolish three existing structures and associated parking lots and construct two new towers 360 and 400 feet in height containing approximately 960 units of residential, 38 rooms of hotel area, 21,840 square feet of office and approximately 20,938 square feet of ground floor retail space. The project will provide 3 below grade levels with 264 parking spaces, 12 car share spaces, 8 loading spaces and residential amenity space.
- 648 Fourth Street (Case No. 2015-003880ENV): the proposed project would demolish two existing commercial buildings and a general advertising billboard and construct a 350-foot-tall residential tower with 427 units, and 3,170 square feet of ground floor commercial space.
- 88 Bluxome Street (Case No. 2015-012490ENV): the proposed project would demolish the Bay Club SF Tennis Building and construct three new building components: West Component, East Component and Community Center/Affordable Housing Component. These three components would be constructed over a podium with two basement levels (with two mezzanines), extending down to approximately 65 feet below-grade. The project would contain approximately 1,197,290 gross square feet, including: 775,000 square feet of office, 134,460 square feet of private recreation center (tennis club), 29,690 square feet of community recreation, 16,590 square feet of retail, 8,080 square feet of PDR, and 4,630 square feet of childcare. The final project may or may not include the tennis club component.

- Fifth Street Improvement Project: This project 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 (this project is not shown on Figure 2).

D. Summary of Environmental Effects

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

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

E. Evaluation of Environmental Effects

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

This initial study checklist evaluates whether the environmental impacts of the proposed project are addressed in the Central SoMa PEIR, certified on May 10, 2018.[7] This initial study checklist provides a project-specific and cumulative analysis of environmental effects to determine whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the Central SoMa PEIR; or (3) are previously identified significant effects that, as a result of substantial new information that was not known at the time that the Central SoMa PEIR was certified, are determined to have a greater adverse impact than discussed in the Central SoMa Plan PEIR. Such impacts, if any, will be evaluated in a project-specific mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Central SoMa PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183. As discussed below in this initial study checklist, the proposed project would

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

not result in new, significant environmental effects, effects that are peculiar to the project site, or effects of greater severity than were already analyzed and disclosed in the Central SoMa PEIR.

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

CEQA Section 21099

In accordance with CEQA section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets the following three criteria:

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[8]

E.1 Land Use and Land Use Planning

Central SoMa PEIR Land Use and Planning Findings

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

The Central SoMa PEIR determined that adoption of the Central SoMa Plan would result in a significant unavoidable Plan-level and cumulative-level impact related to land use and planning because it would conflict with the City's general plan environmental protection element policies related to noise.[9] Specifically, implementation of the Plan would generate significant traffic-related noise on Howard Street under the two-way option for Howard and Folsom streets. In addition, the Plan would contribute to a cumulative impact related to traffic noise on several street segments in the Plan Area, including the blocks of Fourth and Fifth streets between Brannan and Bryant streets. Such an increase would exceed the noise standards in the general plan's environmental protection element and therefore conflict with the general plan policy 9.6 related to modifying streets in a way that increases traffic noise. Implementation of Central SoMa PEIR Mitigation Measure M-NO-1a,

[8] San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 560 Brannan Street, December 2020.

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

Transportation Demand Management for New Development Projects[10] which requires transportation demand management for new development projects, would substantially reduce traffic noise, but not to a less-than-significant level. In addition, Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses, would be required to ensure that noise generating uses are appropriately sited to reduce noise-related impacts to a less-than-significant level.

Project Analysis

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

E.1.a) The proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access; it would result in the construction of a new building within established lot boundaries. The proposed project would not alter the established street grid or permanently close any streets or sidewalks. Rather, the project proposes to widen the Brannan Street sidewalk along the project frontage by 15 feet, facilitating pedestrian movement through the area. Therefore, the proposed project would not physically divide an established community.

E.1.b) The proposed project is consistent with the development density established in the Central SoMa Plan Area[11] and must be compliant with all applicable regulations and therefore would not cause a significant physical environmental impact due to a conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project's physical impact with respect to traffic-related noise is evaluated in section E.6 (Noise) below.

Cumulative Analysis

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

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

[11] San Francisco Planning Department, *Preliminary Project Assessment, 560 Brannan St, Case No. 2019-013276PPA*, September 2019.

Conclusion

The proposed project would not result in a significant project-level land use impact and would not result in a more severe cumulative land use impact than already disclosed in the Central SoMa PEIR. Therefore, the proposed project would not result in significant physical environmental land use impacts not already disclosed in the Central SoMa PEIR.

E.2 Population and Housing

Central SoMa PEIR Population and Housing Findings

A principal goal of the Plan is to accommodate anticipated population and job growth consistent with regional growth projections, and to support a greater mix of uses while also emphasizing office uses in designated portions of the Plan Area. The Central SoMa PEIR found that the development projects that could be proposed and approved pursuant to the zoning controls would accommodate population and job growth already identified for San Francisco, and projected to occur within city boundaries and, thus, would not induce substantial population growth.[12] The environmental effects of population and job growth resulting from the Plan are addressed in the PEIR and its initial study.

The Central SoMa PEIR stated that the estimated housing demand resulting from Plan-generated employment would be accommodated by increases in housing supply, primarily within the Plan Area and elsewhere in San Francisco, and development under the Plan would not generate housing demand beyond projected housing forecasts. Office and other non-residential development would be required to pay in-lieu fees pursuant to the jobs-housing linkage program. Therefore, effects of the Plan related to population and housing would be less than significant.[13]

Project Analysis

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

E.2.a) The proposed project would demolish the existing building and construct a mixed-use 120 dwelling unit building with 5,640 square feet of PDR uses. Based on the size of the commercial space, it would employ a total of

[12] Central SoMa PEIR, Appendix B, p. 84.

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

10 employees. Based on the average household size of 2.36[14] and number of units, the proposed project would increase new residents by 283.

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017.[15] ABAG's growth projections anticipate that by 2040 San Francisco will have a population of 1,169,485 persons and 872,500 employees,[16] which is consistent with the housing element and other adopted plans.

The project's 120 units and 5,640 square feet of commercial space would contribute to growth that is projected by ABAG. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas*, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Eastern Neighborhoods priority development area; thus, it would be implemented in an area where new population growth is both anticipated and encouraged.

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

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

Cumulative Analysis

The cumulative context for the population and housing topic is the City and County of San Francisco. The proposed project would provide housing units and commercial space that would result in increases in population (households and jobs). As discussed above, ABAG projects that by 2040 San Francisco will have a population of 1,169,485 and 872,500 employees.[17] According to 2019 census information (based on 2018 data) San Francisco's population is 881,549 with 673,488 employees. As of the fourth quarter of 2020, approximately 72,414 net new housing units are in the development pipeline, i.e., are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects.[18] Conservatively

[14] U.S. Census Bureau, San Francisco County, California, Families and Living Arrangements, Households, 2014-2018. Available online at: https://www.census.gov/quickfacts/sanfranciscocountycalifornia, Accessed September 30, 2020.

[15] The analysis in this section is based on Plan Bay Area 2040. Plan Bay Area 2050 was adopted on October 21, 2021, shortly before publication of this document.

[16] Metropolitan Transportation Commission and Association of Bay Area Government, Plan Bay Area 2040: Projections 2040: Forecasts for Population, Household and Employment for the Nine County San Francisco Bay Area Region. November 2018. This document is available online at: http://projections.planbayarea.org/. Accessed October 15, 2021.

[17] Ibid.

[18] Data SF. SF Development Pipeline 2020 Q4. Available online at: https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2020-Q4/wjie-z8kp. Accessed October 26, 2021.

assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline (which includes the proposed project) would accommodate an additional 72,414 households, or an increased population of approximately 170,897 people.[19] The pipeline also includes projects with land uses that would result in an estimated 73,288 new employees.[20] As shown in Table 1, below, cumulative household and employment growth is below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with citywide development would not result in significant cumulative environmental effects associated with inducing unplanned population growth or displacing substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere.

Table 1: Citywide Development Pipeline Projections as Compared to ABAG Projections to 2040

Data Source	Households/Units	Population/Residents (assumes 2.36 persons/household per Census Data)	Employees
2020 Q4 Development Pipeline	72,414 Units	170,897	73,288
2019 Census	N/A	881,549	673,488
Cumulative Total Population/Jobs	N/A	1,052,446	746,776
ABAG 2040 Projections	N/A	1,169,485	872,500
Pipeline Development within ABAG 2040 Projection? (Y/N)		**Y**; Cumulative development within planned growth	**Y**; Cumulative development within planned growth

[1] References to information presented in this table are included in the text above.

Conclusion

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

E.3 Cultural Resources

Central SoMa PEIR Cultural Findings

Historical Architectural Resources

Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historic architectural resources are buildings, structures, objects, sites, and districts that are listed, or are eligible for listing, in the California Register of Historical Resources (California Register) or are identified in a local register of historical resources, such as articles 10 and 11 of the San Francisco Planning Code. As discussed in the Central SoMa PEIR, in 2013 the planning

[19] Population is estimated based the total number of housing units in the pipeline multiplied by the citywide average persons per household from the U.S. Census for San Francisco County, currently 2.36 persons per household.

[20] Data SF. SF Development Pipeline 2020 Q4. Available online at: https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2020-Q4/wjie-z8kp. Accessed October 28, 2021.

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

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

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

Archeological Resources

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

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

Project Analysis

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

E.3.a) Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code.

The proposed project would demolish the existing building at the project site. A historic resource evaluation was prepared to evaluate the potential significance of the building,[21] and the planning department prepared a historic resource evaluation response,[22] which concurs with the conclusions of the historic resource evaluation. The building was constructed in 1929 and designed in a modest utilitarian style and features a T-shape plan built on a concrete slab foundation. The building is wood-frame construction, and the rear addition is constructed of concrete masonry units. The primary façade has frontage on Brannan Street, is clad in smooth fiber cement siding, and terminated in a stepped parapet with metal coping at the roofline. The secondary façade faces the surface parking lot on the adjacent parcel. A large rear addition constructed approximately between 1950 to 1970 comprised the north end of the façade, which terminates in parapets with metal coping at the roofline.

According to the 1887 Sanborn map, the Becker & Dillman Furniture Factory occupied the subject property. The three-story factory housed machinery, sawing, and milling on the first floor, cabinet work on the second floor, and furnishing and finishing on the third floor. The building, which was sited at the north end of the subject property with frontage on Freelon Street, was surrounded by associated lumber yards. There was also a saloon located at the southwest corner of the property in a separate building.

[21] Environmental Science Associates, Historic Resource Evaluation Report Part I, 560 Brannan Street, San Francisco, California, September 2020.

[22] San Francisco Planning Department, Part I Historic Resource Evaluation Response, Record No. 2019-013276ENV, November 5, 2020.

By 1899, the factory had been replaced by a larger, two-story planing mill belonging to W.J. Little & Co. and addressed 560 Brannan Street. The saloon remained in operation. On April 18, 1906, San Francisco suffered widespread destruction following an earthquake and numerous subsequent fires. The destruction encompassed the entire downtown and SoMa neighborhoods, including the subject block. By 1913, Niehaus & Co. had expanded its adjacent lumber operations to occupy the entire subject property. According to assessor data, the subject building was constructed in 1929 as the Brannan Street Planing Mill, and it appears to have replaced all earlier buildings associated with E.F. Niehaus & Co. on the subject property.

The historic resource evaluation examined the individual significance of 560 Brannan Street based on the field survey and archival research and follows California Register Criteria 1 through 3. Under Criteria 1, as the building was constructed in 1929, and is not associated with the reconstruction efforts following the 1906 Earthquake and Fire, and research did not identify a significant association with any event that contributed to broad patterns of local history, and the Brannan Street Planing Mill was not found to play a prominent role in the lumber/millwork industry, the building does not appear to be eligible for listing. Under Criteria 2, as no prominent individuals are known to be associated with the subject property, the building does not appear to be eligible for listing. Under Criteria 3, as the building has been extensively altered, it is no longer a good example of a historic-age, two-story industrial building in SoMa, and does not appear to be the work of a master designer or craftsman, the building does not appear eligible for listing. As such, the subject property would not be considered a historical resource for the purposes of CEQA.

Because the subject property and properties in the immediate vicinity are not part of an eligible or adopted historic district identified in the SoMa Historic Resource Survey (adopted in 2011) or the Central SoMa Historic Resources Survey (adopted in 2016), the surrounding area is not considered a potential historic district. Therefore, upon completion of construction of the proposed building, the project would not contribute to the significant historic resource impact identified in the Central SoMa PEIR. During construction, the proposed project could result in damage to adjacent potentially historic resources, as discussed below.

Vibratory equipment, including a large bulldozer, would be used during construction of the proposed project. The northeastern property line is shared with the adjacent building at 552 Brannan Street, and the use of vibratory-generating equipment could generate ground-borne vibration that may result in building damage. The building adjacent to the project site at 552 Brannan Street was constructed in 1923 and is a potential historic resource. The building is within the area reviewed in the South of Market Area Historic Resource Survey[23] and was given a status code of 7R, which means the building was not evaluated. Therefore, the building at 522 Brannan Street is age-eligible for historic status and given that vibratory equipment would be required during construction that could result in building damage, the proposed project's construction activities would result in a significant impact to adjacent historic resources. Central SoMa Mitigation Measures M-CP-3a: Protect Historical Resources from Adjacent Construction Activities and M-CP-3b: Construction Monitoring Program for Historical Resources would apply to the proposed project's construction activities. These mitigation measures have been incorporated into the project as Project Mitigation Measure 1, Protect Structures from Adjacent Construction Activities and Project Mitigation Measure 2, Construction Monitoring Program for Historical Resources. These mitigation measures require that the project sponsor implement all feasible measures to avoid damage to the building, establish vibration limits not to be exceeded based on the condition of the building, monitor vibration levels during

[23] San Francisco Planning Department, *South of Market Area Historic Resource Survey,* Available: https://sfplanning.org/resource/south-market-historic-resource-survey-map. Accessed: October 29, 2021.

construction, and repair any vibration-related damage. With implementation of the mitigation measure, construction vibration effects on historic resources would be less than significant.

E.3.b) As required by Central SoMa PEIR Mitigation Measure M-CP-4a, a project-specific preliminary archeological assessment was conducted for the proposed project. The results of this assessment are described in this section. The proposed project would involve excavation to approximately two feet below ground surface. Based on the geotechnical investigation,[24] a mat foundation was recommended, which would be on improved soils with drilled displacement columns that extend into the Colma Formation and weathered bedrock, which were encountered at depths ranging from about 15 to 28 feet below ground surface. Therefore, the proposed project could require ground disturbance to a depth of 28 feet.

The Citywide Prehistoric Resources Sensitivity Model[25] identifies the project parcel as having very high surface and buried archeological resource sensitivity. The sensitivity for submerged resources is low because the shoreline of the Bay inundated the project parcel between 6,000 and 8,000 years ago. By the mid-19th century, the western half of the project site was within Sullivan's Marsh and the eastern half was submerged in the shallow waters of Mission Bay.

The 1853 United States Coast Survey (USCS) map shows the project site straddling the shoreline of the Mission Bay and the landside of the project site is undeveloped. The 1857 USCS shows that Mission Bay had been filled along the Brannan Street alignment and the majority of the project site had been filled. The 1869 USCS, 1874 Turnbull, and 1884 USCS map show the project site as vacant, but the project block had been laid out by the 1880s. The 1887 Sanborn map indicates that the project block had been developed with the three-story wood frame Becker and Billman Furniture Factory, lumber yard, and a one-story saloon. The 1889 and 1905 Sanborn maps show a one-story salon with a rear outbuilding at 562 Brannan St and a 2-story W.J. Little & Co General Mill Works at 560 Brannan.

In 1902, a fire caused extensive damage to the adjacent Edward F. Niehaus & Co., a hardwood supplier located at 565 Brannan Street since 1900. The area was likely destroyed during the 1906 fire and earthquake. By 1913, Niehaus & Co. had expanded its adjacent lumber operations to occupy the entire subject property, replacing all earlier buildings. Their lumber yard consisted of two one-story storage buildings on the north side of the project site. According to assessor data, the subject building was constructed in 1929 as the Brannan Street Planing Mill, and it appears to have replaced all earlier buildings associated with E.F. Niehaus & Co. on the subject property.

The proposed foundation and elevator work could impact archeological historic resources or redeposited prehistoric resources in the fill, which is likely disturbed native soil with some component of sand pushed onto the site from the dunes inland. The drilled displacement columns would extend through the fill, marsh, and alluvium, into the Colma layer. The marsh and alluvium have the potential to contain in situ prehistoric resources. Therefore, the project's construction activities would have the potential to encounter archaeological resources, resulting in a significant impact. To address this significant impact, archeological testing is required by Project Mitigation Measure 3, Archeological Testing (implementing Central SoMa PEIR Mitigation Measure M-CP-4a, Project-Specific Preliminary Archeological Assessment). This mitigation measure would require the project sponsor to retain the

[24] Rockridge Geotechnical, Preliminary Geotechnical Report Proposed Mixed-Use Building 560 Brannan Street, San Francisco, California, Project No. 20-1837, April 14, 2020.

[25] Meyer, Jack and Paul Brandy, GeoArcheological Assessment and Site Sensitivity Model for the City and County of San Francisco, California. Report prepared by Far Western for the Environmental Planning Division of the San Francisco Planning Department, 2019.

services of an archeologist from the department's qualified archeological consultants list to develop and implement an archeological testing plan. In the event that significant archeological resources are discovered, preservation in place of the resource or implementation of a data recovery and/or a public interpretation program is required. Therefore, the significant information that the archeological resource(s) provides would either be preserved or documented. With implementation of Project Mitigation Measure 3, the proposed project would have a less-than-significant impact on archaeological resources.

E.3.c) Archeological resources may include human burials. Human burials outside of formal cemeteries often occur in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials is addressed above under E.3.b. The project's construction activities would have the potential to encounter human burials, resulting in a significant impact. Implementation of Project Mitigation Measure 3 would reduce this impact to less than significant by requiring the appropriate treatment of human remains in the event remains are encountered. Furthermore, the treatment of human remains and of funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner) and, in the event of the coroner's determination that the human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant.[26]

Cumulative Analysis

As discussed above, the proposed project would result in ground-borne vibration during construction that could cause building damage to the adjacent building located at 552 Brannan Street (a potential historic resource), which would be a significant impact. This impact would be reduced to a less-than-significant impact with implementation of Project Mitigation Measures 1 and 2. However, as described below in Topic E.6 (Noise), vibration impacts are highly localized and site-specific, and do not combine with vibration from cumulative projects to create a cumulative vibration impact. Therefore, cumulative impacts to historic resources from construction vibration would be less than significant.

The cumulative context for archeological resources and human remains is generally site specific and limited to the immediate construction area. However, the 598 Brannan Street project is adjacent to the project site, currently under construction, and would be built over a period of 68 months of construction over three phases. There is a potential for the proposed project and the 598 Brannan Street project to impact a buried archeological resource during project construction, which would result in a significant cumulative impact and the proposed project's contribution to this impact would be cumulatively considerable. Implementation of Project Mitigation Measure 3 would require the coordination of archeological data recovery investigations in cases where the same resource has been or is being affected by the proposed project and the 598 Brannan Street project. With implementation of Project Mitigation Measure 3, the proposed project's contribution to this cumulative impact would be reduced to a less than significant level.

Conclusion

Impacts from the proposed project to historic resources and archeological resources would be mitigated to less-than-significant levels with implementation of mitigation measures identified in the Central SoMa PEIR. The

[26] California Public Resources Code section 5097.98

project sponsor has agreed to implement Project Mitigation Measures 1, 2, and 3. Therefore, the proposed project would not result in significant impacts on cultural resources that were not identified in the Central SoMa PEIR.

E.4 Tribal Cultural Resources

Central SoMa PEIR Cultural Findings

Based on discussions with Native American tribal representatives in San Francisco, prehistoric archeological resources are presumed to be potential tribal cultural resources. The PEIR identified a potentially significant impact to tribal cultural resources as a result of Plan implementation and identified Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal Cultural Resource Assessment, to reduce impacts to tribal cultural resources to less than significant levels. This mitigation applies to any project involving soil disturbance of 5 feet or greater below ground surface and requires the project to be reviewed as part of the project-specific preliminary archaeological review to determine if the project may have a significant effect on a tribal cultural resource and if so, to develop and implement an archaeological resource preservation plan. The Central SoMa PEIR concluded that with implementation of M-CP-5, impacts of subsequent development projects on tribal cultural resources would be reduced to less than significant levels.

Project Analysis

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

E.4.a) Based on planning department consultations with local Native American representatives, prehistoric archaeological sites are assumed to be potential tribal cultural resources. As discussed in the Cultural Resources section of this document, the project site is sensitive for prehistoric resources, which may also represent tribal

cultural resources. Therefore, the project's proposed excavation to two feet below ground surface and ground disturbance up to 28 feet below ground surface would result in a significant impact, should tribal cultural resources be encountered.

A Native American monitor would be present during monitoring or testing, a requirement of Project Mitigation Measure 3, Archeological Testing. If a prehistoric site is found during ground disturbance, then Project Mitigation Measure 4, Tribal Cultural Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal Cultural Resource Assessment) would be applicable. The mitigation measure would require either preservation in place of the resource in the event of discovery of an archeological resource of Native American origin, or archeological data recovery and development of an interpretive program. With implementation of Project Mitigation Measure 4, the proposed project would have a less-than-significant impact on tribal cultural resources.

Cumulative Analysis

The cumulative context for tribal cultural resources is generally site specific and limited to the immediate construction area. The 598 Brannan Street project is adjacent to the project site, currently under construction, and would be built over a period of 68 months of construction over three phases. There is a potential for the proposed project and the 598 Brannan Street project to impact an archeological resource of Native American origin during project construction, which would result in a significant cumulative impact. If this were to occur, the proposed project would result in a considerable contribution to this cumulative tribal cultural resource impact. However, as discussed above, the proposed project would be required to implement Project Mitigation Measure 3, which requires the coordination of archeological data recovery investigations in cases where the same resource has been or is being affected by the proposed project and the 598 Brannan Street project. Additionally, the project is required to implement Project Mitigation Measure 4, which would require either preservation in place of the tribal cultural resource in the event of discovery of an archeological resource of Native American origin, or archeological data recovery and development of an interpretive program. With implementation of both mitigation measures, the proposed project's contribution to a cumulative tribal cultural resource impact would be reduced to a less than significant level.

Conclusion

The proposed project's impact to tribal cultural resources would be mitigated to less-than-significant levels with the implementation of Project Mitigation Measures 3 and 4, implementing mitigation measures from the Central SoMa PEIR. The project sponsor has agreed to implement Project Mitigation Measures 3 and 4. Therefore, with implementation of mitigation measures identified in the Central SoMa PEIR, the proposed project would not result in significant impacts to tribal cultural resources that were not identified in the Central SoMa PEIR.

E.5 Transportation and Circulation

Central SoMa PEIR Transportation and Circulation Findings

The Central SoMa PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit, pedestrians and loading, along with significant construction-related transportation impacts. Although the Central SoMa PEIR identified ten transportation mitigation measures to help reduce transportation impacts, the Central SoMa PEIR anticipated that significant impacts on transit, pedestrians, loading, and construction would not be fully mitigated. Thus, the Central SoMa PEIR found these impacts to be significant and

unavoidable. The Central SoMa PEIR also found significant impacts to emergency vehicle access as a result of the amount of growth anticipated under the Plan in combination with the proposed street network changes and identified four mitigation measures to reduce these impacts to a less-than-significant level.

Additionally, the Central SoMa PEIR conducted a plan-level analysis and project-level screening analysis of VMT impacts from subsequent development projects enabled under the plan, such as the proposed project, and found that VMT impacts would not be significant. The proposed project consists of land uses (residential and PDR) that were analyzed in the VMT analysis in the PEIR and would be located in a transportation analysis zone (TAZ 643) that was analyzed in the PEIR.

Project Analysis

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

E.5.a to g) The department estimated the number of person trips and ways people would travel to and from the site. The department estimated these trips using data and methodology in the department's 2019 guidelines.[27] Table 2 presents daily person and vehicle trip estimates. Table 3 presents p.m. peak hour estimates.

Table 2: Person and Vehicle Trip Estimates – Daily

	DAILY PERSON TRIPS						*Daily Vehicle Trips*[1]
Land Use	*Automobile*	*For-Hire*	*Transit*	*Walking*	*Bicycling*	*Total*	
Residential	127	34	144	193	15	512	123
PDR	15	6	24	35	3	84	19
Project Total	**142**	**40**	**168**	**228**	**18**	**596**	**142**

Automobile person trips, accounting for average vehicle occupancy data.

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

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

	P.M. PEAK HOUR PERSON TRIPS						*P.M. Peak Hour Vehicle Trips*[1]
Land Use	*Automobile*	*For-Hire*	*Transit*	*Walking*	*Bicycling*	*Total*	
Residential	11	3	13	17	1	46	13
PDR	1	0	2	3	0	7	2
Project Total	**12**	**3**	**15**	**20**	**1**	**53**	**15**

Automobile person trips, accounting for average vehicle occupancy data.

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

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

Construction

The 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.

Project construction would last approximately 18 months. During construction, the project may result in temporary closures of the public right-of-way. These closures may include portions of Brannan and Freelon streets along the project frontages, and associated sidewalks. The project would require truck trips to remove the approximately 770 cubic yards of soil to be excavated during construction. Such closures within the public right-of-way would be requested from the San Francisco Municipal Transportation Agency (SFMTA) and would be required to comply with the San Francisco Regulations for Working in San Francisco Streets (the blue book). The blue book

[27] San Francisco Planning Department, Transportation Calculations for 560 Brannan Street, May 2020.

is prepared and regularly updated by the SFMTA, under the authority derived from the San Francisco Transportation Code. It serves as a guide for contractors working in San Francisco streets. The blue book establishes rules and guidance so that construction work can be done safely and with the least possible interference with pedestrian, bicycle, transit, and vehicular traffic. Given the limited construction duration and magnitude, and that the project would be required to comply with the blue book requirements, construction of the project would not create potentially hazardous conditions for people walking, bicycling, driving, or riding public transit; or interfere with emergency access, or accessibility for people walking or bicycling; or substantially delay public transit. Therefore, the proposed project would have a less-than-significant construction-related transportation impact.

Operation

Potentially Hazardous Conditions and Accessibility

The project would remove the existing 35-foot-wide curb cut along Brannan Street, and the sidewalk would be widened approximately 15 feet. The existing 35-foot-wide curb cut along Freelon Street would be removed and replaced with a 12-foot-wide curb cut with a roll-up door that would provide one off-street loading space for PDR uses and for residential tenant move in/move out. The project would add 15 p.m. peak hour vehicle trips to the local roadway network. These vehicle trips would likely start from or end on Brannan Street, or at the project's new driveway on Freelon Street, or convenient loading zones and be dispersed along nearby streets. This number of vehicle trips that would be accessing the driveway and crossing over the sidewalk or along the street shared by nearby emergency services is not substantial.

Drivers would have adequate visibility of people walking and bicycling and transit and private vehicles. Vehicle speed entering and exiting the driveway would be slow given the 12-foot width of the curb cut, and its location at the end of Freelon Street. The project proposes several changes to the public right-of-way, which include removing the existing 35-foot-wide curb cut along Brannan Street entirely, so there would be no curb cut along Brannan Street and widening the sidewalk approximately 15 feet. Removing the existing curb cut would reduce the potential for pedestrian-vehicle conflicts, while widening the sidewalk would provide more room for pedestrians and reduce potentially hazardous conflicts with vehicles, both of which would reduce potentially hazardous conditions. Therefore, the project would result in less-than-significant impacts associated with potentially hazardous conditions and accessibility.

