



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary San Francisco Museum of Modern Art Expansion SECTION 309

HEARING DATE: FEBRUARY 2, 2012

Date: January 19, 2012
Case No.: 2009.0291X
Project Address: 151 THIRD STREET; 670-676 HOWARD STREET;
Zoning: 151 Third Street:
C-3-O (Downtown, Office)
500-I Height and Bulk District
670 Howard Street:
C-3-S (Downtown, Support)
320-I Height and Bulk District
676 Howard Street:
P (Public)
320-I Height and Bulk District
Block/Lot: 151 Third Street: 3722/078; 670 Howard Street: 3722/027;
676 Howard Street: 3722/028
Project Sponsor: Greg Johnson
San Francisco Museum of Modern Art
151 Third Street
San Francisco, CA 94103
Staff Contact: Kevin Guy – (415) 558-6163
kevin.guy@sfgov.org
Recommendations: **Approval with Conditions**

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PROJECT DESCRIPTION

The project proposes to demolish the existing buildings located at 670 and 676 Howard Street to accommodate an expansion at the rear of the existing San Francisco Museum of Modern Art (SFMOMA) that measures approximately 230,000 square feet, reaching a height of approximately 200 feet. The expansion would include additional gallery space to display the existing permanent collection, the Doris and Donald Fisher Collection, and other special exhibitions. The expansion will also add areas for free, publicly accessible art displays and other public functions, consolidate and enlarge the administrative and support functions for the SFMOMA organization, and enable the reconfiguration and improvement of the entry lobby and circulation spaces, retail and cafe functions, and ticketing areas. The existing staff parking in the basement would be eliminated.

The SFMOMA expansion will require the demolition of the existing Fire Station No. 1 at 676 Howard Street. To avoid disruption in fire protection services, a new Fire Station will be

constructed at 935 Folsom Street, and all operations will be shifted to the new location to permit the construction of the SFMOMA expansion.

SITE DESCRIPTION AND PRESENT USE

The property located at 151 Third Street, on the east side between Market and Mission Street, Block 3722, Lot 078, measures 59,195 square feet, and is developed with the existing San Francisco Museum of Modern Art ("SFMOMA"). The existing museum was constructed in 1995, measuring approximately 225,000 square feet, and reaching a height of 105 feet, plus a circular turret reaching a height of approximately 145 feet. The building contains galleries, retail space, a cafe, a theater, an education center, lobby and circulation spaces, and storage, loading, administrative support areas and staff parking. The project would expand SFMOMA onto several adjacent properties within the block.

The expanded SFMOMA would occupy the vacated Hunt Street right-of-way, as well as the properties at 670-676 Howard Street. The Hunt Street right-of-way is a landlocked street measuring 3,500 square feet, situated to the southeast of the property at 151 Third Street. This right-of-way is currently utilized for surface parking by firefighters, and would be vacated as part of the project in order to be incorporated in the SFMOMA expansion site. The property located at 670 Howard Street, Block 3722, Lot 027, measures 7,260 square feet, and is developed with a four-story plus basement building formerly occupied by Heald College. This building is currently used for museum support functions, and would be demolished to accommodate the expansion of SFMOMA. The property located at 676 Howard Street, Block 3722, Lot 028, measures 4,400 square feet, and is currently developed with Fire Station No. 1. This building would also be demolished to accommodate the expansion of SFMOMA, and a new fire station would be constructed at 935 Folsom Street, approximately one-half mile to the southwest.

SURROUNDING PROPERTIES & NEIGHBORHOOD

The SFMOMA expansion site is situated in the C-3-O and C-3-S Downtown Commercial zoning districts and the P(Public) zoning district (676 Howard Street fire station), and is within the former Yerba Buena Redevelopment Area, a context characterized by intense urban development and a diverse mix of uses. Aside from SFMOMA itself, numerous cultural institutions are clustered in the immediate vicinity, including the Yerba Buena Center for the Arts, the Museum of the African Diaspora, the Contemporary Jewish Museum, the Museum of Craft & Folk Art, Zeum, the California Historical Museum, and others. Multiple hotels and high-rise residential and office buildings are also located in the vicinity, including the adjacent W Hotel, the St. Regis Hotel and Residences, the Four Seasons, the Palace Hotel, the Paramount Apartments, One Hawthorne Street, the Westin, the Marriott Marquis, and the Pacific Telephone building. Significant open spaces in the vicinity include Yerba Buena Gardens and Jessie Square, immediately to the west of the project site. The Moscone Convention Center facilities are located one block to the southwest of the SFMOMA site, and the edge of the Union Square shopping district is situated two blocks northwest of the site. The Financial District is located in the blocks to the northeast and to the north.

ENVIRONMENTAL REVIEW

On July 11, 2011, the Department published a draft Environmental Impact Report (EIR) for public review (Case Nos. 2009.0291E and 2010.0275E). The draft EIR was available for public comment until August 25, 2011. On August 11, 2011, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the draft EIR. On October 27, 2011, the Department published a Comments and Responses document, responding to comments made regarding the draft EIR prepared for the project. The Planning Commission certified the EIR on November 10, 2011, however, this certification was appealed to the Board of Supervisors. On January 10, 2012, the Board of Supervisors rejected the appeal and upheld the certification of the EIR.

HEARING NOTIFICATION REQUIREMENTS

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	January 13, 2012	January 13, 2012	20 days
Posted Notice	20 days	January 13, 2012	January 13, 2012	20 days
Mailed Notice	10 days	January 13, 2012	January 13, 2012	20 days

PUBLIC COMMENT

The Department has received no comments with respect to the requested Section 309 Determination of Compliance. Comments regarding the Draft EIR were submitted to the Department during the specified comment review period, and these comments are addressed separately in the Comments and Responses document, published on October 27, 2011, consistent with CEQA and the requirements of Administrative Code Chapter 31.

ISSUES AND OTHER CONSIDERATIONS

- **Previous Actions.** At its hearing on November 10, 2011, the Planning Commission took several actions associated with the project, including certification of the draft EIR prepared for the project, adoption of findings under the California Environmental Quality Act, adoption of General Plan findings (General Plan Referral), and recommendations to the Board of Supervisors to approve General Plan and Zoning Map Amendments that would enable implementation of the project. The certification of the EIR was subsequently appealed to the Board of Supervisors. At its hearing on January 10, 2012, the Board of Supervisors rejected the appeal and upheld certification of the EIR, and passed on first reading legislation regarding the General Plan and Zoning Map Amendments, as well as the vacation of a portion of Hunt Street that would be required to implement the project.
- **Bulk:** The project site is located in an "I" Bulk District, which limits portions of buildings above 150 feet in height to have a maximum horizontal dimension of 170 feet, and a maximum diagonal dimension of 200 feet. The specified bulk controls apply to all portions of the Project at Level 8 and above. At Level 8 (the level at which the greatest bulk exceedance occurs), the Project measures a maximum horizontal dimension of 345

feet, and a maximum diagonal dimension of 350 feet. Therefore, an exception to the bulk limitations is required.

Pursuant to Planning Code Section (Section) 272, exceptions to bulk limits in C-3 Districts may be granted provided at least one of five specified criteria is met. The Project would be consistent with the purpose of the bulk limits, and with the intent of the Downtown Plan to foster sculpting of building form, less overpowering buildings, and more interesting building tops. The Project Site is oriented largely toward the interior of the block, with narrow frontages on Howard and Minna Streets. In addition, the proposed height of 200 feet is substantially lower than the 320- and 500-foot height limitations that apply to the property. Therefore, the majority of the volume of the building is concentrated at lower floors, concealed within the context of taller towers in the immediate vicinity.

The building design includes varied facade treatments and changes in plane that break the massing of the project into discrete elements. While some portions of the facade exhibit mostly solid, flat expanses, other portions are characterized by asymmetric planes, finished with a texture of narrow horizontal bands, and punctuated with voids created by glazing and terraces. The building selectively incorporates terraces and irregular fenestration that introduce variety, as well as changes in plane that break the overall composition into discrete elements. Above level 7, the floorplates are progressively reduced in dimension. From a perspective view, this treatment reduces the apparent bulk at the most visible, upper portions of the building and preserves views of surrounding buildings, including the Pacific Telephone and Telegraph building located to the east at 140 New Montgomery Street. Along the Howard Street frontage, the pedestrian realm would be clearly defined and distinguished from upper floors by an expanse of tall glazing, offering views into a gallery space that will house a large sculpture by Richard Serra.

The proposed design respects the surrounding context, while allowing for a functionally viable design tailored to the programmatic needs of the museum.

- **Ground-Level Wind Currents.** Pursuant to Planning Code Section 148, new buildings in C-3 Districts must be designed so as not cause ground-level wind currents to exceed specified comfort levels. When preexisting ambient wind speeds exceed the comfort levels, new buildings must be designed to attenuate ambient wind speeds to meet the specified comfort level. According to the wind analysis prepared for the project, 39 of the 62 test points in the vicinity currently exceed the pedestrian comfort level of 11 mph. Construction of the project would only minimally affect wind conditions. The project would eliminate four existing exceedances of the pedestrian comfort criterion, but would create four new exceedances of this criterion. Because the project would create new exceedances of the pedestrian comfort criterion, and would not eliminate all preexisting exceedances, an exception under Section 148(a) is required. However, the project would not result in a net increase in the number of pedestrian comfort exceedances, and would not substantially change the duration or intensity of existing wind conditions.
- **Loading (Section 152.1).** Pursuant to Section 152.1, a minimum of two off-street freight loading spaces are required to serve the proposed addition. Section 155 specifies

standards for configuration of, and access to off-street loading spaces. The project includes two loading areas. The enclosed loading dock accessed via Minna Street is intended for art deliveries, which generally necessitate larger trucks. The loading zone accessed via Natoma Street is intended for more frequent deliveries utilizing smaller trucks for items such as building supplies and food service goods. These two areas would provide space for more than the two required freight-loading spaces.

The configuration of these loading areas does not fully comply with the requirements of Section 155. First, the driveway access to the Minna Street loading dock exceeds the maximum 30-foot driveway width specified by Section 155(d). This additional width provides space to facilitate maneuvering for delivery trucks while minimizing interference with pedestrian and vehicle activity on Minna Street. Second, the entries to both the Minna Street loading dock, as well as the Natoma Street loading zone exceed the limitations of Section 155(s)(5)(A), which allow only a single facade opening measuring fifteen feet in width, or two openings each measuring 11 feet in width. Third, the loading zone accessed via Natoma Street is not fully enclosed, as required by Section 155(d). The loading zone is covered by the second floor of the museum above. However, this loading zone connects to the porte cochere for the adjacent W Hotel, and is therefore not fully enclosed within a building for the exclusive use of SFMOMA. The Project Sponsor is requesting a Variance for these aspects of the design of the off-street loading areas that do not fully comply with Section 155. The Project Sponsor is requesting a Variance for these aspects of the design of the off-street loading areas that do not fully comply with Section 155, which will be heard by the Zoning Administrator at a later date.

REQUIRED ACTIONS

In order for the project to proceed, the Commission must 1)) Determine that the project complies with Planning Code Section 309, granting requests for exceptions regarding Reduction of Ground-Level Wind Currents in C-3 Districts (Section 148), and Bulk Limits (Sections 270, 272). In addition, the Zoning Administrator would need to grant a Variance from the dimensional requirements for Off-Street Loading in C-3 Districts (Section 155), to allow the configurations described under "Issues and Other Considerations" above.

BASIS FOR RECOMMENDATION

- The expansion of SFMOMA creates a downtown location for the exhibition of the Doris and Donald Fisher Collection, which will strengthen the cultural vitality of San Francisco, bolster tourism, and support the local economy by drawing local, national, and international patrons.
- The design of the expansion establishes a unique identity of SFMOMA and meets the programmatic requirements for operation of a museum, while respecting the scale and context of existing development in the vicinity.
- Public transit, retail goods and services, and restaurants are abundant in the area surrounding SFMOMA. Patrons and employees would be able to walk or utilize transit to commute and satisfy convenience needs without reliance on the private automobile. This pedestrian traffic will activate the sidewalks and open space areas in the vicinity.

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Section 309 Motion
Mitigation, Monitoring, and Reporting Program
Block Book Map
Sanborn Map
Aerial Photograph
Zoning District Map
Brief from Project Sponsor
Graphics Package from Project Sponsor

Exhibit Checklist

- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | |
| <input checked="" type="checkbox"/> Sanborn Map | |
| <input checked="" type="checkbox"/> Aerial Photo | |
| <input checked="" type="checkbox"/> Context Photos | |
| <input checked="" type="checkbox"/> Site Photos | |

Exhibits above marked with an "X" are included in this packet

Planner's Initials

KMG: G:\Documents\Projects\SF MOMA\Motions and Actions\2009.0291X - SFMOMA - Exec Sum.doc



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Inclusionary Housing
- Childcare Requirement
- Jobs Housing Linkage Program
- Downtown Park Fee
- Public Art
- Public Open Space
- First Source Hiring (Admin. Code)
- Transit Impact Development Fee
- Other

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Planning Commission Draft Motion Section 309

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ADOPTING FINDINGS RELATED TO THE APPROVAL OF A SECTION 309 DETERMINATION OF COMPLIANCE AND REQUEST FOR EXCEPTIONS FROM THE REQUIREMENTS FOR GROUND-LEVEL WIND CURRENTS UNDER PLANNING CODE SECTION 148, AND BULK REQUIREMENTS UNDER PLANNING CODE SECTIONS 270 AND 272, FOR A PROJECT TO DEMOLISH EXISTING BUILDINGS AT 670 HOWARD STREET AND 676 HOWARD STREET, AND TO CONSTRUCT AN ADDITION TO THE EXISTING SAN FRANCISCO MUSEUM OF MODERN ART (SFMOMA) MEASURING APPROXIMATELY 230,000 SQUARE FEET AND REACHING A HEIGHT OF APPROXIMATELY 200 FEET, AT THE REAR OF THE EXISTING SFMOMA LOCATED AT 151 THIRD STREET, WITHIN THE C-3-O, C-3-S, AND P

DISTRICTS, AND WITHIN THE 320-I AND 500-I HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On April 9, 2009, Joel Roos, acting on behalf of the San Francisco Museum of Modern Art (SFMOMA, "Project Sponsor), submitted an Environmental Evaluation Application with the Planning Department ("Department"), Case No. 2009.0291E, in connection with a project to demolish the existing 7,620-square-foot, 4-story-over-basement building at 670 Howard Street (Assessor's Block 3722, Lot 027), demolish the existing 4,400-square-foot, two-story Fire Station No. 1 at 676 Howard Street, and vacate a 115-by-30-foot land-locked portion of Hunt Street located between 151 Third and 670 and 676 Howard Street, in order to accommodate an expansion of SFMOMA, measuring approximately 230,000 square feet and reaching a height of approximately 200 feet, located at the rear of the existing SFMOMA building located at 151 Third Street (collectively, "Project"). On March 24, 2010, Joel Roos, acting on behalf of the Project Sponsor, submitted an Environmental Evaluation Application with the Department, Case No. 2010.0275E, in connection with a project to demolish an existing building at 935 Folsom Street (Assessor's Block 3753, Lot 140), subdivide the property, and construct a fire station, measuring approximately 15,000 square feet and reaching a height of approximately 34 feet on the northern portion of the site, and construct a future residential containing up to 13 dwelling units, reaching a height of approximately 43 feet, on the southern portion of the site.

The Department issued a Notice of Preparation of Environmental Review on October 25, 2010 to owners of properties within 300 feet, adjacent tenants, and other potentially interested parties.

On July 12, 2010, the Project Sponsor submitted a request for a General Plan Referral, Case No. 2009.0291R, in association with a Conditional Land Disposition and Acquisition Agreement between SFMOMA and the City and County of San Francisco to convey the property located at 676 Howard Street (Fire Station No. 1) and the Hunt Street right-of-way within Block 3722 to SFMOMA, in exchange for conveyance by SFMOMA to the City and County of San Francisco of the property located at 935 Folsom Street and a new fire station to be constructed by or on behalf of SFMOMA. On July 13, 2010, the Department issued a determination finding that the actions described in the Conditional Land Disposition and Acquisition Agreement are consistent with the objectives and policies of the General Plan and the Priority Policies of Planning Code Section ("Section") 101.1.

On February 22, 2011, the Project Sponsor submitted a request for review of a proposed development on the Project Site exceeding 40 feet in height, pursuant to Section 295, analyzing the potential shadow impacts of the proposed expansion of SFMOMA to properties under the jurisdiction of the Department of Recreation and Parks (Case No. 2009.0291K). Department staff prepared a shadow fan depicting the potential shadow cast by the development and concluded that the Project would have no impact to properties subject to Section 295.

On March 23, 2011, the Project Sponsor applied for a Planning Code Section ("Section") 309 Determination of Compliance, Application No. 2009.0291X, for the expansion of SFMOMA,

including requests for exceptions from the requirements for ground-level wind currents under Section 148, and bulk requirements under Sections 270 and 272.

On August 26, 2011, the Project Sponsor applied for a General Plan Referral (Application Nos. 2009.0291R and 2010.0275R), for the vacation of Hunt Street, subdivision of 935 Folsom Street, and construction of a new fire station on the northerly portion of 935 Folsom Street.

On October 4, 2011, the Board of Supervisors initiated a rezoning to amend Sectional Map ZN01 of the Zoning Maps of the San Francisco Planning Code to change the use classification of 676 Howard Street from Public (P) to Downtown—Support District (C-3-S) and a portion of 935 Folsom Street from Mixed Use—Residential (MUR) to Public (P) (Board of Supervisors File No. 111080, Case Nos. 2009.0291Z and 2010.0275Z).

On October 20, 2011, the Planning Commission ("Commission") initiated a General Plan Amendment to amend Map 2 of the Community Facilities Element of the San Francisco General Plan to delete the reference to 676 Howard Street as a fire facility and add a reference to 935 Folsom Street as a fire facility (Resolution R-18463, Case Nos. 2009.0291M and 2010.0275M).

On July 11, 2011, the Department published a Draft Environmental Impact Report (EIR) for public review (Case Nos. 2009.0291E and 2010.0275E). The Draft EIR was available for public comment until August 25, 2011. On August 11, 2011, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the Draft EIR. On October 27, 2011, the Department published a Comments and Responses document, responding to comments made regarding the Draft EIR prepared for the Project.

On October 25, 2011, the Board of Supervisors approved a motion urging the Commission to review and consider the above-referenced General Plan Amendment to Map 2 of the Community Facilities Element of the General Plan (Board of Supervisors File No. 111121, Case Nos. 2009.0291M and 2010.0275M).

On November 10, 2011, the Commission reviewed and considered the Final EIR and found that the contents of said report and the procedures through which the Final EIR was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA"), 14 California Code of Regulations Sections 15000 et seq. ("the CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

The Commission found the Final EIR was adequate, accurate and objective, reflected the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and approved the Final EIR for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

An appeal of the EIR certification was filed with the Board of Supervisors. On January 10, 2012, the Board of Supervisors conducted a duly noticed public hearing at a regularly scheduled meeting on the Appeal of the EIR, Case Nos. 2009.0291E and 2010.0275E.

On January 10, 2012, the Board of Supervisors upheld the EIR certification and approved the issuance of the Final EIR as prepared by the Planning Department in compliance with CEQA, the State CEQA Guidelines and Chapter 31.

The Planning Department, Linda Avery, is the custodian of records, located in the File for Case No. Case Nos. 2009.0291E and 2010.0275E, at 1650 Mission Street, Fourth Floor, San Francisco, California.

Department staff prepared Mitigation Monitoring and Reporting programs ("MMRP's") for the SFMOMA Expansion Project and the Fire Station Relocation and Housing Project, and these materials were made available to the public and this Commission for this Commission's review, consideration and action.

On November 10, 2011, the Commission adopted in its Motion No. 18486 adopting findings under the California Environmental Quality Act, including findings rejecting alternatives as infeasible, adopting a statement of overriding considerations, and adopting Mitigation, Monitoring, and Reporting Programs, relating to the expansion of the existing SFMOMA and relocation of the existing Fire Station No. 1 from its existing 676 Howard Street location to 935 Folsom Street, as well as the construction of a future residential building containing up to 13 residential units on the southerly portion of the 935 Folsom Street site, which are incorporated herein by this reference thereto as if fully set forth in this Motion.

On November 10, 2011, the Commission adopted Resolution No. 18488, recommending that the Board of Supervisors approve the General Plan Amendment to amend Map 2 of the Community Facilities Element of the San Francisco General Plan to delete the reference to 676 Howard Street as a fire facility and add a reference to 935 Folsom Street as a fire facility. On January 24, 2012, the Board of Supervisors adopted Ordinance No. XXXXX to approve the General Plan Amendment (File No. 111240).

On November 10, 2011, the Commission adopted Resolution No. 18489, recommending that the Board of Supervisors approve the rezoning to amend Sectional Map ZN01 of the Zoning Maps of the San Francisco Planning Code to change the use classification of 676 Howard Street from Public (P) to Downtown—Support District (C-3-S) and a portion of 935 Folsom Street from Mixed Use—Residential (MUR) to Public (P). On January 24, 2012, the Board of Supervisors adopted Ordinance No. XXXXX to approve the rezoning (File No. 111080).

On November 10, 2011, the Commission adopted Motion No. 18487, approving the General Plan Referral for the Project, finding that the Project is consistent with the objectives and policies of the General Plan and the Priority Policies of Planning Code Section ("Section") 101.1.

On February 2, 2012, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2009.0291X. 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, the Planning Department staff, and other interested parties.

MOVED, that the Commission hereby approves the Section 309 Determination of Compliance and Request for Exceptions requested in Application No. 2009.0291X for the Project, subject to conditions contained in **Exhibit A** attached hereto and incorporated by reference, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and also constitute findings of this Commission.
2. **Site Description and Present Use.** The property located at 151 Third Street, on the east side between Mission and Howard Streets, Block 3722, Lot 078, measures 59,195 square feet, and is developed with the existing San Francisco Museum of Modern Art ("SFMOMA"). The existing museum was constructed in 1995, measuring approximately 225,000 square feet, and reaching a height of 105 feet, with a circular turret reaching a height of approximately 145 feet. The building contains galleries, retail space, a cafe, a theater, an education center, lobby and circulation spaces, and storage, loading, administrative support areas, and staff parking. As discussed under Item #4 - "Project Description" below, the Project would expand SFMOMA onto several adjacent properties within the block.

The expanded SFMOMA would occupy the vacated Hunt Street right-of-way, as well as the properties at 670-676 Howard Street. The Hunt Street right-of-way is a landlocked street measuring 3,500 square feet, situated to the southeast of the property at 151 Third Street. This right-of-way is currently utilized for surface parking by firefighters, and would be vacated as part of the Project in order to be incorporated in the SFMOMA expansion site. The property located at 670 Howard Street, Block 3722, Lot 027, measures 7,260 square feet, and is developed with a four-story plus basement building formerly occupied by Heald College. This building is currently used for museum support functions, and would be demolished to accommodate the expansion of SFMOMA. The property located at 676 Howard Street, Block 3722, Lot 028, measures 4,400 square feet, and is currently developed with Fire Station No. 1. This building would also be demolished to accommodate the expansion of SFMOMA, and a new fire station would be constructed at 935 Folsom Street, approximately one-half mile to the southwest.