Public Transit Delay

The 2019 guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects. The project would add 15 p.m. peak hour vehicle trips, which is less than the screening criterion of 300 p.m. peak hour vehicle trips. The project meets the screening criterion and additional analysis is not required. Therefore, the project would have a less-than-significant public transit delay impact.

Vehicle Miles Traveled

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled impacts. As discussed above, the proposed project consists of land uses (residential and PDR [analyzed as "office" uses for purposes of VMT analysis]) that were analyzed in the VMT analysis in the Central SoMa PEIR and would be located in a transportation analysis zone (TAZ 643) that was analyzed in the PEIR. That analysis determined that VMT impacts of subsequent development projects, such as the proposed project would be less than significant because such projects would be located in an area where existing vehicle miles traveled per capita is more than 15 percent below the existing regional per capita and per employee average.

The project also meets the VMT screening criterion related to proximity to transit VMT screening criterion because the project site is within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor and the project meets other characteristic requirements. This screening criterion also indicates the project would not cause substantial additional VMT. Therefore, VMT impacts resulting from the project would be less than significant.

Loading

During the average and peak period, the project's freight and delivery loading demand is less than one trip.[28] The project would provide an off-street loading space in the building off of Freelon Street for the building's PDR and residential uses. Therefore, the project would meet the freight loading demand. During the peak period, the project's passenger loading demand is also less than one trip, which would also be met by the off-street loading space for residential tenant move-in/move-out, and by loading spaces along Fifth Street adjacent to Brannan Street, which will be constructed as part of the 598 Brannan Street project. Therefore, the project would meet the freight and passenger demand and the project would have a less-than-significant loading impact.

Cumulative Analysis

Construction

The cumulative construction transportation impacts are typically localized, limited to the project block or nearby surrounding blocks. The following nearby cumulative projects' construction timelines could overlap with the proposed project's construction activities: 598 Brannan Street, which is adjacent to the project site, and 88 Bluxome Street, which is across the street from the project site on Brannan Street. Combined, these projects and the proposed project could result in temporary closures of the public right-of-way. These closures may include portions of the sidewalk or street along Brannan Street. The 598 Brannan Street project is currently under construction and would be built over a total of 68 months of construction in three phases. The 88 Bluxome Street project would require 46 months of construction for the first phase, and 24 months for the second phase. Both the 598 Brannan Street and 88 Bluxome Street projects have longer durations and magnitude of construction activities, and the projects themselves are much larger than the proposed project. These cumulative projects would all be subject to the blue book requirements to ensure that construction work can be done safely and with the least possible interference with pedestrian, bicycle, transit, and vehicular traffic. Given proposed project's limited construction duration and magnitude and that the proposed project as well as cumulative projects are required to adhere to the Blue Book regulations, the project, in combination with cumulative projects, would not result in a significant cumulative construction-related transportation impact.[29]

Potentially Hazardous Conditions and Accessibility

The PEIR disclosed that vehicular and other ways of travel (e.g., walking, bicycling) volumes would increase in the Central SoMa plan area because of the plan and other cumulative projects. This increase would result in a potential for more conflicts between various ways of travel. The vehicle trips from the cumulative projects at 598 Brannan Street and 88 Bluxome Street could overlap with the project's vehicle trips near the project site.

The vehicle trips from cumulative projects would not combine with that of the proposed project to result in a potentially hazardous condition at any nearby vehicular turning movement. The proposed project in combination with cumulative projects would also not block access to a substantial number of people walking and bicycling

[28] San Francisco Planning Department. *Transportation Study Determination, 560 Brannan Street,* May 11, 2021.

[29] San Francisco Planning Department. *Memorandum: Certain Transportation-Related Construction Management Mitigation Measures.* October 27, 2021.

within the sidewalk and bicycle lane. As described above, the project would include several changes to the public right-of-way that would lessen impacts associated with potentially hazardous conditions and improve accessibility. These changes include removing the existing curb cut on Brannan Street, which reduces the potential for pedestrian-vehicle conflicts and widening the sidewalk which would provide more room for pedestrians and reduce potentially hazardous conflicts with vehicles. Cumulative projects would also include several changes to the public right-of-way that would lessen impacts related to potentially hazardous conditions and accessibility. These changes include providing curb cuts, bulbouts, and sidewalk extensions to ensure consistency with the Better Streets Plan. The 598 Brannan Street and 88 Bluxome Street projects are widening sidewalks in front of the buildings, in part to improve pedestrian safety. Therefore, the project, in combination with cumulative projects, would not result in significant cumulative impacts related to potentially hazardous conditions and accessibility.

Public Transit Delay

Public transit delay typically occurs from traffic congestion, including transit reentry, and passenger boarding delay. The PEIR used transit delay as a significance criterion. The PEIR identified significant cumulative transit delay impacts on the following Muni routes: 8-Bayshore, 30-Stockton, 45-Union/Stockton, and 47-Van Ness. The PEIR identified mitigation measures to be implemented by SFMTA to address traffic congestion and transit delay.

The project would add 15 p.m. peak hour vehicle trips and 15 p.m. peak hour transit trips. These trips would be dispersed along nearby streets and among nearby transit lines. Nearby bus lines include the 47-Van Ness, which ran along Fifth Street, and the 83X Mid-Market Express, which ran along Brannan Street.[30] This minor number of vehicle and transit trips would not contribute considerably to cumulative transit delay. Additionally, the Fifth Street Improvement Project, a cumulative project, would improve public transit by adding transit boarding islands to increase reliability of transit services and comfort for waiting passengers. Therefore, the proposed project would not result in new or more severe transit delay impacts than were identified in the Central SoMa PEIR.

Vehicle Miles Traveled

VMT by its nature is largely a cumulative impact. As described above, the project would not exceed the project-level quantitative thresholds of significance for VMT. Furthermore, the project site is an area where projected year 2040 VMT per capita is more than 15 percent below the future 2040 regional VMT per capita and per employee average. Therefore, the project, in combination with cumulative projects, would not result in a significant cumulative VMT impact.

Loading

Cumulative projects at 598 Brannan and 88 Bluxome Street in combination with the proposed project would increase the demand for loading in the project vicinity. Both cumulative projects include on-site loading and parking and would not result in a loading deficit. Both cumulative projects are also required to prepare a Driveway and Loading Operations Plan (DLOP) per planning code section 155(u) in order to reduce potential conflicts between driveway and loading operations. Given that the proposed project and cumulative projects would not result in a loading deficit, the project, in combination with cumulative projects, would not result in a significant cumulative loading impact.

[30] Both routes have been temporarily suspended due to COVID-19.

Conclusion

For the reasons described above, the proposed project would not result in new or more severe project-level or cumulative transportation and circulation impacts than were identified in the Central SoMa PEIR.

E.6 Noise

Central SoMa PEIR Noise Findings

The Central SoMa PEIR determined that implementation of the Central SoMa Plan would result in a substantial permanent increase in ambient noise levels from increased traffic resulting from an increase in jobs and residents and street network changes that would remove vehicular travel lanes. Although this impact would be reduced by Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects, (now implemented by planning code section 169), the PEIR concluded that existing sensitive receptors (residences, schools, and childcare centers) would be adversely affected by increased traffic noise generated by Central SoMa Plan traffic, street network changes, and under cumulative conditions, and the impact would remain significant and unavoidable. The PEIR concluded that impacts associated with new noise generating uses, now enabled under the Plan, could result in significant noise impacts. However, implementation of Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise-Generating Uses, would render this impact less than significant.

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

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒

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

E.6.a)

Construction Noise

The project's geotechnical investigation indicated that the proposed building's foundation design should consist of a mat foundation on improved soil. The proposed project would not require impact pile-driving. Therefore, Central SoMa PEIR Mitigation Measure M-NO-2b related to noise and vibration control measures during pile-driving would not apply to the proposed project.

As the final foundation and reinforcement design would be determined by the project engineers at the time of engineering design (construction documents), this analysis conservatively assumes the possibility of particularly noisy construction activities during foundation construction. In addition, implementation of the proposed project could include other noisy construction activities due to the anticipated use of heavy-duty construction equipment.

Construction noise is regulated by Article 29 of the Police Code (noise ordinance). Noise ordinance section 2907(a) limits construction noise from individual pieces of equipment to 80 dBA[31] at 100 feet from the noise source (or equivalent sound level at some other appropriate distance such as 86 dBA at 50 feet). The Department of Building Inspection (building department) is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the approximately 18-month construction period for the proposed project, sensitive receptors and occupants of nearby properties could be disturbed by construction noise. The closest sensitive receptors are future residential uses located adjacent to the project site and west of the project site at the 598 Brannan Street, which is currently under construction, existing residential uses east of the project site at the Bennett Lofts Apartments at 530 Brannan Street, and 510 Brannan Street, a mixed-use building with ground-level commercial and residential uses on the second floor.

There may be times when construction noise could interfere with indoor activities in residences and businesses near the project site. Given the proximity of noise sensitive receptors to the project site, the project's construction activities could result in a significant impact. Therefore, Project Mitigation Measure 5, General Construction Noise Control Measures, implementing Central SoMa PEIR Mitigation Measure M-NO2a, applies to the project. With implementation of Project Mitigation Measure 5, the increase in noise in the project area during project construction would not be considered a significant impact of the proposed project because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the noise ordinance and other noise control measures as specified in Project Mitigation Measure 5.

[31] dBA are A-weighted decibels, or a decibel scale based on intensity and how the human ear responds.

Implementation of Project Mitigation Measure 5 would reduce construction noise impacts resulting from the project to a less-than-significant level.

Operational Noise

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

The proposed project would not include excessive noise-generating land uses. While the proposed project would include approximately 5,750 square feet of PDR space (in addition to the 120 dwelling units), it does not propose any emergency generators, fire pumps, or other equipment that could be considered noise-generating, except for rooftop mechanical equipment. A project-specific noise study was completed for the proposed project,[32] which analyzed rooftop stationary noise sources for compliance with the noise limits set forth in the noise ordinance. The noise ordinance requires that for the commercial uses, the noise level shall not exceed 8 dBA above the local ambient noise level at any point outside the property plane, and the ordinance also sets both daytime and nighttime residential interior noise limits for fixed equipment.

Noise measurements were taken at the site from April 27-28, 2021 to determine the ambient noise levels at the project property plane. The ambient noise levels ranged from 47 dBA (L90[33]) along the eastern edge of the property plane to 52 dBA (L90) along the southern edge of the property plane. The rooftop mechanical equipment, which would include 14 variable refrigerant flow heating and cooling units, as well as supply and exhaust fans, was analyzed in a worst-case scenario with all equipment operating simultaneously. The noise study found that the proposed project would produce a maximum noise level of 59 dBA on the south property plane, which would meet the property plane noise levels specified in the noise ordinance. Additionally, the noise study found that the project would meet the property plane noise level of 8 dBA, as specified in the noise ordinance at all property planes. With a maximum noise of 59 dBA at the property plane and assuming a noise reduction of 15 dB from windows open, the noise study determined that the mechanical equipment would also meet the daytime interior residential noise limit of 55 dBA and nighttime residential noise limit of 45 dBA. Therefore, the proposed project's mechanical equipment meet the limits in the noise ordinance and the project's mechanical equipment would have a less-than-significant noise impact.

In addition, the proposed project would contribute vehicle trips onto the local and regional roadway network. Consequently, traffic noise levels would increase with the project's contribution of additional vehicles, but the proposed project would not add a substantial number of new vehicle trips (approximately 15 p.m. peak hour trips) to the local roadway network. The Central SoMa PEIR found a significant and unavoidable traffic noise impact from the plan and implementation of subsequent development projects. Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects, which requires transportation demand management for new development projects, would substantially reduce traffic noise, but not to a less-than-significant level. PEIR Mitigation Measure M-NO-1a has been superseded for subsequent projects by adoption of planning code section 169, Transportation Demand Management Program. The proposed project

[32] Salter, *560 Brannan Street Stationary Noise Source Analysis, Salter Project 21-0176*, June 2021.

[33] L90 is a statistical descriptor of the sound level exceeded 90 percent of the time during the measurement period. The noise ordinance defines the L90 as the ambient noise level.

would be required to implement a TDM plan pursuant to planning code section 169. Further, the proposed project's traffic-related noise increases were adequately accounted for in the Central SoMa PEIR traffic noise analysis and therefore, the proposed project would not result in a new project-specific traffic-related noise impact and no further analysis is required.

E.6.b) Pile driving, usually during construction, generates the greatest amount of vibration. As discussed above, the proposed project does not propose pile driving activities, therefore Central SoMa mitigation measure M-NO-2b: Noise and Vibration Control Measures During Pile Driving does not apply to the proposed project. However, other construction equipment can also result in construction vibration that may affect certain types of buildings, in particular historic and older buildings. In compliance with Central SoMa mitigation measure M-CP-3a: Protect Historical Resources from Adjacent Construction Activities, preservation staff reviewed buildings within 25 feet of project construction activities to determine if any buildings were historic resources. The adjacent building at 598 Brannan Street to the west of the project site is currently under construction and is not historic or an older building. East of the project site is a building located at 552 Brannan Street, which was built in 1923 and is considered a potential historic resource due to the age of the building. As described in section E.3.a above, the proposed project's construction activities would result in ground-borne vibration, which could affect the structural integrity of the adjacent building. However, with implementation of Project Mitigation Measures 1 and 2, the effect of construction vibration on the adjacent building would be less than significant. Therefore, with implementation of Project Mitigation Measures 1 and 2, it is not anticipated that construction equipment would result in vibration at levels that could cause damage to adjacent buildings. Additionally, development projects, such as the proposed project, are not typically sources of operational vibration. In summary, the proposed project would result in significant impacts related to vibration and Central SoMa mitigation measures M-CP-3a: Protect Historical Resources from Adjacent Construction Activities and M-CP-3b: Construction Monitoring Program for Historical Resources apply to the proposed project.

Cumulative Analysis

The following cumulative projects' construction timelines could overlap with the project's construction activities: 598 Brannan Street, which is adjacent to the project site, and 88 Bluxome Street, which is across the street from the project site on Brannan Street. The 598 Brannan Street project is currently under construction and would be built over a total of 68 months of construction in three phases. The 88 Bluxome Street project would require 46 months of construction for the first phase, and 24 months for the second phase. Cumulative construction noise impacts could result from the concurrent of consecutive construction of these three projects affecting nearby sensitive receptors. The project's contribution to this cumulative impact would be considerable. As discussed above, the proposed project is required to implement Project Mitigation Measure 5, General Construction Noise Control Measures. 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.

All cumulative projects are required to meet the noise limits set forth in the noise ordinance for operational noise associated with the projects' fixed noise sources, such as mechanical equipment. Compliance with the noise ordinance would limit increases in ambient noise and ensure adequate interior daytime and nighttime noise levels for residential uses are maintained. As such, the proposed project in combination with the cumulative projects would not result in more severe cumulative operational noise impacts than disclosed in the Central SoMa PEIR.

Vibration impacts are highly localized and site-specific and do not combine with vibration from cumulative projects to create a cumulative vibration impact.

Conclusion

The proposed project would not result in significant project-specific or cumulative noise and vibration impacts that were not identified in the Central SoMa PEIR, nor would the project result in noise or vibration impacts that are substantially more severe than those identified in the Central SoMa PEIR. Project Mitigation Measure 1: Protect Historical Resources from Adjacent Construction Activities, Project Mitigation Measure 2: Construction Monitoring Program for Historical Resources, and Project Mitigation Measure 5, General Construction Noise Control Measures would apply to the proposed project.

E.7 Air Quality

Central SoMa PEIR Air Quality Findings

The Central SoMa PEIR identified potentially significant air quality impacts from subsequent development projects related to the generation of criteria air pollutants and impacts to sensitive receptors[34] as a result of exposure to elevated levels of diesel particulate matter and other toxic air contaminants (TACs) during project operations. The Central SoMa PEIR identified seven mitigation measures that would reduce these air quality impacts; however, the Central SoMa PEIR determined that impacts from subsequent development projects would remain significant and unavoidable. The mitigation measures identified in the PEIR that are applicable to subsequent development projects are as follows: Central SoMa PEIR Mitigation Measures M-NO-1a, Transportation Demand Management for New Development Projects; M-AQ-3a, Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products; M-AQ-3b, Reduce Operational Emissions; M-AQ-5a, Best Available Control Technology for Diesel Generators and Fire Pumps; M-AQ-5b, Siting of Uses that Emit Particulate Matter ($PM_{2.5}$), Diesel Particulate Matter, or Other Toxic Air Contaminants; and M-AQ-5d, Land Use Buffers around Active Loading Docks. As discussed previously, Central SoMa PEIR Mitigation Measure M-NO-1a is implemented by planning code section 169.

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

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

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

Project Analysis

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

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

E.7.b) In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter ($PM_{2.5}$, and PM_{10}),[35] nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The bay area air basin is designated as either in attainment or unclassified for most criteria pollutants except for ozone, $PM_{2.5}$, and PM_{10}. For these pollutants, the air basin is designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single

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

project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[36] Regional criteria air pollutant impacts resulting from the proposed project are evaluated below.

Construction Dust Control

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

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

Criteria Air Pollutants

The Bay Area Air Quality Management District's 2017 CEQA Air Quality Guidelines[37] provide methodologies for analyzing air quality impacts. These guidelines also provide thresholds of significance for ozone and particulate matter. The planning department uses these thresholds to evaluate air quality impacts under CEQA.

The air district has developed screening criteria to determine whether to undertake detailed analysis of criteria pollutant emissions for construction and operations of development projects. Projects that are below the screening criteria would result in less-than-significant criteria air pollutant impacts, and no further project-specific analysis is required. The proposed project's 120 units and 5,640 square feet of PDR use would be below the construction screening criteria of 240 units and 259,000 square feet of PDR use, and would be below the operational screening criteria of 494 units and 541,000 square feet of PDR use. Therefore, because the proposed project is below the construction and operational screening levels for criteria air pollutants, the proposed project would not result in a significant impact with regards to resulting in a cumulatively considerable net increase in non-attainment criteria air pollutants.

Since construction and operation of the proposed project would generate criteria air pollutant emissions below applicable thresholds, PEIR Mitigation Measures M-AQ-3a: Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products, M-AQ-3b: Reduce Operational Emissions, M-AQ-4a: Construction Emissions Analysis, M-AQ-4b: Construction Emissions Minimization Plan would not apply to the proposed project for the purposes of criteria air pollutant impacts. 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 criteria air pollutant impacts that are substantially more severe than those identified in the Central SoMa PEIR.

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

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

E.7.c) In addition to regional criteria air pollutants analyzed above, the following air quality analysis evaluates localized health risks to determine whether sensitive receptors would be exposed to substantial pollutant concentrations. The project site is within the *air pollutant exposure zone*. As defined in Health Code Article 38, the air pollutant exposure zone consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative $PM_{2.5}$ concentration or cumulative excess cancer risk. The zone also incorporates health vulnerability factors and accounts for a project site's proximity to freeways. For sensitive use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the health department that achieves protection from $PM_{2.5}$ (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 MERV filtration. The building department will not issue a building permit without written notification from the director of the health department that the applicant has an approved enhanced ventilation proposal. In compliance with article 38, the project sponsor has submitted an initial application to DPH.[38] The regulations and procedures set forth by article 38 would reduce exposure of the project's sensitive receptors to substantial pollutant concentrations.

Projects within the air pollutant exposure zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. As discussed above in the setting section, the nearest existing sensitive receptors include apartments at 530 Brannan Street (Bennett Lofts), two parcels east of the project site, and 510 Brannan Street, a mixed-use building with ground-level commercial and residential uses on the second floor. There are future residential uses that would be located adjacent to the project site at 598 Brannan Street.

Construction Health Risk

The project site is located within an identified air pollutant exposure zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during 12 months of the anticipated 18-month construction period. Thus, the project's diesel particulate matter emissions would expose sensitive receptors to substantial pollutant concentrations, resulting in a significant impact. Project Mitigation Measure 6, Construction Emissions Minimization Plan (implementing Central SoMa PEIR Mitigation Measure M-AQ-6a) has been identified to reduce emissions exhaust by requiring construction equipment with lower emissions. This measure would reduce diesel particulate matter exhaust from construction equipment by 93 to 96 percent compared to equipment with engines meeting Tier 1 or Tier 2 emission standards.[39] Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 6, Construction Emissions Minimization Plan.

Operational Health Risks

With respect to siting new sources of air pollutant emissions, the project would include battery back-up power systems, and would not install a back-up diesel generator. Therefore, Central SoMa PEIR Mitigation Measure M-AQ-

[38] Application for Article 38 Compliance Assessment, 560 Brannan Street, April 28, 2020.

[39] PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 1 and Tier 2 with Tier 4 final emissions standards. Tier 1 PM emissions standards were established for equipment with 25- <50 horsepower and equipment with horsepower <175. Tier 1 emissions standards for these engines were compared against Tier 4 final emissions standards, resulting in a 96 percent reduction in PM. The EPA established PM standards for engines with horsepower between 50-<175 as part of the Tier 2 emission standards. For these engines Tier 2 emissions standards were compared against Tier 4 final emissions standards, resulting in between 93-95 percent reduction in PM.

5a (Best Available Control Technology for Diesel Generators and Fire Pumps), which requires engines to meet higher emission standards, would not be applicable. With the use of the battery back-up power system, project operations would not result in significant health risk impacts.

E.7.d) Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. The proposed project includes residential and light manufacturing/PDR uses that would not be expected to create significant sources of new odors during project operations. Therefore, odor impacts would be less than significant.

Cumulative Analysis

As discussed above, the project site is located in an area that already experiences poor air quality. The project would add new sources of TACs (e.g., through the use of off-road construction equipment) within an area already adversely affected by poor air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. This would be a significant cumulative impact. The proposed project would be required to implement Project Mitigation Measure 6, which could reduce construction period emissions by as much as 96 percent. Implementation of this mitigation measure would reduce the project's contribution to cumulative localized health risk impacts to a less-than-significant level.

Conclusion

With implementation of Project Mitigation Measure 6, Construction Emissions Minimization Plan (Central SoMa PEIR Mitigation Measure M-AQ-6a), the proposed project would not result in significant project or cumulative air quality impacts that were not identified in the Central SoMa PEIR, nor would the project result in air quality impacts that are substantially more severe than those identified in the Central SoMa PEIR.

E.8 Greenhouse Gas

Central SoMa PEIR Greenhouse Gas Emissions Findings

The Central SoMa PEIR concluded that adoption of the Central SoMa Plan would not directly result in operational greenhouse gas (GHG) emissions; however, implementation of development projects in the Plan Area, including the proposed project, would result in GHG emissions. The Central SoMa Plan includes goals and policies that would apply to the proposed project, and these policies are generally consistent with the City's Strategies to Address Greenhouse Gas Emissions.[40] The Central SoMa PEIR concluded that emissions resulting from development under the Central SoMa Plan would be less than significant, and no mitigation measures were required.

The Bay Area Air Quality Management District (air district) has issued guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects

[40] San Francisco Department of the Environment. *San Francisco's Carbon Footprint*. Available: https://sfenvironment.org/carbonfootprint. Accessed: September 16, 2021.

that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district's guidelines and CEQA Guidelines. These GHG reduction actions have resulted in a 41 percent reduction in GHG emissions in 2019 compared to 1990 levels.[41] With the 41 percent reduction in GHG emissions from 1990 levels by 2019, San Francisco has exceeded the 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,[42] Executive Order S-3-05,[43] and Assembly Bill 32 (also known as the Global Warming Solutions Act). The city has also exceeded the 2030targets of 40 percent reduction below 1990 levels more than 10 years before the target date.[44,45] In addition, San Francisco's GHG reduction goals, updated in July 2021 by ordinance 117-02, are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05,[46] B-30-15,[47] B-55-18,[48] and Senate Bill (SB) 32.[49,50,51] The updated GHG ordinance demonstrates the city's commitment to the GHG reductions by establishing targets for 2030, 2040, and 2050 and

[41] *Ibid.*

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

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

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

[45] 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.

[46] Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalent (MT CO_2e)); by 2020, reduce emissions to 1990 levels (approximately 427 million MT CO_2e); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MT CO_2e). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

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

[48] Executive Order B-55-18 establishes a statewide goal of achieving carbon neutrality as soon as possible, but no later than 2045, and achieving and maintaining net negative emissions thereafter.

[49] 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 be reduced by 40 percent below 1990 levels by 2030.

[50] 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.

[51] San Francisco's GHG reduction goals are codified in section 902(a) of the Environment Code and include determining City GHG emissions for 1990 in order to meet the following goals: (1) by 2030, a reduction in sector-based GHG emissions of at least 70 percent below 1990 levels; (2) by 2030, a reduction in consumption-based GHG emissions equivalent to a 50 percent reduction compared to 1990 levels; (3) by 2040, achievement of net zero sector-based GHG emissions by reducing such emissions by at least 90 percent compared to 1990 levels and sequestering any residual emissions; and (4) by 2050, a reduction in consumption-based GHG emissions equivalent to an 80 percent reduction compared to 1990 levels.

setting other critical sustainability goals. The updated ordinance sets goals for both sector-based emissions and consumption-based emissions. The GHG targets established under ordinance 81-08 applied solely to sector-based emissions, which are those emissions that are generated within the geographic boundaries of the city. The updated ordinance reflects a more comprehensive effort to reduce GHG emissions by setting consumption-based targets as well. Consumption-based emissions are those that are associated with producing, transporting, using, and disposing of products and services consumed by people within the city, even those emissions that are generated outside of the city boundaries. These sector-based GHG reduction targets are more ambitious than those set forth in Governor Brown's Executive Order B-30-15 (e.g., a 61 percent reduction in sector-based GHG emissions by 2030 rather than a 40 percent reduction by 2030) and in B-55-18 (e.g., achieving carbon neutrality by 2040 rather than by 2045). The consumption-based targets are consistent with the 2030 goal of Executive Order B-30-15 and the 2050 goal of Executive Order S-3-05 (80 percent below 1990 levels, by 2050). The updated GHG ordinance also serves to codify the city's "0-80-100-Roots" climate action framework, which comprises climate and sustainability goals in these key areas: waste, transportation, energy, and carbon sequestration. Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

Project Analysis

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

E.8.a and b) The following analysis of the proposed project's GHG impact focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on global climate, this analysis is in a cumulative context only, and the analysis of this resource topic does not include a separate cumulative impact discussion.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy and demonstrated in the GHG checklist completed for the proposed project.[52] For example, the proposed project would meet the Better Roofs ordinance requirements by providing an approximately 1,600-square-foot solar roof, and a 1,600-square-foot living roof. The proposed project would meet the requirements of the Transportation Demand Management (TDM) Program by not providing any vehicular parking spaces, improving walking conditions, providing bicycle parking and incentives for sustainable transportation, among other measures. The proposed project would be required to meet the requirements of the San Francisco green building code. In addition, the proposed project would comply with other applicable regulations that would

[52] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 560 Brannan Street, May 6, 2020.

reduce the project's GHG emissions related to energy use, waste disposal, wood burning, and use of refrigerants. As discussed above, these regulations have proved effective as San Francisco has reduced its GHG emissions by 41 percent below 1990 levels, exceeding both 2020 GHG reduction targets and more aggressive 2030 GHG reduction targets in 2019, the latter of which was accomplished more than 10 years in advance of the target year. Therefore, the proposed project would not generate significant GHG emissions and would not conflict with state, regional, and local GHG reduction plans and regulations.

Conclusion

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

E.9 Wind

Central SoMa PEIR Wind Findings

Wind is analyzed as part of CEQA review in San Francisco with respect to potential pedestrian hazards, based on the criteria in planning code section 148, Reduction of Ground-Level Wind Currents in C-3 (Downtown Commercial) Districts. Although the project site is located outside the C-3 Use Districts, Section 148 was the City's first codification of wind standards, and its hazard criterion remains the foundation of wind analysis in San Francisco. For wind hazards, section 148 requires that buildings do not cause an equivalent wind speed of 26 miles per hour (mph) as averaged for a single full hour of the year.[53,54] Although section 148 applies only within the C-3 Use Districts, the hazard criterion of Section 148 is used by the planning department as a CEQA significance threshold for the determination of whether pedestrian winds would "substantially affect public areas." This significance criterion was also used as the basis for determining whether the Central SoMa Plan would result in significant wind impacts.

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 one hour per year, but permits the planning commission to grant exceptions to projects that result in an exceedance of the hazard criterion, up to a maximum of nine 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 one-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

[53] 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.

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

wind hazard criterion for more than nine hours per year at any wind-tunnel test location. The comfort criteria included in section 249.78(d)(9) are 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. However, section 249.78(d)(9) requires that buildings not cause a "substantial increase"—defined as 6 mph—in the wind speed exceeded 15 percent or more of the time, where the resulting wind speed exceeds the applicable comfort criterion. Exceptions may be granted by the planning commission based on the same findings as for granting of exceptions to the one-hour wind hazard criterion.

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

Project Analysis

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

E.9.a) To determine whether a project would alter wind in a manner that substantially affects public areas, the planning department applies the wind hazard criterion established in section 148 of the San Francisco Planning Code (and section 249.78(d)(9) applicable to projects in the Central SoMa Special Use District). A project would result in hazardous wind conditions if it would cause ground-level wind speeds that exceed 26 mph for one hour or more per year.[55] In most cases, projects under 80 feet in height do not result in wind impacts in accordance with this criterion.

Based on the height and location of the proposed approximately 97-foot-tall building (104 feet tall at the top of the elevator penthouse and mechanical equipment), a pedestrian wind assessment was prepared by a qualified wind

[55] San Francisco Planning Code Section 148. Available at: https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-18821.

consultant for the proposed project.[56] The objective of the wind assessment was to provide a quantitative evaluation of the potential wind impacts of the proposed development by comparing the wind environment as it currently exists to the changes when the proposed project is added, and when cumulative buildings are added, assessed against the wind hazard criteria (as well as the wind comfort criteria of planning code section 249.78(d)(9)).

The wind assessment found that the existing wind conditions on the adjacent streets do not exceed the 26-mile-per-hour wind hazard criterion for a single full hour, or approximately 0.0114 percent of the time. The wind assessment also found that the proposed building would not cause winds that would reach or exceed the 26-mile-per-hour wind hazard criterion at any pedestrian areas on and around the project site.

As no hazardous exceedances would occur with implementation of the proposed project, the proposed project would result in a less-than-significant impact with respect to wind.

Cumulative

A cumulative configuration, including the proposed project as well as cumulative projects within a quarter mile was also analyzed. No hazardous exceedances were found under the cumulative configuration. For these reasons, the proposed project would not combine with other projects in the vicinity to create significant cumulative wind impacts.

Conclusion

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

E.10 Shadow

Central SoMa PEIR Shadow Findings

Planning code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. A project that adds new shadow to a public open space or exceeds the absolute cumulative limit[57] on a section 295 park does not necessarily result in a significant impact under CEQA; the City's significance criterion used in CEQA review asks whether a project would create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.

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

[56] CPP, Inc. *Final Pedestrian-Level Winds Report*, CPP Project 14665, July 2021.

[57] The *absolute cumulative limit* represents the maximum percentage of new shadow, expressed as percentage of the theoretical annual available sunlight. The 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.

Project Analysis

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

E.10.a) The proposed project would construct a 97-foot-tall building (104 feet tall at the top of the elevator penthouse and mechanical equipment); therefore, a preliminary shadow fan analysis was prepared to determine whether the project would have the potential to cast new shadow on nearby parks.[58] The nearest open spaces are Mission Creek Park (0.3 miles), South Park (0.3 miles), and Victoria Manalo Draves Park (0.4 miles). The nearest privately-owned public open space is located at 942 Mission Street (0.7 miles). Based on the shadow fan, it was determined that the proposed project would not shade existing outdoor recreation facilities or other publicly accessible open spaces.[59]

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

Cumulative

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR 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. Therefore, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative shadow impact.

Conclusion

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

[58] SF Planning, 560 Brannan Street Shadow Fan, July 10, 2019.

[59] The project at 598 Brannan currently under construction would include a new publicly accessible park that will be located northwest of the project site. As the park has not yet been constructed, it is not possible to conduct a site visit to observe park use. Without information about park programming or observations of park use, it is not possible to assess the effects of shading on the use and enjoyment of the parks for the purpose of CEQA analysis.

E.11 Recreation

Central SoMa PEIR Recreation Findings

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

Given the Central SoMa Plan's proposed network of new open spaces, including a potential new neighborhood park (located in the center of block containing the project site, which is currently being constructed as part of the 598 Brannan Street project, adjacent to the project site) , several new and expanded linear open spaces and plazas, new mid-block pedestrian/bicycle connections, privately-owned public open space, and planning code requirements for new residential open space, the PEIR determined that implementation of the Central SoMa Plan would have a less-than-significant impact on recreation and public open space, and no mitigation measures were required.

Project Analysis

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

E.11.a) As discussed in Topic E.2, Population and Housing, the proposed project would add new residential and employment space resulting in approximately 283 new residents and 10 new employees. New residents and employees would be within walking distance of Victoria Manalo Draves Park (0.4 miles), SoMa Recreation Center (0.4 miles), Mission Creek Park (0.3 miles), South Park (0.3 miles), and Yerba Buena Garden (0.5 miles) and other recreational facilities. Additionally, a new park is currently under construction as part of the 598 Brannan Street project immediately north of the project site, in the center of the block bound by Bryant Street to the north, Fourth Street to the east, Brannan Street to the south, and Fifth Street to the west. This new park would similarly provide recreational opportunities for new residents and employees. The project is within the scope of the development

projected under the Central SoMa Plan and would not result in new or more severe recreation impacts than were previously identified in the Central SoMa PEIR. Additionally, the proposed project would provide passive recreational uses onsite for the residents, including a total of 2,820 square feet of open space available to project residents. Although the proposed project would introduce a new permanent population to the project site, the number of new residents and employees projected would not be large enough to substantially increase demand for, or use of, neighborhood parks or recreational facilities, such that substantial physical deterioration of the facilities would be expected.

E.11.b) The permanent residential population on the site and the incremental on-site daytime population growth that would result from the proposed PDR use would not require the construction of new recreational facilities or the expansion of existing facilities that might have an adverse physical effect on the environment.

Cumulative

Cumulative development in the project vicinity would result in an intensification of land uses and an increase in the use of nearby recreational resources and facilities. The Recreation and Open Space Element of the General Plan provides a framework for providing a high-quality open space system for its residents, while accounting for expected population growth through year 2040. In addition, San Francisco voters passed three bond measures, in 2008, 2012 and 2020, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there are several parks, open spaces, or other recreational facilities within walking distance of the project site, and there is a new park under construction immediately north of the project site as part of the 598 Brannan Street project. These existing recreational facilities and the park under construction would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects without resulting in physical deterioration of recreational resources. In addition, the project is within the scope of the development projected under the Central SoMa Plan and would not result in new or more severe recreation impacts than were previously identified in the Central SoMa PEIR. For these reasons, the proposed project would not combine with other projects in the vicinity to create a significant cumulative impact on recreational facilities.

Conclusion

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

E.12 Utilities and Service Systems

Central SoMa PEIR Utilities and Service System Findings

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

The Central SoMa PEIR determined that development under the area plan would not require expansion of the city's water supply system and would not adversely affect the city's water supply. This determination was based on the best available water supply and demand projections available at the time, which were contained in the San

Francisco Public Utilities Commission's (SFPUC) 2010 Urban Water Management Plan and a 2013 Water Availability Study prepared by the SFPUC to update demand projections for San Francisco.[60,61]

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.[62] The study projected a small deficit (0.25 percent of demand) for a normal year and single dry year, and a deficit of 2 percent of demand during a multiple-year drought, as a result of development and occupancy of new projects in advance of improvements planned in the SFPUC's water supply. The SFPUC noted in the 2013 Water Availability Study that a 2 percent shortfall in water supplies "can be easily managed through voluntary conservation measures or rationing." Further, it stated that "retail" demand[63] (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.[64] For the SFPUC's regional system as a whole, which includes retail and wholesale demand, in a single dry year and multiple dry years, it is possible that the SFPUC would not be able to meet 100 percent of demand and would therefore have to impose reductions on its deliveries. Under the SFPUC Retail Water Shortage Allocation Plan, retail customers would experience no reduction in regional water system deliveries within a 10 percent system-wide shortage. During a 20 percent system-wide shortage, retail customers would experience a 1.9 percent reduction in deliveries. Retail allocations would be reduced to 79.5 million gallons per day (mgd) (98.1 percent of normal year supply), and wholesale allocations would be reduced to 132.5 mgd (72 percent of normal year supply).[65]

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

[60] SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013. Available at: http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed: October 15, 2019. The 2013 Water Availability Study was prepared as an update to the 2010 Urban Water Management Plan to evaluate water demand based on updated growth projections completed by the planning department in 2012 in response to the Association of Bay Area Governments Sustainable Community Strategy Jobs-Housing Connections scenario.

[61] 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.

[62] SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013.

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

[64] *Ibid.*

[65] *Ibid.*

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 the landfill exceeding its permitted capacity or non-compliance with federal, state, or local statutes or regulations related to solid waste.

Project Analysis

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

E.12.a and c) The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site. Project related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System Permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The treatment and discharge standards are set and regulated by the

Regional Water Quality Control Board. The Southeast Plant is designed to treat up to 85 million gallons per day of average dry weather wastewater flows and up to 250 million gallons per day of wet weather combined wastewater and stormwater flows. Average dry weather flows to the Southeast Plant ranged from 58 to 61 million gallons per day for the years 2012 to 2014 and are projected to increase to 69 million gallons per day by 2045.[66]

The proposed project would not substantially increase the amount of stormwater entering the combined sewer system because the project would not increase impervious surfaces at the project site. Compliance with the city's Stormwater Management Ordinance and the Stormwater Management Requirements and Design Guidelines would ensure that the design of the proposed project includes the installation of appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit discharges from the site from entering the city's combined stormwater/sewer system. Under the Stormwater Management Ordinance, stormwater generated by the proposed project is required to meet a performance standard that reduces the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm and therefore would not contribute additional volume of polluted runoff to the city's stormwater infrastructure. Although the proposed project would add new residents and employees to the project site, the combined sewer system has capacity to serve projected growth. Therefore, the incremental increase in wastewater treatment resulting from the project would be met by the existing sewer system and would not require expansion of existing wastewater facilities or construction of new facilities.

The project site is located within a developed area served by existing electric power, natural gas, and telecommunications. While the project would require local connection to those utilities, it would not necessitate the construction of new power generation, natural gas, or telecommunications infrastructure.

E.12.b) The San Francisco Public Utilities Commission (SFPUC) adopted the 2020 Urban Water Management Plan (2020 plan) in June 2021.[67] The 2020 plan estimates that current and projected water supplies will be sufficient to meet future demand for retail water customers through 2045 under wet- and normal-year conditions; however, in dry years, the SFPUC would implement water use and supply reductions through its Water Shortage Contingency Plan and a corresponding Retail Water Shortage Allocation Plan.[68]

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of our rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).[69] The state water board has indicated that it intends to implement the Bay-Delta Plan Amendment by the year 2022, assuming all required approvals are obtained by that time. Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during

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

[67] SFPUC, 2020 Urban Water Management Plan for the City and County of San Francisco, adopted June 11, 2021. This document is available at Urban Water Management Plan | SFPUC.

[68] San Francisco Public Utilities Commission, *2020 Urban Water Management Plan for the City and County of San Francisco, Appendix K – Water Shortage Contingency Plan,* adopted June 11, 2021. This document is available at Urban Water Management Plan | SFPUC.

[69] 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.

dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages.

Implementation of the Bay-Delta Plan Amendment is uncertain for several reasons and whether, when, and the form in which the Bay-Delta Plan Amendment would be implemented, and how those amendments could affect SFPUC's water supply, is currently unknown. In acknowledgment of these uncertainties, the 2020 plan presents future supply scenarios both with and without the Bay-Delta Plan Amendment, as follows:

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in Section 8.4 of the 2020 plan would be applicable
2. With implementation of a voluntary agreement between the SFPUC and the State Water Resources Control Board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment)
3. With implementation of the Bay-Delta Plan Amendment as adopted wherein the water supply and demand assumptions contained in Section 8.3 of the 2020 plan would be applicable

Water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.[70]

Under these three scenarios, the SFPUC would have adequate water to meet demand in San Francisco through 2045 in wet and normal years.[71] Without implementation of the Bay-Delta Plan Amendment, water supplies would be available to meet demand in all years except for a 4.0 million gallons per day (5.3 percent shortfall in years four and five of a multiple year drought based on 2045 demand.

With implementation of the Bay-Delta Plan Amendment, shortfalls would range from 11.2 million gallons per day (15.9 percent) in a single dry year to 19.2 million gallons per day (27.2 percent) in years two through five of a multiple year drought based on 2025 demand levels and from 20.5 million gallons per day (25.4 percent) in a single dry year to 28.5 million gallons per day (35.4 percent) in years four and five of a multiple year drought based on 2045 demand.

The proposed project does not require a water supply assessment under the California Water Code. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare

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

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

water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.[72] The proposed mixed-use residential project would result in 120 units and 5,750 square feet of PDR space; as such it does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1) and a water supply assessment is not required and has not been prepared for the project. The following discussion considers the potential water supply impacts for projects – such as the proposed project – that do not qualify as "water-demand" projects.

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 2045 would require new or expanded water supply facilities, the construction or relocation of which could have significant impacts on the environment that were not identified in the PEIR. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as the maximum water demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1).[8] The development proposed by the project would represent 24 percent of the 500-unit limit and less than 0.01 percent of the 650,000 square feet of the industrial (PDR) space provided in section 15155(1)(A) and (E), respectively. In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city's Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of substantially less than 50,000 gallons per day of water.

Assuming the project would demand no more than 50,000 gallons of water per day, its water demand would represent a small fraction of the total projected demand, ranging at most from 0.07 to 0.06 percent between 2025 and 2045. As such, the project's water demand would not require or result in the relocation or construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects.

[72] Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:
(A) A residential development of more than 500 dwelling units.
(B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
(C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
(D) A hotel or motel, or both, having more than 500 rooms,
(E) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
(F) a mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.
(G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project's maximum demand would represent less than 0.06 percent of the total demand in 2045 when the retail supply shortfall projected to occur with implementation of the Bay-Delta Plan Amendment would be up to 35.4 percent in a multi-year drought. The SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and explore other projects that would improve overall water supply resilience through an alternative water supply program. The SFPUC has taken action to fund the study of additional water supply projects, but it has not determined the feasibility of the possible projects and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts that could result from the construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for the SFPUC to develop new or expanded dry-year water supplies would exist regardless of whether the proposed project is constructed.

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

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

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

Cumulative Analysis

As explained in the analysis above, existing service management plans for water, wastewater, and solid waste disposal account for anticipated citywide growth. Furthermore, all projects in San Francisco would be required to comply with the same regulations described above which reduce stormwater, potable water, and waste

generation. Therefore, the proposed project, in combination with other cumulative development projects would not result in a cumulative utilities and service systems impact.

Conclusion

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

E.13 Public Services

Central SoMa PEIR Public Services Findings

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

Project Analysis

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

E.13.a) Project residents and employees would be served by the San Francisco Police Department and Fire Department. The closest police station to the project site is the Tenderloin Station, located approximately 0.9 miles from the site, at 301 Eddy Street. The closest fire station to the project site is Station 8, located approximately 0.06 miles from the project site, at 36 Bluxome Street. The increased population at the project site could result in more calls for police, fire, and emergency response. However, the increase in demand for these services would not be substantial given the overall demand for such services on a citywide basis. Moreover, the proximity of the

project site to police and fire stations would help minimize the response time for these services should incidents occur at the project site.

The San Francisco Unified School District (school district) maintains a property and building portfolio that has capacity for almost 64,000 students.[73] A decade-long decline in district enrollment ended in the 2008-2009 school year at 52,066 students, and total enrollment in the district has increased to about 54,063 in the 2017-2018 school year, an increase of approximately 1,997 students since 2008.[74,75] Thus, even with increasing enrollment, the school district currently has more classrooms district-wide than needed.[76] However, the net effect of housing development across San Francisco is expected to increase enrollment by at least 7,000 students by 2030 and eventually enrollment is likely to exceed the capacity of current facilities.[77]

Lapkoff & Gobalet Demographic Research, Inc. conducted a study in 2010 for the school district that projected student enrollment through 2040.[78] This study is being updated as additional information becomes available. The study considered several new and ongoing large-scale developments (Mission Bay, Candlestick Point, Hunters Point Shipyard/San Francisco Shipyard, and Treasure/Yerba Buena Islands, Parkmerced, and others) as well as planned housing units outside those areas.[79] In addition, it developed student yield assumptions informed by historical yield, building type, unit size, unit price, ownership (rented or owner-occupied), whether units are subsidized, whether subsidized units are in standalone buildings or in inclusionary buildings, and other site-specific factors. For most developments, the study establishes a student generation rate of 0.80 Kindergarten through 12th grade students per residential unit in a standalone affordable housing site, 0.25 students per unit for inclusionary affordable housing developments, and 0.10 students per unit for market-rate housing.

The Leroy F. Greene School Facilities Act of 1998, or SB 50, restricts the ability of local agencies to deny land use approvals on the basis that public school facilities are inadequate. SB 50, however, permits the levying of developer fees to address local school facility needs resulting from new development. Local jurisdictions are precluded under state law from imposing school-enrollment-related mitigation beyond the school development fees. The school district collects these fees, which are used in conjunction with other school district funds, to support efforts to complete capital improvement projects within the city. The proposed project would be subject to the school impact fees.

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

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

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

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

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

[78] *Ibid.*

[79] *Ibid.*

Based on the student generation rates above, the proposed project would be expected to generate 15 school-aged children[80] who would attend San Francisco public schools. The school district currently has capacity to accommodate this minor increase in demand without the need for new or physically altered schools, the construction of which may result in environmental impacts.

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

Cumulative Analysis

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

Conclusion

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

E.14 Biological Resources

Central SoMa PEIR Biological Findings

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

The Central SoMa PEIR determined that the potential impacts to special-status bats that may be roosting in trees and underutilized buildings in the plan area would be significant but could be reduced to a less-than-significant level with implementation of Central SoMa PEIR Mitigation Measure M-BI-1, Pre-Construction Bat Surveys. Central SoMa PEIR Mitigation Measure M-BI-1 requires that conditions of approval for building permits issued for

[80] Using the student generation rates from the Lapkoff & Gobalet study, 18 affordable units times 0.25 students per affordable rounds up to 5 students, and 102 market rate units times 0.1 students per units rounds down to ten students for a total of 15 school-aged children who would attend San Francisco public schools.

construction of projects within the Central SoMa Plan area include a requirement for pre-construction special-status bat surveys when large trees are to be removed or underutilized or vacant buildings are to be demolished.

Project Analysis

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

E.14.a-f) As the project is located within the Central SoMa Plan area, the proposed project would not affect any natural vegetation communities, special-status plants, riparian corridors, estuaries, marshes, or wetlands. Further, there are no riparian corridors, estuaries, marshes or wetlands on or adjacent to the project site and there are no environmental conservation plans applicable to the project site.

The proposed project would be required to comply with the City's Standards for Bird-Safe Buildings, which would require remedies to prevent bird fatalities related to window treatments, lighting design, and lighting operation. Compliance with the standards would ensure impacts to native resident or migratory birds would be less than significant. The Central SoMa PEIR included Improvement Measure I-BI-2, to reduce the effects of nighttime bird strikes on buildings due to exterior and interior lighting. The proposed project would be subject to the provisions of Improvement Measure I-BI-2 and would implement Project Improvement Measure 1, Night Lighting

Minimization and the less-than-significant effect associated with bird strikes on buildings would be further reduced.

The proposed project does not involve the removal of existing trees and therefore would not conflict with the City's local tree preservation ordinance, the Urban Forestry Ordinance. The project site is not vacant and is currently occupied with two commercial tenants. The proposed project would not remove any existing trees. As such, the proposed project would not likely contain habitat for any special status bat species; therefore, Central SoMa Mitigation Measure M-BI-1, Pre-Construction Bat Surveys would not apply to the proposed project. The proposed project would plant four new street trees along the Brannan Street frontage. Therefore, the proposed project would not result in significant biological resource impacts.

Cumulative Analysis

As the proposed project would have no impact on special status species or sensitive habitats, the project would not have the potential to contribute to cumulative impacts to special status species or sensitive habitats. Similarly, since the proposed project does not require tree removal, the project does not have the potential to combine with cumulative projects to result in any cumulative impact from a conflict with the city ordinance protecting trees. All projects in San Francisco are required to comply with the City's Standards for Bird-Safe Buildings (Ordinance No. 199-11). Therefore, cumulative impacts to native resident or migratory birds would be less than significant.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact on biological resources. Therefore, the proposed project would not result in a significant biological resources impact that was not disclosed in the Central SoMa PEIR.

E.15 Geology and Soils

Central SoMa PEIR Geology and Soils Findings

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

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

or more structural, geotechnical, or seismic hazard reviewers to provide technical review, the qualifications of the reviewers, the scope of the review services, the review process, and how the director of the building department as the building official would resolve any disputes between the reviewer(s) and the project's engineer of record.

With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable or could become unstable as a result of such construction, would be less than significant. Thus, the Central SoMa PEIR concluded that implementation of the Central SoMa Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

E.15.a, c, and d) A geotechnical investigation was prepared for the proposed project.[81] The report found that the most appropriate foundation for the proposed building would be a mat foundation bearing on improved soil. There are several types of ground improvement that could be utilized to prevent differential settlement of the proposed building, and drilled displacement columns were found to be the most appropriate ground improvement method for the project.

The project site was found to be underlain by approximately 10 to 12 feet of fill, which consists of loose sand that contains brick, rock and concrete fragments. The fill is underlain by a marsh deposit that consists generally of clayey sand and clay with varying amounts of organics, including zones of peat, which extends four to 14 feet below the fill. Below the marsh deposits in some areas are alluvial deposits, that include layers of stiff to very stiff sandy clay and medium dense to dense sand with varying silt and clay content. The alluvial deposits are approximately five feet thick and extend to a depth of about 28 feet below ground surface. The alluvial deposits are underlain by the Colma Formation, which generally consists of medium dense to very dense sand with varying amounts of clay and interbedded stiff sandy clay lenses. The Colma Formation soils extend to a depth of approximately 54 feet below ground surface at a thickness of zero to 26 feet. Groundwater was encountered at a depth of approximately six feet below ground surface, which should be assumed for the design of below-grade walls and foundations.

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

E.15.b) The project site is occupied by an existing building with a paved parking area and is entirely covered with impervious surfaces. For these reasons, construction of the proposed project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately two feet below ground surface, creating the potential for windborne and waterborne soil erosion. However, the project

[81] Rockridge Geotechnical, *Preliminary Geotechnical Report Proposed Mixed-Use Building 560 Brannan Street, San Francisco, California,* April 14, 2020.

would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, stormwater, non-stormwater and waste runoff from a construction site. For construction projects disturbing 5,000 square feet or more, such as the proposed project, a project must also implement an approved erosion and sediment control plan that details the use, location and emplacement of sediment and control devices. These measures would reduce the potential for erosion during construction. Therefore, the proposed project would not result in significant impacts related to soil erosion or the loss of topsoil.

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

E.15.f) Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. A unique geologic or physical feature embodies distinctive characteristics of any regional or local geologic principles, provides a key piece of information important to geologic history, contains minerals not known to occur elsewhere in the county, and/or is used as a teaching tool. There are no known unique geologic or physical features at the project site. Construction activities are not anticipated to encounter any below-grade paleontological resources. Therefore, the project would have no impact on paleontological resources or unique geologic features.

Cumulative Analysis

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

Environmental impacts related to geology and soils are generally site-specific. All development within San Francisco is subject to the seismic safety standards and design review procedures of the California and local building codes and the requirements of the Construction Site Runoff Ordinance. These regulations would ensure that cumulative effects of development on seismic safety, geologic hazards, and erosion are less than significant. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to geology and soils.

Conclusion

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

E.16 Hydrology and Water Quality

Central SoMa PEIR Hydrology and Water Quality Findings

The Central SoMa PEIR determined that the anticipated increase in population resulting from Plan implementation would not result in a significant impact on hydrology and water quality, including the combined sewer system and future flooding hazards, taking into account anticipated sea level rise. The Central SoMa PEIR noted that although portions of the Plan Area would be exposed to an increased risk of flooding in the future due to sea level rise, Central SoMa Plan development would not exacerbate this risk and, therefore, would not result in

a significant impact. Moreover, the Central SoMa Plan includes objectives, policies, and implementation measures intended to maximize flood resilience. All hydrology and water quality impacts of the Central SoMa Plan were determined to be less than significant, and no mitigation measures were identified in the PEIR.

Project Analysis

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

E.16.a) The project would generate wastewater and stormwater discharges typical of urban residential and PDR uses. Wastewater and stormwater from the project site would be accommodated by the city's sewer system and treated at the Southeast Water Pollution Control Plant to the standards set by the San Francisco Bay Regional Water Quality Control Board, therefore, the proposed project would not exceed the waste discharge requirements of the water quality board. Furthermore, as discussed in topic E.15.b, the project is required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. Any groundwater that would be discharged during construction would require a Batch Wastewater Discharge permit from the San Francisco Public Utilities Commission, which would require water quality standards to be met before

discharging into the sewer system. The city's compliance with the requirements of its NPDES permit and the project's compliance with Construction Site Runoff Ordinance and requirements of a Batch Waste Discharge permit, in the event dewatering is necessary, would ensure that the project would not result in significant impacts to water quality.

E.16.b) As discussed under topic E.15, groundwater is approximately 6 to 9 feet below the ground surface at the project site and may be encountered during excavation. Therefore, dewatering is likely to be necessary during construction. The project would not require long-term dewatering and does not propose to extract any underlying groundwater supplies. In addition, the project site is located in the Downtown San Francisco Groundwater Basin. This basin is not used as a drinking water supply and there are no plans for development of this basin for groundwater production.[82] For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant.

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

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

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

Cumulative Analysis

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

[82] The San Francisco Public Utilities Commission (SFPUC) supplies water to all of San Francisco residents and businesses. The SFPUC's groundwater supply program includes two groundwater projects: one along the peninsula and the other supplying groundwater from San Francisco's Westside Groundwater Basin aquifer, approximately 400 feet below ground surface. For more information see: https://sfwater.org/index.aspx?page=184. Accessed November 19, 2018.