3. **Surrounding Properties and Neighborhood.** The SFMOMA expansion site is situated in the C-3-O and C-3-S Downtown Commercial zoning districts, and is within the former Yerba Buena Redevelopment Area, a context characterized by intense urban development and a diverse mix of uses. Aside from SFMOMA itself, numerous cultural

institutions are clustered in the immediate vicinity, including the Yerba Buena Center for the Arts, the Museum of the African Diaspora, the Contemporary Jewish Museum, the Museum of Craft & Folk Art, Zeum, the California Historical Museum, and others. Multiple hotels and high-rise residential and office buildings are also located in the vicinity, including the adjacent W Hotel, the St. Regis Hotel and Residences, the Four Seasons, the Palace Hotel, the Paramount Apartments, One Hawthorne Street, the Westin, the Marriott Marquis, and the Pacific Telephone building. Significant open spaces in the vicinity include Yerba Buena Gardens and Jessie Square, immediately to the west of the project site. The Moscone Convention Center facilities are located one block to the southwest of the SFMOMA site, and the edge of the Union Square shopping district is situated two blocks northwest of the site. The Financial District is located in the blocks to the northeast and to the north.

4. **Project Description.** The Project proposes to demolish the existing buildings located at 670 and 676 Howard Street to accommodate an expansion at the rear of the existing SFMOMA that measures approximately 230,000 square feet, reaching a height of approximately 200 feet. The expansion would include additional gallery space to display the existing and expanding permanent collection, the Doris and Donald Fisher Collection, and other special exhibitions. The expansion will also add areas for free, publicly accessible art displays and other public functions, consolidate and enlarge the administrative and support functions for the SFMOMA organization, and enable the reconfiguration and improvement of the entry lobby and circulation spaces, retail and cafe functions, and ticketing areas. The basement level staff parking would be eliminated.

The SFMOMA expansion will require the demolition of the existing Fire Station No. 1 at 676 Howard Street. To avoid disruption in fire protection services, a new Fire Station will be constructed at 935 Folsom Street, and all operations will be shifted to the new location to permit the construction of the SFMOMA expansion.

5. **Public Comment.** The Department has received no comments with respect to the requested Section 309 Determination of Compliance. Comments regarding the Draft EIR were submitted to the Department during the specified comment review period, and these comments are addressed separately in the Comments and Responses document, published on October 27, 2011, consistent with CEQA and the requirements of Administrative Code Chapter 31.
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. **Floor Area Ratio (Section 124).** Section 124 establishes basic floor area ratios (FAR) for all zoning districts. As set forth in Section 124(a), the FAR for the C-3-O District is 9.0 to 1, and the FAR for the C-3-S District is 5.0 to 1.

The Project Site has an area of approximately 74,355 square feet, which spans across the C-3-O and C-3-S Districts. Per Section 102.9(b)(11), ground-floor space devoted

to building circulation within C-3 Districts is not included within the calculation of gross floor area. Per Section 102.9(b)(12), ground-floor retail spaces in C-3 Districts measuring less than 5,000 square feet are not included in the calculation of gross floor area. Per Section 102.9(b)(15), space reserved for cultural facilities in C-3 Districts is not included in the calculation of gross floor area. Subtracting the area of these uses, the Project measures approximately 91,300 square feet of gross floor area, at an FAR of approximately 1.2 to 1. Therefore, the Project complies with the FAR limitations of Section 124.

- B. **Open Space (Section 138).** New buildings in the C-3-O and C-3-S Districts must provide public open space at a ratio of one sq. ft. per 50 gross square feet of all uses, except residential uses, institutional uses, and uses in a predominantly retail/personal services building. This public open space must be located on the same site as the building or within 900 feet of it within a C-3 district.

The Project includes approximately 91,300 square feet of gross floor area, as defined by Section 102.9. At a ratio of 1:50, 1,826 square feet of open space is required. The Project includes approximately 5,400 square feet of newly-created publicly-accessible in the form of a promenade and elevated terrace that can be accessed off of Natoma and Howard Streets. These spaces will be accessible both to museum patrons as well as non-patrons. Therefore, the Project complies with Section 138. In addition, the Project includes other open space in the form of several new sculpture gardens on the third and seventh floors that will be accessible by museum patrons.

- C. **Streetscape Improvements (Section 138.1).** Section 138.1(b) requires that when a new building is constructed in the C-3 District, street trees and sidewalk paving must be provided. Under Section 138.1(c), the Commission may also require the Project Sponsor to install additional sidewalk improvements such as lighting, special paving, seating and landscaping in accordance with the guidelines of the Downtown Streetscape Plan if it finds that these improvements are necessary to meet the goals and objectives of the General Plan.

The Project would comply with this requirement by including appropriate streetscape improvements, including a sidewalk extension along the Third Street frontage measuring approximately 7 feet in depth and 85 feet in length.

- D. **Shadows on Public Sidewalks (Section 146).** Section 146(a) establishes design requirements for buildings on certain streets in order to maintain direct sunlight on public sidewalks in certain downtown areas during critical use periods. Section 146(c) requires that other buildings, not located on the specific streets identified in Section 146(a), shall be shaped to reduce substantial shadow impacts on public sidewalks, if it can be done without unduly creating an unattractive design and without unduly restricting development potential.

Section 146(a) does not apply to construction on Third or Howard Streets, and therefore does not apply to the Project. The Project is primarily situated toward the interior of the subject block, and is surrounded by a number of existing and planned

building at taller heights. These buildings would mask and subsume the shadows cast by the Project onto surrounding sidewalks. In addition, the Project is proposed at a height that is substantially lower than the 320- and 500-foot height limits that apply to the Project Site, thereby casting substantially less shadow than a building constructed to the height limit for the property. The Project will not create substantial shadow impacts to public sidewalks.

- E. **Shadows on Public Open Spaces (Section 147).** Section 147 seeks to reduce substantial shadow impacts on public plazas and other publicly accessible open spaces other than those protected under Section 295. Consistent with the dictates of good design and without unduly restricting development potential, buildings taller than 50 feet should be shaped to reduce substantial shadow impacts on open spaces subject to Section 147. In determining whether a shadow is substantial, the following factors shall be taken into account: the area shaded, the shadow's duration, and the importance of sunlight to the area in question.

The Project is subject to Section 147, because it would reach a maximum height of approximately 200 feet. The Project is primarily situated toward the interior of the subject block, and is surrounded by a number of existing and planned building at taller heights. These buildings would mask and subsume the shadows cast by the Project. While there are numerous privately owned, publicly accessible open spaces (POPOS) within the Downtown core, the majority of the POPOS are located east of Second Street and would not be impacted by new shadows cast by the Project. In addition, the Project would not cast new shadows on Yerba Buena Gardens or Jessie Square, situated to the southwest and northwest of the Project Site, respectively.

- F. **Parking (Section 151.1).** Pursuant to Section 151.1, no off-street parking is required for uses in C-3 Districts.

The Project proposes no new parking spaces, and the expansion would eliminate an existing 18-space parking area used by SFMOMA staff.

- G. **Loading (Section 152.1).** Section 152.1 establishes minimum requirements for off-street loading. In C-3 Districts, the loading requirement is based on the total gross floor area of the structure or use. Table 152.1 requires off-street a minimum of two freight loading spaces for certain uses measuring between 200,001 to 500,000 square feet area. Section 155 specifies standards for configuration of, and access to off-street loading spaces.

With an area of approximately 230,000 square feet, the addition to SFMOMA requires two off-street freight loading spaces. The Project includes two loading areas. The enclosed loading dock accessed via Minna Street is intended for art deliveries, which generally necessitate larger trucks. The loading zone accessed via Natoma Street is intended for more frequent deliveries utilizing smaller trucks for items such as building supplies and food service goods. These two areas would provide space for more than the two required freight-loading spaces.

The configuration of these loading areas does not fully comply with the requirements of Section 155. First, the driveway access to the Minna Street loading dock exceeds

the maximum 30-foot driveway width specified by Section 155(d). This additional width provides space to facilitate maneuvering for delivery trucks while minimizing interference with pedestrian and vehicle activity on Minna Street. Second, the entries to both the Minna Street loading dock, as well as the Natoma Street loading zone exceed the limitations of Section 155(s)(5)(A), which allow only a single facade opening measuring fifteen feet in width, or two openings each measuring 11 feet in width. Third, the loading zone accessed via Natoma Street is not fully enclosed, as required by Section 155(d). The loading zone is covered by the second floor of the museum above. However, this loading zone connects to the porte cochere for the adjacent W Hotel, and is therefore not fully enclosed within a building for the exclusive use of SFMOMA. The Project Sponsor will request a Variance for these aspects of the design of the off-street loading areas that do not fully comply with Section 155.

- H. **Height (Section 260).** Section 260 requires that the height of buildings not exceed the limits specified in the Zoning Map and defines rules for the measurement of height. The Project Site is within the 320-I and 500-I Height and Bulk Districts.

The sloping roof of the Project would reach a maximum height of approximately 200 feet. The Project therefore complies with the 320- and 500-foot height limits.

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

The Department conducted a shadow analysis and determined that the Project would not shade any properties under the jurisdiction of, or designated for acquisition by, the Recreation and Park Department.

- J. **Public Art (Section 429).** In the case of construction of a new building or addition of floor area in excess of 25,000 square feet to an existing building in a C-3 District, Section 429 requires a project to include works of art costing an amount equal to one percent of the construction cost of the building.

The primary goal of the Project is to expand the existing SFMOMA to create additional gallery space to display the existing permanent collection, the Doris and Donald Fisher Collection, and other special exhibitions. In order to comply with Section 429, the Project also includes the creation of a gallery space adjacent to the Howard Street sidewalk that would display a sculpture by Richard Serra entitled "Sequence". This sculpture will be readily visible from Howard Street to passersby who are not paying patrons of SFMOMA.

7. **Exceptions Request Pursuant to Planning Code Section 309.** The Planning Commission has considered the following exceptions to the Planning Code, makes the following findings and grants each exception as further described below:

- A. **Section 148: Ground-Level Wind Currents.** In C-3 Districts, buildings and additions to existing buildings shall be shaped, or other wind-baffling measures shall be adopted, so that the developments will not cause ground-level wind currents to exceed more than 10 percent of the time year round, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 miles per hour equivalent wind speed in areas of substantial pedestrian use and seven miles per hour equivalent wind speed in public seating areas.

When preexisting ambient wind speeds exceed the comfort level, or when a proposed building or addition may cause ambient wind speeds to exceed the comfort level, the building shall be designed to reduce the ambient wind speeds to meet the requirements. An exception may be granted, in accordance with the provisions of Section 309, allowing the building or addition to add to the amount of time that the comfort level is exceeded by the least practical amount if (1) it can be shown that a building or addition cannot be shaped and other wind-baffling measures cannot be adopted to meet the foregoing requirements without creating an unattractive and ungainly building form and without unduly restricting the development potential of the building site in question, and (2) it is concluded that, because of the limited amount by which the comfort level is exceeded, the limited location in which the comfort level is exceeded, or the limited time during which the comfort level is exceeded, the addition is insubstantial.

Section 309(a)(2) permits exceptions from the Section 148 ground-level wind current requirements. No exception shall be granted and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.

Independent consultants analyzed ground-level wind currents in the vicinity of the Project Site. A wind tunnel analysis, the results of which are included in the EIR for the Project, was conducted using a scale model of the Project Site and its immediate vicinity. Measurements were taken at 62 test points.

Comfort Criterion

Without the Project, 39 of the 62 test points currently exceed the pedestrian comfort level of 11 mph. With the Project, wind conditions would change only minimally. The Project would eliminate four existing exceedances of the pedestrian comfort criterion, but would create four new exceedances of this criterion. These new exceedances would not occur in areas used for seating, therefore the public seating criterion would not apply. Because the Project would create new exceedances of the pedestrian comfort criterion, and would not eliminate all preexisting exceedances, an exception under Section 148 (a) is therefore required.

An exception is justified under the circumstances, because the changes in wind speed and frequency due to the Project are slight and unlikely to be noticeable. In the aggregate, the average wind speed across all test points (13 miles per hour) would not change, nor would the amount of time (nineteen percent) during which winds exceed the applicable criterion.

The Project cannot be shaped or incorporate wind-baffling measures that would reduce the wind speeds to comply with Section 148(a) without creating an unattractive building or unduly restricting the development potential of the Project Site. Construction of the Project would have a negligible affect on wind conditions, which would remain virtually unchanged. The locations where wind speeds would exceed the comfort criterion are not immediately adjacent to the Project Site, making it infeasible to incorporate wind baffles or other design features to reduce wind are not available.

For these reasons, an exception from the comfort criterion is appropriate and hereby granted.

Hazard Criterion

The Project would comply with the wind hazard criterion. The wind tunnel test indicated that four test points currently exceed the wind hazard criterion. However, the Project would not create any new exceedances of the hazard criterion, and would reduce by three hours per year the overall duration of the existing exceedances.

Since the Project would not cause equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year, the Project would comply with the hazard criterion of Section 148.

- B. **Section 270: Bulk Limits.** Section 270 establishes bulk controls by district. In the "I" Bulk District, above a height of 150 feet, buildings are limited to a maximum horizontal dimension of 170 feet, and a maximum diagonal dimension of 200 feet. Exceptions to the Section 270 bulk limits are permitted by Section 309(a)(12).

The specified bulk controls apply to all portions of the Project at Level 8 and above. At Level 8 (the level at which the greatest bulk exceedance occurs), the Project measures a maximum horizontal dimension of 345 feet, and a maximum diagonal dimension of 350 feet. Therefore, an exception to the bulk limitations is required.

Per Section 272, exceptions to bulk limits in C-3 Districts may be granted provided at least one of five listed criteria is met. The Project meets the following criteria:

- (1) Achievement of a distinctly better design, in both a public and a private sense, than would be possible with strict adherence to the bulk limits, avoiding an unnecessary prescription of building form while carrying out the intent of the bulk limits and the principles and policies of the Master Plan;

The Project would be consistent with the intent of the bulk limits and policies of the General Plan. The Project Site is oriented largely toward the interior of the block, with narrow frontages on Howard and Minna Streets. In addition, the proposed height of 200 feet is substantially lower than the 320- and 500-foot height limitations that apply to the property. Therefore, the majority of the volume of the building is concentrated at lower floors, concealed within the context of taller towers in the immediate vicinity.

The proposed design adheres to the intent of the Downtown Plan to foster sculpting of building form, less overpowering buildings, and more interesting building tops. The overall design of the exterior fenestration, materials, and surfaces include variations that ameliorate the apparent mass of the expansion. The building selectively incorporates setback terraces and irregular fenestration that creates view opportunities for museum patrons, but also introduces variety and changes in plane that breaks the overall composition into discrete elements. Above level 7, the floorplates are progressively reduced in dimension. From a perspective view, this treatment reduces the apparent bulk at the most visible, upper portions of the building and preserves views of surrounding buildings, including the Pacific Telephone and Telegraph building located to the east at 140 New Montgomery Street. The tapering roofline of the Project introduces a unique form within the skyline that dynamically changes depending on the perspective of the viewer.

The proposed design respects the surrounding context, while allowing for a functionally viable design tailored to the programmatic needs of the museum. Therefore, the Project has a distinctly better design, in both a public and private sense, than could be achieved by strict adherence to bulk controls.

(2) Development of a building or structure with widespread public service benefits and significance to the community at large, where compelling functional requirements of the specific building or structure make necessary such a deviation; and provided further that all of the following criteria are met:

(a) The added bulk does not contribute significantly to the shading of publicly accessible open space.

(b) The added bulk does not increase ground level wind currents in violation of the provisions of Section 148 of the Code.

The Project will result in a substantial expansion of SFMOMA, an arts institution of regional, national, and international importance. The expansion will enhance the recreational and cultural vitality of San Francisco, bolster tourism, and support the local economy by drawing regional, national, and international patrons. The programmatic needs of a typical office or residential building would dictate a taller, more vertical building form with smaller floorplates, as envisioned by the applicable bulk controls. However, the programmatic needs of a museum require larger, uninterrupted floorplates to allow for the exhibition of art and provide for efficient patron circulation. In addition, the Project Site is a long, narrow property situated toward the interior of the block, dictating a rectangular floorplate. The added bulk does not contribute significantly to shading of public open spaces (see Item #6E and #6F) or to increases in ground-level wind currents (see Item #7A).

(4) If appropriate to the massing of the building, the appearance of bulk in the building, structure or development is reduced to the extent feasible by means of at least one and preferably a combination of the following factors,

so as to produce the impression of an aggregate of parts rather than a single building mass:

- (A) Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass,
- (B) Significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements,
- (C) Differences in materials, colors or scales of the facades that produce separate major elements,
- (D) Compensation for those portions of the building, structure or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted, and
- (E) In cases where two or more buildings, structures or towers are contained within a single development, a wide separation between such buildings, structures or towers;

The Project is constructed at a roof height of 200 feet, which is well below the applicable height limits for the property. The unrealized volume of development above 200 feet compensates for the additional floor area that is achieved by exceeding the bulk limitations at Level 8 through 11. The design of the building includes varied facade treatments and changes in exterior finishes. While some portions of the facade exhibit mostly solid, flat expanses, other portions are characterized by asymmetric planes, finished with a texture of narrow horizontal bands, and punctuated with voids created by glazing and terraces. The dimensions of the upper stories progressively shrink above level 7, creating major changes in plane and terraces which separate the building into discrete elements. Because of this variation inherent in the building design, as well as the location of the building within the midblock of an intensely developed urban context, the visible form of the Project will differ greatly depending on the vantage of the viewer.

(5) The building, structure or development is made compatible with the character and development of the surrounding area by means of all of the following factors:

- (A) A silhouette harmonious with natural land-forms and building patterns, including the patterns produced by height limits,
- (B) Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character,
- (C) Use of materials, colors and scales either similar to or harmonizing with those of nearby development, and
- (D) Preservation or enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest.

Existing buildings in the area exhibit an eclectic architectural character and scale, with no prevailing style establishing a dominant visual pattern for the neighborhood. The height of the building is considerably lower than a number of

adjacent towers, as well as the 320- and 500-foot height limits that apply to the Site. The tapering roofline creates an interesting termination to the Project, as well as relating the apparent height of the building to both taller and lower structures in the area. Given the programmatic requirements of the museum, the fenestration pattern of the Project differs somewhat from the punched windows and curtain walls found on other existing buildings in the vicinity. However, the light color of the proposed exterior finish would harmonize with the aggregate appearance of the skyline, which generally reads in lighter tones. Along the Howard Street frontage, the pedestrian realm would be clearly defined and distinguished from upper floors by an expanse of tall glazing, offering views into a gallery space that will house a large sculpture by Richard Serra. This streetscape will offer views into the Natoma Promenade and to a new outdoor terrace onto the second story, providing glimpses into these active areas, and drawing pedestrians to these areas that will be accessible free of charge to the general public. These features define a pedestrian realm along Howard Street which is both physically and visually permeable, and is sharply distinguished from the larger expanses of solid wall found at the gallery levels above.

8. **General Plan Conformity.** The Project would affirmatively promote the following objectives and policies of the General Plan:

ARTS ELEMENT

Objectives and Policies

The **Arts Element** of the General Plan contains the following relevant objectives and policies:

OBJECTIVE I-1:

RECOGNIZE THE ARTS AS NECESSARY TO THE QUALITY OF LIFE FOR ALL SEGMENTS OF SAN FRANCISCO.

Policy I-1.2:

Officially recognize on a regular basis the contributions arts make to the quality of life in San Francisco.

OBJECTIVE I-2:

Increase the contribution of the arts to the economy of San Francisco.

Policy I-2.1:

Encourage and promote opportunities for the arts and artists to contribute to the economic development of San Francisco.

Policy I-2.2:

Continue to support and increase the promotion of the arts and arts activities throughout the City for the benefit of visitors, tourists and residents.

OBJECTIVE III-2:

Strengthen the contribution of arts organizations to the creative life and vitality of San Francisco.

Policy III-2.2:

Assist in the improvement of arts organizations' facilities and access in order to enhance the quality and quantity of arts offerings.

OBJECTIVE VI-1:

Support the continued development and preservation of artists' and arts organizations' spaces.

Policy VI-1.11:

Identify, recognize, and support existing arts clusters and, wherever possible, encourage the development of clusters of arts facilities and arts related businesses throughout the city.

The Project will result in a substantial expansion of SFMOMA, strengthening the recognition and reputation of San Francisco as a city that is supportive of the arts. Such activities enhance the recreational and cultural vitality of San Francisco, bolster tourism, and support the local economy by drawing regional, national, and international patrons.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

The **Commerce and Industry Element** of the General Plan contains the following relevant objectives and policies:

OBJECTIVE 1:

Manage economic growth and change to ensure enhancement of the total city living and working environment.

Policy 1.1:

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

OBJECTIVE 2:

Maintain and enhance a sound and diverse economic base and fiscal structure for the city.

Policy 2.3:

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

The SFMOMA is located in an area already characterized by a significant cluster of arts, culture, and entertainment destinations. The expansion of the museum will add substantial economic

benefits to the City, and will contribute to the vitality of this district, in an area well served by hotels, shopping and dining opportunities, public transit, and other key amenities and infrastructure to support tourism.

URBAN DESIGN ELEMENT

Objectives and Policies

The **Urban Design Element** of the General Plan contains the following relevant objectives and policies:

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.6:

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

While the existing buildings in the area are eclectic in terms of scale and architectural style, the Project is situated lower than the permitted heights for the property, and is lower than several existing high-rise towers in the immediate vicinity. The Project would not dominate or otherwise overwhelm the area, as many existing and proposed buildings are substantially taller than the proposed Project. The Project's contemporary design would complement existing and planned development in the area.

TRANSPORTATION ELEMENT

Objectives and Policies

The **Transportation Element** of the General Plan contains the following relevant objectives and policies:

OBJECTIVE 2:

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1:

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

The Project is located within an existing high-density urban context. The Downtown Core has a multitude of transportation options, and the Project Site is within walking distance of the Market Street transit spine, the future Transbay Terminal, and the future Central Subway. The Project would make good use of the existing and planned transit services available in this area. The

Project proposes no off-street parking, encouraging employees and museum patrons to seek transportation options other than private automobile use.

DOWNTOWN AREA PLAN

Objectives and Policies

The Project is also consistent with and implements many objectives and policies of the Downtown Area Plan, including but not limited to the following:

OBJECTIVE 4:

Enhance San Francisco's role as a tourist and visitor center.

OBJECTIVE 14:

Create and maintain a comfortable pedestrian environment.

OBJECTIVE 16:

Create and maintain attractive, interesting urban streetscapes.

OBJECTIVE 16.5:

Encourage the incorporation of publicly visible art works in new private development and in various public spaces downtown.

The expanded SFMOMA would enhance San Francisco's role as a tourist and visitor center. It is proposed to include numerous elements that create active streetscapes, including a pedestrian promenade connecting Howard and Natoma Streets, retail and café spaces, as well as displays of art the would be readily visible from surrounding sidewalks to the general public without the requirement to purchase admission to SFMOMA.

9. **Priority Policy Findings.** Section 101.1(b) establishes eight priority planning policies and requires the review of permits for consistency with said policies. The Project complies with these policies, on balance, as follows:

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

The SFMOMA expansion will include expanded restaurant uses and the existing museum store. These businesses could serve museum patrons, as well as area residents and employees. In addition, SFMOMA patrons will also shop for goods and services at off-site establishments in the vicinity, bolstering the overall viability of the retail environment of the area.

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

No housing would be demolished by the expansion of SFMOMA. The expansion of gallery space within SFMOMA will further enhance the cultural vitality of the City,

and will strengthen the economy by creating a draw for local, national, and international tourism.

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

The Project would not demolish any existing housing.

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

Museum attendance is generally highest during the weekend, when patron travel would not conflict with commuter traffic. SFMOMA is situated in an area of excellent transit service. The site is located less than two blocks from Market Street, a major transit corridor that provides access to various Muni and BART lines. In addition, the Project Site is within one block of the future Fourth Street subway corridor, and two blocks from the proposed Transbay Terminal.

The EIR prepared for the Project concludes that commuter traffic associated with the Project would not result in significant congestion on surrounding streets. The EIR also concluded that existing neighborhood parking would not be overburdened by patrons and employees of SFMOMA.

- 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 the development of any commercial office uses, does not displace industrial and service sectors, and would provide enhanced opportunities for service sector employment.

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

The SFMOMA expansion will meet or exceed all current structural and seismic requirements under the San Francisco Building Code.

- G. That landmarks and historic buildings be preserved.

The Project includes the demolition of the existing Fire Station No. 1 building at 676 Howard Street, which is a contributor to the potential San Francisco 1952 Firehouse Bond Act Thematic Historic District. The EIR prepared for the Project has determined that the demolition of 676 Howard Street would result in less-than significant impacts to the potential historic district. This building is not identified as a landmark building. The Commission has adopted a Statement of Overriding Considerations in accordance with findings under CEQA that the economic, legal, social, technological, and other benefits of the Project outweigh the adverse environmental effects to historic resources.

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

The Project's EIR evaluated potential impacts of the SFMOMA expansion on parks and other open spaces, and determined that it would not increase shadows on Yerba Buena Garden or other open spaces in the vicinity. Because the SFMOMA site is level and is largely surrounded by high-rise development, the Project would not impede views from parks and open spaces.

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
11. The Commission hereby finds that approval of the Section 309 Determination of Compliance and Request for Exceptions would promote the health, safety, and welfare of the City.

DECISION

Based upon the whole record, the submissions by the Project Sponsor, the staff of the Department, and other interested parties, the oral testimony presented to the Commission at the public hearing, and all other written materials submitted by all parties, in accordance with the standards specified in the Code, the Commission hereby **APPROVES Application No. 2009.0291X** and grants exceptions to Sections 148, 270, and 272 pursuant to Section 309, subject to the following conditions attached hereto as Exhibit A which are incorporated herein by reference as though fully set forth, in general conformance with the plans stamped Exhibit B and on file in Case Docket No. **2009.0291X**.

The Planning Commission further finds that since the EIR for the Project was finalized (Case Nos. 2009.0291E and 2010.0275E), there have been no substantial changes in circumstances or the Project 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 EIR, and the Commission adopts findings pursuant to CEQA as stated in Resolution No. 18486, including adopting the Mitigation, Monitoring, and Reporting Program attached as Exhibit A of Resolution No. 18486, and attached as Exhibit C of this Motion No. XXXXX, which are incorporated herein by this reference thereto as if fully set forth in this Motion.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 309 Determination of Compliance and Request for Exceptions to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals in person at 1650 Mission Street, Room 304 or call (415) 575-6880.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting on February 2, 2012.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: February 2, 2012

EXHIBIT A

AUTHORIZATION

This authorization is for a Section 309 Determination of Compliance, including granting of specific exceptions regarding "Reduction of Ground-Level Wind Currents in C-3 Districts" (Section 148), and "Bulk Limits" (Sections 270, 272) to allow the demolition of existing buildings located at 670 and 676 Howard Street, and construction of an expansion of the existing San Francisco Museum of Modern Art (SFMOMA) that measures approximately 230,000 square feet, reaching a height of approximately 200 feet, within the C-3-O, C-3-S, and P Districts, and the 320-I and 500-I Height and Bulk Districts; in general conformance with plans, dated February 2, 2012, and stamped "EXHIBIT B" included in the docket for Case No. 2009.0291X and subject to conditions of approval reviewed and approved by the Commission on February 2, 2012 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on February 2, 2012 under Motion No XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Section 309 Determination of Compliance.

Performance

Conditions of approval, Compliance, Monitoring, and Reporting

PERFORMANCE

Validity and Expiration. The authorization and right vested by virtue of this action is valid for three years from the effective date of the Motion. A building permit from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three (3) years of the date of the Motion approving the Project. 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. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.

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

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

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

Additional Project Authorization. The Project Sponsor must obtain a Variance from the requirements for Off-Street Parking and Loading in C-3 Districts (Section 155) to allow the configurations of the loading areas accessed via Minna and Natoma Streets, as well as a zoning map amendment to rezone the property at 676 Howard Street from P - Public to C-3-S, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

Mitigation and Improvement Measures. Mitigation measures described in the MMRP attached as Exhibit A to Motion No. 18486, and attached as Exhibit C to this Motion No. XXXXX, 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. The implementation of the following improvement measures is a condition of project approval:

- **Improvement Measure TR-1 (Pedestrians):** The following sidewalk improvements shall be considered around the SFMOMA Expansion site. This improvement measure would improve pedestrian circulation but would not be required to reduce significant environmental effects on the pedestrian environment because none was identified.

Performance

Third Street Sidewalk Extension. As an improvement measure to enhance the pedestrian environment, the project sponsor shall work with MTA and DPW to design and construct a sidewalk extension on Third Street in front of the existing Third Street entrance into SFMOMA. The project sponsor should be required to fund the design and construction of this improvement.

The sidewalk extension should be approximately 7 feet in width (the parking lane is about 7 feet wide) and approximately 85 feet in length, and would be centered on the museum entrance (which is aligned with the midblock crosswalk). As part of this improvement, a consolidated 39-foot-wide passenger zone and 20-foot-wide red zone would be provided between the sidewalk extension and Minna Street. A 59-foot-wide passenger zone would be provided south of the sidewalk extension. The 85-foot long sidewalk extension, red zone and two passenger zones would eliminate six of the seven on-street metered parking spaces on Third Street that are adjacent to the project site (i.e., three spaces north of the existing midblock crosswalk and three spaces south of the midblock crosswalk).

Howard Street Sidewalk Extension. As an improvement measure to enhance the pedestrian environment, the project sponsor shall work with MTA and DPW to design and construct a sidewalk extension on Howard Street in front of the new entrance into SFMOMA. Since modifications to the Howard Street sidewalk and roadway network are currently being considered as part of the Transit Center District Plan and ENTRIPS (Eastern Neighborhoods Transportation Implementation Planning Study), this improvement measure would be revisited by the Planning Department, MTA, and the project sponsor following completion of these studies. If the Planning Department and MTA determine that the sidewalk extension on Howard Street adjacent to the project site is feasible within the future context of Howard Street, it shall be implemented by SFMOMA.

The Howard Street sidewalk extension would be in proximity to the proposed Howard Street entrance into the museum. The sidewalk extension should be approximately 7 feet in width (the parking lane is about 7 feet wide) and approximately 40 feet in length, or as determined by MTA and DPW. Adjacent to the extension would be the proposed passenger loading zone of approximately 50 feet in width. The 40-foot-long sidewalk extension and 50-foot-long passenger loading zone would occupy the 90-foot frontage of the SFMOMA Expansion site on Howard Street. This space is currently the driveway for the existing fire station, as well as three general metered parking spaces, which would be removed. The sidewalk extension would not affect traffic operations on Howard Street, and would reduce conflicts between parking vehicles and the adjacent travel lane.

- **Improvement Measure TR-4 (Transportation Demand Management (TDM) Plan):** As an improvement measure to reduce the use of single-occupant vehicles and to increase the use of rideshare, transit, bicycle, and walk modes for employees, volunteers, and visitors, SFMOMA shall formalize a TDM Plan that addresses travel to SFMOMA by employees and visitors. The project sponsor shall retain the services of a transportation consultant to review existing TDM elements, prepare a TDM Plan, and recommend additional measures for consideration by SFMOMA. As part of the TDM Plan, the consultant shall prepare a stand alone summary that could be incorporated into the employee manual, and shall enhance the TDM information on the public website to better publicize alternative transportation options to visitors.

Performance

- **Improvement Measure TR-5 (Construction):** The following construction period measures shall be considered:

Traffic Control Plan for Construction. As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit, and autos at the SFMOMA Expansion site, the contractor shall prepare a traffic control plan for project construction. The project sponsor and construction contractor(s) would meet with DPW, MTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations (not anticipated, but if determined necessary) and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during construction of the SFMOMA Expansion. The contractor would be required to comply with the City of San Francisco's Regulations for Working in San Francisco Streets, which establish rules and permit requirements so that construction activities can be conducted safely and with the least possible interference to pedestrians, bicyclists, transit and vehicular traffic. The traffic control plan would address how passenger loading/unloading, and deliveries and service vehicles would be accommodated at the W Hotel during project construction.

Carpool and Transit Access for Construction Workers. As an improvement measure to minimize parking demand associated with construction workers, the construction contractor shall be required by the project sponsor to encourage carpooling and transit access to the project sites by construction workers.

Project Construction Updates for Adjacent Businesses and Residents. As an improvement measure to minimize construction impacts on access for nearby institutions and businesses, DPW may require the project sponsor to provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. A web site could be created by project sponsor that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.

- **Improvement Measure TR-7 (Loading):** As an improvement measure to minimize the potential for conflicts within the Natoma loading area and to ensure that deliveries for SFMOMA and W Hotel are adequately accommodated:

SFMOMA shall provide an on-site loading dock manager to coordinate loading, manage the delivery demand, provide assistance for truck maneuvers into and out of the loading area, and coordinate trash collection activity.

SFMOMA shall ensure that the W Hotel has 24-hour access across the Natoma loading area. The SFMOMA on-site loading dock manager shall coordinate and integrate scheduling of truck deliveries for SFMOMA and the W Hotel.

Performance

The SFMOMA on-site loading dock manager and overnight security staff shall actively manage the loading area 24 hours a day to ensure that trucks park efficiently and do not dwell in loading spaces, or block valet and loading access for the W Hotel.

The SFMOMA on-site loading dock manager shall, to the extent possible, schedule deliveries destined to the Natoma loading area (e.g., restaurant deliveries) to before 7:00 a.m. to minimize conflicts with other daytime couriers such as Federal Express and United Parcel Service.

Delivery vehicles longer than 35 feet shall be prohibited from entering the Natoma loading area.

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

Design

DESIGN – COMPLIANCE AT PLAN STAGE

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

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

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

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

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

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

Downtown Streetscape Plan - C-3 Districts. Pursuant to Planning Code Section 138.1 and the Downtown Streetscape Plan, the Project Sponsor shall submit a pedestrian streetscape improvement plan to the Planning Department for review in consultation with the Department of Public Works and the Department of Parking and Traffic prior to Building Permit issuance.

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

Open Space Provision - C-3 Districts. Pursuant to Planning Code Section 138, the Project Sponsor shall continue to work with Planning Department staff to refine the design and programming of the public open space so that the open space generally meets the standards of the Downtown Open Space Guidelines in the Downtown Plan of the General Plan.

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

Transformer Vault. The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

1. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
2. On-site, in a driveway, underground;

Design

3. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
4. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
5. Public right-of-way, underground; and based on Better Streets Plan guidelines;
6. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
7. On-site, in a ground floor façade (the least desirable location).

Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

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

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

Street Trees. Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

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

Parking and Traffic

PARKING AND TRAFFIC

Off-street Loading. Pursuant to Planning Code Section 152, the Project will provide a minimum of two off-street loading spaces.

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

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

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

Provisions

PROVISIONS

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

Transit Impact Development Fee. Pursuant to Planning Code Section 411 (formerly Chapter 38 of the Administrative Code), the Project Sponsor shall pay the Transit Impact Development Fee (TIDF) as required by and based on drawings submitted with the Building Permit Application. Prior to the issuance of a temporary certificate of occupancy, the Project Sponsor shall provide the Planning Director with certification that the fee has been paid.

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

Art - C-3 District. Pursuant to Planning Code Section 429 (formerly 149), the Project shall include work(s) of art valued at an amount equal to one percent of the hard construction costs for the Project as determined by the Director of the Department of Building Inspection. The Project Sponsor shall provide to the Director necessary information to make the determination of construction cost hereunder.

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

Art Plaques - C-3 District. Pursuant to Planning Code Section 429(b) (formerly 149(b)) the Project Sponsor shall provide a plaque or cornerstone identifying the architect, the artwork creator and the Project completion date in a publicly conspicuous location on the Project Site. The design and content of the plaque shall be approved by Department staff prior to its installation.

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

Art - C-3 District. Pursuant to Planning Code Section 429 (formerly 149), the Project Sponsor and the Project artist shall consult with the Planning Department during design development regarding the height, size, and final type of the art. The final art concept shall be submitted for review for consistency with this Motion by, and shall be satisfactory to, the Director of the Planning Department in consultation with the Commission. The Project Sponsor and the Director shall report to the Commission on the progress of the development and design of the art concept prior to the submittal of the first building or site permit application

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

Provisions

Art - C-3 District. Pursuant to Planning Code Section 429 (formerly 149), prior to issuance of any certificate of occupancy, the Project Sponsor shall install the public art generally as described in this Motion and make it available to the public. If the Zoning Administrator concludes that it is not feasible to install the work(s) of art within the time herein specified and the Project Sponsor provides adequate assurances that such works will be installed in a timely manner, the Zoning Administrator may extend the time for installation for a period of not more than twelve (12) months.

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

Monitoring

MONITORING - AFTER ENTITLEMENT

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

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

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

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

Operation

OPERATION

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

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

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

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

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 with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
CULTURAL AND PALEONTOLOGICAL RESOURCES				
<p><u>M-CP-2</u></p> <p>Based on a reasonable presumption that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the Planning Department (Department) pool of qualified archaeological consultants as provided by the Department archaeologist. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). [For the SFMOMA Expansion, the archaeological consultant's work shall be conducted in accordance with this mitigation measure, and with the requirements of the project archaeological research design and treatment plan (Far Western Anthropological Research Group. <i>Archaeological Research Design and Treatment Plan for the Transit Center District Plan Area</i>. February 2010) at the direction of the Environmental Review Officer (ERO). In instances of inconsistency between the requirement of the project archaeological research design and treatment plan and of this archaeological mitigation measure, the requirements of this archaeological mitigation measure shall prevail.] 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. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in <i>CEQA Guidelines</i> Section 15064.5 (a)(c).</p> <p><i>Archaeological Testing Program.</i> The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.</p>	<p>Project sponsor and archaeological consultant.</p> <p>(see above)</p>	<p>Prior to any soil-disturbing activities.</p> <p>(see above)</p>	<p>The ERO to review and approve all plans and reports.</p> <p>(see above)</p>	<p>Considered complete upon ERO approval of plans and reports.</p> <p>(see above)</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><u>M-CP-2</u> <i>Continued</i></p> <p>At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO in consultation with the archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or</p> <p>B. A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archaeological Monitoring Program.</i> If the ERO, in consultation with the archaeological consultant, determines that an archaeological monitoring program shall be implemented, the archaeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to the commencement of any project-related soils disturbing activities. The ERO, in consultation with the archaeological consultant, shall determine what project activities shall be archaeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource; • The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits; 	<p>Project sponsor, archaeological consultant, archaeological monitor, ERO.</p>	<p>Prior to and during soil-disturbing activities.</p>	<p>The ERO to review and approve the archaeological monitoring program and findings from the monitoring program (as applicable).</p>	<p>Considered complete upon ERO's receipt of the written report of findings from the monitoring program.</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>M-CP-2 <i>Continued</i></p> <ul style="list-style-type: none"> The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity may affect an archaeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archaeological Data Recovery Program.</i> The archaeological data recovery program shall be conducted in accordance with an archaeological data recovery plan (ADRP). The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological 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 archaeological 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 archaeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. 	<p>Project sponsor, archaeological consultant, ERO.</p>	<p>Prior to soil-disturbing activities.</p>	<p>The ERO to review and approve the archaeological data recovery program.</p>	<p>Considered complete upon ERO's receipt of the written report of findings from the archaeological data recovery program or ERO's direction to implement further measures.</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>M-CP-2 <i>Continued</i></p> <ul style="list-style-type: none"> • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC), who shall appoint a Most Likely Descendant (MLD) (Public Resources Code Section 5097.98). The archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p><i>Final Archaeological Resources Report.</i> The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.</p>	<p>Project sponsor, construction contractor, and archaeological consultant.</p> <p>Project sponsor and archaeological consultant.</p>	<p>During soil-disturbing activities.</p> <p>Following completion of any archaeological field program.</p>	<p>ERO and County Coroner.</p> <p>ERO to review Draft FARR and transmittals to specified agencies.</p>	<p>Considered complete upon latter of ERO's drafting of memo or ERO's direction to implement further measures.</p> <p>Considered complete upon ERO approval of Draft FARR and review of evidence of distribution.</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><u>M-CP-2</u> <i>Continued</i></p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive one bound, one unbound, and one unlocked, searchable PDF copy on CD or DVD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
NOISE				
<p><u>M-NO-2a</u></p> <p>The following two-part measure shall be implemented:</p> <ul style="list-style-type: none"> • To reduce daytime noise impacts associated with construction activities to the maximum extent feasible, the following measures shall be implemented in addition to all measures set forth in the Noise Ordinance: <ul style="list-style-type: none"> ○ At least 10 days prior to the start of construction, the project sponsor shall notify occupants of properties within 100 feet of the project site's lot line (comprising the following addresses: 151 Third Street and 670 and 676 Howard Street). Notification shall include an estimation of the duration of construction activities, including anticipated start and completion dates and the daily construction times. ○ Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible). ○ Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. 	<p>Project sponsor and construction contractor.</p>	<p>At least 10 days prior to the start of construction, during construction, and prior to issuance of grading permits.</p>	<p>DBI to review notification procedure and vibration impact assessment.</p>	<p>Considered complete upon DBI approval of vibration impact assessment and review of evidence of notification.</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><u>M-NO-2a</u> <i>Continued</i></p> <ul style="list-style-type: none"> ○ Stationary noise sources shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds. Insulation barriers or other measures shall be incorporated to the extent feasible. ○ Ground clearing, excavation, foundation pouring, building erection and exterior finishing activities shall be limited to between the hours of 7:00 a.m. to 8:00 p.m. <p>The project applicant shall prepare a vibration impact assessment to determine potential construction-related groundborne vibration impacts for all structures located within 25 feet of construction activities expected to generate more than 90 VdB. Measures shall be identified and implemented that would reduce groundborne vibration impacts from extreme noise generators by prescribing methods of construction to be utilized so as not to exceed the FTA's groundborne vibration damage threshold of 90 VdB at the nearest façade of all adjacent structures. Such methods may include restrictions on the number or types of construction equipment that may operate at a time within 25 feet of structures, restrictions on equipment hours of operation, or requirements to use alternative construction techniques. The vibration impact assessment shall be submitted to the Planning Department for review and approval prior to issuance of grading permits.</p>				
HAZARDS AND HAZARDOUS MATERIALS				
<p><u>M-HZ-1a</u></p> <p>The following actions shall be implemented by the project sponsor:</p> <p><i>Step 1 (Preparation of a Phase II Environmental Site Assessment):</i> The project sponsor shall conduct a Phase II Environmental Site Assessment of the Hunt Street and Natoma Street parking pad portions of the project site. If residual contamination is identified on the project site that requires preparation and implementation of a Site Mitigation Plan, Step 2 (and subsequent steps) shall be implemented.</p>	Project sponsor.	Prior to issuance of grading or building permits.	DPH to review Phase II Environmental Site Assessment and subsequent mitigation plan(s), as warranted, for adequacy.	Considered complete upon approval of Phase II Environmental Site Assessment and subsequent mitigation plan(s) by DPH and Planning Department.

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>M-HZ-1a <i>Continued</i></p> <p>(e) Hauling and disposal: Contaminated soils shall be hauled off the project site by waste-hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.</p> <p><i>Step 4 (Preparation of Closure/Certification Report):</i> After construction activities are completed, the Project Applicant shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.</p>	Project sponsor.	Prior to issuance of occupancy permit.	DPH to review closure/certification report.	Considered complete upon approval of closure/certification report by DPH.
<p>M-HZ-1b</p> <p>If, based on the results of the soil tests conducted, the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, any contaminated soils designated as hazardous waste and required by DPH to be excavated shall be removed by a qualified Removal Contractor and disposed of at a regulated Class I hazardous waste landfill in accordance with U.S Environmental Protection Agency regulations, as stipulated in the SMP. The Removal Contractor shall obtain, complete, and sign hazardous waste manifests to accompany the soils to the disposal site. Other excavated soils shall be disposed of in an appropriate landfill, as governed by applicable laws and regulations, or other appropriate actions shall be taken in coordination with the DPH. If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, a Site Health and Safety (H&S) Plan shall be required by the California Division of Occupational Safety and Health (Cal-OSHA) prior to initiating any earthmoving activities at the site. The H&S Plan shall identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols shall include at a minimum:</p> <ul style="list-style-type: none"> • Sweeping of adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets. • Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards. • The dust controls specified in the Construction Dust Control Ordinance (176-08). • Protocols for managing stockpiled and excavated soils. The H&S Plan shall identify site access controls to be implemented from the time of surface disruption through the completion of earthwork construction. The protocols shall include as a minimum: 	Project sponsor and qualified Removal Contractor.	Prior to issuance of grading permit and immediately following excavation activities.	DPH to review H&S Plan to ensure appropriate protocols have been included for managing potentially contaminated soil and groundwater during the construction period and that appropriate hazardous waste manifests have been provided.	Considered complete upon approval of H&S Plan and receipt of appropriate hazardous waste manifests by DPH.