Conclusion

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

E.17 Hazards and Hazardous Materials

Central SoMa PEIR Hazards and Hazardous Materials Findings

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

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

The Central SoMa PEIR determined that demolition and renovation of buildings in the plan area could expose workers and the public to hazardous building materials or release those materials into the environment. Such materials include asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs), di (2-ethylhexyl) phthalate (DEHP), and mercury. Central SoMa PEIR Mitigation Measure M-HZ-3, Hazardous Building Materials Abatement, which requires abatement of certain hazardous building materials other than asbestos and lead paint, was identified to reduce impacts to less than significant. However, regulations for the safe handling and disposal of hazardous building materials are in place and this mitigation measure is not necessary to reduce potential impacts related to exposure to hazardous building materials during demolition and renovation.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒

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

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

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

Hazardous Building Materials

The proposed project would demolish the existing building on the project site, which was constructed in 1929. Some building materials commonly used in older buildings, such as the existing building on the project site, could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the Central SoMa PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or DEHP, fluorescent lights containing mercury vapors, and lead-based paints.

The California Department of Toxic Substance Control considers asbestos hazardous and removal is required. 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. Asbestos-containing materials must be removed in accordance with local and state regulations, the air district, the California Occupational Safety and Health Administration, and California Department of Health Services requirements, as described below.

California Health and Safety Code section 19827.5 requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The California legislature vests the air district with the authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and the air district is to be notified 10 days in advance of any proposed demolition or abatement work. Any asbestos-containing material disturbance at the project site would be subject to the requirements of air district Regulation 11, Rule 2: Hazardous Materials—Asbestos Demolition, Renovation, and Manufacturing. The local office of Cal OSHA must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in Title 8 of California Code of Regulations section 1529 and sections 341.6 through 341.14, where there is asbestos related work involving 100 square feet or more of asbestos-containing material. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, the building department would not issue the required permit until the applicant has complied with the requirements described above. These regulations and procedures already established as part of the building permit review process would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level.

As the existing building at 560 Brannan was constructed in 1929, it may, due to its age, contain lead paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities, to seizures and death. Children six years old and under are most at risk. Demolition must be conducted in compliance with section 3425 of the San Francisco Building Code (Building Code), Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Any work that may disturb or remove interior or exterior lead-based paint on pre-1979 buildings, structures and properties and on steel structures is required to use work practices that minimize or eliminate the risk of lead contamination of the environment.

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

Section 3425 also includes notification requirements, contents of notice, and requirements for project site signs. Prior to commencement of exterior work that disturbs or removes 100 or more square feet or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the building department with written notice that describes the address and location of the proposed project; the scope and specific location of the work; whether the responsible party has reason to know or presume that lead-based paint is present; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job

start and completion dates for the work; whether the building is residential or nonresidential; whether it is owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include: a posted sign notifying the public of restricted access to work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Early Commencement of Work (by Owner, Requested by Tenant), and Notice of Lead Contaminated Dust or Soil, if applicable. Section 3425 contains provisions regarding inspection and sampling for compliance by the building department, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

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

Soil and Groundwater Contamination

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

The proposed project would excavate approximately 770 cubic yards of soil. The project site is on the Maher map, and is therefore subject to the Maher Ordinance. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a *phase 1 environmental site assessment*.

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

In compliance with the Maher Ordinance, the project sponsor has filed an application for a Maher permit with the health department and a phase 1 site assessment has been prepared to assess the potential for site contamination.[83] The phase 1 site assessment found that the site was previously occupied by a saloon, a lumber yard, furniture facility, and a general mill. The site also included lab sheds, paint storage, and a cabinet maker. The current tenants are a software developer and a software/hardware company. The assessment revealed no evidence of *recognized environmental conditions*,[84] and no further investigations were recommended for the site at

[83] Innovative & Creative Environmental Solutions (ICES), *Phase I Environmental Site Assessment, 560-569 Brannan Street, San Francisco, California*, August 12, 2019.

[84] A *recognized environmental condition* is the presence or likely presence of any hazardous substances in, on, or at a property.

the time of the assessment.[85] The San Francisco Department of Public Health reviewed the phase 1 site assessment and supporting documents and requested submission of a phase 2 work plan in order to delineate potential underground contamination due to historical fill, off-site environmental concerns, and former site uses.[86]

The proposed project would be required to remediate potential soil or groundwater contamination in accordance with article 22A to standards that would be acceptable for the proposed residential and PDR uses if any potential soil or groundwater contamination were discovered during subsequent investigations or encountered during construction. Compliance with these requirements would ensure that the proposed project would not result in any significant impacts related to hazardous materials.

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

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

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

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

Cumulative Analysis

Environmental impacts related to hazards and hazardous materials are generally site-specific. Nearby cumulative development projects would be subject to the same regulations addressing use of hazardous waste (e.g., article 22 of the health code), hazardous soil and groundwater (article 22B of the health code) and building and fire codes addressing emergency response and fire safety. For these reasons, the proposed project would not combine with other projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

Conclusion

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

[85] *Ibid.*

[86] San Francisco Department of Public Health, *SFHC Article 22A-Phase 2 Work Plan Request, 560 Brannan Street, San Francisco, CA 94107, EHB-SAM Case Number: 1962*, November 2, 2021.

E.18 Mineral Resources

Central SoMa PEIR Mineral Resources Findings

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

Project Analysis

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

E.18.a, b) The project site is not located in an area with known mineral resources and would not routinely extract mineral resources. Therefore, the proposed project would have no impact on mineral resources.

Cumulative

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

Conclusion

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

E.19 Energy Resources

Central SoMa PEIR Energy Resources Findings

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

Project Analysis

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

E.19.a) Energy demand for the proposed project would be typical of residential mixed-use projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including the San Francisco Green Building Ordinance and Title 24 of the California Code of Regulations. As documented in the GHG compliance checklist for the proposed project, the project would be required to comply with applicable regulations promoting water conservation and reducing potable water use. As discussed in topic E.5, Transportation and Circulation, the project site is located in a transportation analysis zone that experiences low levels of VMT per capita. Therefore, the project would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

E.19.b) In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. In November 2008, Executive Order S-14-08 was signed requiring all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. In 2015, Senate Bill 350 codified the requirement for the renewables portfolio standard to achieve 50 percent renewable energy by 2030, and in 2018, Senate Bill 100 requires 60 percent renewable energy by 2030 and 100 percent by 2045.[87]

San Francisco's electricity supply is 41 percent renewable, and San Francisco's goal is to meet 100 percent of its electricity demand with renewable power.[88] CleanPowerSF is the city's Community Choice Aggregation Program operated by the SFPUC, which provides renewable energy to residents and businesses. GreenFinanceSF allows commercial property owners to finance renewable energy projects, as well as energy and water efficiency projects, through a municipal bond and repay the debt via their property tax account. The proposed project would meet the Better Roofs ordinance requirements through an approximately 1,600-square-foot solar roof, and a 1,600-square-foot living roof, which would reduce the demand for energy though the on-site generation of renewable electricity.

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

[88] San Francisco Mayor's Renewable Energy Task Force Recommendations Report, September 2012, available at: https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf, accessed on April 24, 2019.

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

Cumulative

All development projects within San Francisco are required to comply with applicable regulations in the city's Green Building Ordinance and Title 24 of the California Code of Regulations that reduce both energy use and potable water use. The majority of San Francisco is located within a transportation analysis zone that experiences low levels of VMT per capita compared to regional VMT levels. All development projects, as applicable, would be required to meet the Better Roofs ordinance requirements through a combination of solar panels and living roofs, which would reduce energy demand through on-site renewable energy generation. Therefore, the proposed project, in combination with other cumulative projects would not encourage activities that result in the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

Conclusion

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

E.20 Agriculture and Forest Resources

Central SoMa PEIR Agriculture and Forest Resources Findings

The Central SoMa PEIR determined that no agricultural or forest resources exist in the plan area; therefore, the Central SoMa Plan would have no effect on agricultural and forestry resources. As a result, implementation of the plan would not convert any prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use. In addition, the plan would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. The plan would not result in the loss of forest land or conversion of forest land to non-forest uses. No mitigation measures were identified in the Central SoMa PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

E.20.a-e) The project site is within an urbanized area in the City and County of San Francisco that does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under Williamson Act contract. The area is not zoned for any agricultural uses. Topics E.20.a through E.20.e are not applicable to the proposed project and the project would have no impact either individually or cumulatively on agricultural or forest resources.

Conclusion

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

E.21 Wildfire

Central SoMa PEIR Wildland Fire Findings

The plan area is located within an urbanized area that lacks an urban-wildland interface. The Central SoMa PEIR did not explicitly analyze impacts of the plan on wildfire risk, but the plan area is not located in or near state responsibility areas.

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

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

F. Public Notice and Comment

A "Notification of Project Receiving Environmental Review" was mailed on December 8, 2020 to adjacent occupants and owners of properties within 300 feet of the project site and the South of Market and city-wide neighborhood group lists. No comments were received in response to the notification.

G. Figures

Figure 1: Location Map is presented on page 3 and Figure 2: Cumulative Projects within one-quarter mile of the 560 Brannan Street Project Site is presented on page 7 in this initial study. Figures 3 through 17 are presented on the following pages.