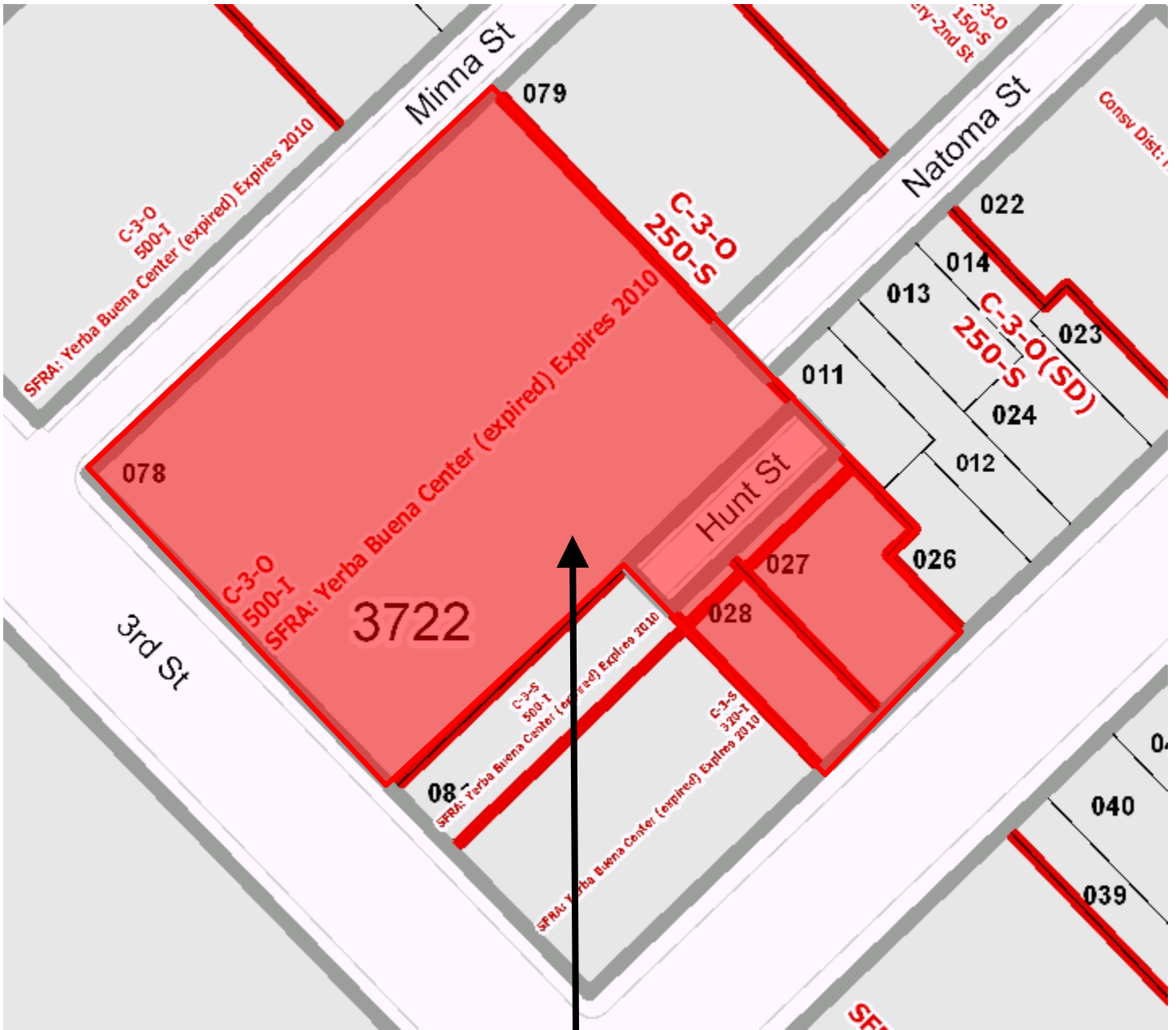
Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><u>M-HZ-1b</u> <i>Continued</i></p> <ul style="list-style-type: none"> ○ Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier or sufficient height and structural integrity to prevent entry and based upon the degree of control required. ○ Posting of “no trespassing” signs. ○ Provision for on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures. <p>If groundwater contamination is identified, the Site Health and Safety (H&S) Plan shall identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols shall include procedures to prevent unacceptable migration of contamination from defined plumes during dewatering.</p> <p>The H&S Plan shall include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. Excavation personnel shall also be required to wash hands and face before eating, smoking, and drinking.</p> <p>The H&S Plan shall include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures shall include, but would not be limited to, investigation and removal of underground storage tanks or other hazards.</p>				
<p><u>M-HZ-1c</u></p> <p>If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.</p>	Project sponsor and construction contractor.	Prior to issuance of a grading permit and during construction.	DPH to review construction plans and specifications for inclusion of appropriate protocols regarding decontamination of equipment.	Considered complete upon approval of construction plans and specifications by DBI.

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><u>M-HZ-1d</u></p> <p>The City shall condition future development approvals to require that the project sponsor ensures that any equipment containing PCBs or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, State, and local laws prior to the start of building demolition, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, State, and local laws.</p>	<p>Planning Department.</p>	<p>Prior to issuance of demolition permit.</p>	<p>Planning Department to condition future approvals to require appropriate removal and disposal of any equipment containing PCBs or mercury.</p>	<p>Considered complete upon conditioning of future development approvals by Planning Department.</p>

Improvement Measures	Responsibility for Implementation	Implementation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Improvement Measure TR-1 <i>Continued</i></p> <p>would occupy the 90-foot frontage of the SFMOMA Expansion site on Howard Street. This space is currently the driveway for the existing fire station, as well as three general metered parking spaces, which would be removed. The sidewalk extension would not affect traffic operations on Howard Street, and would reduce conflicts between parking vehicles and the adjacent travel lane.</p>				
<p>Improvement Measure TR-4 <i>(Transportation Demand Management (TDM) Plan)</i></p> <p>As an improvement measure to reduce the use of single-occupant vehicles and to increase the use of rideshare, transit, bicycle, and walk modes for employees, volunteers, and visitors, SFMOMA should formalize a TDM Plan that addresses travel to SFMOMA by employees and visitors. The project sponsor should retain the services of a transportation consultant to review existing TDM elements, prepare a TDM Plan, and recommend additional measures for consideration by SFMOMA. As part of the TDM Plan, the consultant could prepare a stand alone summary that could be incorporated into the employee manual, and also enhance the TDM information on the public website to better publicize alternative transportation options to visitors.</p>	Project sponsor.	Prior to issuance of occupancy permit.	Planning Department and MTA to review TDM Plan for adequacy.	Considered complete upon approval of TDM Plan by Planning Department and MTA.
<p>Improvement Measure TR-5 <i>(Construction)</i></p> <p>The following construction period measures could be considered:</p> <p><i>Traffic Control Plan for Construction.</i> As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit, and autos at the SFMOMA Expansion site, the contractor should prepare a traffic control plan for project construction. The project sponsor and construction contractor(s) would meet with DPW, MTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations (not anticipated, but if determined necessary) and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during construction of the SFMOMA Expansion. The contractor would be required to comply with the City of San Francisco's Regulations for Working in San Francisco Streets, which establish rules and permit requirements so that construction activities can be conducted safely and with the least possible interference to pedestrians, bicyclists, transit and vehicular traffic. The traffic control plan would address how passenger loading/unloading, and deliveries and service vehicles would be accommodated at the W Hotel during project construction.</p>	Project sponsor.	Prior to issuance of demolition, grading, or building permit.	DPW, MTA, and Fire Department to review Traffic Control Plan for Construction for adequacy.	Considered complete upon approval of Traffic Control Plan for Construction.

Improvement Measures	Responsibility for Implementation	Implementation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Improvement Measure TR-5 <i>Continued</i></p> <p><i>Carpool and Transit Access for Construction Workers.</i> As an improvement measure to minimize parking demand associated with construction workers, the construction contractor could be required by the project sponsor to encourage carpooling and transit access to the project sites by construction workers.</p> <p><i>Project Construction Updates for Adjacent Businesses and Residents.</i> As an improvement measure to minimize construction impacts on access for nearby institutions and businesses, DPW could require the project sponsor to provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. A web site could be created by project sponsor that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</p>				
<p>Improvement Measure TR-7 <i>(Loading)</i></p> <p>As an improvement measure to minimize the potential for conflicts within the Natoma loading area and to ensure that deliveries for SFMOMA and W Hotel are adequately accommodated:</p> <ul style="list-style-type: none"> • SFMOMA shall provide an on-site loading dock manager to coordinate loading, manage the delivery demand, provide assistance for truck maneuvers into and out of the loading area, and coordinate trash collection activity. • SFMOMA shall ensure that the W Hotel has 24-hour access across the Natoma loading area. • The SFMOMA on-site loading dock manager shall coordinate and integrate scheduling of truck deliveries for SFMOMA and the W Hotel. • The SFMOMA on-site loading dock manager and overnight security staff shall actively manage the loading area 24 hours a day to ensure that trucks park efficiently and do not dwell in loading spaces, or block valet and loading access for the W Hotel. • The SFMOMA on-site loading dock manager shall, to the extent possible, schedule deliveries destined to the Natoma loading area (e.g., restaurant deliveries) to before 7:00 a.m. to minimize conflicts with other daytime couriers such as Federal Express and United Parcel Service. • Delivery vehicles longer than 35 feet shall be prohibited from entering the Natoma loading area. 	Project sponsor.	Prior to issuance of occupancy permit.	Planning Department and MTA to review loading plans to ensure that conflicts would be minimized and that deliveries for SFMOMA and W Hotel would be adequately accommodated.	Considered complete upon approval of loading plans by Planning Department and MTA.

Parcel Map

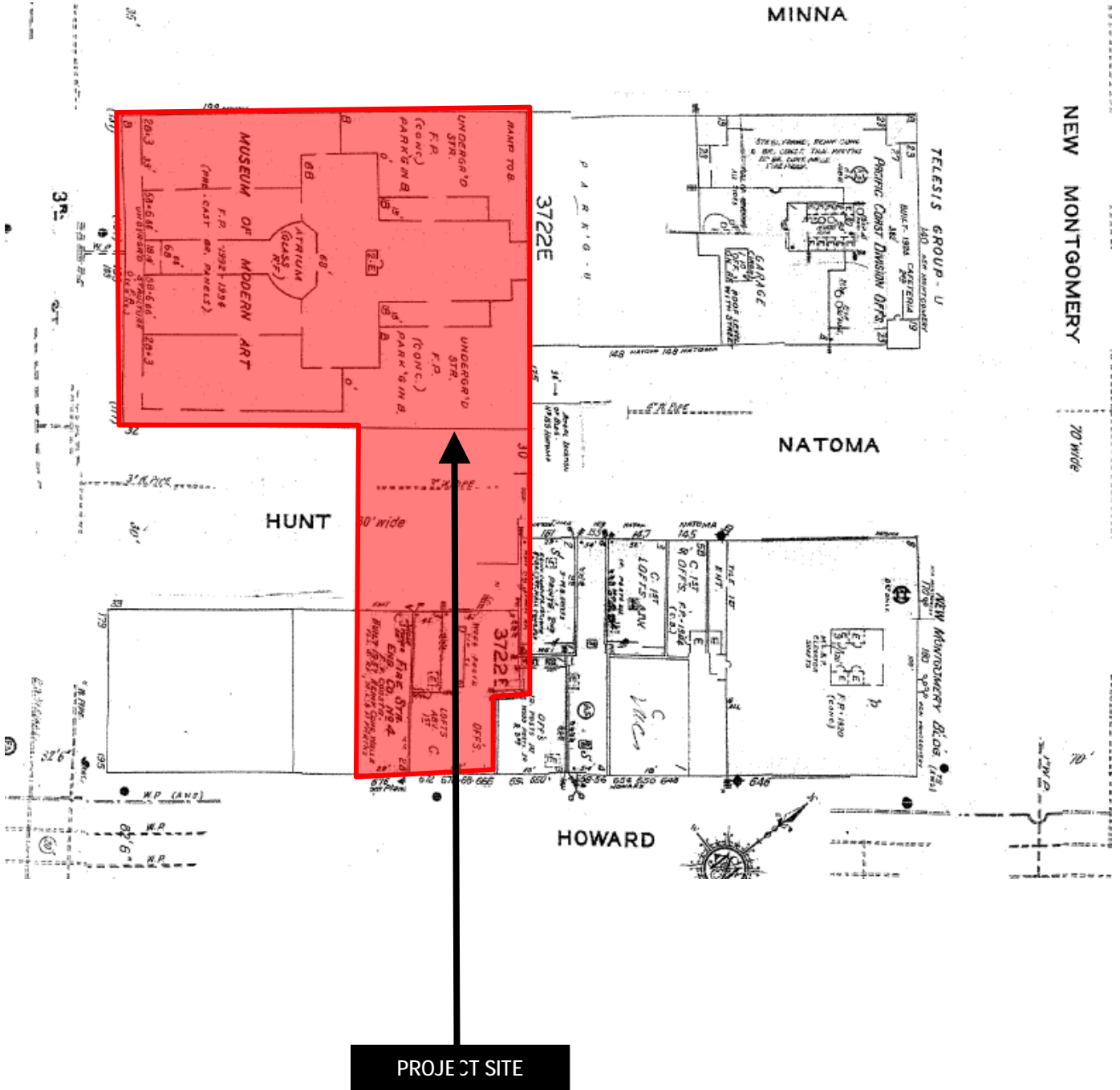


PROJECT SITE



SFMOMA Expansion
Section 309 Determination of Compliance
Case Nos. 2009.0291VX

Sanborn Map*

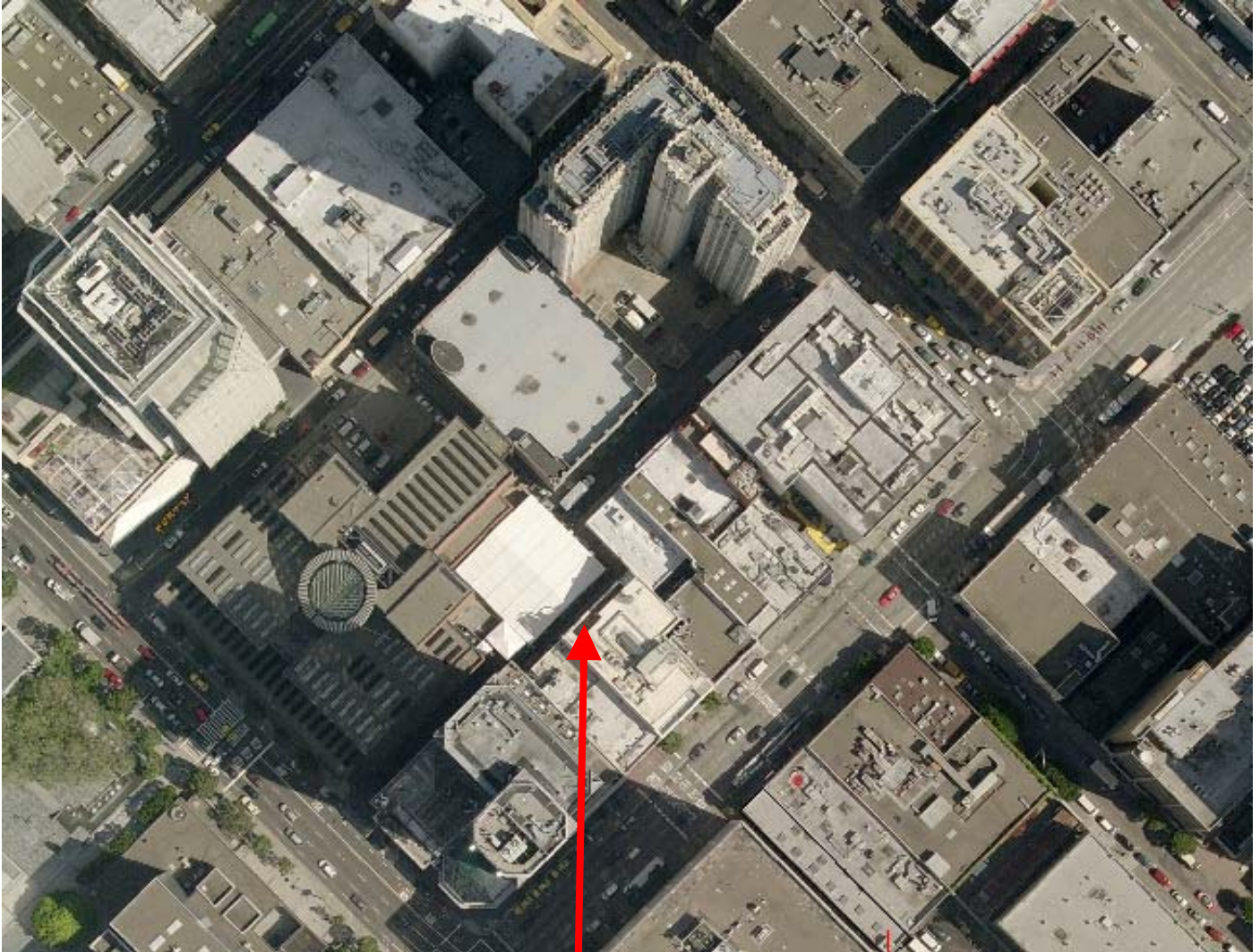


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

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Aerial Photo

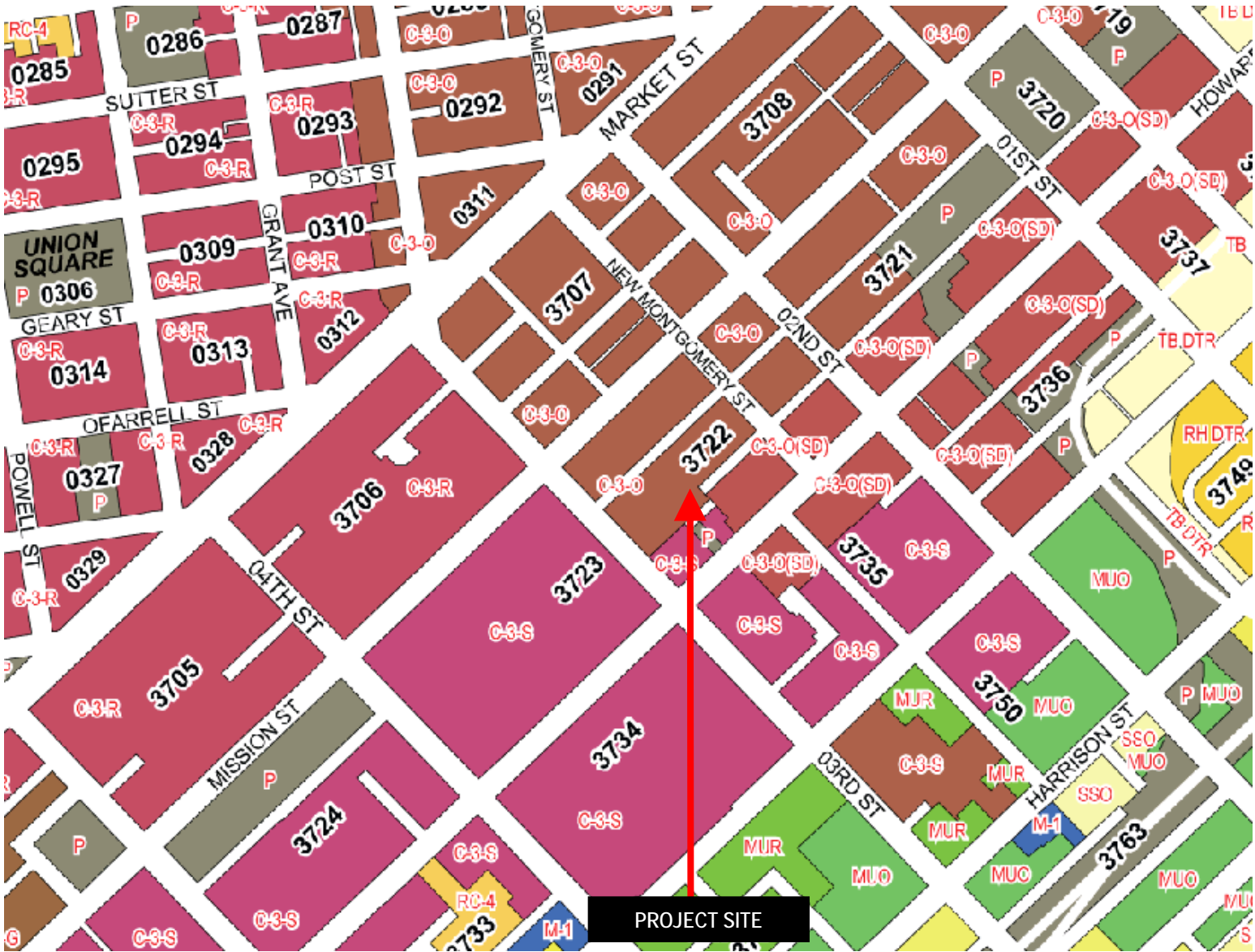


PROJECT SITE



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Section 309 Determination of Compliance
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Zoning Map



* Please Note: Map does not reflect proposed rezoning of property at 676 Howard Street from "P-Public" to "C-3-S"



SFMOMA Expansion
Section 309 Determination of Compliance
Case Nos. 2009.0291VX



Hon. Ron Miguel, President
San Francisco Planning Commission
1650 Mission Street
Suite 400
San Francisco, CA 94103

Re: SFMOMA Section 309 Review
Case Number 2009.0291X
Hearing February 2, 2012

Dear President Miguel and Commissioners:

The Planning Commission will be considering a Section 309 downtown review of the San Francisco Museum of Modern Art Expansion project at its hearing of February 2, 2012. While the design does not significantly differ from what was presented to you previously, it has been refined and our architects have further addressed those aspects which will make this a great building for the public to interact with art in a variety of ways. Images to supplement those in the case report are attached for your review. As you no doubt are aware, on January 10, the Board of Supervisors unanimously upheld the Commission's certification of the Expansion project's EIR and approved the necessary rezoning and street vacation on first reading.

Since November, we have held a number of public presentations as well as productive meetings with our neighbors, including the W Hotel. Our architects presented the design - and the concepts behind it - to a full house event at the 750-seat Yerba Buena Theatre, with a web audience and an overflow crowd at the Museum participating remotely. We are delighted with the design and with the public and press responses. Attached you'll find some recent articles about the design.

As you may know, the design of the expansion will enable SFMOMA to achieve a number of goals:

- Connect the museum to the city through a series of entries designed to enliven both Howard, Minna and Natoma Streets as well as a new passageway that will link Natoma Street to Howard Street;
- Open substantial portions of the museum to the public without charge, including the existing atrium, a new Howard Street gallery, and the second floor Art Court. Pedestrians will be able to travel through the museum from Third to Howard or Natoma Street during all museum hours;
- Create a unique and wonderful space for people to come together to enjoy one of the world's best collections of the art of our time;
- Enable SFMOMA to display its ever growing collections of modern art, as well as the Doris and Donald Fisher Collection of Contemporary Art, to the City's residents and visitors;

- Sensitively relate to the existing Mario Botta designed building, as well as neighboring buildings such as the landmark Pflueger Pacific Telephone building on New Montgomery Street; and
- Provide the framework for the institution's commitment to education and providing access to art through a variety of methods.

We believe that the design, by Snøhetta and local firm EHDD, meets these goals in the form of a uniquely San Francisco building; one which takes its cues from the City's rapidly-changing light and its shifts in scale.

Because of the long narrow footprint of the Expansion site, the unique loading requirements of a large museum (secure off-street loading for valuable art pieces is a necessity), and our need to provide a through vehicular passage between Natoma Street and the W Hotel's porte cochere, we are seeking two relatively minor exceptions from the Commission: a bulk exception for the top three floors of the Expansion and an exception to the dimension of our loading entrances on Minna and Natoma Streets. The Planning Department is recommending that the Commission grant these minor 309 exceptions, and we request that you do so as well. In all other respects, the 200-foot tall Expansion meets all Planning Code requirements, including compliance with the site's 500- and 320-foot height limits.

Of course, marrying an existing building with a significant addition entails unique challenges. We have worked hard to respect the original Botta building – inside and out – while creating a seamless connection and the best possible visitor experience. I'd like to stress that while the Expansion is aimed at meeting a number of goals, this one – the visitor experience – is of utmost importance. We believe that the new public galleries, atrium and art court – 40,000 square feet of art-filled spaces open to the public without charge – will become an iconic San Francisco interior ranking with the rotunda of City Hall and the Garden Court of the Palace Hotel.

We look forward to the hearing on February 2nd, at which our architect, Craig Dykers of Snøhetta, will be presenting the design. In the meantime, please contact David Prowler, the Museum's consultant, at david@prowler.org or 415 544 0 445 with any questions or thoughts.

Best wishes,



Neal Benezra
Director

CC: John Rahaim, Director of Planning
Kevin Guy, Planning Department
Greg Johnson, SFMOMA Expansion Project Director
David Prowler, Prowler, Inc.
Steven Vettel, Farella Braun & Martel

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An Imposing Museum Turns Warm and Fuzzy

By ROBIN POGREBIN

Published: November 30, 2011

In some ways the San Francisco Museum of Modern Art's expansion is like the many other recent building efforts by cultural institutions around the country. It is costly (\$325 million), time consuming (due to be completed in 2016) and ambitious (the square footage will more than double).

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Snohetta

A rendering of the San Francisco Museum of Modern Art's planned expansion, designed by Snohetta.

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But in other ways, the architects suggest, the project presents a post-recession template, in which function and use of a space almost take precedence over aesthetics. For example, although the museum's new galleries are designed by Snohetta, a firm arguably in the starchitect stratum, they are not intended to draw attention to themselves. They will have white walls and wood floors — no challenging curves or flashy finishes.

Moreover, the final design, to be announced on Thursday, devotes considerable space (40,000 square feet) to free public areas, as if to say that the museum is as much a place to gather as it is a place to view art.

“A challenge museums have now is how much are they about making social spaces,” Craig Dykers, the principal

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Snohetta

Expansion plans include three new entrances, part of an effort to be more inviting.

architect at [Snohetta](#), said. “Is it a building filled with art with some people in it, or a building filled with people with some art in it? There needs to be enough social space to make people feel comfortable in what can be an austere environment, the white box. You shouldn’t feel like you need to be quiet in the public spaces.”

The museum sought an airy, open aesthetic that would convey this laid-back tone and better connect with its neighborhood, known as South of Market. “We really want the museum to be much more outward-looking,” said Neal Benezra, the museum’s director, “to open up the doors and bring the public in.”

Mr. Benezra said he chose Snohetta after admiring the architects’ opera house in Oslo. “It’s open, it’s embracing, it’s extremely generous in the way it interacts with the city,” he said.

To keep the museum’s users prominently in mind, the architects dreamed up various prototypes, creating names and narratives for them: the seventh-grade student, the art lover, the staff member. Then they walked these imagined characters through a hypothetical building. They also used information gleaned from workshops with potential visitors.

“We like to say that people aren’t abstractions in our work,” Mr. Dykers said.

The current building — into which the museum moved from the Beaux-Arts War Memorial Veterans Building in 1995 — served its purpose for a time. It is a massive brick structure designed by the Swiss architect [Mario Botta](#) that established the museum’s presence and helped revive its surroundings, attracting small businesses and foot traffic.

But the museum needed more gallery space to show a collection that has doubled over the last 15 years, to 27,000 objects. And the building lacked a public presence, with no inviting front entrance and an undistinguished facade.

But the museum needed more gallery space to show a collection that has doubled over the last 15 years, to 27,000 objects. And the building lacked a public presence, with no inviting front entrance and an undistinguished facade.

“It’s a little bit fortresslike,” said Gary Garrels, the museum’s senior curator of painting and sculpture. “You kind of have to take the plunge to come into it. It’s a little bit hermetic.”

To counteract that imposing exterior, the architects are creating three entrances to supplement the existing one. So that the museum can better relate to its environment, the architects have also inserted a midblock outdoor promenade, running from Howard Street to Natoma Street, that will open a new route of pedestrian circulation through the neighborhood and enliven Natoma Street, currently a dead end. There will also be a passage connecting the new [Transbay Transit Center](#) (being developed northeast of the museum) to Yerba Buena Gardens.

The design of the expansion, to be built on lots behind the existing building, was inspired by the sloping streets and flowing water of San Francisco, the architects said, and it pays homage to that city’s distinctive landscape.

“It’s hard to ignore the beauty of the hills and how they somehow clash with the grid of the city,” Mr. Dykers said. “The fog rolling in and out creates a feeling of change.”

The facade will be made of precast concrete panels that appear to shift as the sun moves across them. The building will be set back from the street to allow natural light to pour into the public pathways.

Founded in 1935, the museum has built a reputation as a premier institution for contemporary art. Jackson Pollock had his first museum show there, as did Clyfford Still and Arshile Gorky.

Mr. Garrels said he was looking forward to being able to dedicate galleries to artists like Agnes Martin, Anselm Kiefer and Gerhard Richter.

The expansion will make room for 1,100 works from the collection of Donald Fisher, founder of the Gap and a former museum trustee, and his wife, Doris. Shortly before Mr. Fisher's death in 2009 the couple agreed to lend the museum an impressive cache, by the likes of Calder, de Kooning and Warhol, for 100 years.

But the design's primary thrust is to convey a friendlier, more welcoming feeling. The museum will create 10,000 square feet of outdoor space for congregating, in addition to the existing 9,000-square-foot sculpture garden atop the fifth-floor parking garage.

There will be a new all-glass gallery on Howard Street that is free to the public, a wider entrance stairway and a restaurant in the lobby.

"We changed the psychology of the museum," Mr. Benezra said. "We want it to be an embracing, luminous space where you can get good coffee, a place where people come and meet their friends."

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At last: a look at interior details of SFMOMA expansion

John King, Chronicle Urban Design Critic

Wednesday, November 30, 2011

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Courtesy SFMOMA / Snohetta

The proposed addition to the San Francisco Museum of Modern Art would double the amount of the institution's gallery space and include several outdoor terraces. This view gives a sense of how the addition would rise behind the museum's existing home on Third Street.

(11-30) 11:48 PST**San Francisco** -- Six months after the San Francisco Museum of Modern Art released conceptual designs of how a new wing would look alongside its current home, the institution on Wednesday showed how the two pieces might fit together inside.

The biggest surprise: to try and create one seamless cultural facility, SFMOMA intends to remove the iconic centerpiece of the existing museum on Third Street - the atrium's three-story granite staircase.

18

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The dark imposing form would make way for an open path leading through the atrium up to the expanded museum's point of entry in the heart of the proposed addition. Patrons also would be able to approach the new entrance from Howard Street, past a tall glassed-in gallery with free admission.

"The challenge has been, how do we create a unified and holistic experience for the visitor," said Craig Dykers of Snøhetta, the architectural firm leading the design effort. "At some point we realized we needed to redesign Mario Botta's stair."

The addition's exterior form remains essentially what was shown in May: a white masonry bar extends from Howard Street to Minna Street behind the statuesque brick-clad box that SFMOMA opened with fanfare in 1995.

The east-facing wall would fold back as it rises to allow sunlight into the center of the block. There, SFMOMA's existing sculpture garden - which sits atop a parking garage - would be joined by a second outdoor exhibition space below it of roughly half the size, the two spaces linked visually by a planted wall.

The new wing would be 200 feet high, compared to the 163-foot peak of SFMOMA's huge diagonal skylight.

The emphasis Wednesday was on the architectural response to the dilemma of trying to craft a varied and enticing museum experience while more than doubling the amount of gallery space, from 59,000 to 130,000 square feet.

The galleries framing the atrium would remain intact, but the special exhibition space on the top floor would be removed. The addition would hold five levels of new gallery space running perpendicular to Third Street, topped by three floors of space for museum offices.

The architects and museum officials acknowledge the need to avoid a cultured behemoth where visitors feel exhausted or lost - criticisms that have been leveled at New York's Museum of Modern Art, which devotes 125,000 square feet to galleries.

"There's a lot of square footage, no question," said Neal Benezra, SFMOMA's director. "We want enough distinction and diversity that you don't feel overwhelmed by the amount of space."

That's one reason for removing the staircase and opening sightlines from Third Street up to the new entry court: the idea is that the easier and more logical the procession the better.

Similarly, the addition's design has evolved since May to add outdoor terraces of varying size along the upper floors, at least two connected by exterior stairways.

"Terraces help change perspective, and give you an idea of where you are," said Dykers, whose firm is working with EHDD Architecture of San Francisco.

While Wednesday's presentation took the design to the schematic level, much work remains to be done.

The addition's profile along Minna Street is still being fashioned, Dykers said, as is the texture of the masonry skin facing Yerba Buena Gardens. The ceiling of the ground floor gallery along Howard Street - which will debut with Richard Serra's immense sculpture Sequence - continues to be raised and lowered in search of dimensions that feel neither compressed nor cavernous.

Despite the physical size of the proposed expansion, SFMOMA has faced no serious hurdles since announcing its plans in 2009. Earlier this month the city's planning commission approved the project's environmental impact report, with full approvals expected this winter.

The target opening date for the new wing is 2016.

E-mail John King at jking@sfchronicle.com


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SFMOMA expansion: the first glimpse



George Calys, SF Architecture & Design Examiner
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Slideshow: [SFMOMA expansion](#)

Rating for SFMOMA expansion:

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If the City expected the whirl and twirl of a New York “black cape” architect as the expansion plans for San Francisco’s Museum of Modern Art were unveiled yesterday, something else altogether was revealed. That something else was a carefully thought out concept and a process-driven design presented by Craig Dykers of Snohetta. In striking contrast to the black caped architect who descends from on high, Dykers demonstrated that his team had listened not only to the well-heeled SFMOMA board but, more importantly, done the decidedly unglamorous listening to the urban context, the neighborhood, and the street.

Commissioned last year to double SFMOMA’s gallery space, Snohetta faced unusual constraints, the chief of which was how to add on to the iconic, classically symmetrical 1994 building by Mario Botta without disrupting its completeness. Imagine putting an addition on the Parthenon to give you an idea of the challenge. Beyond the difficulty of not upstaging the original building was the deftness that would be required to slip the 225,000 square foot expansion into the narrow slot behind SFMOMA.

Snohetta’s solution to these constraints is an elegantly sculpted slab running from Howard Street to Minna (the alley that forms the northern edge of the existing building) and fifty feet higher than the Botta building. The massiveness of the expansion is softened and shaped by shifting the building’s planes away from a purely vertical expression. This shaping, however, is no mere decorative slicing; each angle exists in response to the surrounding urban landscape.

The subtle but highly sensitive roof line visible from Yerba Buena Gardens is the most critical of the architectural moves Dykers has employed. The well-known axial view from the Metreon to SFMOMA’s commanding oculus and the towering spire of the historic Timothy Pflueger Pacific Telephone building beyond could have been abruptly truncated by the roof line of the expansion. In a finely nuanced gesture, Dykers has given the roof line an appearance of cupping the Pacific Telephone building and allowing it to rise naturally from behind the museum.

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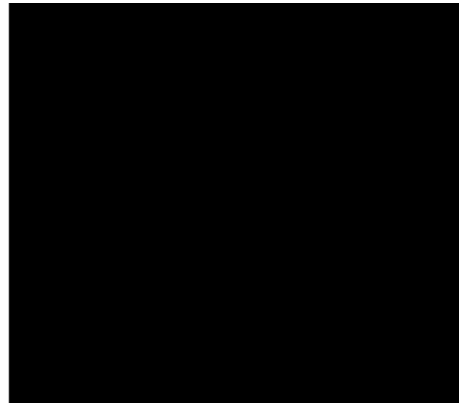
- [+ SFMOMA expansion](#)
- [+ Snohetta](#)

The expansion clearly addresses Howard Street with a dramatic two story high glass gallery boldly announcing the museum's presence, demanding the attention of passersby. But the Howard façade goes a step further, moving the eastern edge of the expansion building back from the property line, an interstitial space is created that breaks the plane of Howard Street building fronts. This interstitial space then admits pedestrians into a promenade leading to a completely new entrance at Natoma alley. This organization of the building—Howard street gallery, promenade alongside the building, Natoma entrance—capitalizes on hidden opportunities of the site and integrates the building firmly into the urban context.

Key components of the design are still in development. The exterior material of the expansion is still unclear at this early stage. Various textured or graphically altered concrete materials are likely candidates. Similarly, the interior organization of the galleries is still in flux. The ability of museum-goers to easily orient themselves within the building, a feature of the existing museum, must be preserved. Interior transitions from existing galleries to new should appear seamless and intuitive. Design solutions for these challenges await the next stage of the project.

In revealing the conceptual level design of the SFMOMA expansion, Snohetta has created an exceptionally strong architectural response. The building's massing and sculpting, its connection to streets, and its sensitivity to the original museum, point to an underlying devotion to the process of evolutionary design. It is, in fact, because this conceptual design is so clearly process driven, that it possesses the potential for success as a museum and the potential for brilliance as architecture.

Next up? SFMOMA and Snohetta will show the schematic design in November. Look for interiors, connection to the existing building, definition of exterior materials, refinements to fenestration and exterior surfaces.



Neighborhoods Buzz



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TRACESF

Bay Area Urbanism



View from Yerba Buena Gardens. Image courtesy Snøhetta.

SNØHETTA DESIGNS THE SFMOMA EXPANSION

Paolo Polledri

Compared to the existing San Francisco Museum of Modern Art building, the new addition designed by Craig Dykers of Snøhetta looks, well, very new. This is not stating the obvious; it seems as if the museum itself is about to change into something completely different.

When it opened in 1995, the museum was one of the few new buildings in an urban area in a state of insistent transformation. Then, it stood alone. Now, it's surrounded by newer, larger buildings and urban activities that were unimaginable a couple of decades ago. The building, designed by Mario Botta, is the epitome of certitude—indifferent to the surrounding city, symmetrical in its geometry, homogeneous in its appearance, and self-contained—a fortress frozen in space-time, sealed against change. After all these years, it still projects the disconcerting blandness of a scale model that has been suddenly inflated into a full-size building.

The contrast with the new building couldn't be more dramatic. There is neither symmetry, nor the typical hierarchy of base, middle, and top. In fact, there are few vertical walls, and the building exhibits the provisional look of a work in progress. It has a raw energy, nuanced and truculent at the same time. The building exterior seems to bulge and stretch, as if it were covered with a tight jersey, where the sleeves are not quite where they should be. Perhaps this impression originates from the current renderings, which represent the building still in its schematic design stage. More likely, it is intentional and manifests the building's effort to adapt to the program, its functions, culture, and surroundings.

The Snøhetta addition surges as a backdrop to the Botta building. It highlights the existing building but also declares its independence from it. Unlike the Botta building, it promises to open up to the surrounding area, engaging the city and its public with several entrances and dynamic approaches from all sides. It sets up a new alley connecting Harrison to Minna streets. After all, San Francisco is a city of alleys intersecting thoroughfares, although many of them have been wiped out by traffic, expediency, and years of absent-minded planning. But this is going to be more than a simple alley: it activates one of the museum's access points, the one closest to the new lobby. It is a *new* urban space, a part of the city that otherwise would not exist, with public art, light, shade, greenery, things to see and places of rest.



View of back alley from Howard Street. Image courtesy Snøhetta.

One of the reasons why the Snøhetta exterior appears so malleable is because it assists these new spaces, condensing or expanding them, and it modulates daylight and views to establish a correlation between the exterior and interior. Visitors don't have to enter the museum to see what's happening inside; they can just walk around it and look at the art through the windows.

Another reason is that the exterior membrane wraps around the museum's galleries. When discussing the architecture of museums, we often pay little attention to their art collections, as if museums alone, among all building types, were disconnected from the functions guiding their forms. Indeed, it is the art collections that inform the size, proportions, and shape of these galleries. We can pick any of the great institutions in this country—the Metropolitan Museum in New York, the Whitney Museum, the Museum of Modern Art, to name just a few—to see how frequently they've expanded during their history as a result of changes in their collections. These changes were triggered as much by their increasing size as they were by the recurrently adjusting curatorial views of those collections. The SFMOMA is no exception.

Until a couple of decades ago, the museum's collection, although interesting, was also small and inconsistent, strong in some areas but spotty in others. New York seemed to be at the center of the art world, and San Francisco felt relegated to the provinces. SFMOMA itself was apprehensive about comparisons with better known institutions. How was the museum to organize what it had to make the best of it? Chronologically? Too many gaps. By artistic movement, influence, or schools? Too limited. Focused on modern art? Too much competition with other museums and private collections. Opting for contemporary art? Too expensive, since the 1980s.

What to do, what kinds of spaces should be conceived for the then-new building? How to reconcile its public appearance and its own institutional diffidence? At that time, SFMOMA decided to do nothing—nothing original, that is, and nothing that was tailored specifically to the collection they had. The galleries Mario Botta designed are those typical of neoclassical museums, such as the National Gallery of Art in Washington, D.C. Laid out longitudinally, *en enfilade*, windowless, illuminated only from the ceiling, generic containers of art, they are recyclable spaces for any kind of art, at any time. As a result, the building exterior is unblemished, virtually without openings. The only crack on its surface is a low entrance that discourages any light-hearted approach and gives admission only to acolytes.

It took more than twenty years to acquire a first-rate collection—years of frenetic accumulation, all hard earned with the help and gifts from many collectors and museum supporters. Now, the collection is not only broad, it is deep, and in some areas and with some artists (more on this in the future) it may be among the deepest in modern art museums. It will not follow the obvious tactic of corralling large gifts by a single donor into the same gallery adorned by the expected plaque. Instead it will lay out the collection as it makes the most curatorial sense. The permanent collection, having more than doubled its holdings, is now ready to bolster the new identity of the SFMOMA as one of the major museums of modern art. It needs not only more space but a greater diversity of spaces that are more specific to the art they contain.

With only part of the schematic design unveiled last month, illustrating mostly the exterior, it's hard to predict what kinds of galleries these will be. Still, it's possible to see from the renderings that the height of each floor, and consequently the size of each gallery, is different. We also see that, rather than having a seemingly endless sequence of skylights, the light comes into the building from its sides—from windows, not holes on the roof. This means that visitors may still be immersed in the world of art but feel less confined by the abstract space of the gallery. They may even venture outside onto one of the many exterior decks to take a break from the art and look at the city.



Aerial view of the expansion from Howard Street. Image courtesy Snøhetta.

We can almost touch the tension between the existing and the new behind the walls, although we cannot see what happens in the interior, yet. How will the transition between the two buildings take place? Will visitors realize that they are walking from one to the other? Wouldn't it be simpler to demolish the Botta building altogether and start from scratch, as some have suggested? Perhaps. But the museum prefers to protect not only a physical continuity with the past but also the layers of memory accumulated therein during the last two decades. After all, we've seen many unforgettable shows in those galleries, and it is this history that helps curators to chart a course for the new addition.

Judging from some of the reactions to the Snøhetta design, some people love it and some belittle it. Some would like the Botta building to remain untouched. There are already people opposing the planned demolition of the grand staircase looming over the current lobby. Yet, the stair gets in the way of the only soaring space in the entire building. Standing directly under the oculus, we could look at the color of the sky and have a direct measure of the scale of the interior; we could experience a Roman-Pantheon moment, if it weren't for the stair. This prominent element turned out to be "something awful," as the late architect Joe Esherick, who was involved in advising the architectural selection committee in the early 1990s, put in his oral history.

Sometimes architectural critics forget that a building is not an object but the result of a long process, one in which many people participate—assistants, clients, engineers, builders, city officials, adjacent property owners, and the many experts who contribute the myriad bits and pieces that make up a building and that have a cumulative effect comparable to that of the architect's design. Botta proposed a building that made sense of the instructions that were handed to him at the time. But his initial proposal was amended to reduce cost, accommodate changing agendas, and respond to public criticism. The stair from the lobby remained, never mind that the lobby ended up a quarter of the size intended in the original design.

Dykens, of course, has addressed these conflicts and come up with a resolution. Differences notwithstanding, there is a dialogue going on between the old and the new. The existing entrance from Third Street will make use of the lobby to direct the flow of visitors to the new lobby.



View of the new lobby. Image courtesy Snøhetta.

The stair will be gone, and the oculus will flood the space with light. There will be steps leading visitors up to the new lobby on the third level, including Roman steps for seating. All of this space, including galleries dedicated to special installations, will be open to the public before they arrive at the ticket counter. In time, visitors will love the new lobby, galleries, art collection, the alley in the back, the new urban canvas around the SFMOMA. They'll forget about the stair.

When construction begins in 2013, the museum building will close down for a couple of years, but the institution will remain open, a "museum without doors," as museum director Neal Benezra describes it. There are no definite plans, yet; it will cooperate with other institutions, organize shows in impromptu spaces, and engage the city not only on an urban plane but also on a cultural one. It is set to break new ground, metaphorically speaking: rather than opening a temporary or semi-permanent branch, as other major museums have done in their respective cities, it will plunge into the energy, culture, traffic, crowds, and dirt of San Francisco. It is through this immersion in "the fantastic reality of life," as Charles Baudelaire described it, that we register the modern condition of art. Thus, the addition to the museum represents both a return to the roots of an institution dedicated to modern art and a promising new start.



Aerial view of the new expansion from Minna Street. Image courtesy Snøhetta.

Filed under: Architecture, Essays, History, Reviews, Paolo Polledri

2012.01.06 10:10pm



**CURBED AWARDS**

Best RenderPorn Award, 2011: Snøhetta and SFMOMA

Wednesday, December 28, 2011, by [Phillip Ferrato](#)

Snøhetta, SFMOMA Expansion Aerial Southeast Façade
Image courtesy Snøhetta



SFMOMA's expansion plans quite simply [knocked our socks](#) off here at Curbed SF. To paraphrase the museum's director Neal Benezra, **if you're interested in the art of the 20th century, you're going to have to visit San Francisco in 2016**. Kudos to the late Donald Fisher and his family for putting their collection in such capable hands in an urban, transit-friendly neighborhood- and not in the Presidio- and to Snøhetta for coming up with this glorious, hovering concrete container for it all.