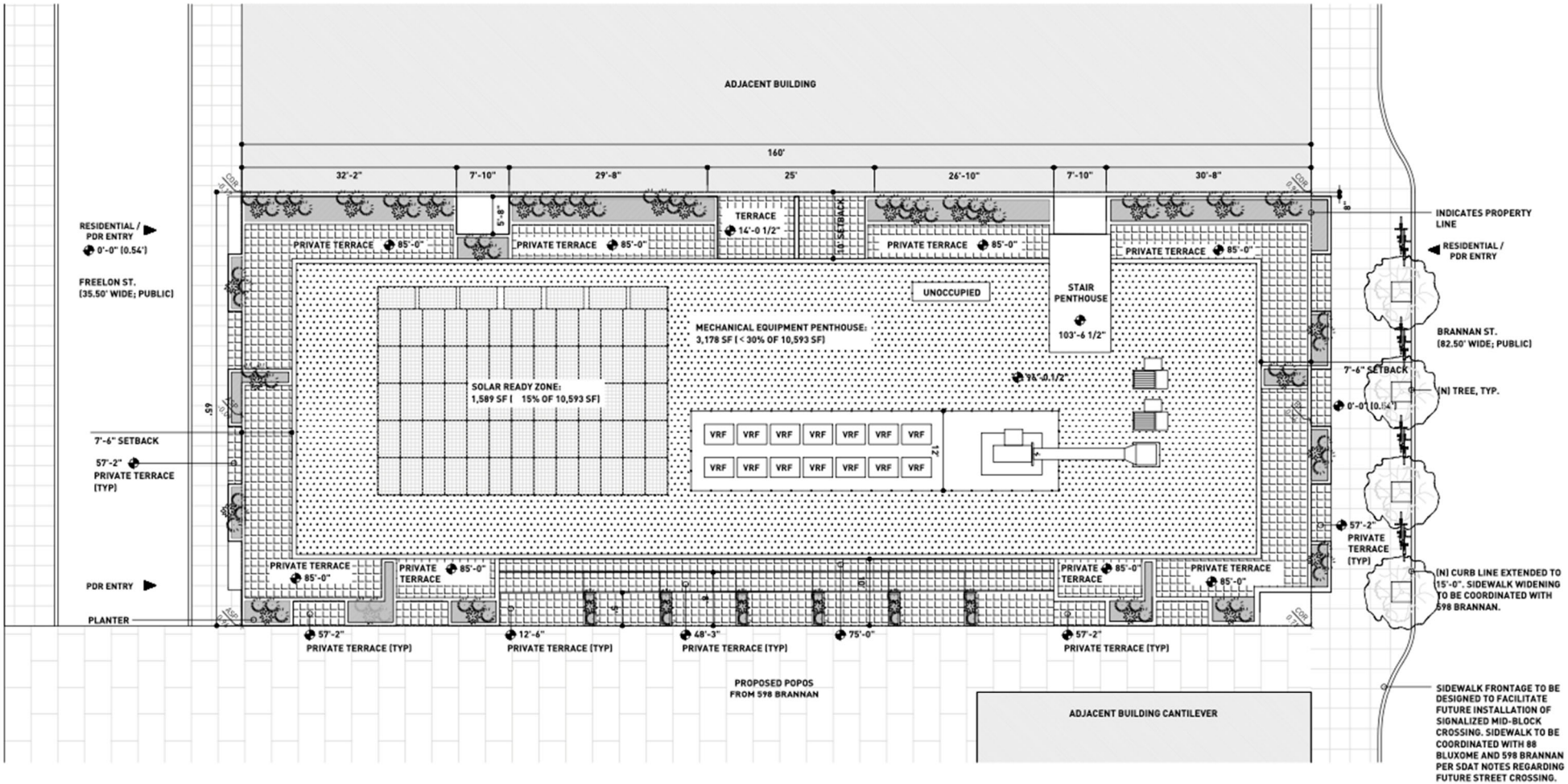


Figure 3: Proposed Site Plan

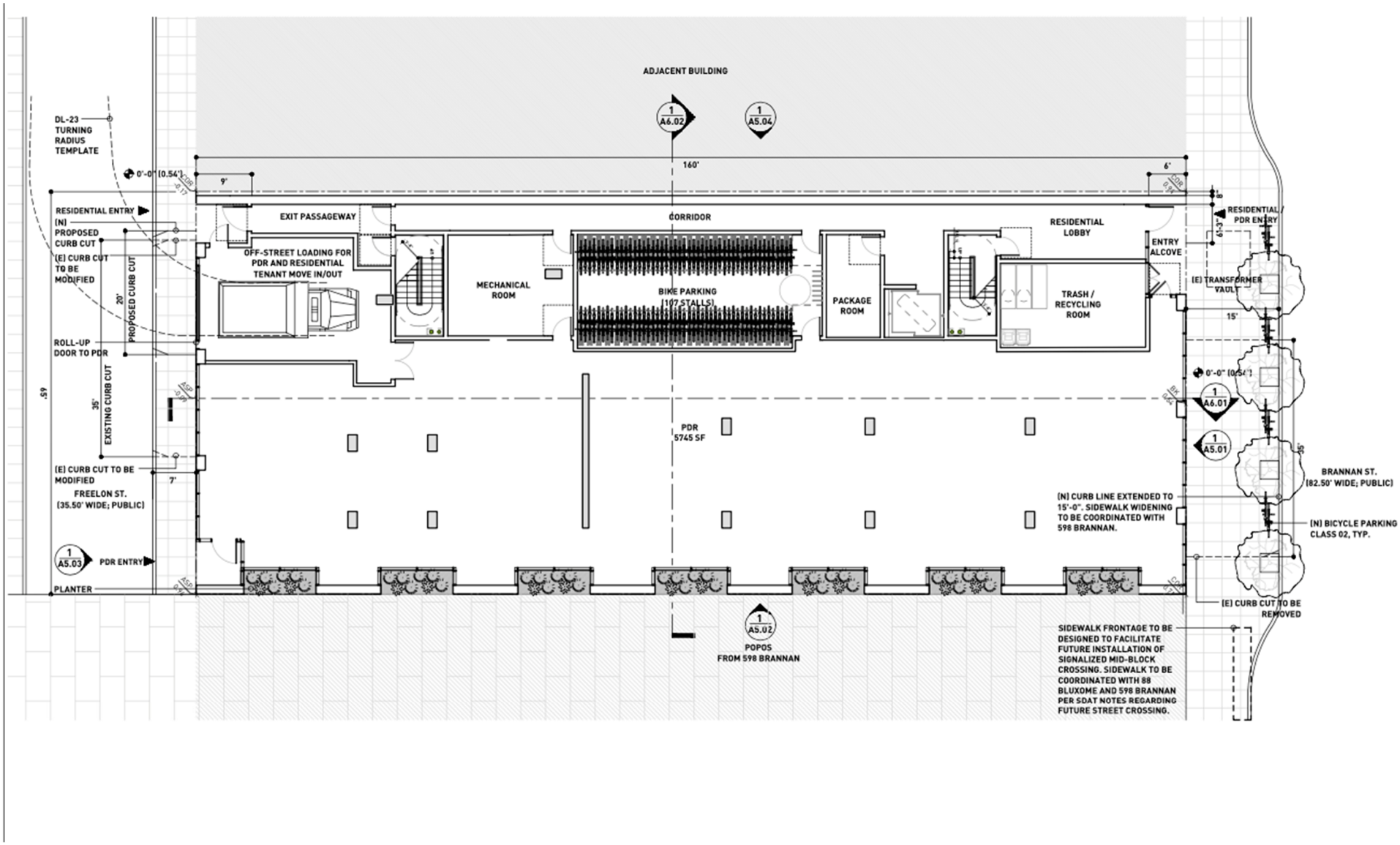


Figure 4: Proposed Floor 1

Figure 5: Proposed Floor 2

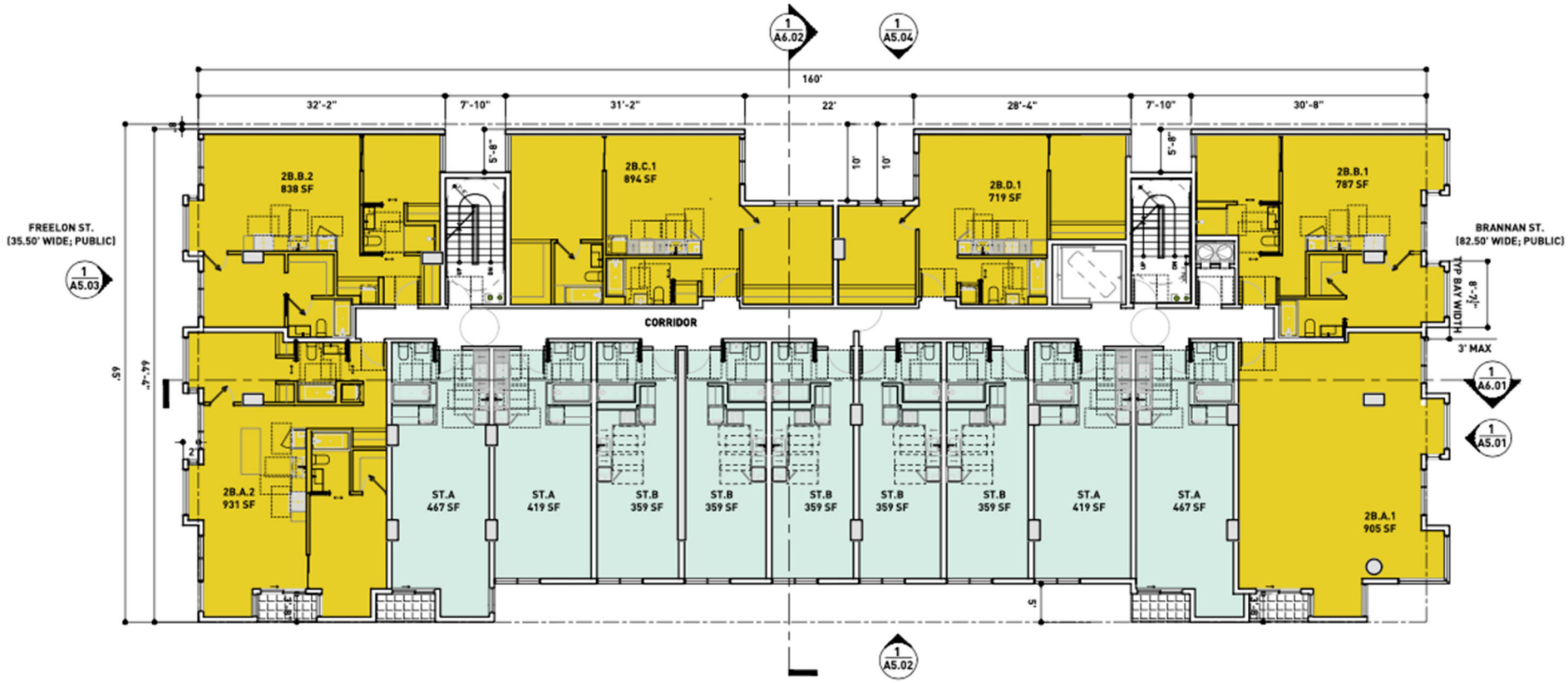


Figure 6: Proposed Floor 3

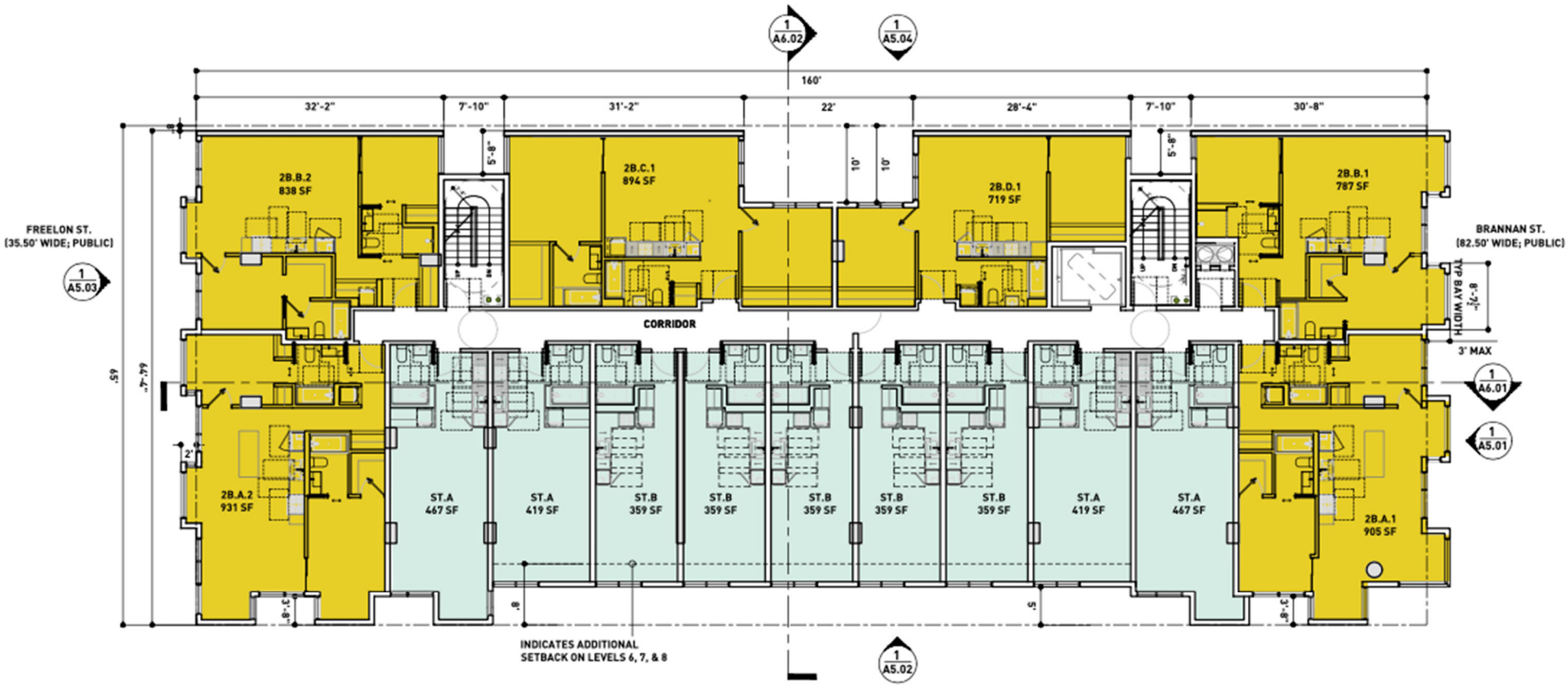


Figure 7: Proposed Floors 4 and 8

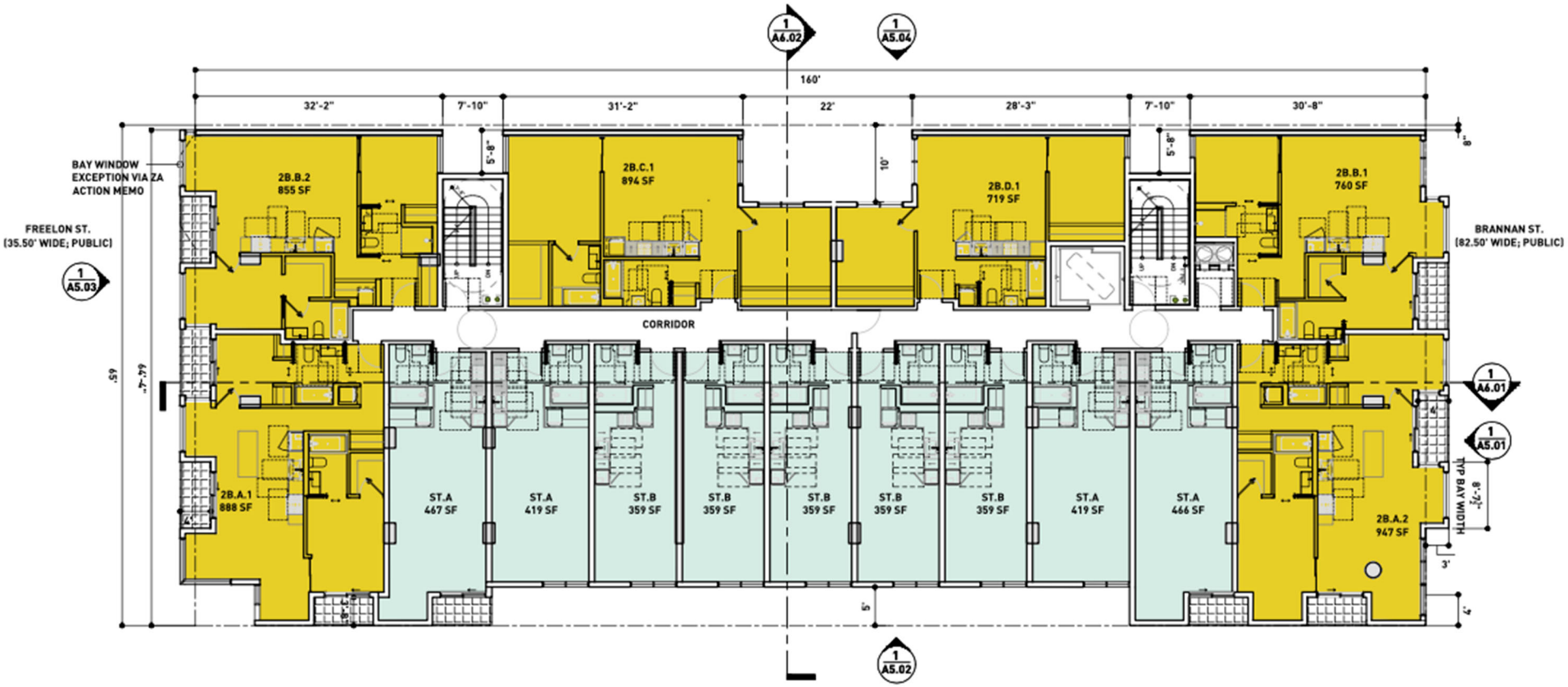


Figure 8: Proposed Floor 5

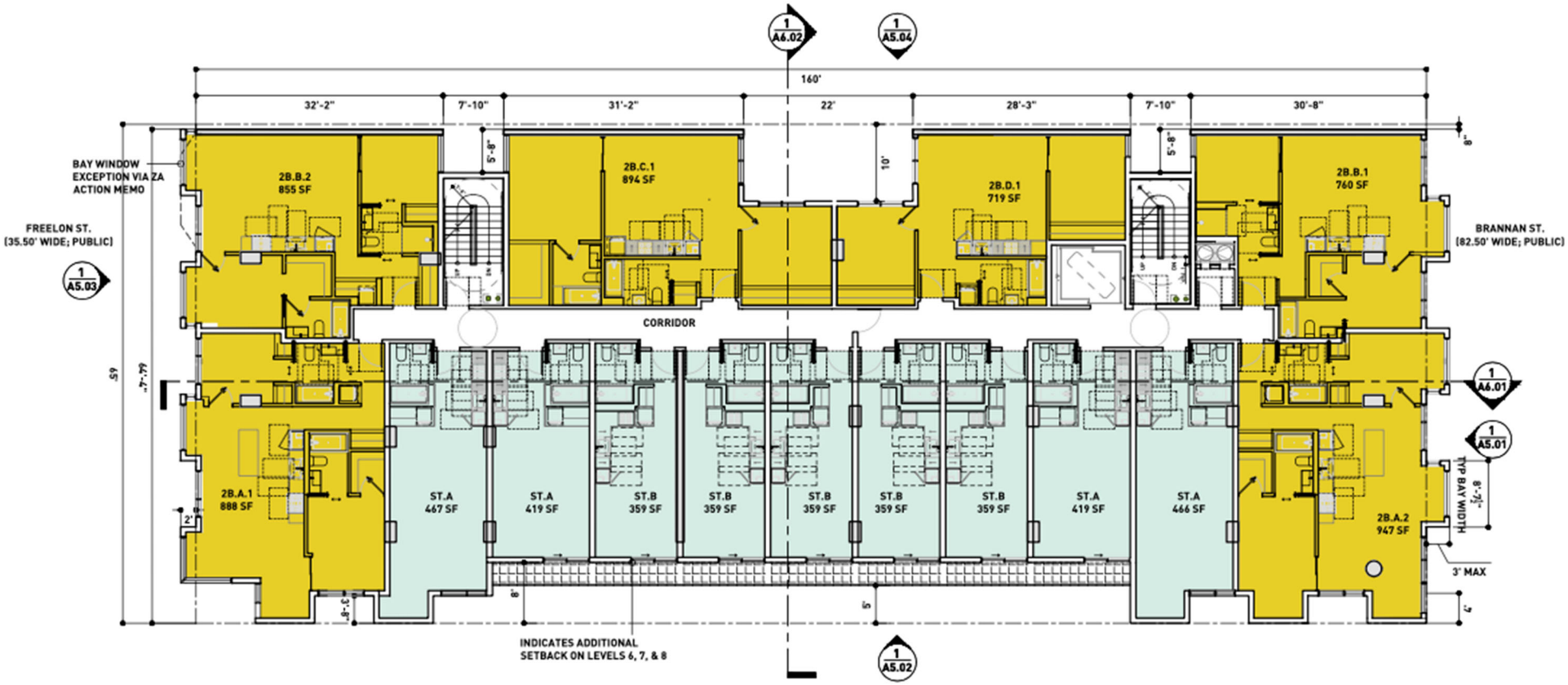


Figure 9: Proposed Floor 6

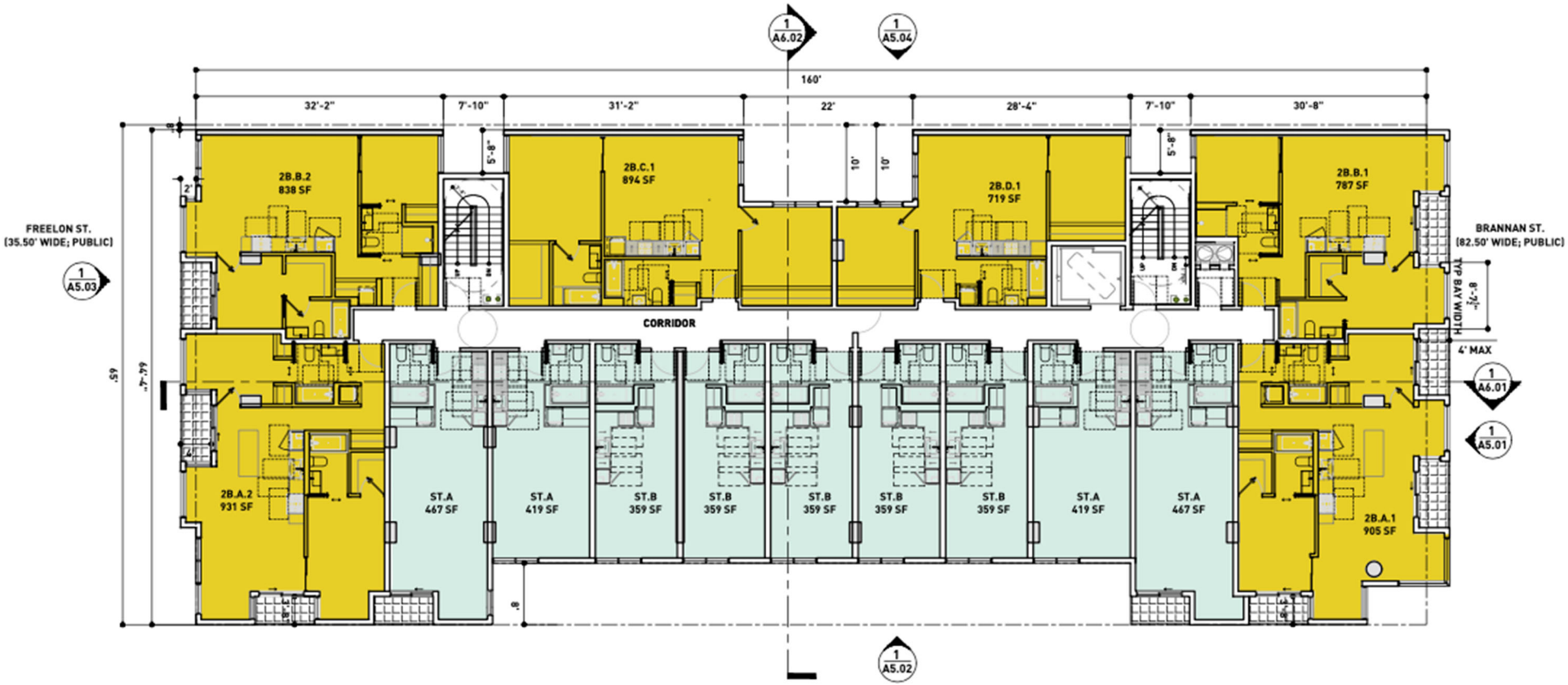


Figure 10: Proposed Floor 7

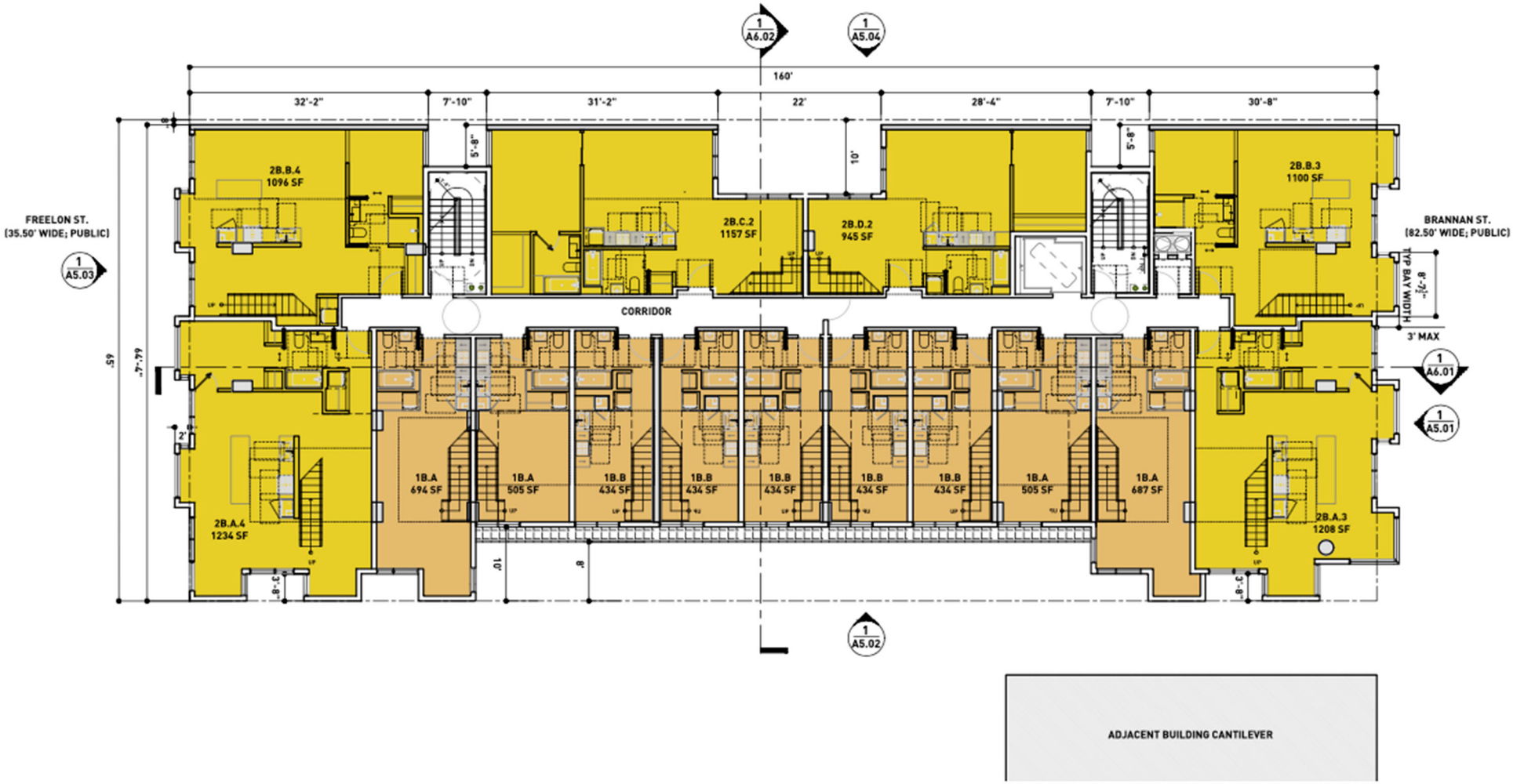


Figure 11: Proposed Floor 9

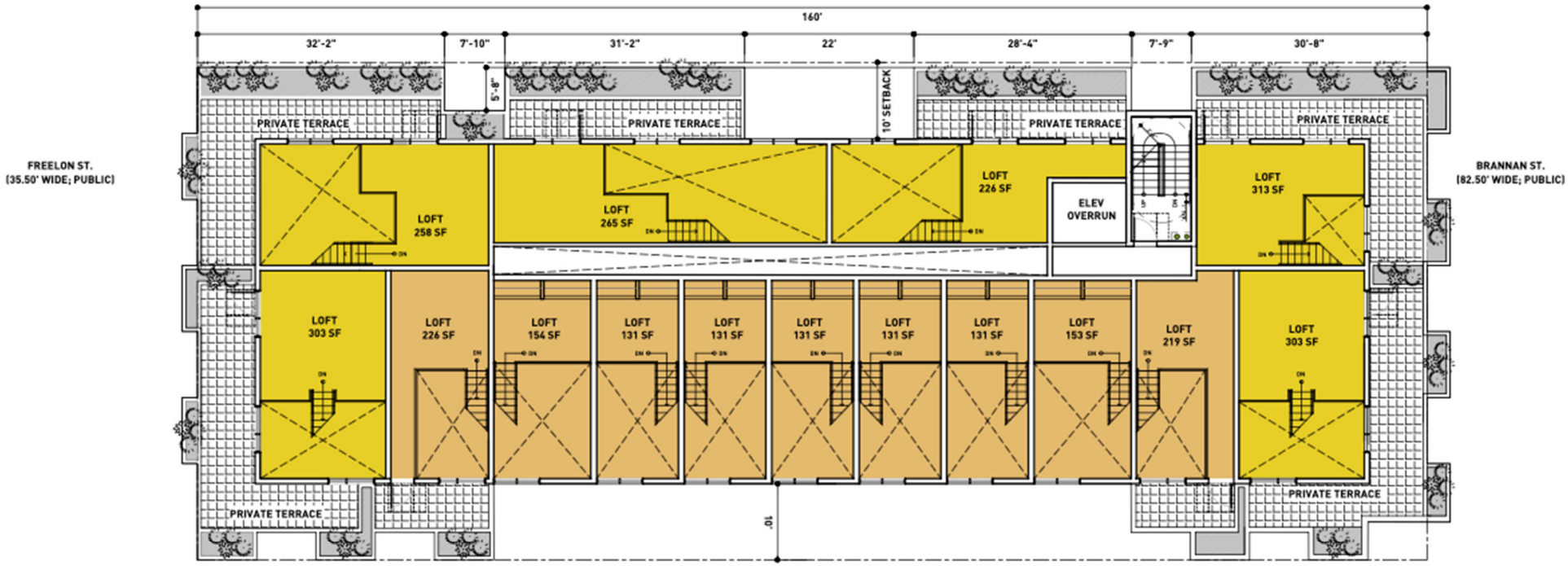


Figure 12: Proposed Lower Roof/Mezzanine Level

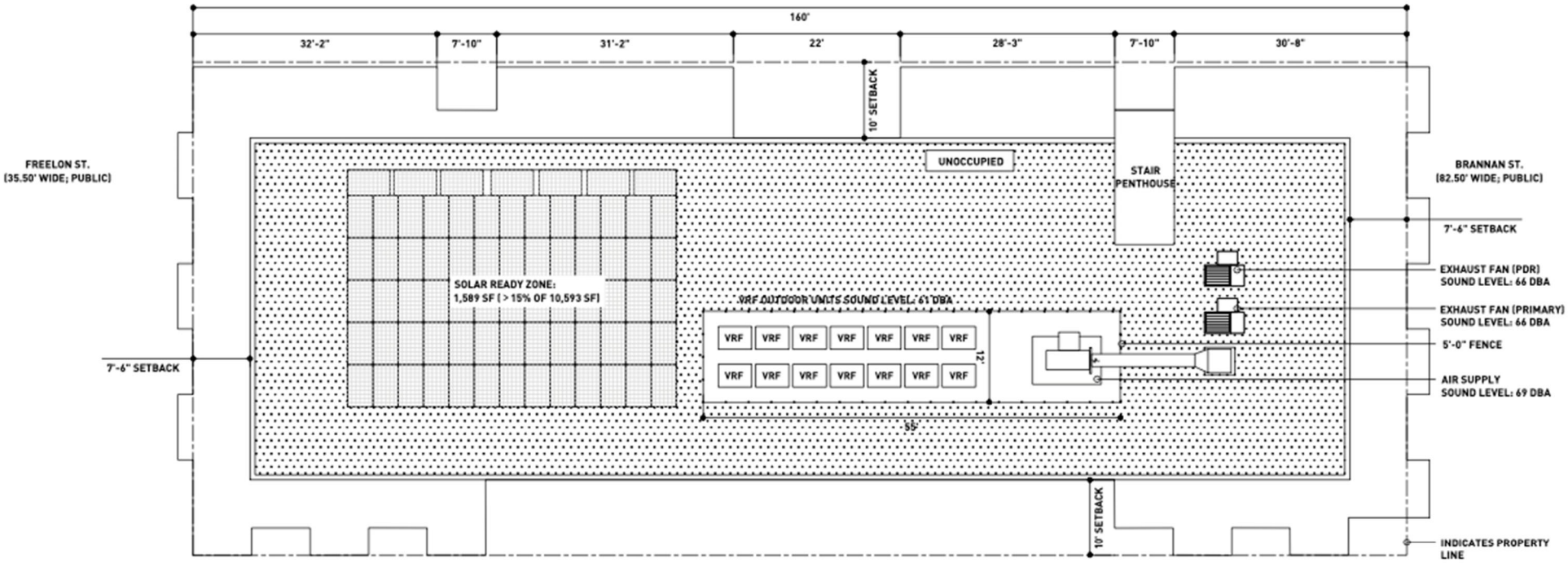


Figure 13: Proposed Roof Plan

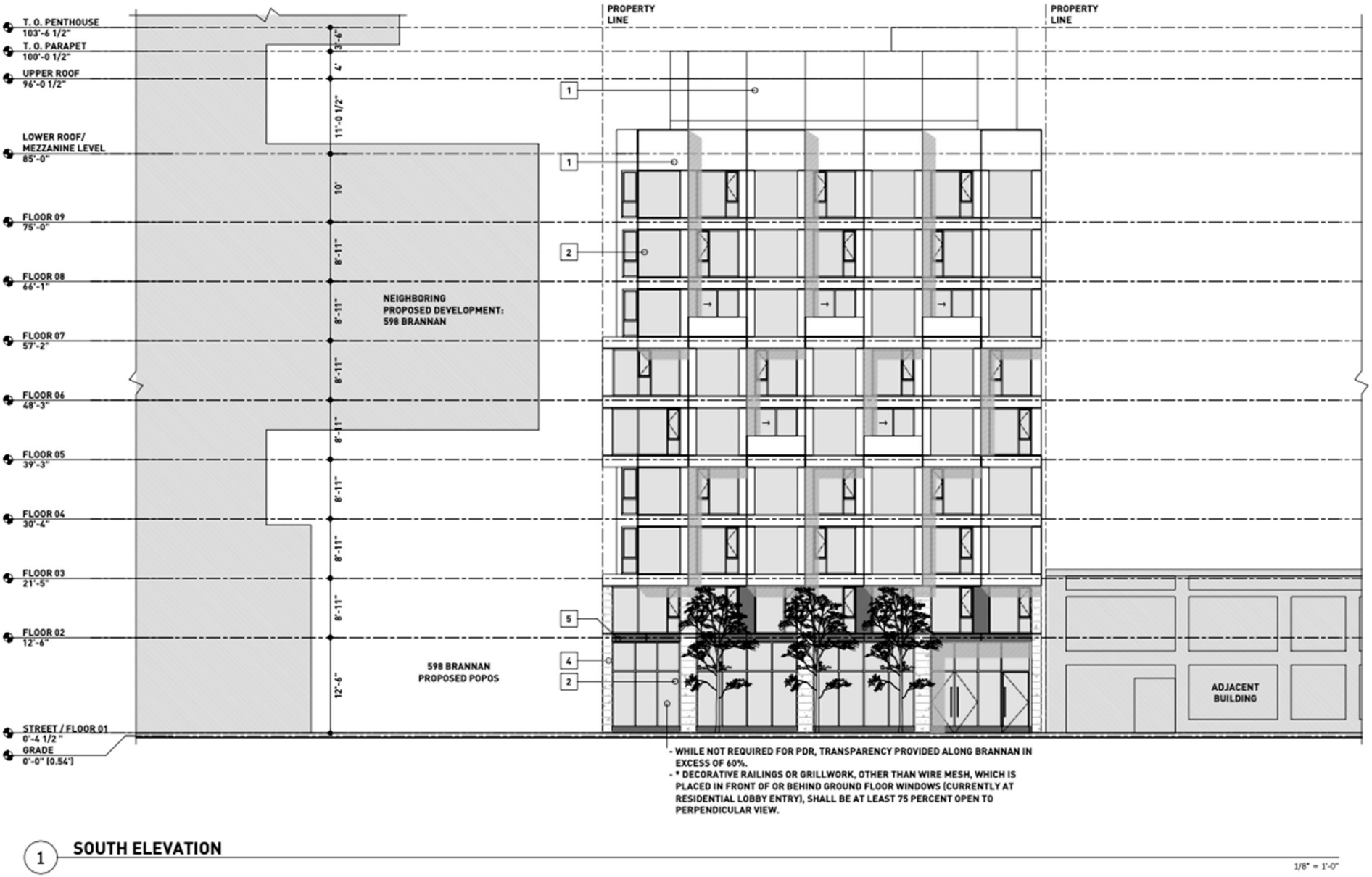
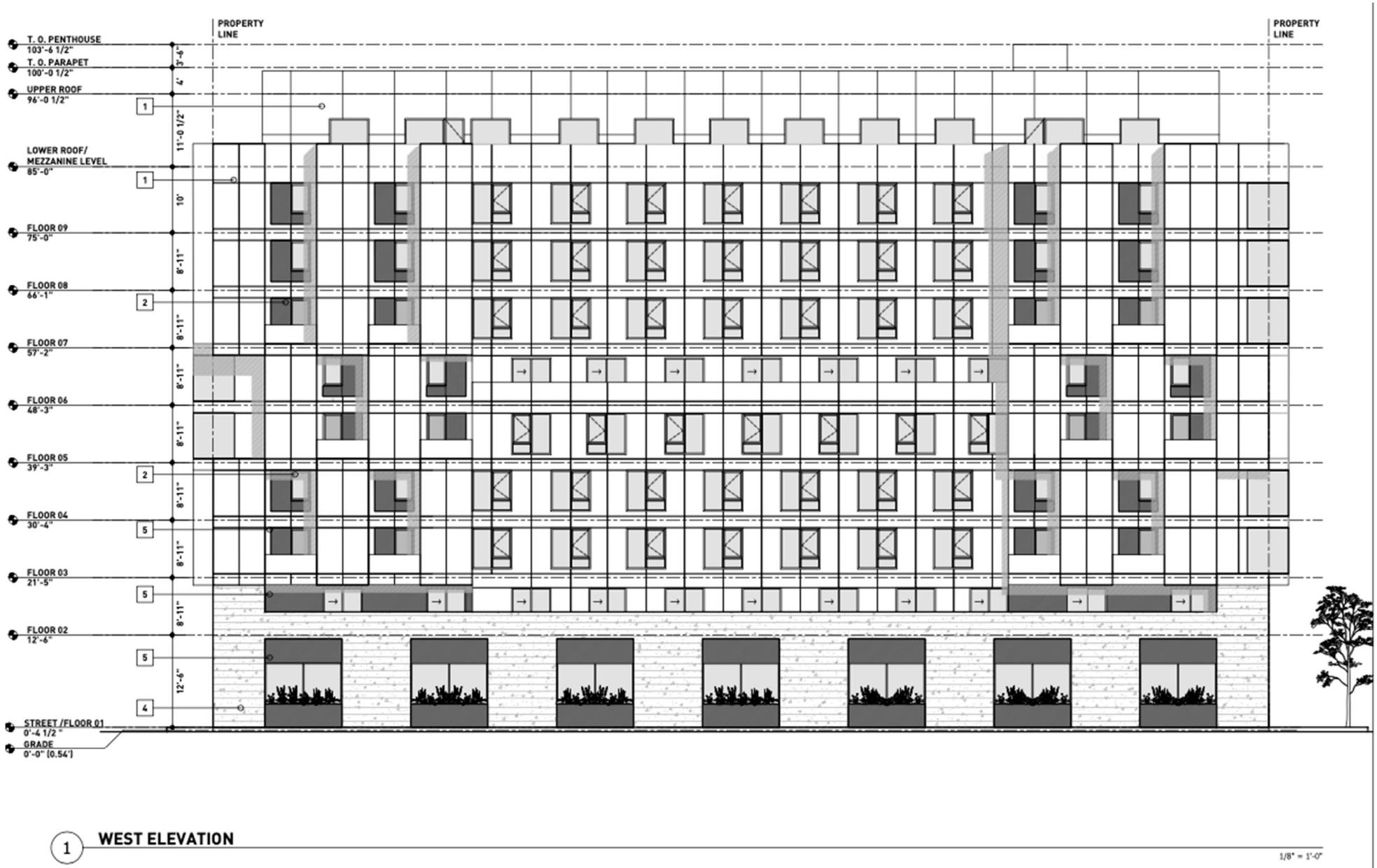


Figure 14: Proposed South Elevation



1 **WEST ELEVATION**

1/8" = 1'-0"