[SOMA](#)[CURBED AWARDS](#)[FISHER COLLECTION](#)[MINDBOGGLING REVEALS](#)[NEAL BENZRA](#)[SFMOMA](#)[SNØHETTA](#)[TOP](#)[9 COMMENTS](#)

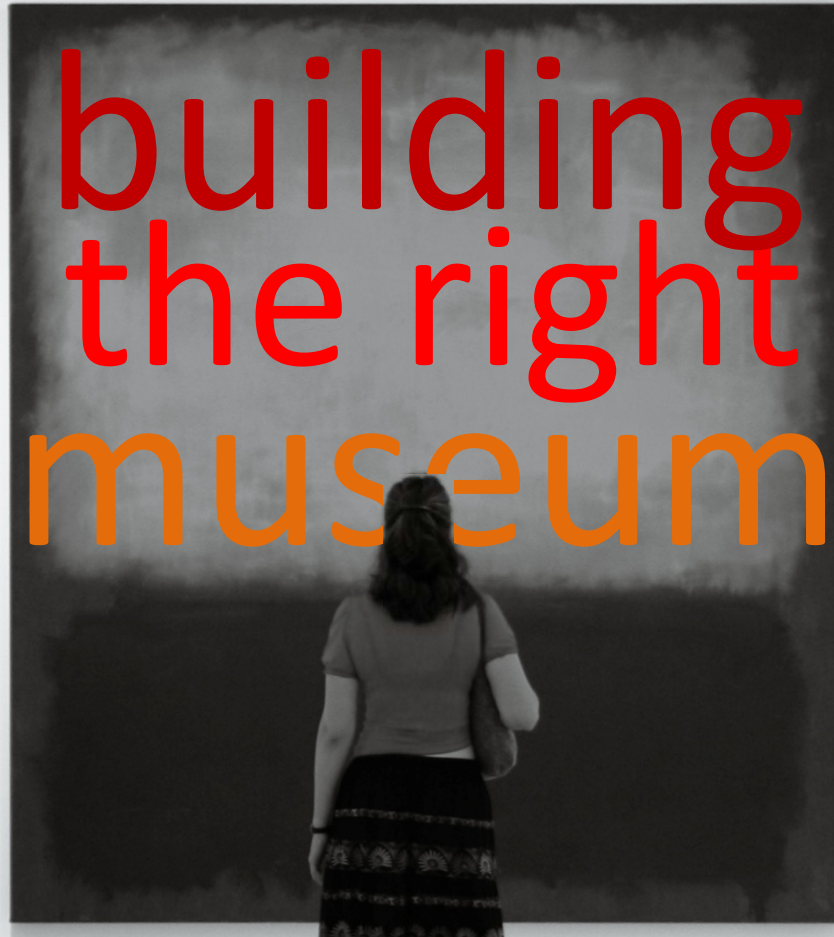


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Curbed San Francisco
Best RenderPorn Award, 2011: Snøhetta and SFMOMA
Phillip Ferrato
December 28, 2011

Inside, while some have bemoaned the planned demolition of Mario Botta's "iconic" staircase (someone's got to bemoan something) we don't agree- while we love a monumental staircase as much as the next fella, the glitzy execution of Botta's lobby never seemed appropriate for a museum, and the new plan's multiple entrances, streetscapes and terraces will create a different experience, moving away from the "museum as temple" concept that dates back in this country to New York's c.1902 Metropolitan Museum. Click on the gallery above, [check out the video](#). And not to worry: while all this brilliance is expected to cost somewhere upwards of half a billion dollars, fundraising is very close to the goal.

- [SFMOMA Expansion: Take a Little Fly-Around](#) [Curbed SF]
- [SFMOMA: The Shape of Things to Come, Part 2](#) [Curbed SF]



MAGNETIC

three new entries on Howard, Natoma and Minna

public passage connecting to Yerba Buena & Transbay

new galleries visible to the surrounding streets

10,000 sq ft new outdoor terrace visible to the city

upgraded restaurant, café, and shop

40,600 sq ft museum space that is free to the public

8,600 sq ft of this is dedicated art space

36,000 sq ft can be configured for non-gallery use



GENEROUS

new education spaces integrated throughout the museum

226,000 sq ft existing SFMOMA total area transforms to
431,000 sq ft total for the new SFMOMA

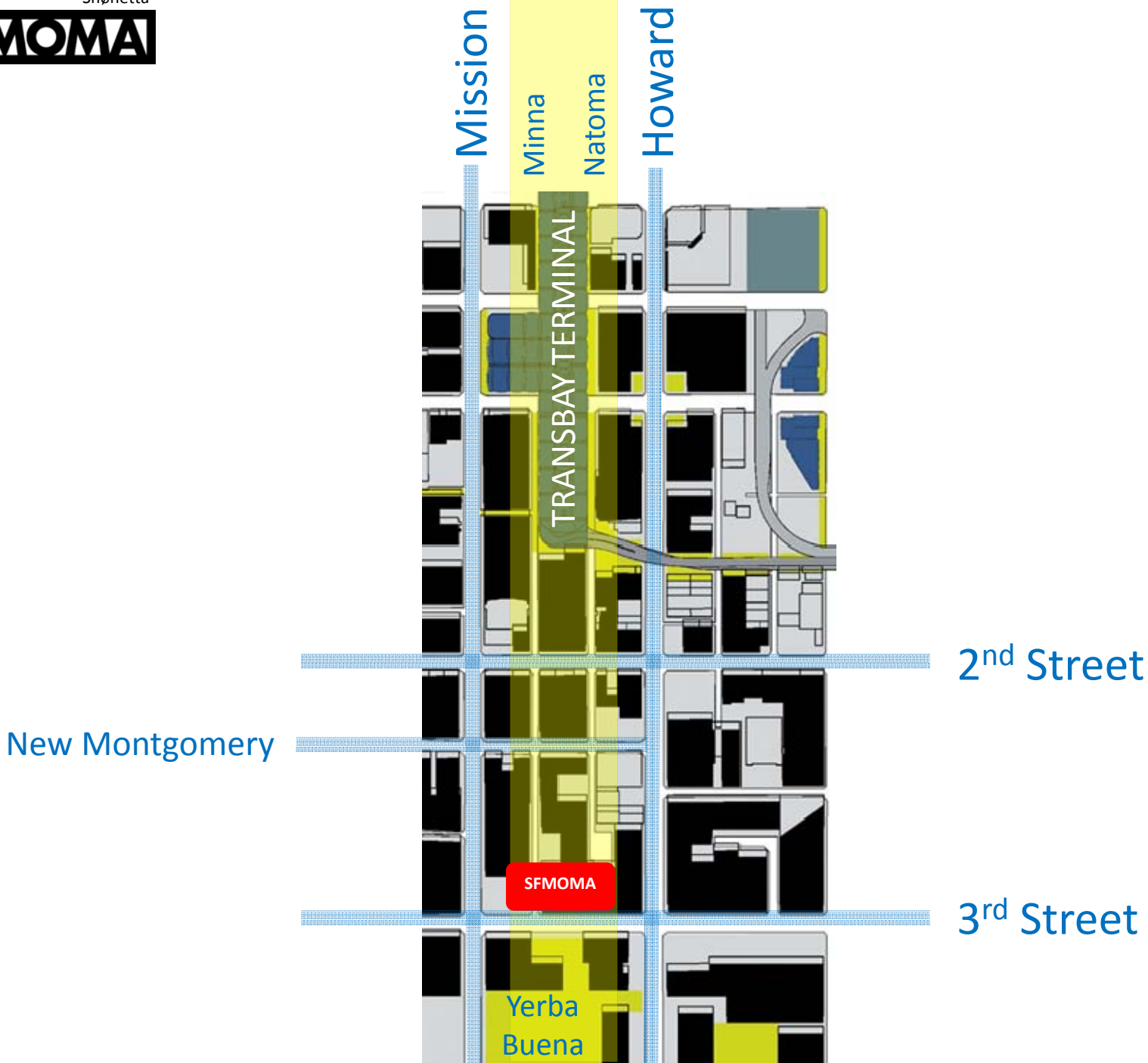
59,000 sq ft existing gallery space transforms to
130,000 sq ft total new gallery space
merging the fisher and sfmoma collections

new, contemporary media and performance arts facilities

staff consolidated on-site with up-to-date collaborative spaces

TRANSFORMATIVE





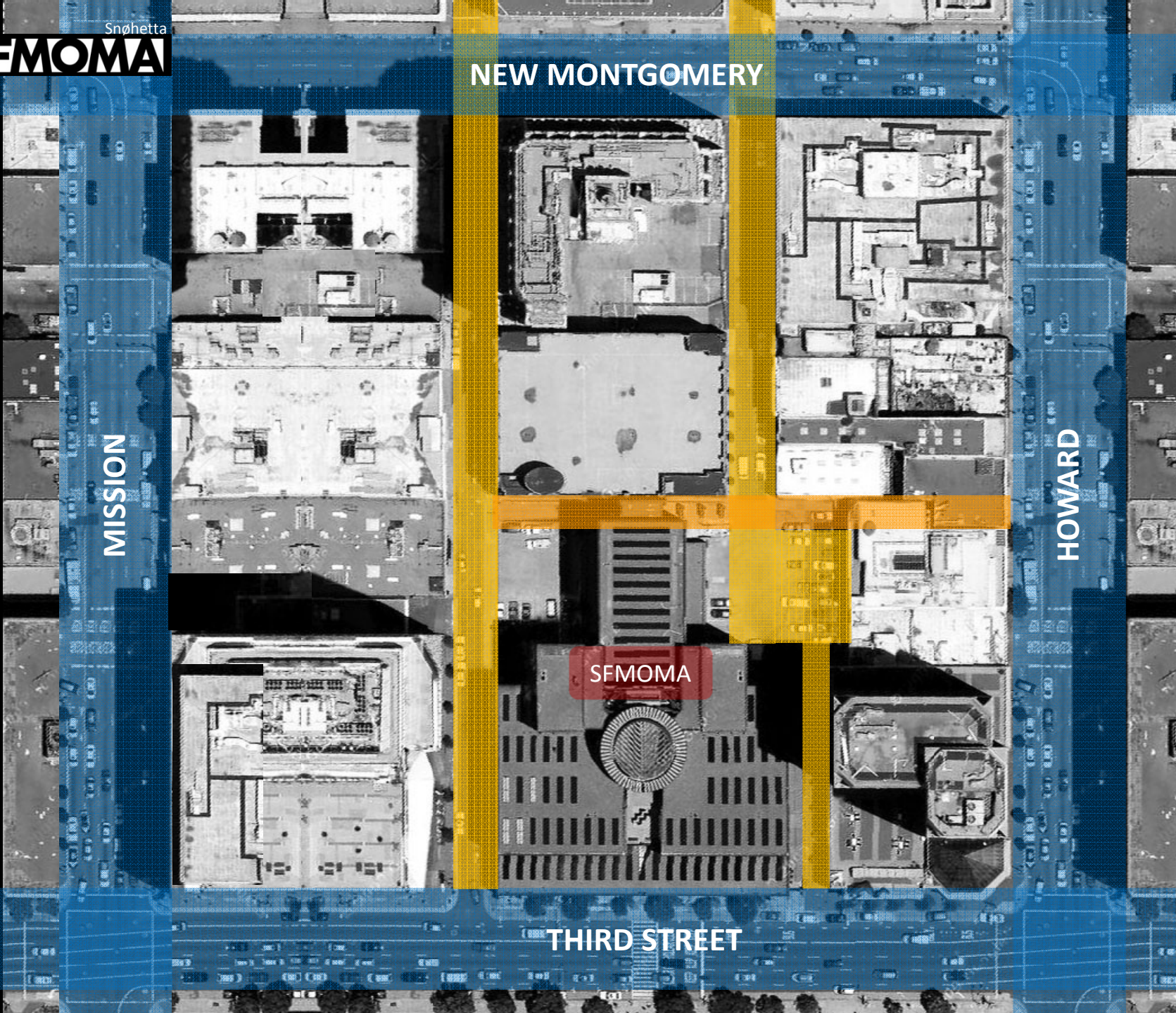
NEW MONTGOMERY

MISSION

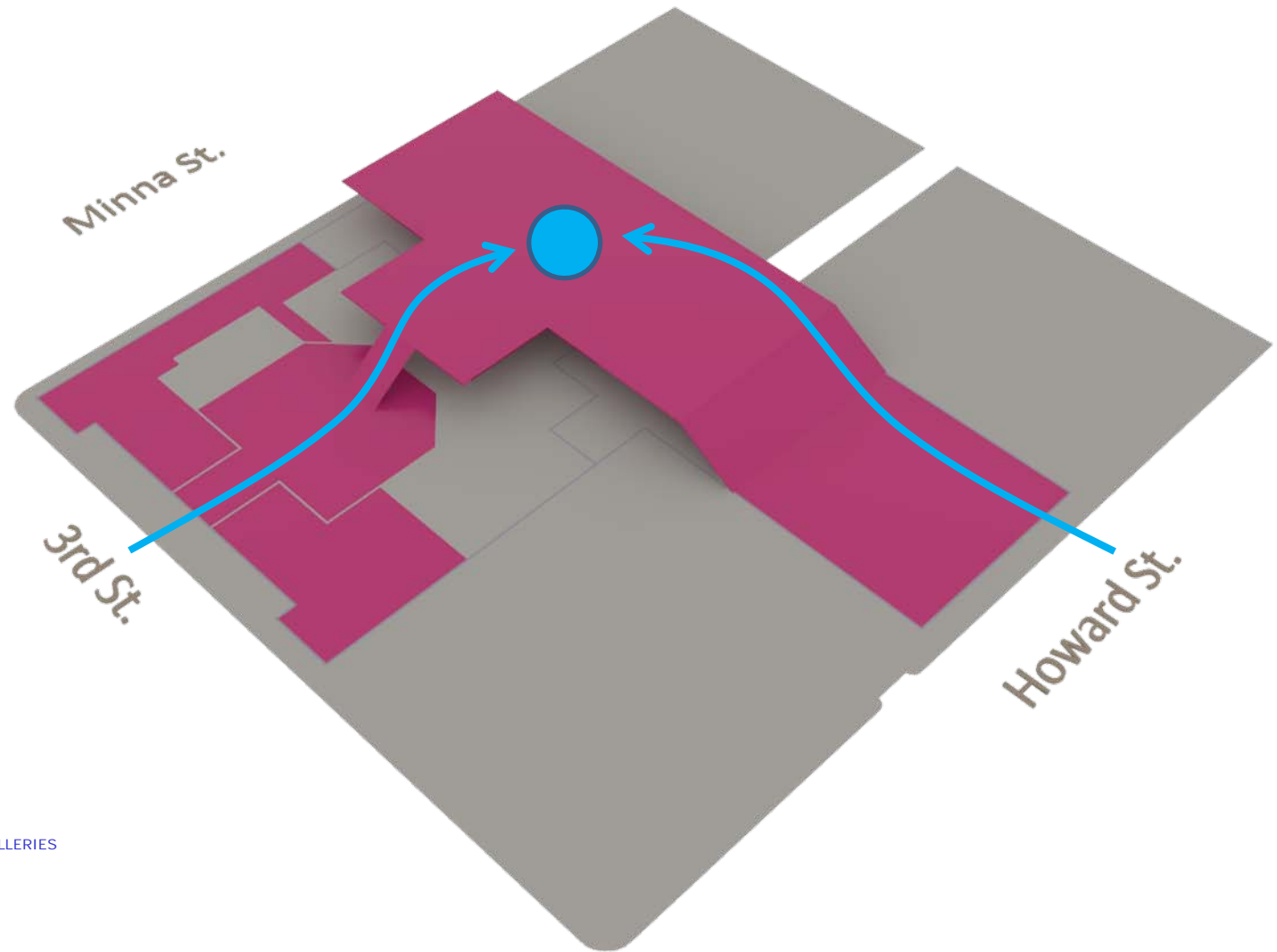
HOWARD

SFMOMA

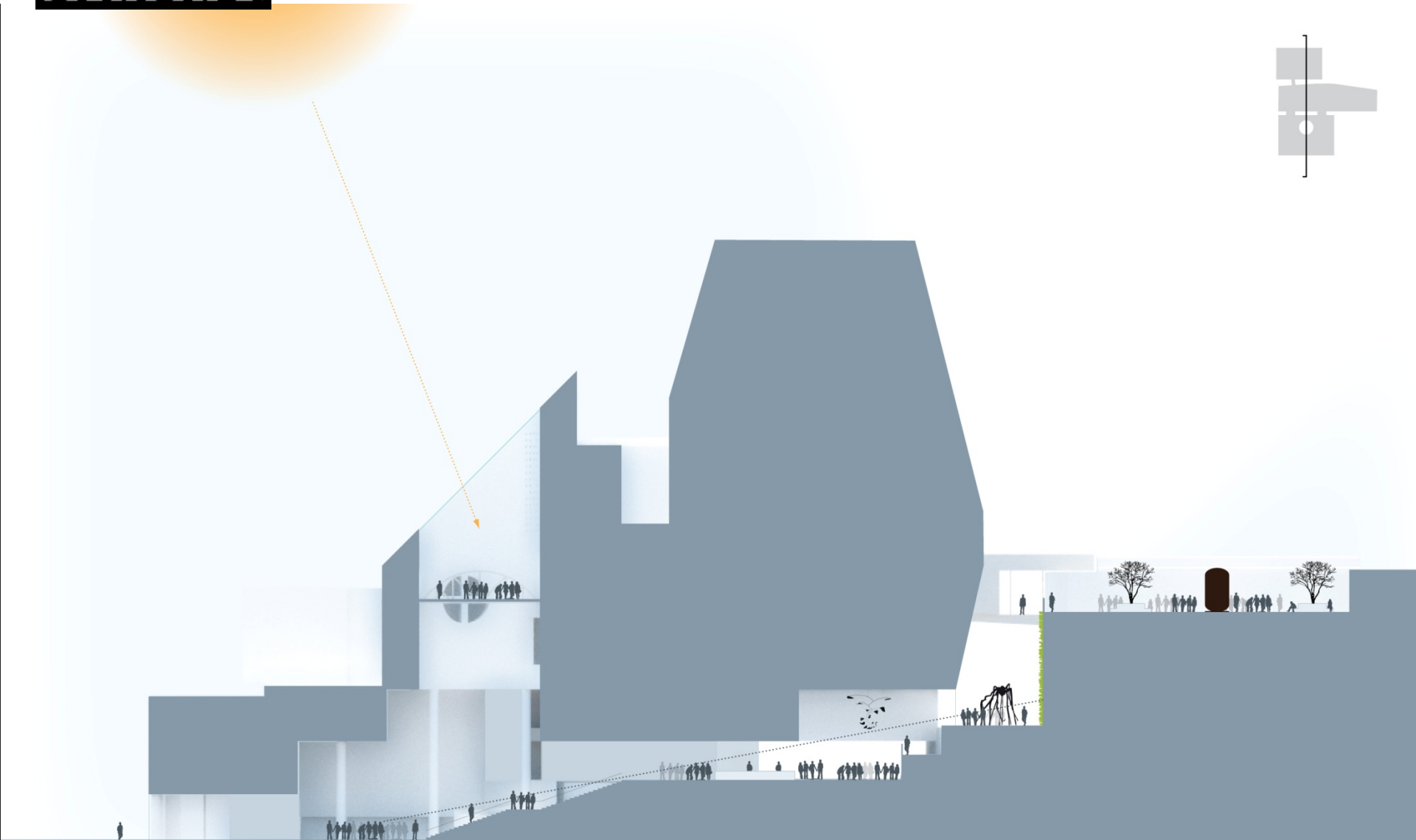
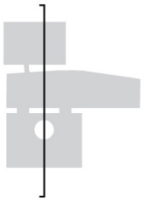
THIRD STREET







- PUBLIC
- GALLERIES
- FISHER GALLERIES
- ADMIN
- SUPPORT



3RD ST

Snohetta

SEMOMA



Snøhetta

SEMOMA





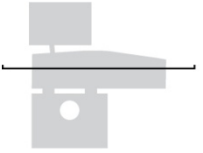
Snøhetta

SEMOMA



RICHARD SERRA
DRAWING
A RETROSPECTIVE
1916

Living—there



MINNA ST

HOWARD ST







Snøhetta

SEMOMA



ARRANGEMENT

terrace

administration

expansion (future)

contemporary art

special exhibitions

bridge gallery

galleries

galleries

media arts

a + d

photography

photo / graphic study

education

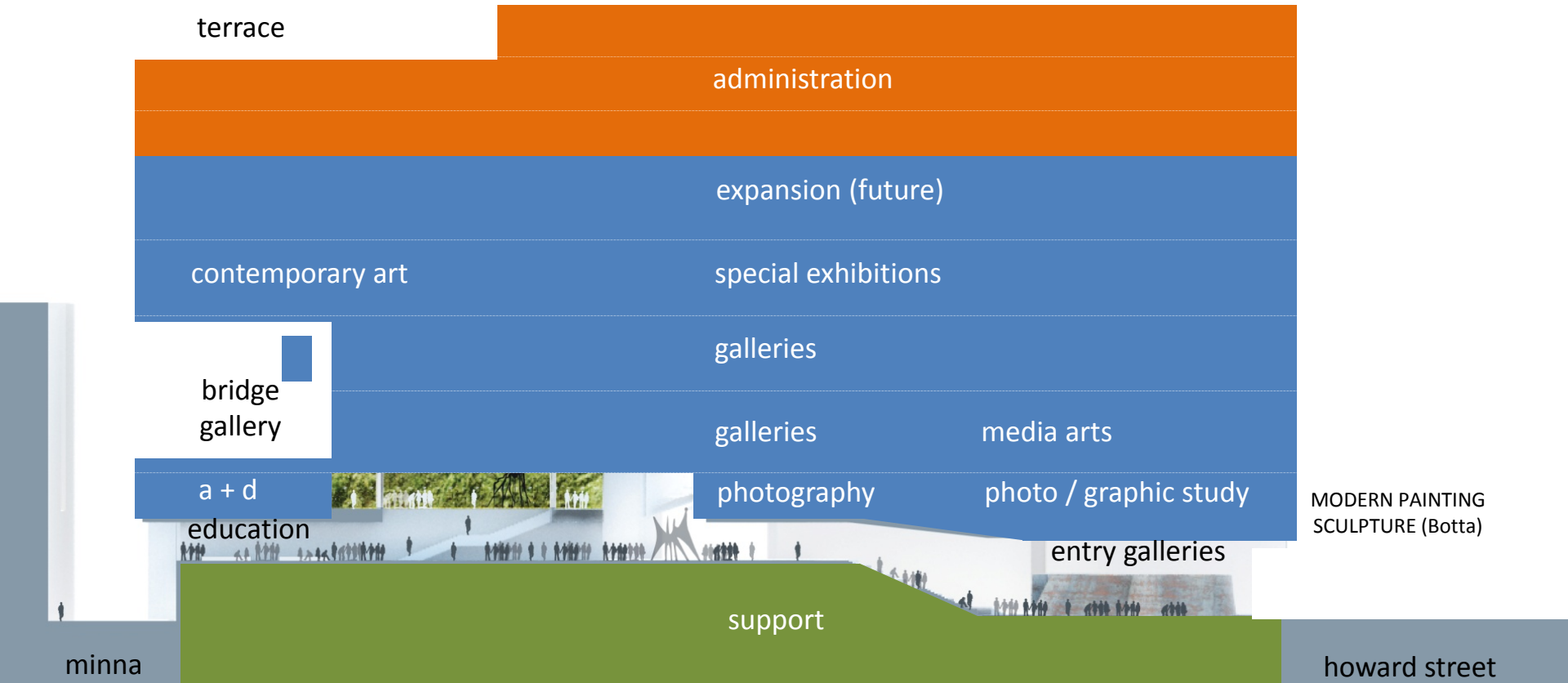
entry galleries

support

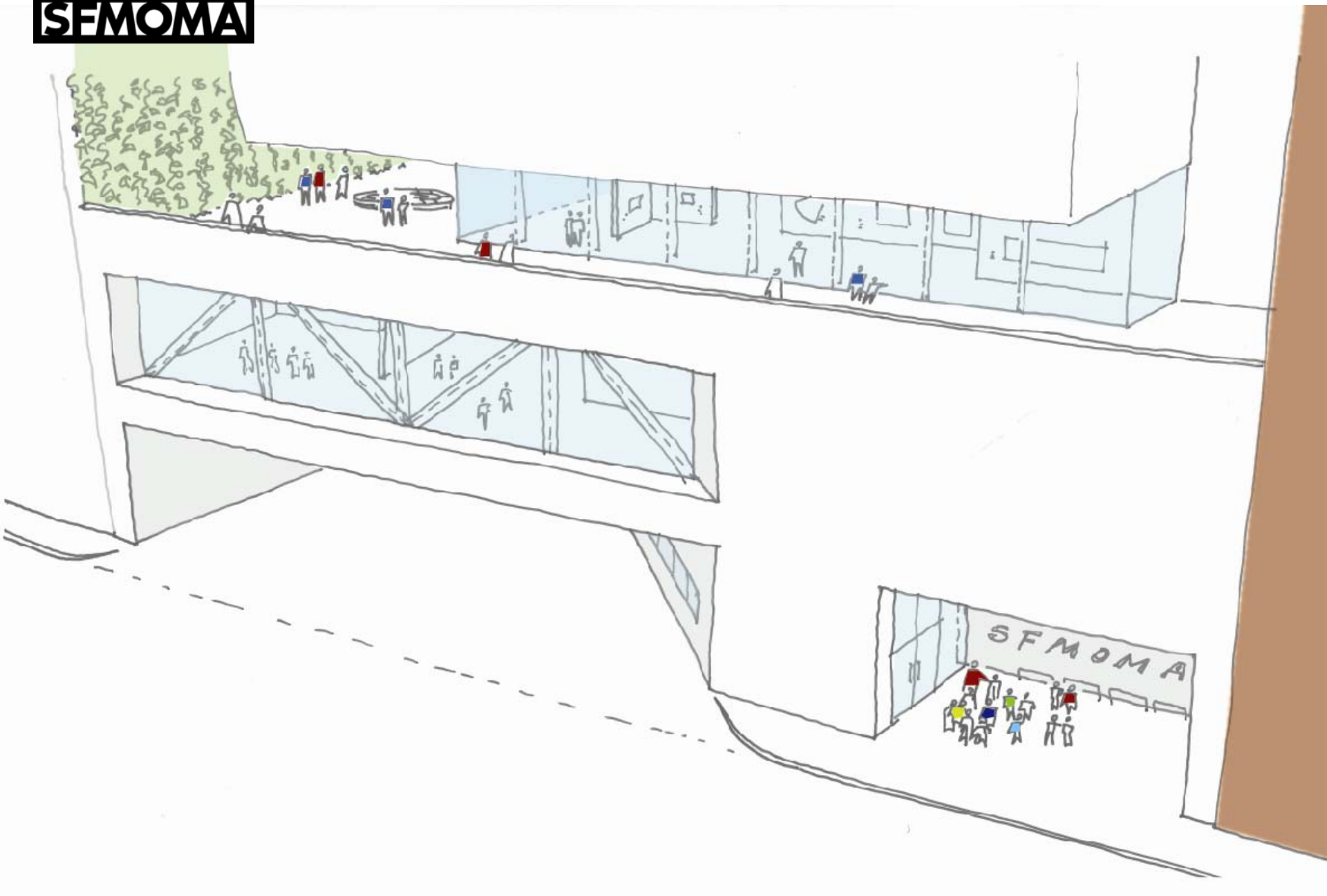
MODERN PAINTING
SCULPTURE (Botta)

minna

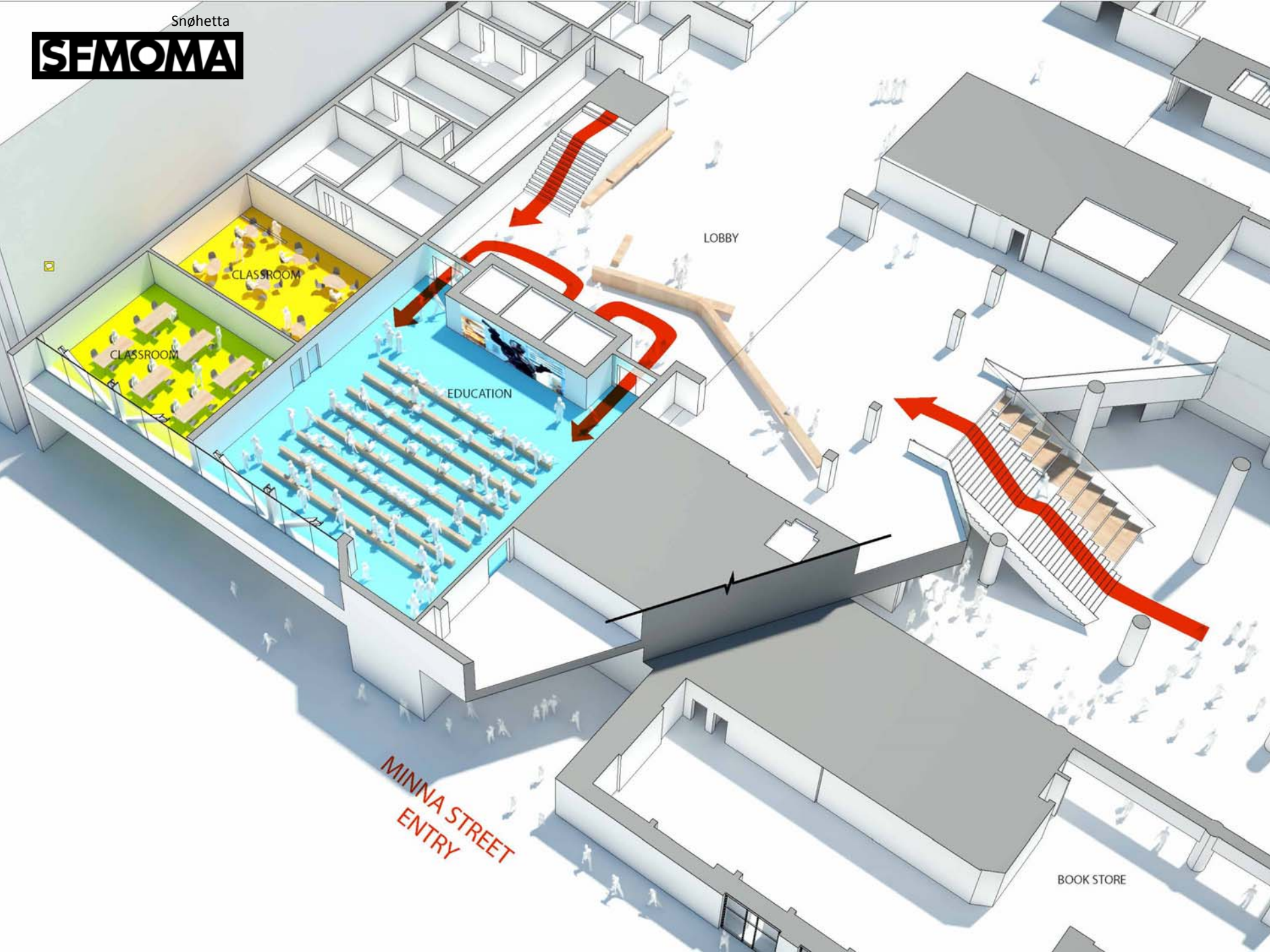
howard street



EDUCATION



Snøhetta



CLASSROOM

CLASSROOM

EDUCATION

LOBBY

MINNA STREET
ENTRY

BOOK STORE



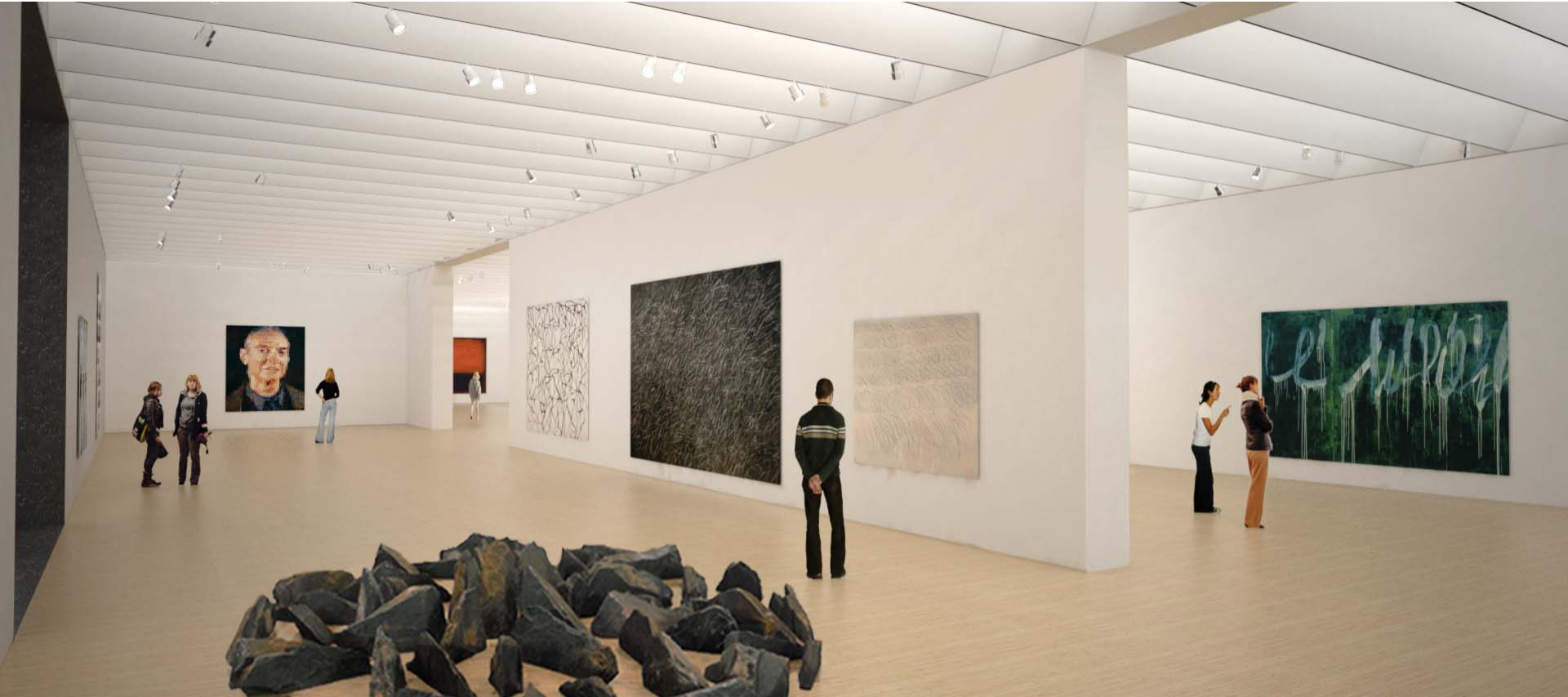


GALLERIES



- + PEARLS ROLLED ACROSS THE FLOOR
- + CANNONBALLS STACKED AS HIGH AS THEY WILL GO
- + BURNT CORN RUBBED UPON THE SAFETY WALL
- + CONCRETE PUMPELLED TO SAND, INCERTELY
- + GLASS SCRATCHED BY DIAMONDS