Figure 15: Proposed West Elevation

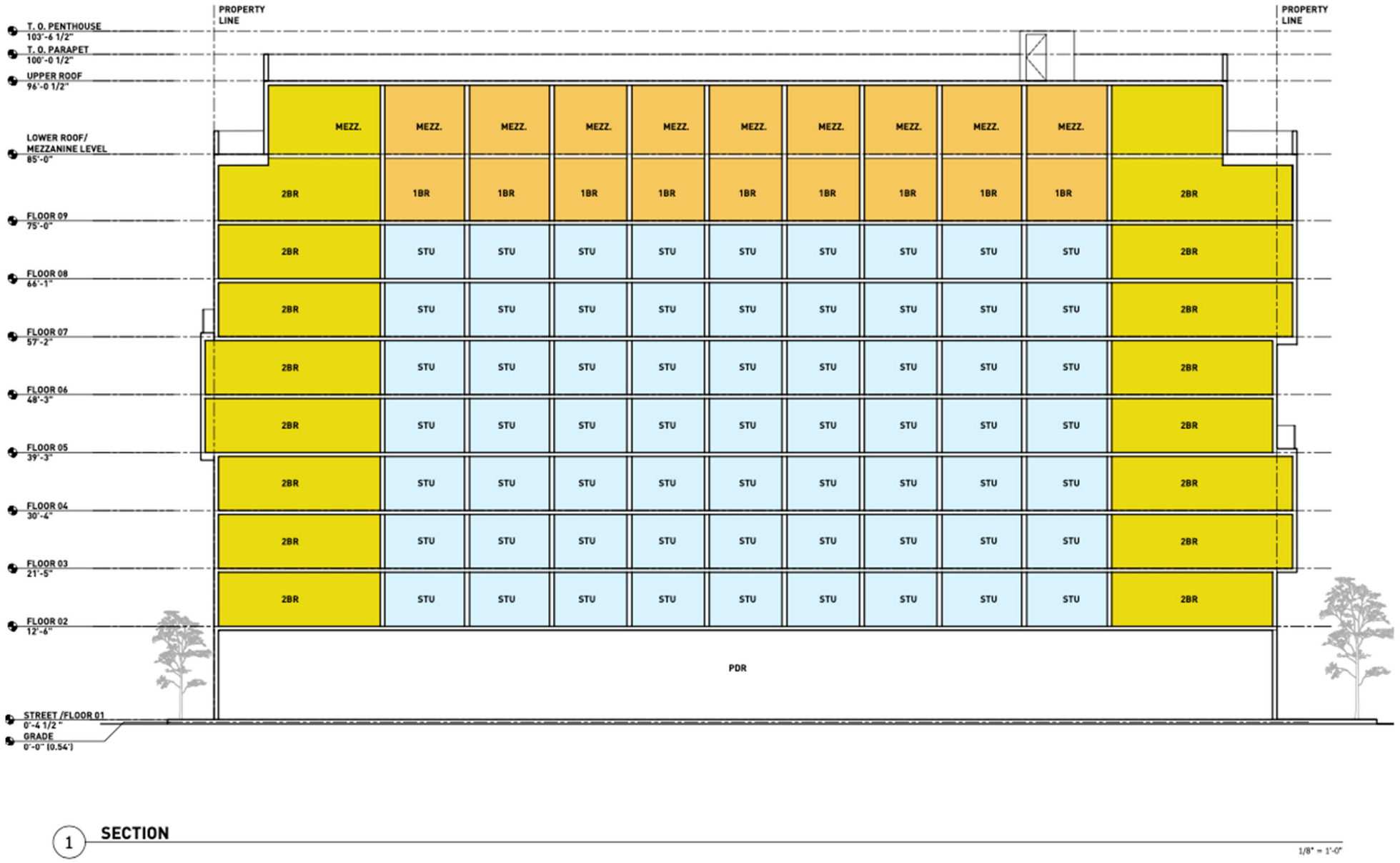


Figure 16: Proposed Section

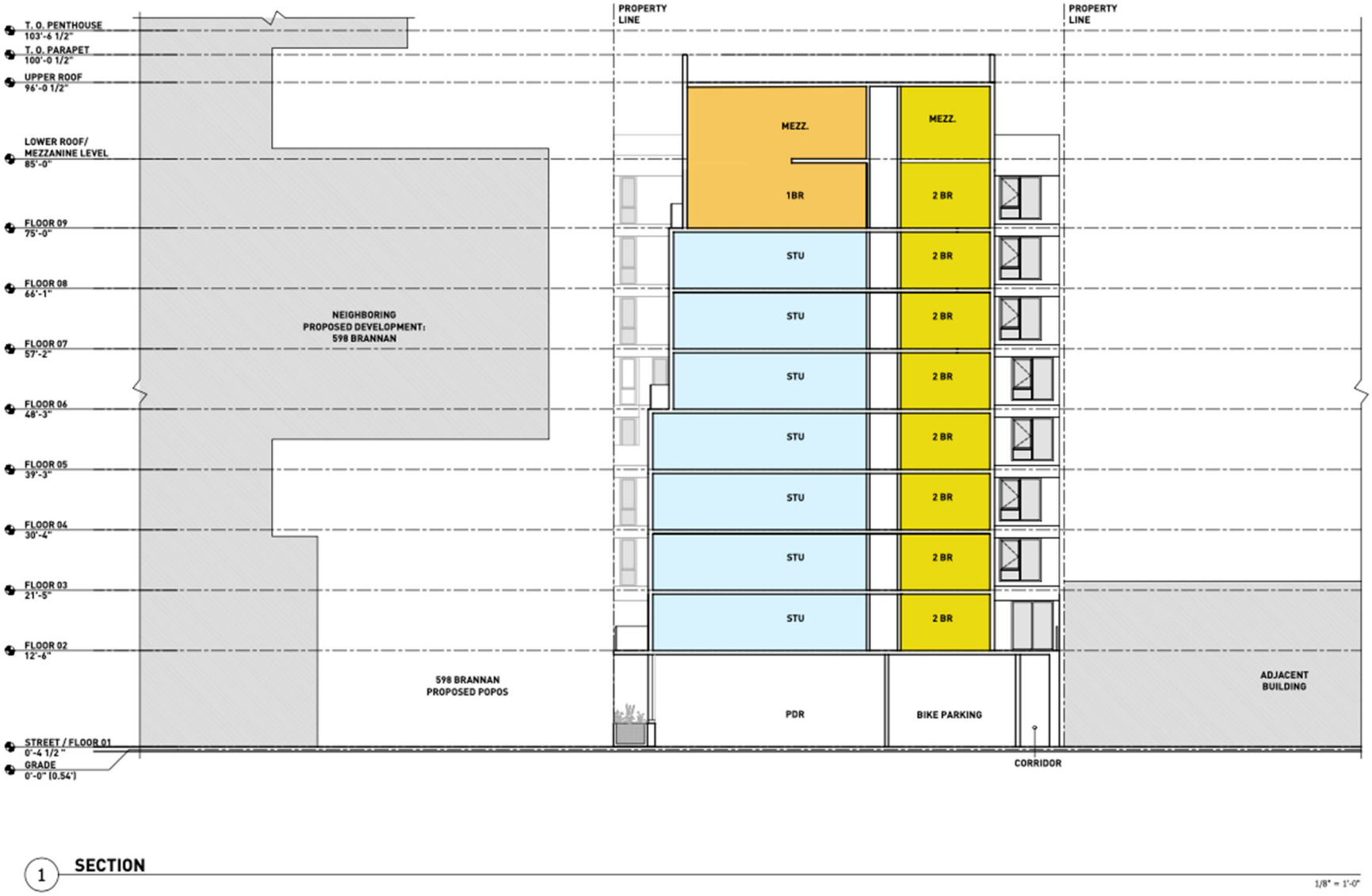


Figure 17: Proposed Section

ATTACHMENT B

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Record No.:	2019-013276ENV	Block/Lot:	3777/044
Project Title:	560 Brannan Street	*Lot Size:*	10,400 square feet
BPA Nos:	N/A	*Project Sponsor:*	Colum Regan, Aralon Properties, (415) 964-6169
Zoning:	MUG (Mixed-Use General) Use District 45-X and 130-CS Height and Bulk Districts	*Lead Agency:* *Staff Contact:*	San Francisco Planning Department Josh Pollak, josh.pollak@sfgov.org, (628) 652-7493

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

	Period of Compliance			
Adopted Mitigation Measure	**Prior to the start of Construction***	**During Construction****	**Post-Construction or Operational**	**Compliance with MM completed?**
Project Mitigation Measure 1: Protect Structures from Adjacent Construction Activities	X	X		
Project Mitigation Measure 2: Construction Monitoring Program for Historical Resources	X	X		
Project Mitigation Measure 3: Archeological Testing	X	X	X	
Project Mitigation Measure 4: Tribal Cultural Resources		X	X	
Project Mitigation Measure 5: General Construction Noise Control Measures	X	X		
Project Mitigation Measure 6: Construction Emissions Minimization Plan	X	X		

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

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

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

Colum Regan

Property Owner or Legal Agent Signature

11/8/2021

Date

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

ATTACHMENT B

San Francisco Planning

MITIGATION MONITORING AND REPORTING PROGRAM

	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL RESOURCES				
Project Mitigation Measure 1: Protect Structures from Adjacent Construction Activities (Implementing Central SoMa Mitigation Measure M-CP-3a) The project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to the 552 Brannan Street building, which could be adversely affected by construction-generated vibration. Such methods may include maintaining a safe distance between the construction site and the building, using construction techniques that reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.	Project sponsor and qualified historic resource preservation consultant	Prior to issuance of a site permit (prior to demolition, construction, or earthmoving)	Planning Department (ERO and optionally preservation technical specialist)	Considered complete upon acceptance by Planning Department of contractor measures to be included in construction specifications to avoid damage to the 552 Brannan Street building.
Project Mitigation Measure 2: Construction Monitoring Program for Historical Resources (Implementing Central SoMa Mitigation Measure M-CP-3b) For the 552 Brannan Street building, the project sponsor shall undertake a monitoring program to minimize damage to the historic building and to ensure that any such damage is documented and repaired. The monitoring program shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a preconstruction survey of the 552 Brannan Street building to document and photograph the building's existing conditions. Based on the construction	Project sponsor and qualified historic resource preservation consultant	Prior to issuance of a site permit (prior to demolition, construction, or earthmoving) undertake a preconstruction survey of the 522 Brannan Street building and prepare a vibration	Planning Department (ERO and optionally preservation technical specialist)	Considered complete after a qualified historic resource preservation consultant is retained; construction vibration monitoring is completed; periodic building inspections have been conducted; and, if necessary, building damage has been

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
and condition of the resource, the consultant shall also establish a standard maximum vibration level that shall not be exceeded, based on existing condition, character defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of the building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.		management plan for planning department approval.		remediated.
Project Mitigation Measure 3: Archeological Testing (Implementing Central SoMa 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 effects from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational qualified archeological consultants list (QACL) maintained by the planning department. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the 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	Project sponsor's qualified archeological consultant and construction contractor	Prior to issuance of construction permits and throughout the construction period	Environmental Review Officer/project sponsor	Considered complete after Final Archeological Resources Report is approved.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
Guidelines Sect. 15064.5 (a)(c). Archeological Testing Program. The purpose of the archeological testing program (ATP) 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. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, lay out 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. The ATP shall also identify the testing method to be used, the depth or horizonal extent of testing, and the locations recommended for testing and shall identify archeological monitoring requirements for construction soil disturbance as warranted.	Project sponsor's qualified archeological consultant and construction contractor	Prior to issuance of construction permits and throughout the construction period	Planning Department	Considered complete after approval of Archeological Testing Plan.
Paleoenvironmental analysis of paleosols. When a submerged paleosol is identified during monitoring, irrespective of whether cultural material is present, samples shall be extracted and processed for dating, flotation for paleobotanical analysis, and other applicable special analyses pertinent to identification of possible cultural soils and for environmental reconstruction.	The archeological consultant, project sponsor and project contractor at the direction of the ERO	Monitoring of soils disturbing activities.	The archeological consultant to conduct analysis	Considered complete upon incorporation of analysis data into results report
Discovery Treatment Determination. At the completion of the archeological testing program, the archeological consultant shall submit a written summary of the findings to the ERO. The findings memo shall describe and identify each resource and provide an initial assessment of the integrity and significance of encountered archeological deposits. If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the ERO, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource and the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. The consultant shall submit a draft ARPP to the planning department for review and approval.	The archeological consultant, project sponsor and project contractor at the direction of the ERO.	At the completion of archeological testing and/ or discovery of a potentially significant archeological resource.	Planning Department/project sponsor.	If preservation in place is feasible, complete when approved ARPP is implemented. If preservation in place is not feasible, complete when treatment is determined and implemented..

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
If preservation in place is not feasible, 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. The ERO in consultation with the archeological consultant shall also determine if additional treatment is warranted, which may include additional testing and/or construction monitoring.				
Consultation with Descendant Communities. On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Archeological Resources Report (ARR) shall be provided to the representative of the descendant group.	The archeological consultant, project sponsor and project contractor at the direction of the ERO.	During testing and if applicable monitoring of soils disturbing activities.	Consultation with ERO on identified descendant group.	Descendant group provides recommendations and is given a copy of the ARR.
Archeological Data Recovery Plan. An archeological data recovery program shall be conducted in accordance with an Archeological Data Recovery Plan (ADRP) if all three of the following apply: 1) a resource has potential to be significant, 2) preservation in place is not feasible, and 3) the ERO determines that an archeological data recovery program is warranted. The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.	Project sponsor's qualified archeological consultant.	Upon ERO's determination that data recovery is required.	Planning Department/project sponsor.	Considered complete after approval of Final Archeological Results Report.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
• *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies. • *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • *Final Report.* Description of proposed report format and distribution of results. • *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.				
<u>Coordination of Archaeological Data Recovery Investigations</u>. In cases in which the same resource has been or is being affected by another project for which data recovery has been conducted, is in progress, or is planned, in order to maximize the scientific and interpretive value of the data recovered from both archeological investigations, the following measures shall be implemented: a) In cases where neither investigation has not yet begun, both archeological consultants and the ERO shall consult on coordinating and collaboration on archeological research design, data recovery methods, analytical methods, reporting, curation and interpretation to ensure consistent data recovery and treatment of the resource. b) In cases where archeological data recovery investigation is already under way or has been completed for a prior project, the archeological consultant for the subsequent project shall consult with the prior archeological consultant, if available; review prior treatment plans, findings and reporting; and inspect and assess existing archeological collections/inventories from the site prior to preparation of the archaeological treatment plan for the subsequent discovery, and shall incorporate prior findings in the final report of the subsequent investigation. The objectives of this coordination and review of prior methods and findings will be to identify refined research questions; determine appropriate data recovery methods and analyses; assess new findings relative to prior research findings; and integrate prior findings into subsequent reporting and interpretation.	Archeological consultant in consultation with ERO	At initiation of preparation of ADRP	Planning Department /project sponsor	Considered complete approval of Final Archeological Results Report
<u>Human Remains and Funerary Objects</u>. If human remains or suspected human remains are encountered during construction, the contractor and project sponsor shall ensure that ground-disturbing work within 50 feet of the remains is halted immediately and shall arrange for the protection in place of the remains until appropriate treatment and disposition have been agreed upon and implemented in accordance with this section. The treatment of any human remains and	Project sponsor / archeological consultant in consultation with the San Francisco Medical Examiner,	In the event that human remains are uncovered during the construction period.	Planning Department/project sponsor	Considered complete after approval of Final Archeological Results Report and disposition of human remains has occurred as specified in

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
funerary objects discovered during any soils disturbing activity shall comply with applicable State laws, including Section 7050.5 of the Health and Safety Code and Public Resources Code 5097.98. Upon determining that the remains are human, the project archeologist shall immediately notify the Medical Examiner of the City and County of San Francisco of the find. The archeologist shall also immediately notify the ERO and the project sponsor of the find. In the event of the Medical Examiner's determination that the human remains are Native American in origin, the Medical Examiner will notify the California State Native American Heritage Commission (NAHC) within 24 hours. The NAHC will immediately appoint and notify a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site. If the remains cannot be permanently preserved in place, the landowner may consult with the project archeologist, project sponsor and CEQA lead agency and shall consult with the MLD on recovery of the remains and any scientific treatment alternatives. The landowner shall then make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). Per PRC 5097.98 (c)(1), the Agreement shall address, as applicable and to the degree consistent with the wishes of the MLD, the appropriate excavation, removal, recordation, scientific analysis, custodianship prior to reinterment or curation, and final disposition of the human remains and funerary objects. If the MLD agrees to scientific analyses of the remains and/or funerary objects, the archeological consultant shall retain possession of the remains and funerary objects until completion of any such analyses, after which the remains and funerary objects shall be reinterred or curated as specified in the Agreement. Both parties are expected to make a concerted and good faith effort to arrive at a Burial Agreement. However, if the landowner and MLD are unable to reach an Agreement on scientific treatment of the remains and/or funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or funerary objects are stored securely and respectfully until they can be reinterred on the project site, with appropriate dignity, in a location not subject to further or future subsurface disturbance, in accordance with the provisions of State law. Treatment of historic-period human remains and/or funerary objects discovered during any soil-disturbing activity shall be in accordance with protocols laid out in the project archeological treatment document, and other relevant agreements established between the project sponsor, Medical Examiner and the ERO. The project archeologist shall retain custody of the remains and associated materials	NAHC, and MLD.			Agreement.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
while any scientific study scoped in the treatment document is conducted and the remains shall then be curated or respectfully reinterred by arrangement on a case-by case-basis.				
Archeological Public Interpretation Plan. The project archeological consultant shall submit an Archeological Public Interpretation Plan (APIP) if a significant archeological resource is discovered during a project. If the resource to be interpreted is a tribal cultural resource, the APIP shall be prepared in consultation with and developed with the participation of Ohlone tribal representatives. The APIP shall describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The APIP shall be sent to the ERO for review and approval. The APIP shall be implemented prior to occupancy of the project.	Archeological consultant at the direction of the ERO will prepare APIP. Measures laid out in APIP are implemented by sponsor and consultant.	Following completion of treatment, analysis, and interpretation of by archeological consultant.	Archeological consultant submits draft APIP to ERO for review and approval.	APIP is complete on review and approval of ERO. Interpretive program is complete on certification to ERO that program has been implemented.
Archeological Resources Report. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the testing program to the ERO. The archeological consultant shall submit a draft Archeological Resources Report (ARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological, historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken, and if applicable, discusses curation arrangements. Formal site recordation forms (CA DPR 523 series) shall be attached to the ARR as an appendix. Once approved by the ERO, copies of the ARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the ARR to the NWIC. The environmental planning division of the planning department shall receive one (1) bound hardcopy of the ARR. Digital files that shall be submitted to the environmental division include an unlocked, searchable PDF version of the ARR, GIS shapefiles of the site and feature locations, any formal site recordation forms (CA DPR 523 series), and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. The PDF ARR, GIS files, recordation forms, and/or nomination documentation should be submitted via USB or other stable storage device. If a descendant group was consulted during archeological treatment, a PDF of the ARR shall be provided to the representative of the descendant group.	Archeological consultant at the direction of the ERO.	At completion of archeological investigations.	Planning Department/project sponsor.	Considered complete after ARR is approved.
Curation. If archeological data recovery is undertaken, materials and samples of future research value from significant archaeological resources shall be permanently curated at a facility approved by the ERO.	Project archeologist prepares	Upon acceptance by the ERO of the final report.	Planning Department/project sponsor	Upon submittal of the collection for curation the sponsor or archeologist

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
	collection for curation and project sponsor pays for curation costs.			shall provide a copy of the signed curatorial agreement to the ERO. Considered complete upon acceptance of the collection by the curatorial facility.
TRIBAL CULTURAL RESOURCES				
Project Mitigation Measure 4: Tribal Cultural Resources (Implementing Central SoMa Mitigation Measure M-CP-5) Preservation in place. In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource (TCR) would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. The consultant shall submit a draft ARPP to Planning for review and approval.	Project sponsor archeological consultant, and ERO, in consultation with the affiliated Native American tribal representatives.	If significant archeological resource is present, during implementation of the project.	Planning Department/project sponsor.	Considered complete upon completion and approval of ARPP and project redesign.
Interpretive Program. If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, then archeological data recovery shall be implemented as required by the ERO and in consultation with affiliated Native American tribal representatives. In addition, the project sponsor shall implement an interpretive program of the tribal cultural resource in consultation with affiliated tribal representatives. A Tribal Cultural Resources Interpretation Plan (TCRIP) produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, cultural displays and interpretation, and educational panels or other informational displays. Upon approval by the ERO and affiliated Native American tribal representatives, and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.	Project sponsor in consultation with the tribal representative.	After determination that preservation in place is not feasible, and subsequent to Archeological data recovery.	Planning Department/project sponsor.	Sponsor or archeological consultant shall submit the TCRIP to the ERO for review and approval. Complete upon sponsor verification to ERO that interpretive program was implemented.
NOISE				

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
Project Mitigation Measure 5: General Construction Noise Control Measures (Implementing Central SoMa PEIR Mitigation Measure M-NO-2a) The project sponsor shall undertake the following: • Require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds), wherever feasible. • Require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors along the northwest site boundary as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • Include noise control requirements in specifications provided to construction contractors. Such requirements could include, but are not limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings to the extent that such routes are otherwise feasible. • Prior to the issuance of each building permit, along with the submission of construction documents, submit to the Planning 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)	Project sponsor and construction contractor.	During construction period.	Planning Department/project sponsor.	Considered complete upon submittal and implementation of list of construction noise control measures and completion of construction activities.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
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.				
AIR QUALITY				
Project Mitigation Measure 6: Construction Emissions Minimization Plan (Implementing Central SoMa PEIR Mitigation Measure 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 grid power is available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 4 Interim or Tier 4 Final off-road emission standards, *or* ii. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards *and* are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). c) Exceptions: i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation. ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment meeting the requirements of 1(b)i is not feasible and that the particular piece of off-road equipment with an ARB Level 3 VDECS (1) is technically not	Project sponsor and Planning Department.	Prior to the issuance of construction permit, the project sponsor to submit: 1. Construction Emissions Minimization Plan for review and approval, and 2. Signed certification statement.	Planning Department (ERO, Air Quality technical staff).	Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan, implementation of the plan, and submittal of final report summarizing use of construction equipment pursuant to the plan.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria

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-1.

Table M-AQ-1:
Off-Road Equipment Compliance Step Down Schedule*

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

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

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
(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. 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.* During construction Reports shall be submitted every six months to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. 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. 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.				

IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR				
BIOLOGICAL RESOURCES				
Project Improvement Measure 1: Night Lighting Minimization (Implementing Central SoMa PEIR Improvement Measure BI-2): In compliance with the voluntary San Francisco Lights Out Program, the project sponsor has agreed to 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: • 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; • Installing motion-sensor lighting; • Utilizing minimum wattage fixtures to achieve required lighting levels. Reduce building lighting from interior sources by: • Dimming lights in lobbies, perimeter circulation areas, and atria;	Project sponsor	Prior to issuance of building permit and during project operation	Planning Department	Considered complete upon approval of building plans by Planning Department. Planning Department may engage in follow-up discussion with project sponsors, as applicable.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
• 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); • Utilizing automatic controls (motion sensors, photo sensors, etc.) to shut off lights in the evening when no one is present; • 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.; • Educating building users about the dangers of night lighting to birds.				

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

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

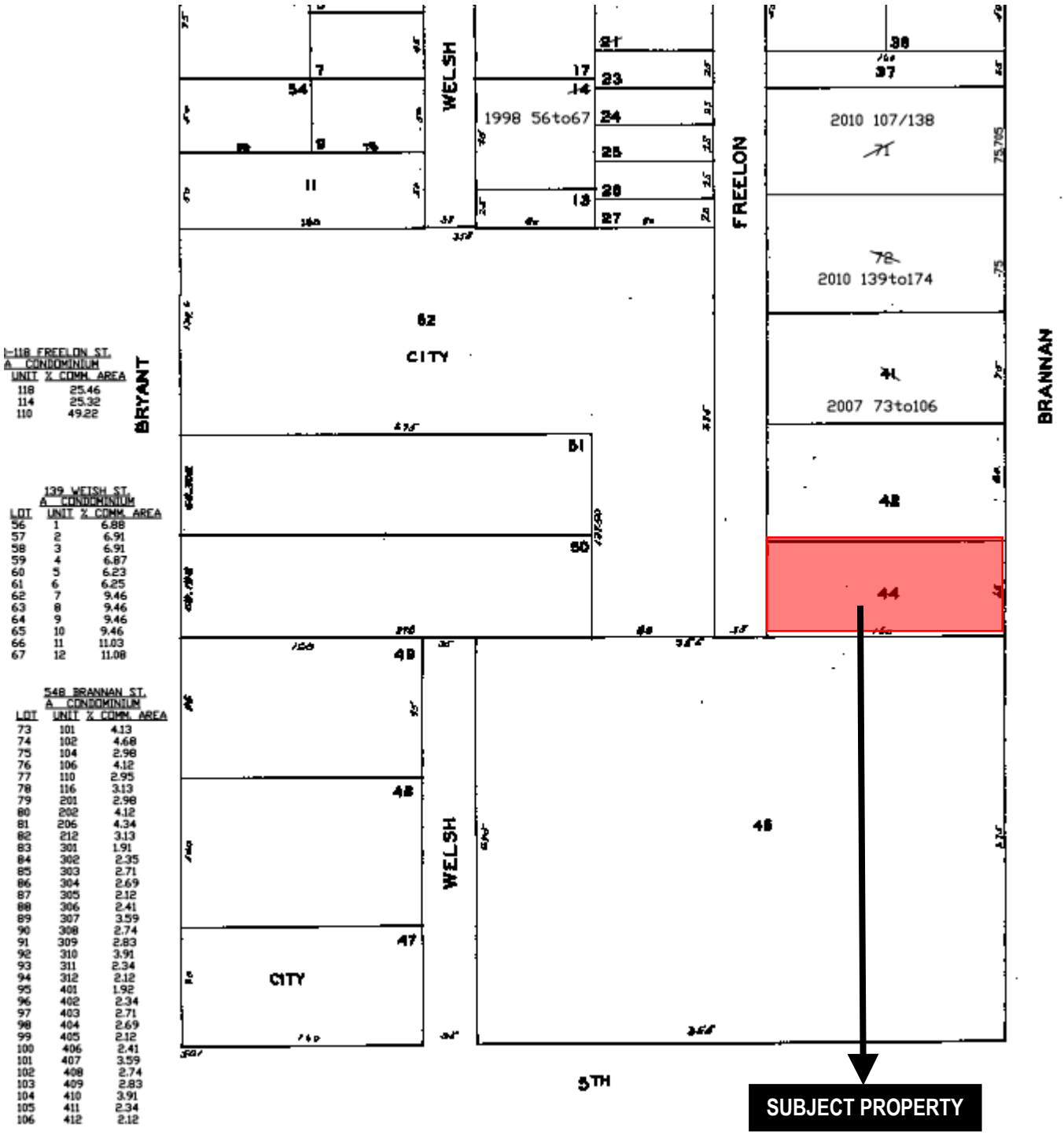
Land Use Information

PROJECT ADDRESS: 560 BRANNAN STREET
RECORD NO.: 2019-013276ENX

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	0	0	0
Residential GSF	0	80,520	80,520
Retail/Commercial GSF	0	0	0
Office GSF	N/A	N/A	N/A
Industrial/PDR GSF *Production, Distribution, & Repair*	15,672	5,745	-9,927
Medical GSF	N/A	N/A	N/A
Visitor GSF	N/A	N/A	N/A
CIE GSF	N/A	N/A	N/A
Usable Open Space	0	Approx. 2,815	Approx. 2,815
Public Open Space	N/A	N/A	N/A
Other	N/A	N/A	N/A
TOTAL GSF	15,672	86,265	70,593
	EXISTING	NET NEW	**TOTALS**
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	18	18
Dwelling Units - Market Rate	0	102	102
Dwelling Units - Total	0	120	120
Hotel Rooms	0	0	0
Number of Buildings	1	0	1
Number of Stories	2	7	9
Parking Spaces	7	0	-7
Loading Spaces	0	1	1
Bicycle Spaces	0	115	115
Car Share Spaces	0	0	0
Other	0	0	0

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units	0	63	63
One Bedroom Units	0	9	9
Two Bedroom Units	0	48	48
Three Bedroom (or +) Units	0	0	0
Group Housing - Rooms	0	0	0
Group Housing - Beds	0	0	0
SRO Units	0	0	0
Micro Units	0	0	0
Accessory Dwelling Units	0	0	0

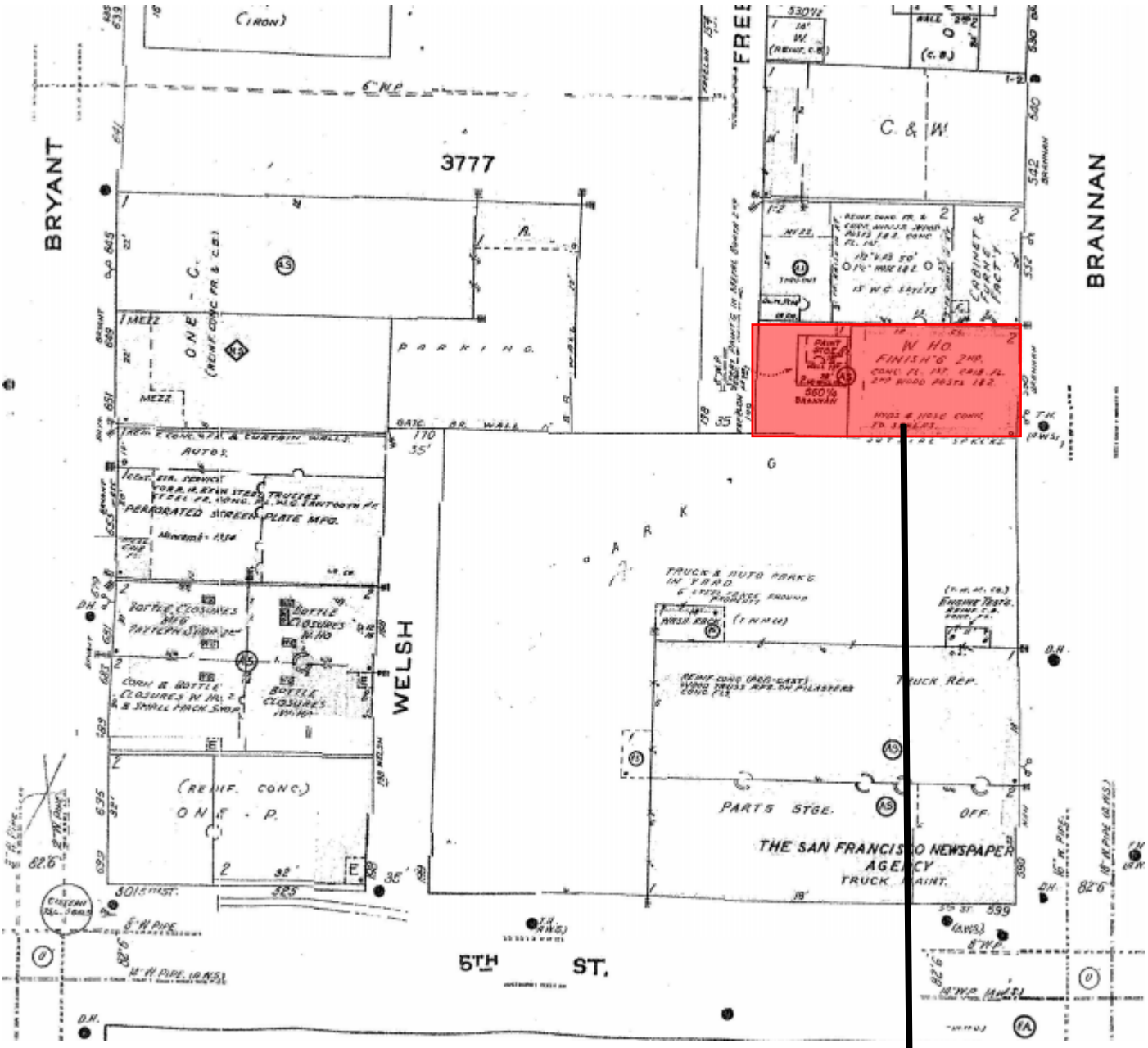
Parcel Map



Planning Commission Hearing
Case Number 2019-013276ENX
560 Brannan Street

SAN FRANCISCO
PLANNING DEPARTMENT

Sanborn Map

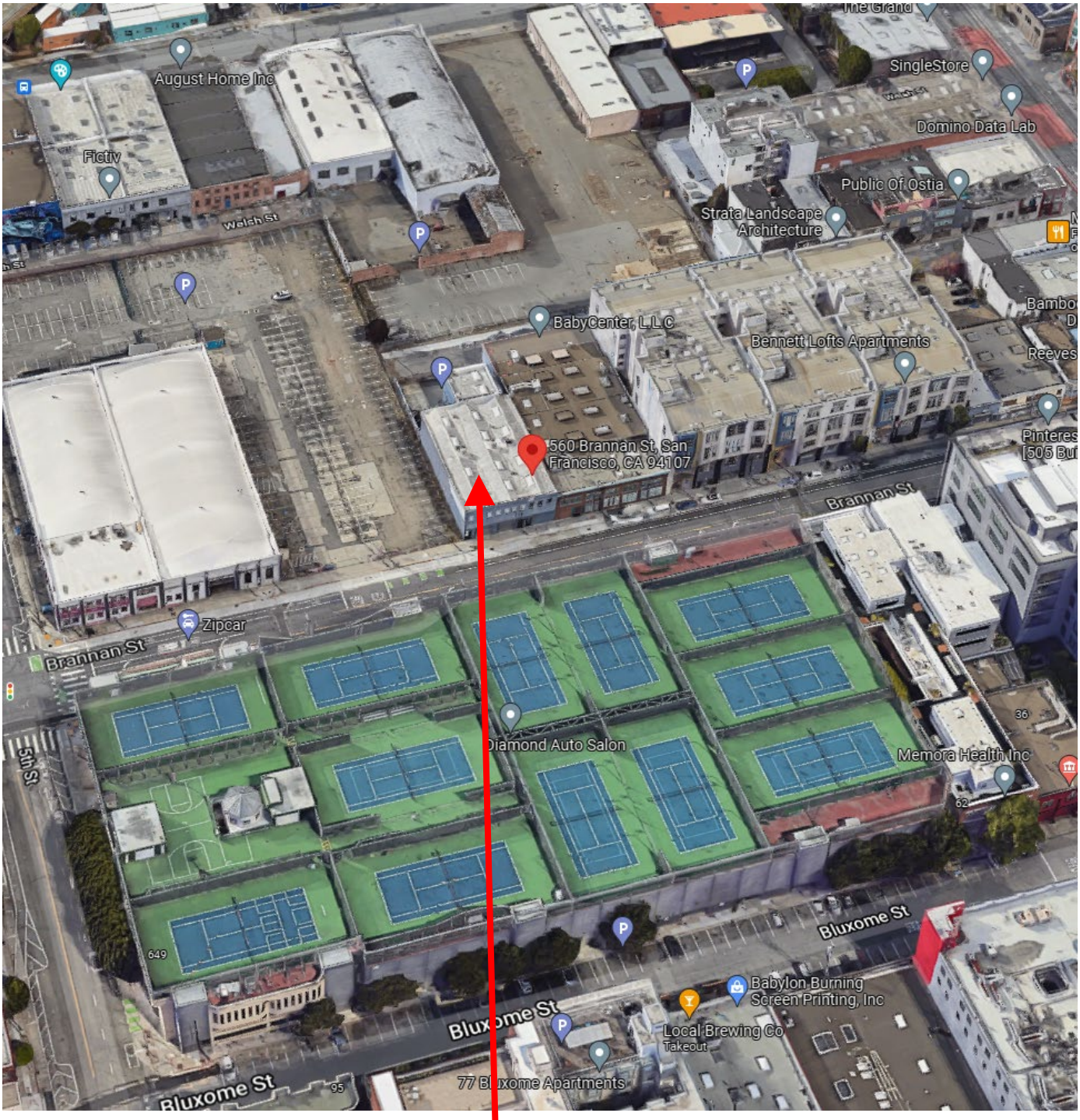


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Planning Commission Hearing
Case Number 2019-013276ENX
560 Brannan Street

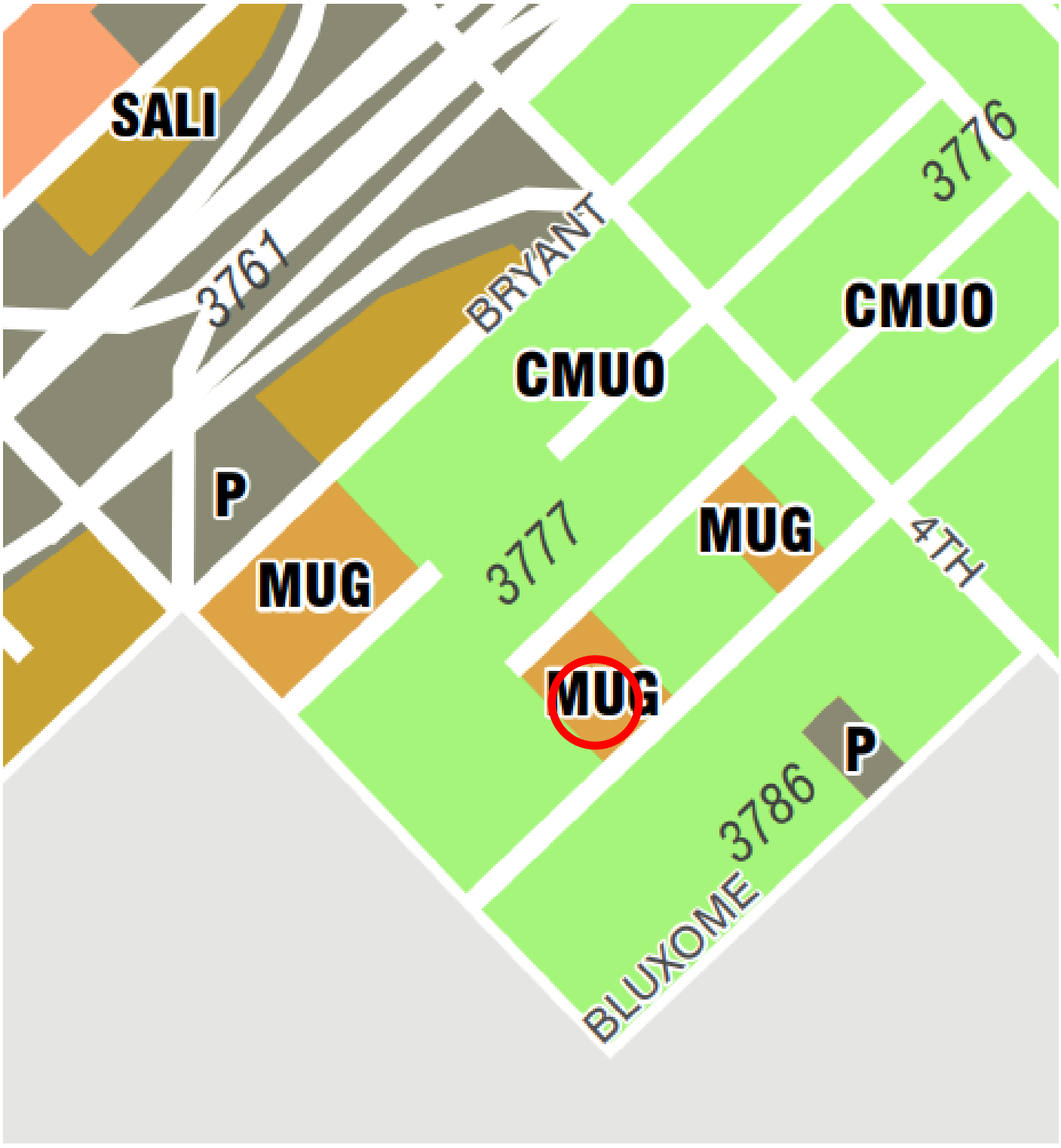
SAN FRANCISCO
PLANNING DEPARTMENT

Aerial Photo



Planning Commission Hearing
Case Number 2019-013276ENX
560 Brannan Street

Zoning District Map



Planning Commission Hearing
Case Number 2019-013276ENX
560 Brannan Street

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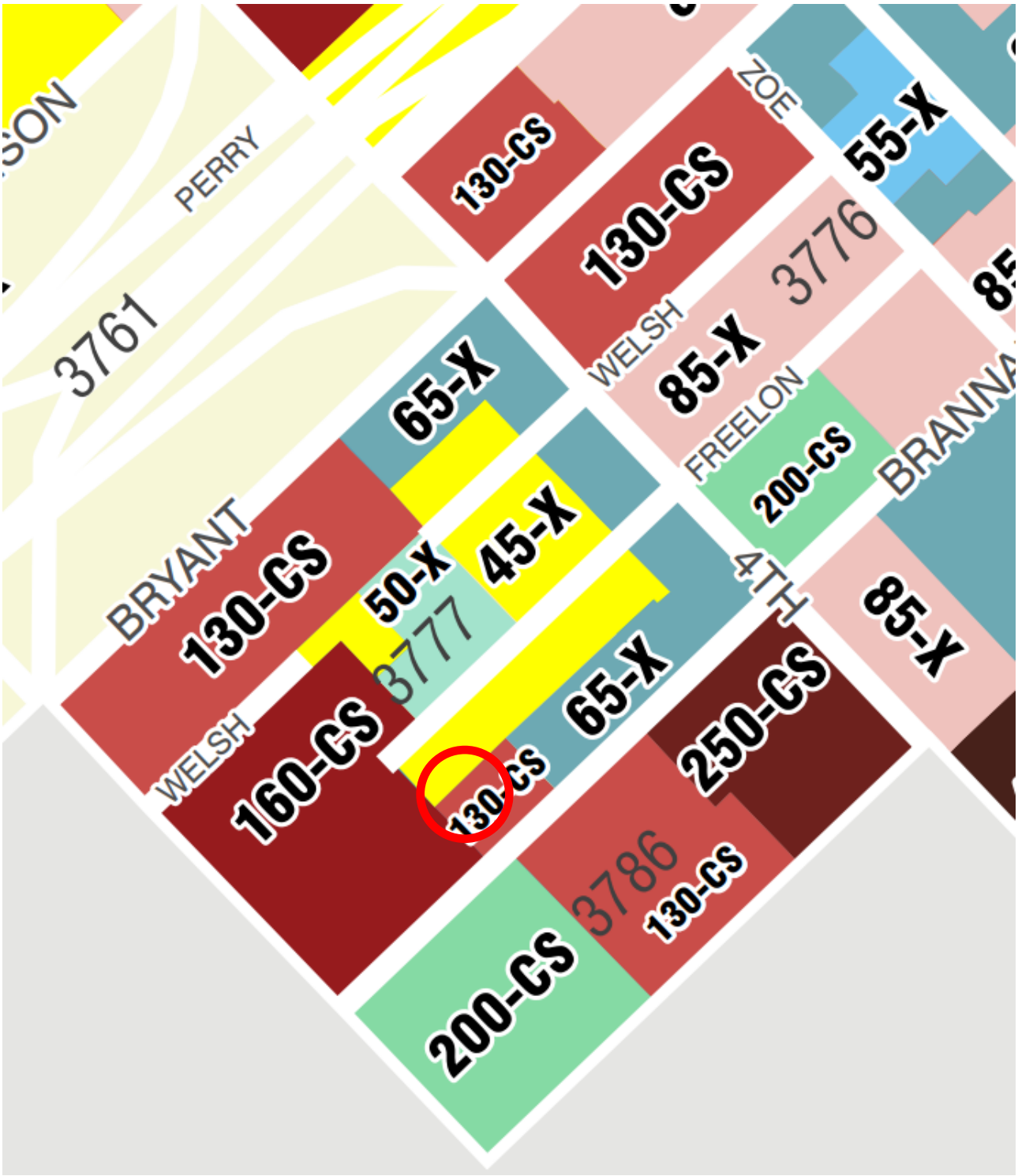
Height & Bulk District Map



Planning Commission Hearing
Case Number 2019-013276ENX
560 Brannan Street

SAN FRANCISCO
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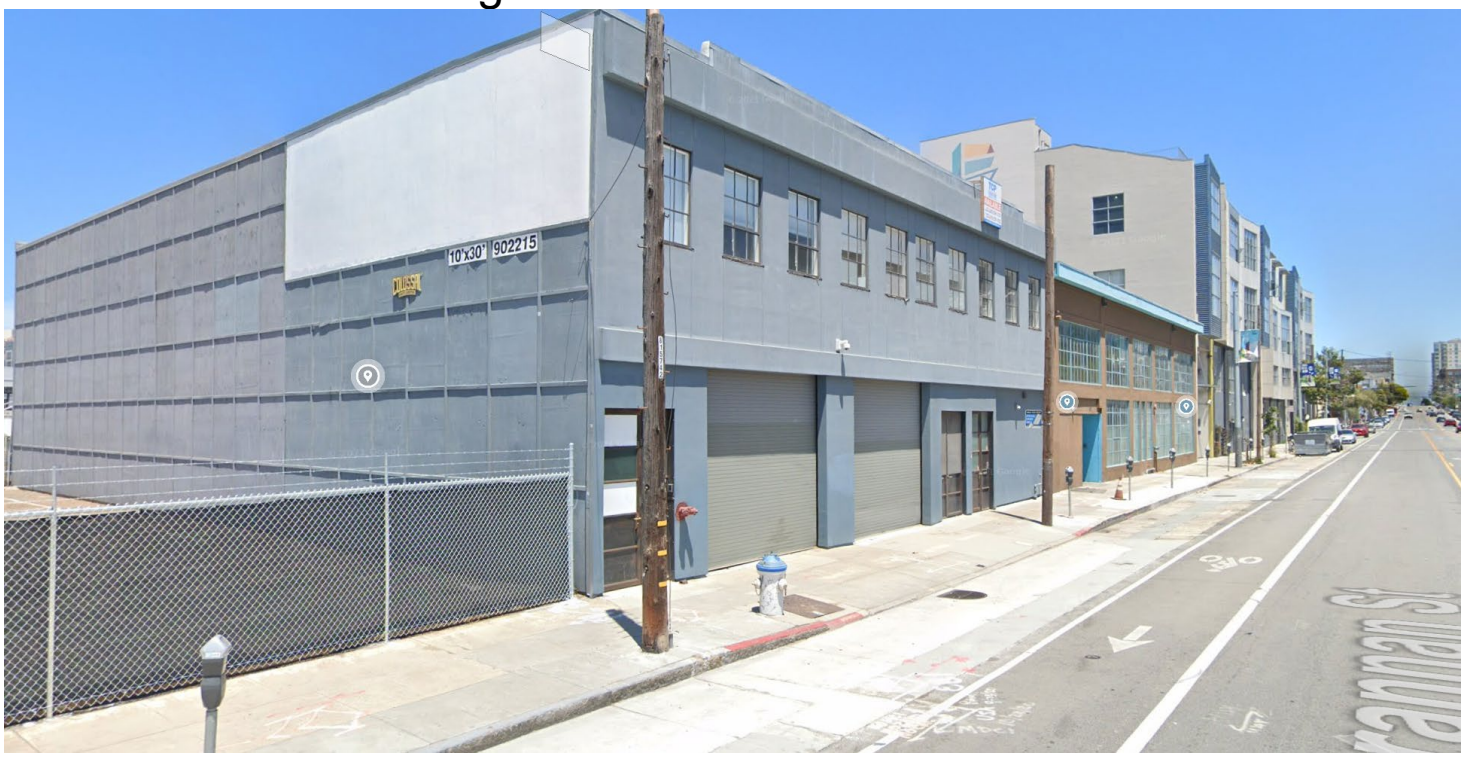
Site Photo

Brannan Street Frontage



Freelon Street Frontage

Planning Commission Hearing
Case Number 2019-013276ENX
560 Brannan Street

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

Date: October 24, 2018

To: Applicants subject to Planning Code Section 415 and 419: *Inclusionary Affordable Housing Program*

From: San Francisco Planning Department

Re: **Compliance with the Inclusionary Affordable Housing Program**

All projects that include 10 or more dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Planning Code Sections 415 and 419. Every project subject to the requirements of Planning Code Section 415 or 419 is required to pay the Affordable Housing Fee. A project may be eligible for an Alternative to the Affordable Housing Fee. All projects that can demonstrate that they are eligible for an Alternative to the Affordable Housing Fee must provide necessary documentation to the Planning Department and Mayor's Office of Housing and Community Development.

At least 30 days before the Planning Department and/or Planning Commission can act on the project, this Affidavit for Compliance with the Inclusionary Affordable Housing Program must be completed. Please note that this affidavit is required to be included in Planning Commission packets and therefore, must comply with packet submittal guidelines.

The inclusionary requirement for a project is determined by the date that the Environmental Evaluation Application (EEA) or Project Application (PRJ) was deemed complete by the Department ("EEA/PRJ accepted date"). There are different inclusionary requirements for smaller projects (10-24 units) and larger projects (25+ units). Please use the attached charts to determine the applicable requirement. Charts 1-3 include two sections. The first section is devoted to projects that are subject to Planning Code Section 415. The second section covers projects that are located in the Urban Mixed Use (UMU) Zoning District and certain projects within the Mission Neighborhood Commercial Transit District that are subject to Planning Code Section 419. Please use the applicable form and contact Planning staff with any questions.

For projects with complete EEA's/PRJ's accepted on or after January 12, 2016, the Inclusionary Affordable Housing Program requires the provision of on-site and off-site affordable units at a mix of income levels. The number of units provided at each income level depends on the project tenure, EEA/PRJ accepted date, and the applicable schedule of on-site rate increases. Income levels are defined as a percentage of the Area Median Income (AMI), for low-income, moderate-income, and middle-income units, as shown in Chart 5. Projects with a complete EEA accepted prior to January 12, 2016 must provide the all of the inclusionary units at the low income AMI. **Any project with 25 units ore more and with a complete EEA accepted between January 1, 2013 and January 12, 2016 must obtain a site or building permit by December 7, 2018, or will be subject to higher Inclusionary Housing rates and requirements. Generally, rental projects with 25 units or more be subject to an 18% on-site rate and ownership projects with 25 units or more will be subject to a 20% on-site rate.**

Summary of requirements. Please determine what requirement is applicable for your project based on the size of the project, the zoning of the property, and the date that a complete Environmental Evaluation Application (EEA) or complete Project Application (PRJ) was submitted deemed complete by Planning Staff. Chart 1-A applies to all projects throughout San Francisco with EEA's accepted prior to January 12, 2016, whereas Chart 1-B specifically addresses UMU (Urban Mixed Use District) Zoning Districts. Charts 2-A and 2-B apply to rental projects and Charts 3-A and 3-B apply to ownership projects with a complete EEA/PRJ accepted on or after January 12, 2016. Charts 4-A and 4-B apply to three geographic areas with higher inclusionary requirements: the North of Market Residential SUD, SOMA NCT, and Mission Area Plan.

The applicable requirement for projects that received a first discretionary approval prior to January 12, 2016 are those listed in the "EEA accepted before 1/1/13" column on Chart 1-A.

CHART 1-A: Inclusionary Requirements for all projects with Complete EEA accepted before 1/12/2016

Complete EEA Accepted: →	*Before 1/1/13*	*Before 1/1/14*	*Before 1/1/15*	*Before 1/12/16*
On-site				
10-24 unit projects	12.0%	12.0%	12.0%	12.0%
25+ unit projects	12.0%	13.0%	13.5%	14.5%
Fee or Off-site				
10-24 unit projects	20.0%	20.0%	20.0%	20.0%
25+ unit projects at or below 120'	20.0%	25.0%	27.5%	30.0%
25+ unit projects over 120' in height *	20.0%	30.0%	30.0%	30.0%

*except buildings up to 130 feet in height located both within a special use district and within a height and bulk district that allows a maximum building height of 130 feet, which are subject to he requirements of 25+ unit projects at or below 120 feet.

CHART 1-B: Requirements for all projects in UMU Districts with Complete EEA accepted before 1/12/2016

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

Complete EEA Accepted: →	*Before 1/1/13*	*Before 1/1/14*	*Before 1/1/15*	*Before 1/12/16*
On-site UMU				
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%
Tier A 25+ unit projects	14.4%	15.4%	15.9%	16.4%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	16.0%	17.0%	17.5%	18.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	17.6%	18.6%	19.1%	19.6%
Fee or Off-site UMU				
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	23.0%	28.0%	30.0%	30.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	25.0%	30.0%	30.0%	30.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	30.0%	30.0%	30.0%	30.0%
Land Dedication in UMU or Mission NCT				
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	40.0%	42.5%	45.0%
Tier A 25+ unit > 30K	30.0%	35.0%	37.5%	40.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	45.0%	47.5%	50.0%
Tier B 25+ unit > 30K	35.0%	40.0%	42.5%	45.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	50.0%	52.5%	55.0%
Tier C 25+ unit > 30K	40.0%	45.0%	47.5%	50.0%

CHART 2-A: Inclusionary Requirements for Rental projects with Complete EEA/PRJ accepted on or after 1/12/16

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%

CHART 2-B: Requirements for Rental Projects in UMU Districts with Complete EEA/PRJ accepted on or after 1/12/16

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site UMU											
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
Tier A 25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	19.6%	19.6%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Fee or Off-site UMU											
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Land Dedication in UMU or Mission NCT											
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 25+ unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 25+ unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 25+ unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

CHART 3-A: Inclusionary Requirements for Owner projects with Complete EEA/PRJ accepted on or after 1/12/16

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%

CHART 3-B: Requirements for Owner Projects UMU Districts with Complete EEA/PRJ accepted on or after 1/12/16

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site UMU											
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%	14.4%	15.0%	15.0%	15.0%	15.0%	15.0%
Tier A 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Fee or Off-site UMU											
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Land Dedication in UMU or Mission NCT											
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 25+ unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 25+ unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 25+ unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

CHART 4-A: Inclusionary Requirements for Rental projects with Complete EEA/PRJ accepted on or after 1/12/16 located in the North of Market Residential Special Use District, the Mission Area Plan, or the SOMA Neighborhood Commercial Transit District.

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects*	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-Site: Rental Projects - North of Market Residential SUD; Mission Plan Area; SOMA NCT with 25+ units											
INCLUSIONARY RATE	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Low Income (55% AMI)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Moderate Income (80% AMI)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Middle Income (110% AMI)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%

CHART 4-B: Inclusionary Requirements for Owner projects with Complete EEA/PRJ accepted on or after 1/12/16 located in the North of Market Residential Special Use District, the Mission Area Plan, or the SOMA Neighborhood Commercial Transit District.

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects*	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-Site: Ownership Projects - North of Market Residential SUD; Mission Plan Area; SOMA NCT with 25+ units											
INCLUSIONARY RATE	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Low Income (80% AMI)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Moderate Income (105% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Middle Income (130% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%

CHART 5: Income Levels for Projects with a complete EEA/PRJ on or after January 12, 2016

Projects with complete EEA Application on or after January 12, 2016 are subject to the Inclusionary rates identified in Charts 2 and 3. For projects that propose on-site or off-site Inclusionary units, the Inclusionary Affordable Housing Program requires that inclusionary units be provided at three income tiers, which are split into three tiers. Annual increases to the inclusionary rate will be allocated to specific tiers, as shown below. Projects in the UMU Zoning District are not subject to the affordabliity levels below. Rental projects with 10-24 units shall provide all of the required Inclusionary units with an affordable rent at 55% Area Median Income (AMI), and ownership projecs with 10-24 units shall provide all of the required Inclusionary units at sales price set at 80% AMI.

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
On-Site: Rental Projects with 25+ units											
INCLUSIONARY RATE	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Low Income (55% AMI)	10.0%	11.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Moderate Income (80% AMI)	4.0%	4.0%	4.0%	4.25%	4.5%	4.75%	5.0%	5.25%	5.5%	5.75%	6.0%
Middle Income (110% AMI)	4.0%	4.0%	4.0%	4.25%	4.5%	4.75%	5.0%	5.25%	5.5%	5.75%	6.0%

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
On-Site: Ownership Projects with 25+ units											
INCLUSIONARY RATE	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Low Income (80% AMI)	10.0%	11.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Moderate Income (105% AMI)	5.0%	5.0%	5.0%	5.25%	5.5%	5.75%	6.0%	6.25%	6.5%	6.75%	7.0%
Middle Income (130% AMI)	5.0%	5.0%	5.0%	5.25%	5.5%	5.75%	6.0%	6.25%	6.5%	6.75%	7.0%

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
Off-Site: Rental Projects with 25+ units											
INCLUSIONARY RATE	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Low Income (55% AMI)	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Moderate Income (80% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Middle Income (110% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
Off-Site: Ownership Projects with 25+ units											
INCLUSIONARY RATE	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Low Income (80% AMI)	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Moderate Income (105% AMI)	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
Middle Income (130% AMI)	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

4/9/2021
Date

I, Colum Regan,
do hereby declare as follows:

A The subject property is located at (address and block/lot):

560 Brannan Street, San Francicso, CA 94102
Address

3777/044
Block / Lot

The subject property is located within the following Zoning District:

MUG - Mixed Use-General
Zoning District

130-CS & 45-X
Height and Bulk District

Central SoMa
Special Use District, if applicable

Is the subject property located in the SOMA NCT, North of Market Residential SUD, or Mission Area Plan?
☐ Yes ☒ No

B The proposed project at the above address is subject to the *Inclusionary Affordable Housing Program*, Planning Code Section 415 and 419 et seq.

The Planning Case Number and/or Building Permit Number is:

2019-013276PRJ
Planning Case Number

Building Permit Number

This project requires the following approval:

☒ Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)
☐ Zoning Administrator approval (e.g. Variance)
☐ This project is principally permitted.

The Current Planner assigned to my project within the Planning Department is:

Xinyu Liang
Planner Name

A complete Environmental Evaluation Application or Project Application was accepted on:

6/12/2019
Date

The project contains 120 total dwelling units and/or group housing rooms.

This project is exempt from the *Inclusionary Affordable Housing Program* because:
☐ This project is 100% affordable.
☐ This project is 100% student housing.

Is this project in an UMU Zoning District within the Eastern Neighborhoods Plan Area?
☐ Yes _____ ☒ No
(If yes, please indicate Affordable Housing Tier)

Is this project a HOME-SF Project?
☐ Yes _____ ☒ No
(If yes, please indicate HOME-SF Tier)

Is this project an Analyzed or Individually Requested State Density Bonus Project?
☒ Yes ☐ No

C Please indicate the tenure of the project.

☐ **Ownership.** If affordable housing units are provided on-site or off-site, all affordable units will be sold as ownership units and will remain as ownership units for the life of the project. The applicable fee rate is the ownership fee rate.

☒ **Rental.** If affordable housing units are provided on-site or off-site, all affordable units will be rental units and will remain rental untis for the life of the project. The applicable fee fate is the rental fee rate.

D This project will comply with the Inclusionary Affordable Housing Program by:

☐ Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5)

☐ On-site Affordable Housing Alternative (Planning Code Sections 415.6)

☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7)

☒ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units
(Planning Code Section 415.5 - required for Individually Requested State Density Bonus Projects)

☐ Eastern Neighborhoods Alternate Affordable Housing Fee (Planning Code Section 417)

☐ Land Dedication (Planning Code Section 419)

The applicable inclusionary rate is:

20.5%

On-site, off-site or fee rate as a percentage

If the method of compliance is the payment of the Affordable Housing Fee pursuant to Planning Code Section 415.5, please indicate the total residential gross floor area in the project.

Residential Gross Floor Area

E The Project Sponsor acknowledges that any change which results in the reduction of the number of on-site affordable units following the project approval shall require public notice for a hearing and approval by the Planning Commission.

F The Project Sponsor acknowledges that failure to sell or rent the affordable units or to eliminate the on-site or off-site affordable units at any time will require the Project Sponsor to:

(1) Inform the Planning Department and the Mayor's Office of Housing and Community Development and, if applicable, fill out a new affidavit;

(2) Record a new Notice of Special Restrictions; and

(3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

G The Project Sponsor acknowledges that in the event that one or more rental units in the principal project become ownership units, the Project Sponsor shall notifiy the Planning Department of the conversion, and shall either reimburse the City the proportional amount of the Inclusionary Affordable Housing Fee equivalent to the then-current requirement for ownership units, or provide additional on-site or off-site affordable units equivalent to the then-current requirements for ownership units.

I For projects with over 25 units and with EEA's accepted between January 1, 2013 and January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project before December 7, 2018, rental projects will be subject to the on-site rate in effect for the Zoning District in 2017, generally 18% or 20%.

J For projects with EEA's/PRJ's accepted on or after January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project within 30 months of the Project's approval, the Project shall comply with the Inclusionary Affordable Housing Requirements applicable thereafter at the time the Sponsor is issued a site or building permit.

K If a Project Sponsor elects to completely or partially satisfy their Inclusionary Housing requirement by paying the Affordable Housing Fee, the Sponsor must pay the fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document.

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
120	0	65	7	48	0

If you selected the On-site, Off-Site, or Combination Alternative, please fill out the applicable section below. The On-Site Affordable Housing Alternative is required for HOME-SF Projects pursuant to Planning Code Section 206.4. State Density Bonus Projects that have submitted an Environmental Evaluation Application prior to January 12, 2016 must select the On-Site Affordable Housing Alternative. State Density Bonus Projects that have submitted an Environmental Evaluation Application on or after to January 12, 2016 must select the Combination Affordable Housing Alternative to record the required fee on the density bonus pursuant to Planning Code Section 415.3. If the Project includes the demolition, conversion, or removal of any qualifying affordable units, please complete the Affordable Unit Replacement Section.

☐ **On-site Affordable Housing Alternative** (Planning Code Section 415.6, 419.3, or 206.4): ____ % of the unit total.

Number of Affordable Units to be Located ON-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

LOW-INCOME	Number of Affordable Units	% of Total Units	AMI Level
MODERATE-INCOME	Number of Affordable Units	% of Total Units	AMI Level
MIDDLE-INCOME	Number of Affordable Units	% of Total Units	AMI Level

☐ **Off-site Affordable Housing Alternative** (Planning Code Section 415.7 or 419.3): ____ % of the unit total.

Number of Affordable Units to be Located OFF-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

Area of Dwellings in Principal Project (in sq. feet):	Off-Site Project Address:	
Area of Dwellings in Off-Site Project (in sq. feet):		
Off-Site Block/Lot(s):	Motion No. for Off-Site Project (if applicable):	Number of Market-Rate Units in the Off-site Project:

AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
	Number of Affordable Units	% of Total Units	AMI Level
	Number of Affordable Units	% of Total Units	AMI Level

UNIT MIX TABLES: CONTINUED

☒ **Combination** of payment of a **fee, on-site affordable units**, or **off-site affordable units** with the following distribution:

Indicate what percent of each option will be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. On-Site 100 % of affordable housing requirement.

If the project is a State Density Bonus Project, please enter "100%" for the on-site requirement field and complete the Density Bonus section below.

Number of Affordable Units to be Located ON-SITE:					
TOTAL UNITS: 18	SRO / Group Housing:	Studios: 10	One-Bedroom Units: 1	Two-Bedroom Units: 7	Three (or more) Bedroom Units:

2. Off-Site 0 % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:					
TOTAL UNITS: NA	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

Income Levels for On-Site or Off-Site Units in Combination Projects:			
AMI LEVELS:	Number of Affordable Units: 10	% of Total Units: 11.2% (of 89 total units)	AMI Level: 50%
AMI LEVELS:	Number of Affordable Units: 4	% of Total Units: 4.5% (of 89 total units)	AMI Level: 80%
AMI LEVELS:	Number of Affordable Units: 4	% of Total Units: 4.5% (of 89 total units)	AMI Level: 110%

3. Fee 35 % of affordable housing requirement.

Is this Project a State Density Bonus Project? ☒ Yes ☐ No

If yes, please indicate the bonus percentage, up to 35% 35%, and the number of bonus units and the bonus amount of residentail gross floor area (if applicable) 20,562 SF BONUS GFA; 80,520 SF TOTAL RESIDENTIAL GFA

I acknowledge that Planning Code Section 415.4 requires that the Inclusionary Fee be charged on the bonus units or the bonus residential floor area.

Affordable Unit Replacement: Existing Number of Affordable Units to be Demolished, Converted, or Removed for the Project					
TOTAL UNITS: NA	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

This project will replace the affordable units to be demolished, converted, or removed using the following method:

- ☐ On-site Affordable Housing Alternative
- ☐ Payment of the Affordable Housing Fee prior to the first construction document issuance
- ☐ Off-site Affordable Housing Alternative (Section 415.7)
- ☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Section 415.5)

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

560 Brannan Street, LLC, a California limited liability company.

Company Name

Colum Regan

Name (Print) of Contact Person

428 Bryant Street, San Francisco, CA 94107

Address

San Francisco, CA 94107

City, State, Zip

(415) 964-6169

Phone / Fax

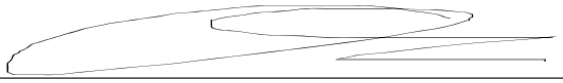
colum@aralonproperties.com

Email

I am a duly authorized agent or owner of the subject property. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature:



Name (Print), Title:

Colum Regan

Executed on this day in:

Location:

428 Bryant Street, San Francisco, CA 94107

Date:

9/16/2021

Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (*If Different*)

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

Email

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature:

Name (Print), Title:

SAN FRANCISCO
PLANNING
DEPARTMENT

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9425

T: 415.558.6378
F: 415.558.6409

SUPPLEMENTAL INFORMATION PACKET FOR

Anti-Discriminatory Housing Policy

Pursuant to Administrative Code Section 1.61, certain housing projects must complete and submit a completed Anti-Discriminatory Housing Policy form as part of any entitlement or building permit application that proposes an increase of ten (10) dwelling units or more.

Planning Department staff is available to advise you in the preparation of this application. Call (415)558-6377 for further information.

WHEN IS THE SUPPLEMENTAL INFORMATION FORM NECESSARY?

Administrative Code Section 1.61 requires the Planning Department to collect an application/ form with information about an applicant's internal anti-discriminatory policies for projects proposing an increase of ten (10) dwelling units or more.

WHAT IF THE PROJECT SPONSOR OR PERMITTEE CHANGE PRIOR TO THE FIRST ISSUANCE OF CERTIFICATE OF OCCUPANCY?

If the permittee and/or sponsor should change, they shall notify the Planning Department and file a new supplemental information form with the updated information.

HOW IS THIS INFORMATION USED?

The Planning Department is not to review the responses other than to confirm that all questions have been answered. Upon confirmation, the information is routed to the Human Rights Commission.

For questions about the Human Rights Commission (HRC) and/or the Anti-Discriminatory Housing Policy, please contact Mullane Ahern at (415) 252-2514 or mullane.ahern@sfgov.org.

All building permit applications and/or entitlements related to a project proposing 10 dwelling units or more will not be considered complete until all responses are provided.

WHAT PART OF THE POLICY IS BEING REVIEWED?

The Human Rights Commission will review the policy to verify whether it addresses discrimination based on sexual orientation and gender identity. The policy will be considered incomplete if it lacks such protections.

WILL THE ANSWERS TO THE QUESTIONS EFFECT THE REVIEW OF MY PROJECT?

The Planning Department's and Planning Commission's processing of and recommendations or determinations regarding an application shall be unaffected by the applicant's answers to the questions.

INSTRUCTIONS:

The attached supplemental information form is to be submitted as part of the required entitlement application and/or Building Permit Application. This application does not require an additional fee.

Answer all questions fully and type or print in ink. Attach additional pages if necessary.

Please see the primary entitlement application or Building Permit Application instructions for a list of necessary materials required.

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SAN FRANCISCO
PLANNING
DEPARTMENT

FOR MORE INFORMATION:
Call or visit the San Francisco Planning Department

Central Reception
1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: **415.558.6378**
FAX: **415 558-6409**
WEB: **http://www.sfplanning.org**

Planning Information Center (PIC)
1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**
Planning staff are available by phone and at the PIC counter. No appointment is necessary.

SUPPLEMENTAL INFORMATION FOR

Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
560 Brannan Street, LLC, a California limited liability company	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
482 Bryant Street, San Francisco, CA 94107	(415) 964-6169
	EMAIL:
	colum@aralonproperties.com

APPLICANT'S NAME:	
Colum Regan	Same as Above ☐
APPLICANT'S ADDRESS:	TELEPHONE:
482 Bryant Street, San Francisco, CA 94107	(415) 964-6169
	EMAIL:
	colum@aralonproperties.com

CONTACT FOR PROJECT INFORMATION:	
	Same as Above ☒
ADDRESS:	TELEPHONE:
	( )
	EMAIL:

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):	
	Same as Above ☒
ADDRESS:	TELEPHONE:
	( )
	EMAIL:

2. Location and Project Description

STREET ADDRESS OF PROJECT:	ZIP CODE:
560 Brannan Street, San Francisco, CA 94107	94102
CROSS STREETS:	
Between 4th Street & 5th Street	

ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
3777 / 044	MUG - Mixed Use General	130-CS & 45-X

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
☒ New Construction ☒ Demolition ☐ Alteration ☐ Other: _____	0	120	120

Compliance with the Anti-Discriminatory Housing Policy

1. **Does the applicant or sponsor, including the applicant or sponsor's parent company, subsidiary, or any other business or entity with an ownership share of at least 30% of the applicant's company, engage in the business of developing real estate, owning properties, or leasing or selling individual dwelling units in States or jurisdictions outside of California?** ☐ YES ☒ NO

   1a. If yes, in which States? _____

   _____

   1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest? ☐ YES ☐ NO

   1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property? ☐ YES ☐ NO

   If the answer to 1b and/or 1c is yes, please provide a copy of that policy or policies as part of the supplemental information packet to the Planning Department.

Human Rights Commission contact information
Mullane Ahern at (415)252-2514 or mullane.ahern@sfgov.org

Applicant's Affidavit

Under penalty of perjury the following declarations are made:
a: The undersigned is the owner or authorized agent of the owner of this property.
b: The information presented is true and correct to the best of my knowledge.
c: Other information or applications may be required.

Signature:  Date: 4/16/2021

Print name, and indicate whether owner, or authorized agent:

COLUM REGAN

Owner / Authorized Agent (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

☐ Anti-Discriminatory Housing Policy Form is **Complete**

☐ Anti-Discriminatory Housing Policy Form is **Incomplete**

Notification of Incomplete Information made:

To: _____ Date: _____

BUILDING PERMIT NUMBER(S):	DATE FILED:

RECORD NUMBER:	DATE FILED:

VERIFIED BY PLANNER:

Signature: _____ Date: _____

Printed Name: _____ Phone: _____

ROUTED TO HRC:	DATE:
☐ Emailed to: _____	

SAN FRANCISCO PLANNING DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code Chapter 83

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

Section 1: Project Information

PROJECT ADDRESS	BLOCK/LOT(S)
560 Brannan Street, San Francisco, CA 94107	3777/044

BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)
2019-013276PRJ		

PROJECT SPONSOR	MAIN CONTACT	PHONE
Aralon Properties	Colum Regan	(415) 964-6169

ADDRESS	
482 Bryant Street	
CITY, STATE, ZIP	EMAIL
San Francisco, CA 94107	colum@aralonproperties.com

ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
120	15,672	95'-0" / 9 Floors	$14,560,000

ANTICIPATED START DATE
June 2022

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT

- ☐ Project is wholly Residential
- ☐ Project is wholly Commercial
- ☒ Project is Mixed Use

- ☒ A: The project consists of ten (10) or more residential units;
- ☐ B: The project consists of 25,000 square feet or more gross commercial floor area.
- ☐ C: Neither 1A nor 1B apply.

NOTES:

- If you checked **C**, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.
- If you checked **A or B**, your project IS subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.
- For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit *www.workforcedevelopmentsf.org*
- If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.

Continued...

Section 3: First Source Hiring Program – Workforce Projection

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

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

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

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer			
Boilermaker			
Bricklayer			
Carpenter	$34.00	1	4
Cement Mason			
Drywaller/ Latherer	$28.00	1	3
Electrician	$33.00		6
Elevator Constructor	$40.00		4
Floor Coverer	$26.00	1	4
Glazier	$30.00		8
Heat & Frost Insulator	$29.00		6
Ironworker			
		TOTAL:	35

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Laborer	$26.00	1 Apprentice 1 Entry	3
Operating Engineer			
Painter	$26.00		6
Pile Driver			
Plasterer	$31.00		6
Plumber and Pipefitter	$29.00		7
Roofer/Water proofer	$32.00		8
Sheet Metal Worker	$33.00		3
Sprinkler Fitter	$32.00		6
Taper	$29.00		6
Tile Layer/ Finisher	$29.00		6
Other:			
		TOTAL:	51

	YES	NO
1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?	☐	☒
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations?	☐	☒
3. Will hiring and retention goals for apprentices be established?	☐	☒
4. What is the estimated number of local residents to be hired?	80% of total worforce	

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Colum Regan	colum@aralonproperties.com	(415) 964-6169

I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.

(SIGNATURE OF AUTHORIZED REPRESENTATIVE) 4/16/2021 (DATE)

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

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

EXHIBIT I: PLANNING CODE COMPLIANCE

CASE NO. 2019-013276ENX

(for information and discussion purposes only)

560 BRANNAN ST

Planning Code Compliance. The Commission finds that the Project is consistent with the relevant provisions of the Planning Code. The plans in Exhibit B demonstrate that the project is compliant with each of the relevant Planning Code requirements listed below.

Planning Code Section		Code Requirements	Compliance
840	Use	Residential and Light Manufacturing uses are principally permitted within the MUG Zoning District.	Complies.
124 249.78(d)(3)	Floor Area Ratio (FAR)	There shall be no maximum FAR limits for lots within MUG Zoning District.	Complies.
132.4	Setbacks, Streetwall Articulation in CSOMA SUD	Buildings within the Central SoMa SUD Shall be built to the street-or alley-facing property line up to 65 feet in height, subject to certain exceptions; and those mid-rise buildings shall provide a 15-foot setback above a height of 85 feet, extending at least 60 percent of the frontage length at all street- and alley-facing property lines, and for the entire frontage along interior property lines.	The Project provides 7 feet 6 inches setback back along Brannan and Freelon Streets and a10 feet setback from portions of the interior property line adjacent to 598 Brannan Street. The project requires a Waiver under State Density Bonus Law.
135, 840	Open Space (Residential)	Each dwelling unit is required to provide a minimum of 80 square feet of open space or 54 square feet if it is publicly accessible.	The Project proposes 120 dwelling units and therefore, 9,600 square feet of residential open space is required. The Project will not provide this amount of open space and therefore requires a waiver under State Density Bonus Law.
136(c)(2)	Permitted Obstructions	The Bay Window is limited to project a maximum of 3 feet over streets and alleys and the maximum length of each bay window or balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15-foot dimension, reaching a maximum of nine feet along a line parallel to and at a distance of three feet from the line establishing the required open area. The minimum horizontal separation between bay windows, shall be two feet at the line establishing the required open area and each bay window shall also be horizontally separated from interior lot lines by not less than one foot at the line establishing the required open area.	The Project proposes a bay window design that exceeds the size and pattern limitations and therefore requires a waiver under State Density Bonus Law.
138.1	Streetscape Plan	Development projects are required to conform to the Better Streets Plan to the maximum extent feasible. Features such as widened sidewalks, street trees, lighting, and street furniture are required.	Complies.

Planning Code Section		Code Requirements	Compliance
139	Bird Safety	Feature-related hazards throughout the City, which are certain building elements that have unbroken glazed segments that are 24 square feet and larger in size, shall conform with the Bird Safety Building Standards. New construction with glazed building elements such as free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops shall treat 100% of the glazing with Bird-Safe Glazing Treatments to reduce the potential impacts to reduce bird mortality.	Complies.
140 249.78(d)(6) & (11)	Dwelling Unit Exposure	Residential units shall face either a public street or a public alley or an open space of 20-feet in each direction with no required increase of area on floors above it.	88 dwelling units do not provide code-compliant exposure and therefore require a waiver under State Density Bonus Law.
141	Rooftop Screening	Rooftop mechanical equipment and appurtenances used in the operation or maintenance of a building be arranged so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings, and in any alteration of mechanical systems of existing buildings that results in significant changes in such rooftop equipment and appurtenances. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a suitable manner, or designed in themselves so that they are balanced and integrated with respect to the design of the building. Minor features not exceeding one foot in height shall be exempted from this regulation.	Complies.
145.1(c)(2)	Parking and Loading Entrances	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.	Complies.
145.1(c)(3), 249.78(c)(1)	Required Active Use	Except for space allowed for parking and loading access, building egress, and access to mechanical systems, active uses must be located within the first 25 feet of building depth on the ground floor and 15 feet on floors above facing a street at least 30 feet in width. Lobbies are considered active, so long as they are not longer than 40 feet or 25% of the building's frontage, whichever is larger. Residential and PDR uses are identified as active uses.	Complies.
145.1(c)(4) 249.78(d)(10)	Ground Floor Height	PDR space that is subject to the requirements of Section 202.8 or 249.78(c)(5) shall have a minimum internal floor-to-floor height of 17 feet.	The Project proposes a ground floor height of 12 feet 6 inches and therefore requests a waiver under State Density Bonus Law.

Planning Code Section		Code Requirements	Compliance
145.1(c)(5)	Street-Facing Ground-Level Spaces	The floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrances to these spaces.	Complies.
145.1(c)(6) 249.78(c)(1)(F)	Transparency & Fenestration	Building frontages with active uses must be fenestrated with transparent windows and doorways for no less than 60% of the street frontage at the ground level and allow visibility to the inside of the building. Street frontages greater than 50 linear feet with active PDR uses must be fenestrated with transparent windows and doorways for no less than 30% of the street frontage at the ground level and allow visibility into the building.	Complies.
147, 295	Reduction of Shadow on Certain Public Open Space	New buildings in the EN Mixed Use Districts exceeding 50 feet in height must be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those under the jurisdiction of the Recreation and Parks Department.	Complies.
149, 249.78(d)(4)	Living and Solar Roofs and Living Walls	At least 50% of the roof area must be covered by one or more Living Roofs. Such projects must also comply with Green Building Code Section 5.201.1.2., which requires that 15% of all roof area be covered with solar photovoltaic systems and/or solar thermal systems.	The Project will not provide a living roof and seeks an incentive under State Density Bonus Law.
152.1	Required Off-Street Loading	PDR is less than 10,000 square feet and Residential use is less than 100,000 square feet, therefore, an off-street freight loading space is not required.	Complies.
154	Parking Dimensions	The first such required loading space for any use may have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance of 12 feet.	Complies.
155(r)	Protected Street Frontages (Curb Cuts)	A new curb cut is not permitted along Brannan Street between 2nd to 6th Streets.	Complies.
155.2	Bicycle Parking	For Residential use, a building containing more than 100 dwelling units is required to provide 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100 as well as 1 Class 2 bicycle parking space per 20 units. For Light Manufacturing use, 1 Class 1 space is required for every 12,000 square feet for Occupied Floor Area with a minimal requirement of 2 Class 1 spaces and a minimum of 2 Class 2 bicycle parking spaces. Therefore, 107 Class 1 and 8 Class 2 bicycle parking spaces are required.	Complies.
169	Transportation Demand Management	The Project will achieve its required 10 points through the following TDM measures: • Bicycle Parking: Option A • On-Site Affordable Housing: Option B • Parking Supply: Option K	Complies.

Planning Code Section		Code Requirements	Compliance
202.8	PDR & Institutional Replacement (Prop. X)	The site was previously located in SALI Zoning District. In the areas that, as of July 1, 2016, are zoned SALI, the replacement space shall include one square foot of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion.	The Project will provide only 37% (5,745 square feet) of PDR replacement and seek a waiver under State Density Bonus Law.
207.6	Required Minimum Dwelling Unit Mix	No less than 40 percent of the total number of proposed dwelling units contain at least two bedrooms, or no less than 30 percent of the total number of proposed dwelling units contain at least three bedrooms.	Complies.
249.78(d)(5)	Renewable Energy	All projects shall commit, as a condition of approval, to fulfilling all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free electricity and purchase of electricity from 100% greenhouse gas-free sources for not less than 25 years from the issuance of entitlement.	Complies.
249.78 (d)(6)	Lot Coverage	The 80% lot coverage requirement applies to all levels with residential uses but allows 100% lot coverage on levels where residential uses only include lobbies and circulation areas, and on levels where dwelling units are only those within a 40-feet distance of a right-of-way.	The Project occupies almost 100% of the lot and seeks a waiver under State Density Bonus Law.
249.78(d)(9)	Wind	Projects in the Central SoMa SUD that are over 85 feet in height may not result in wind speeds that exceed the Comfort Level at any location unless an exception is granted. "Comfort Level" means ground-level equivalent wind speeds of 11 miles per hour in areas of substantial pedestrian use and seven miles per hour in public seating areas between 7:00 a.m. and 6:00 p.m. when occurring for more than 15 percent of the time year-round. Further, projects may not cause a Substantial Increase in wind speed at any location where the existing or resulting wind speed exceeds the Comfort Level. "Substantial Increase" means an increase in wind speeds of more than six miles per hour for more than 15 percent of the time year-round. Lastly, projects shall not result in net new locations with an exceedance of the One-Hour Hazard Criterion, defined as a ground-level equivalent wind speed of 26 miles per hour for more than one hour per year per test location.	Complies.
260	Height	The portion of the lot fronting Freelon Street is zoned 45-X, which allows for a maximum height of 45 feet.	The Project is 96 feet tall and seeks a height waiver for the Freelon frontage portion of the building above 45 feet under State Density Bonus Law.

Planning Code Section		Code Requirements	Compliance
261.1	Narrow Street	Freelon Street is an East-West Narrow Street and requires a 45-degree sun access plane taken from the North property line.	The Project proposes no setback and will penetrate the sun access plane and is therefore seeking a waiver under State Density Bonus Law.
270(h)	Apparent Mass Reduction (AMR)	The Project is on the northwest side of a Major Street (Brannan Street) within a 130-CS Height and Bulk District, which requires a minimum of 50% of AMR at 85 feet and above. Bulk Limits do not apply to Freelon Street frontage as it is within a 45-X Height and Bulk District.	Complies.

DEVELOPMENT IMPACT FEES:

Planning Code Section		Code Requirements
411A	Transportation Sustainability Fee (TSF)	The TSF applies to the construction of a new non-residential use in excess of 8,000 gross square feet and to new construction of a PDR use in excess of 1,500 gross square feet.
414A	Child-Care for Residential Projects	It is applicable to new development that results in at least one net new residential unit.
423	Eastern Neighborhoods Infrastructure Impact Fee	It applies to all new construction within the Eastern Neighborhoods Plan Area.
432	Central SoMa Community Services Facilities Fee and Fund	It applies to any project within the Central SoMa SUD that is in any Central SoMa fee tier and would construct more than 800 square feet.
433	Central SoMa Infrastructure Impact Fee and Fund	It applies to new construction or an addition of space in excess of 800 gross square feet within the Central SoMa SUD.

AFFORDABLE HOUSING

Code Requirements	Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Sections 415.3 and 419.3, these requirements apply to projects that consist of 10 or more units. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date of the accepted Project Application. A Project Application was accepted on June 12, 2020; therefore, pursuant to Planning Code Section 415.3, the Inclusionary Affordable Housing Program requirement for the On-Site Affordable Housing Alternative is to provide 20.5% of the proposed base density units as affordable. Pursuant to Planning Code Section 415.5, the Project may 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, and the date that the project submitted a complete Project Application. The applicable fee rate is 30%. In addition, under the State Density Bonus Law, Government Code section 65915 et seq, a project is entitled to a density bonus, concessions and incentives, and waivers of development standards only if it provides on-site affordable units. Projects that include on-site units to qualify for a density bonus under the State Law may also be able to satisfy all or part of the Affordable Housing Fee requirement, by receiving a "credit" for the on-site units provided. This "credit" is calculated in accordance with Planning Code Section 415.5(g)(1)(D), referred to as the Combination Alternative. The Combination Alternative allows projects to satisfy the Inclusionary Housing requirement through a combination of payment of the fee and provision of on-site units.
Compliance	The Project Sponsor has demonstrated that the Project is eligible for the Combination Alternative under Planning Code Section 415.5, and 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. In order for the Project Sponsor to be eligible for the Combination Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be rental units and will remain as rental units for the life of the project. The Project Sponsor submitted such Affidavit on September 16, 2021. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, and the date that the project submitted a complete Project Application. A complete Project Application was submitted on June 12, 2020; therefore, pursuant to Planning Code Section 415.5, the Inclusionary Affordable Housing Program requirement for the on-site Affordable Housing Alternative is to provide 20.5% of the total proposed dwelling units in the Base Project as affordable for rental projects over 25 units, and the Inclusionary Fee rate is 30%. The Project Sponsor will fulfill this requirement by providing the 18 affordable units on-site, 10 of which are provided at 50% area medium income to qualify for a 35% density bonus. The inclusionary housing fee will apply to the remainder of the Inclusionary obligation.