OPEN SPACE DIAGRAM

ADMIN TERRACE

EXISTING SFMOMA
SCULPTURE PAVILION

8TH FLOOR TERRACE

ROOFTOP TERRACE

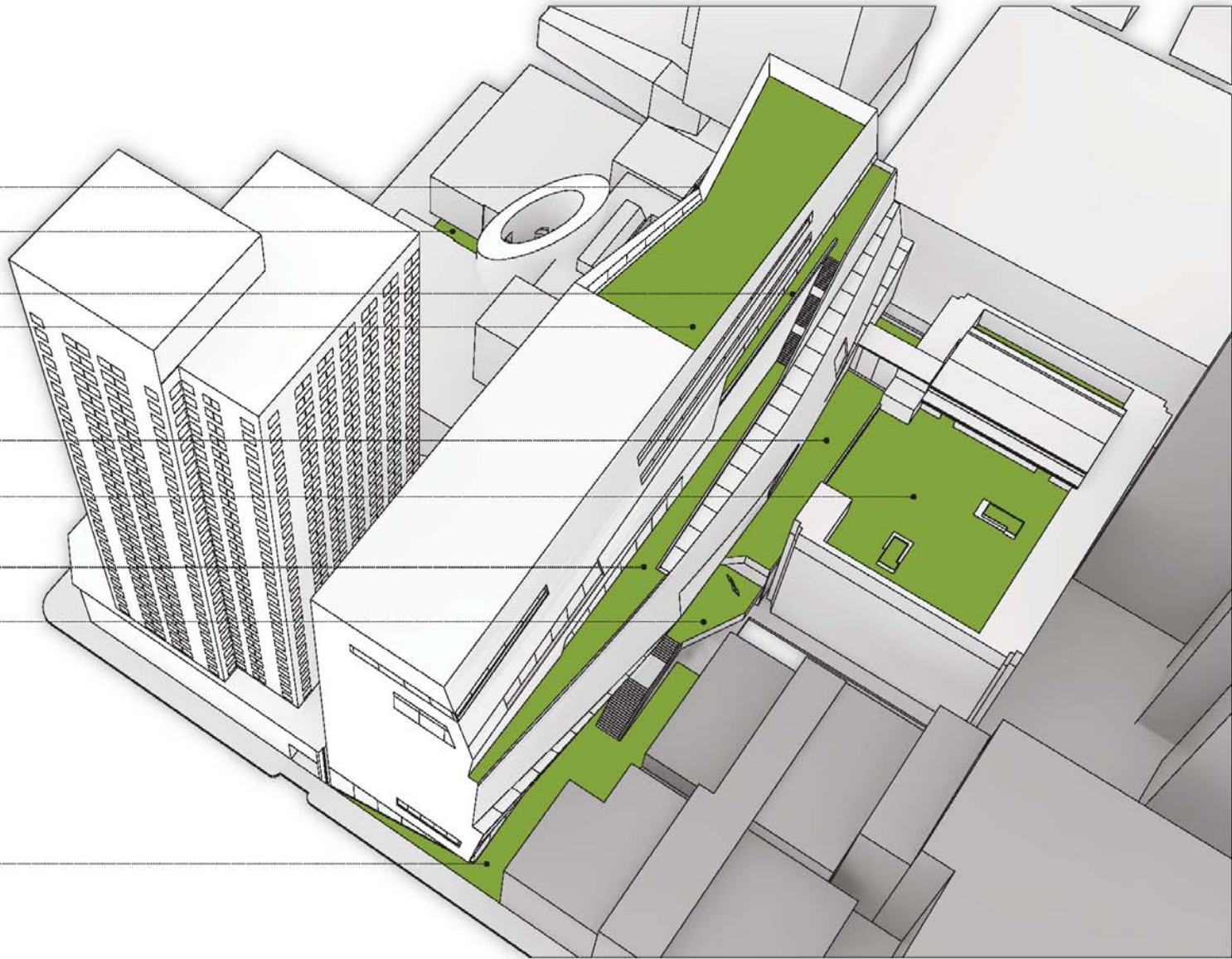
3RD FLOOR FISHER
SCULPTURE GARDEN

EXISTING SFMOMA
SCULPTURE GARDEN

7TH FLOOR TERRACE

NATOMA ENTRY COURT

NEW PUBLIC PROMANADE





MATERIAL

Snøhetta

SFMOMA



Snøhetta

SFMOMA

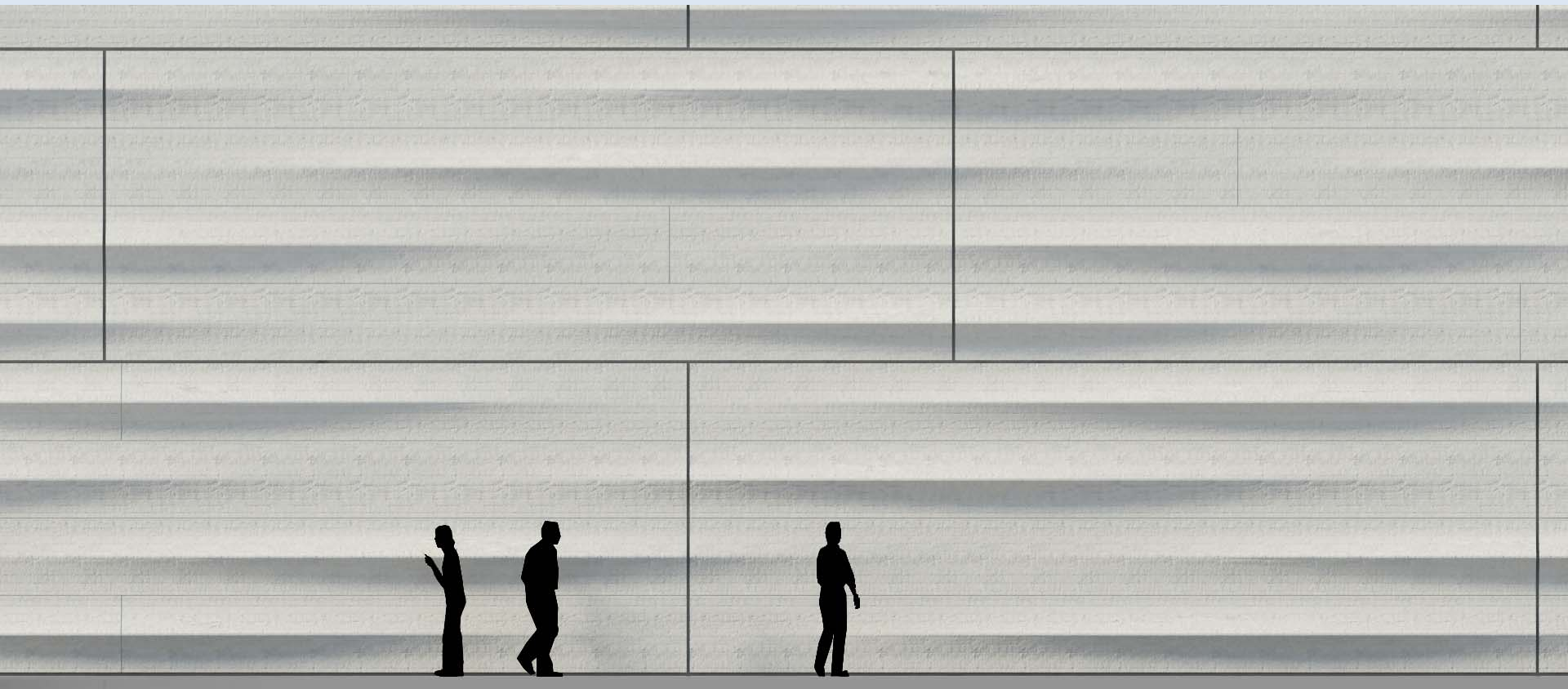


Snøhetta

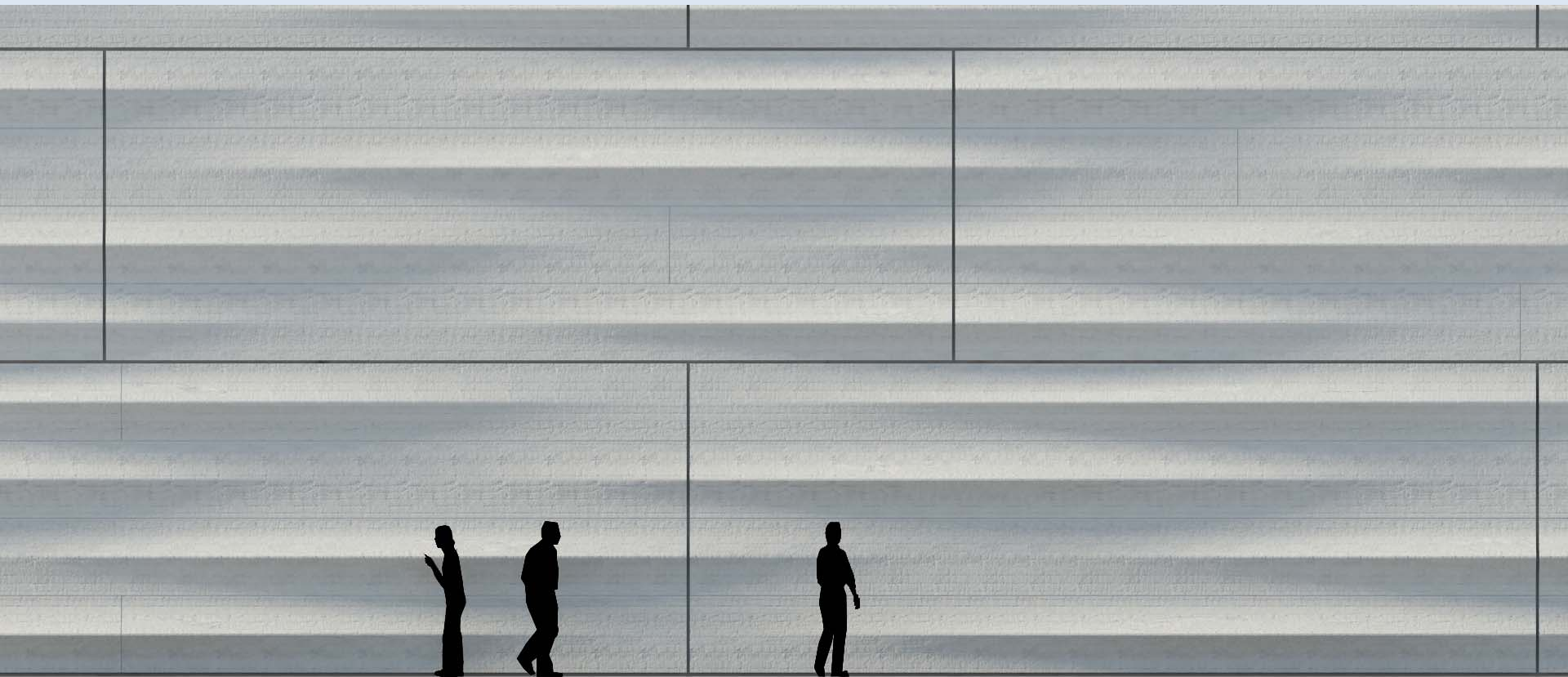
SFMOMA



Snøhetta

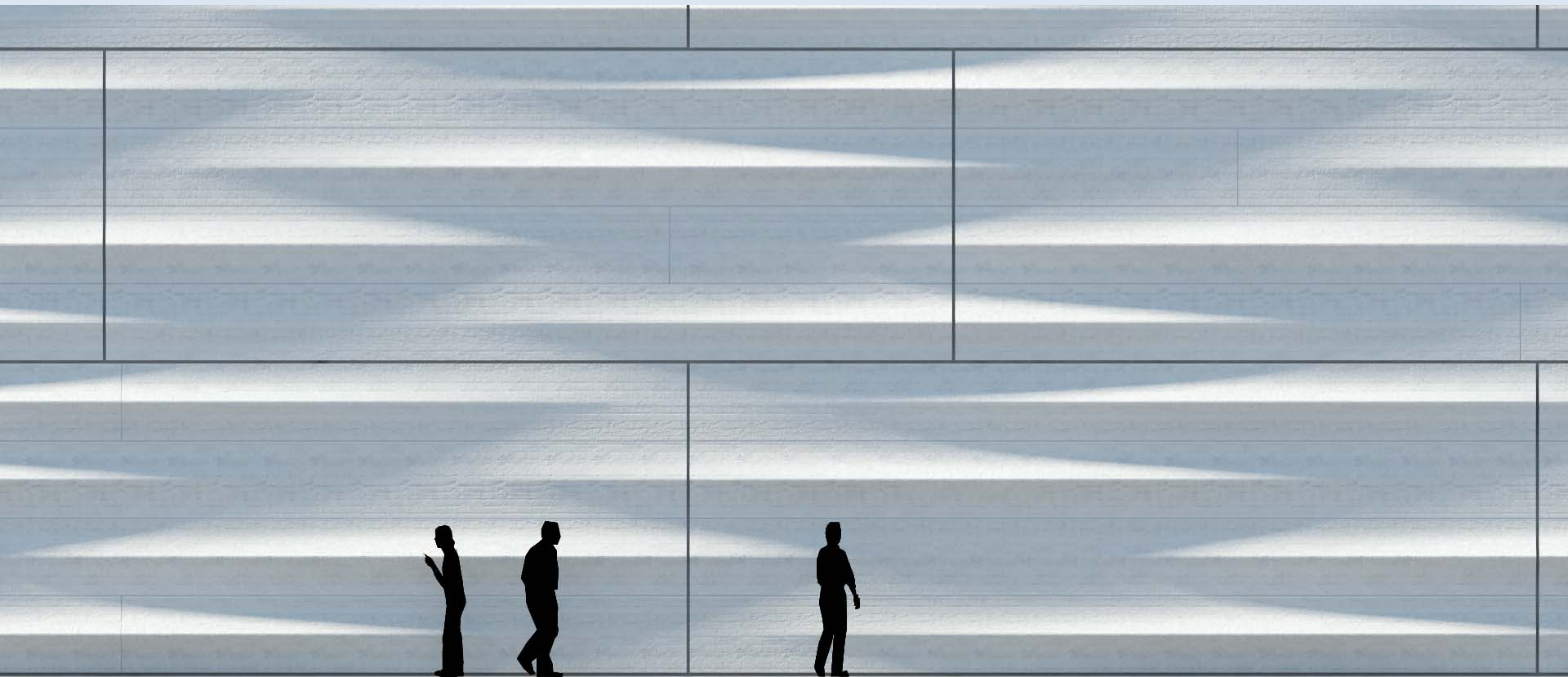


Snøhetta



Snøhetta

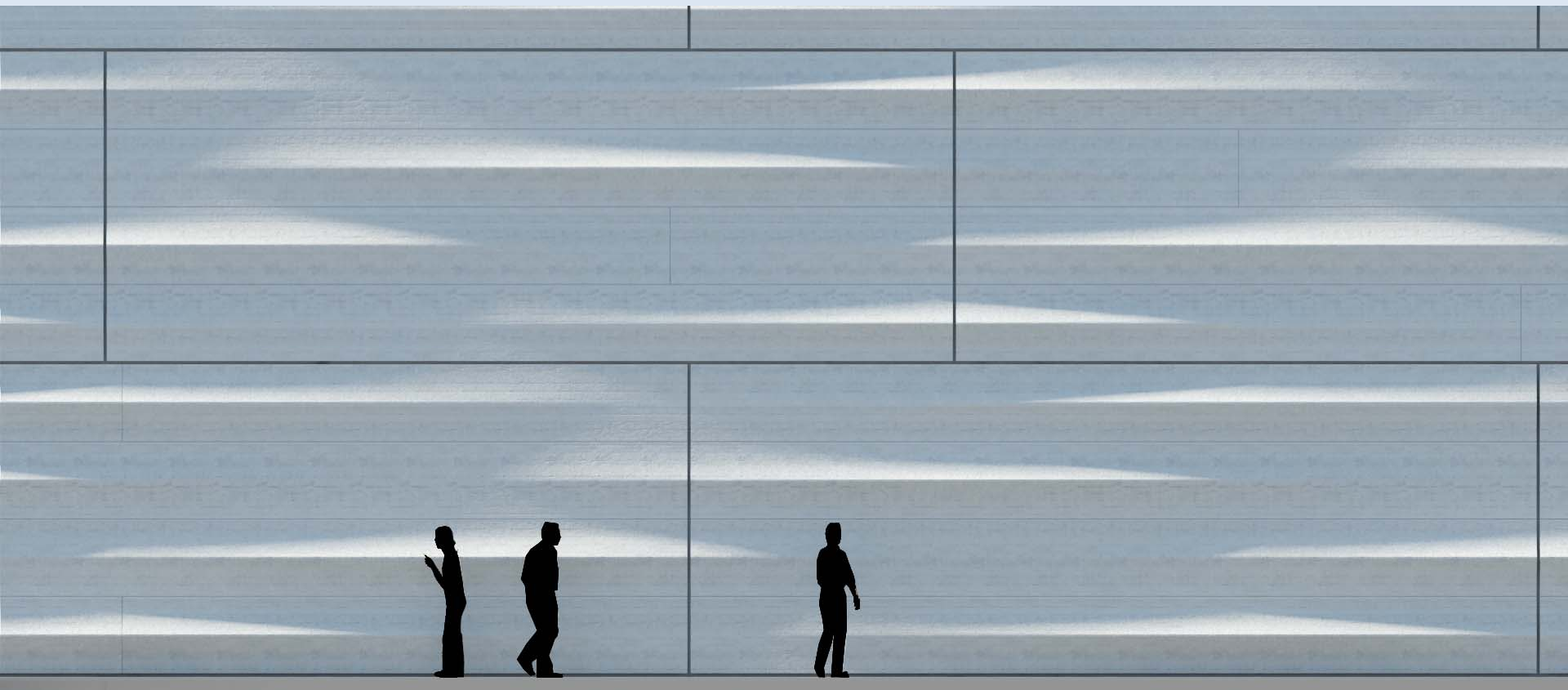
SEMOMA



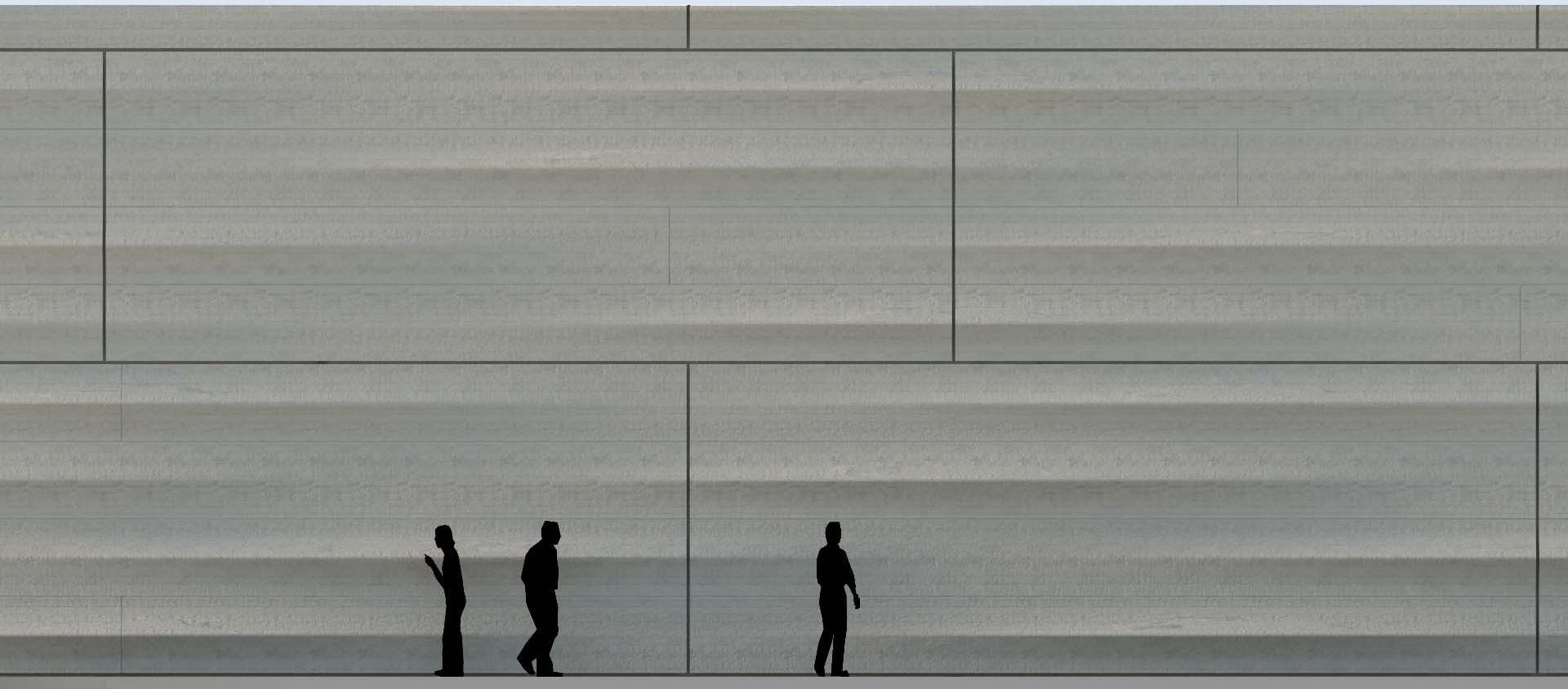
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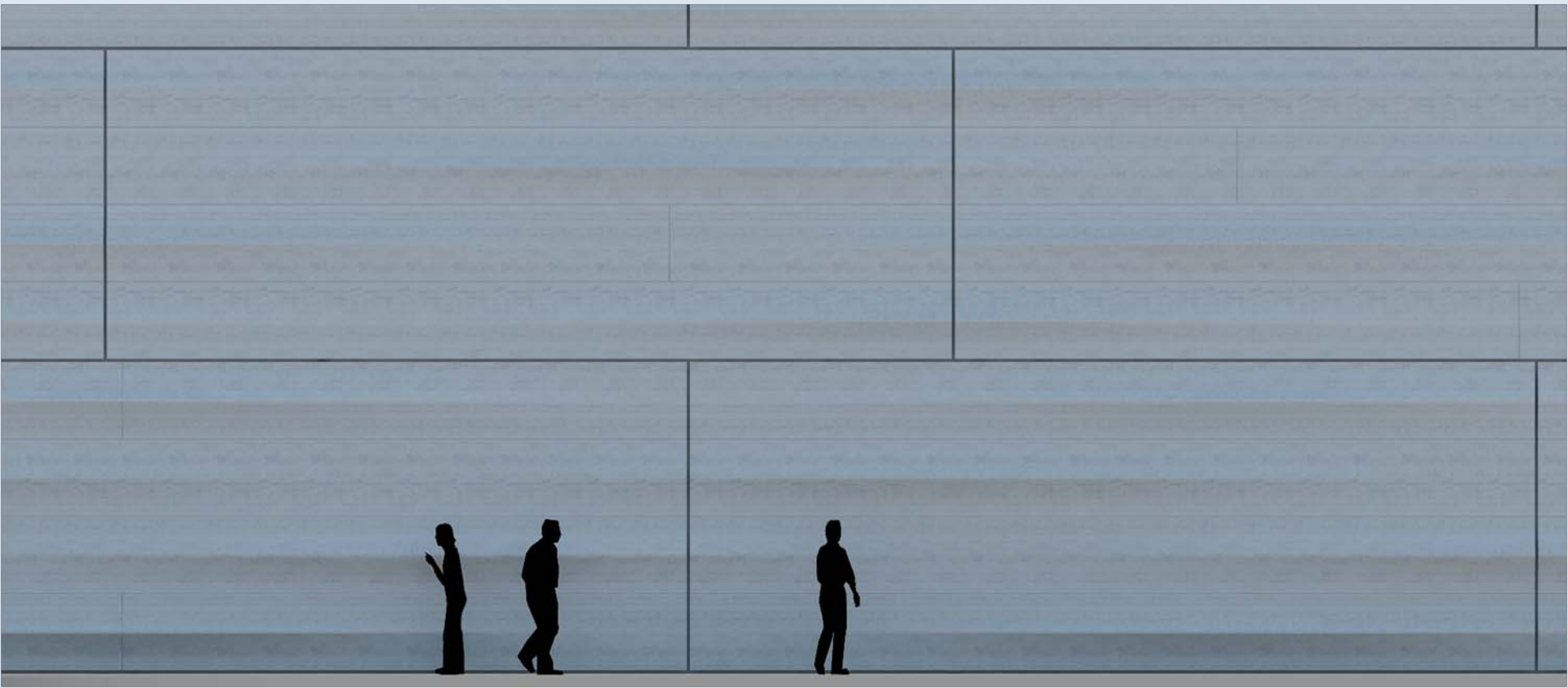
Snøhetta



Snøhetta



Snøhetta



Snøhetta

SFMOMA



Snøhetta

SEMOMA



Snøhetta

SEMOMA



Snøhetta

SFMOMA



Snohetta

SE MOMA



Snohetta

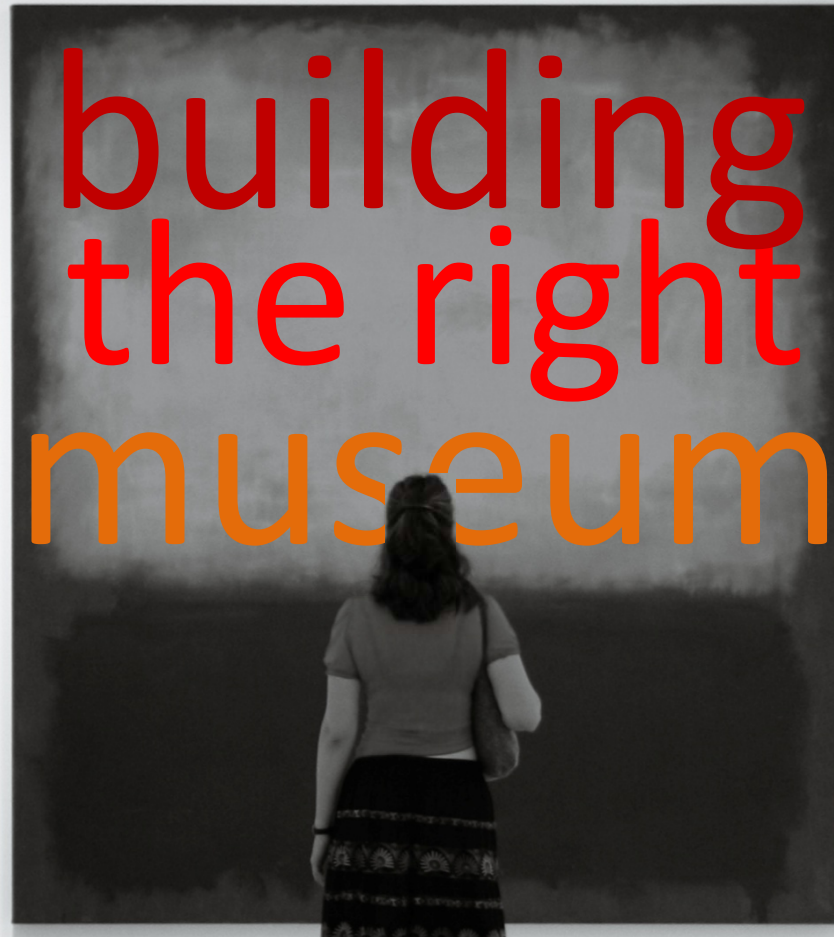
SE MOMA

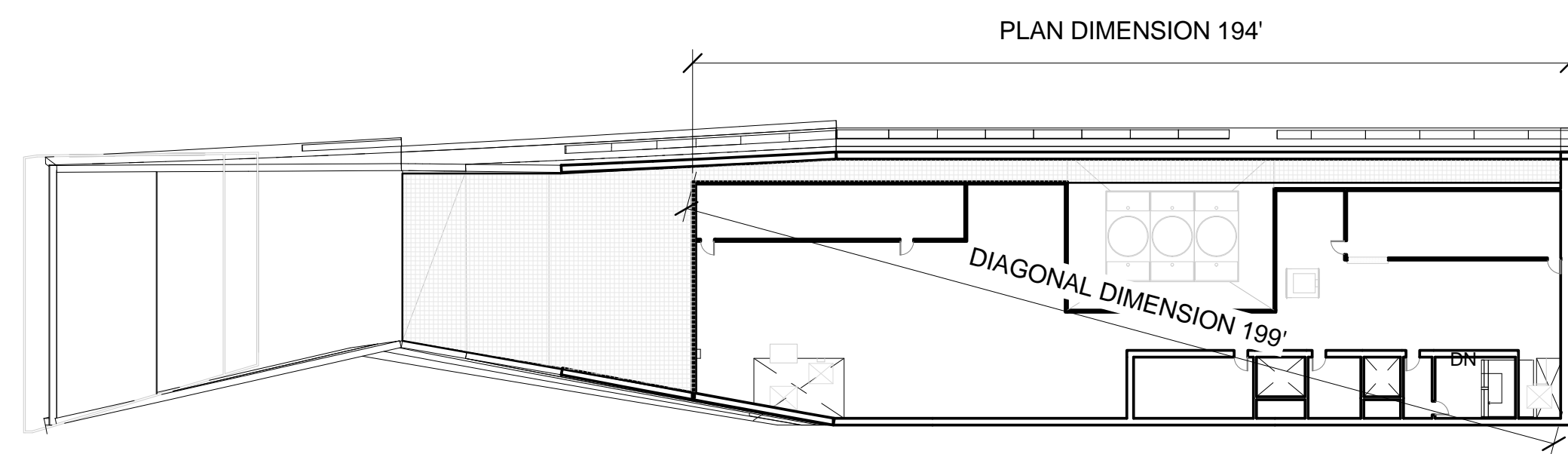


Snøhetta

SEMOMA

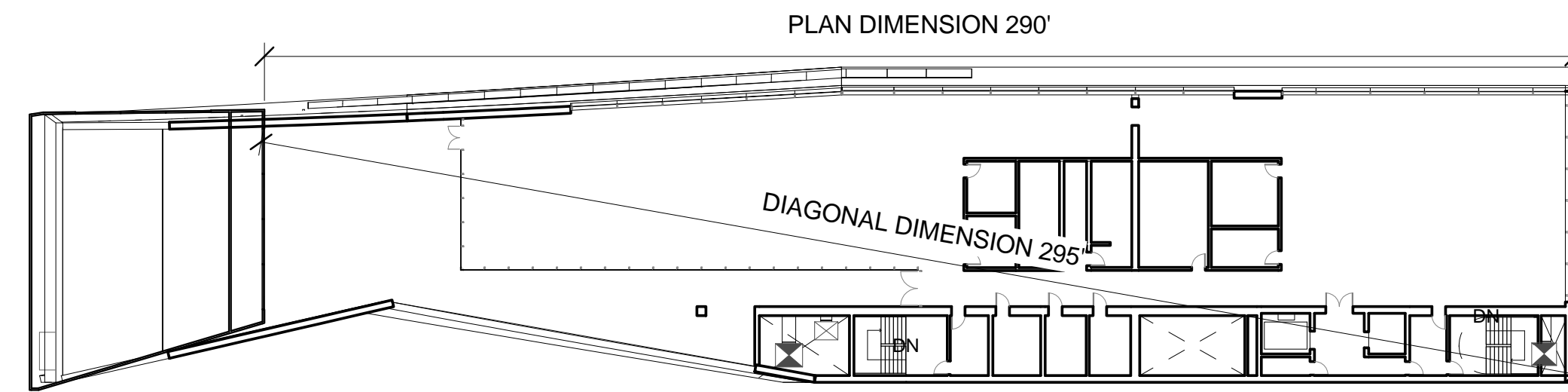






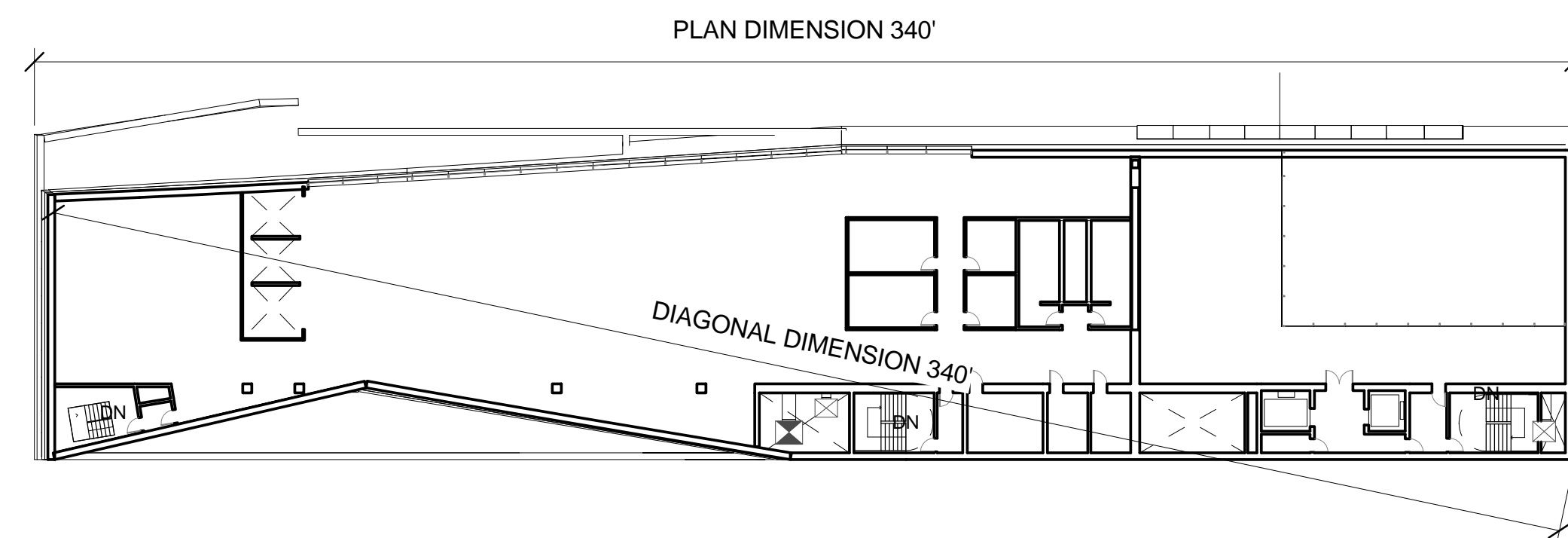
5 BULK DIMENSION DIAGRAM MECHANICAL PENTHOUSE

1/32" = 1'-0"



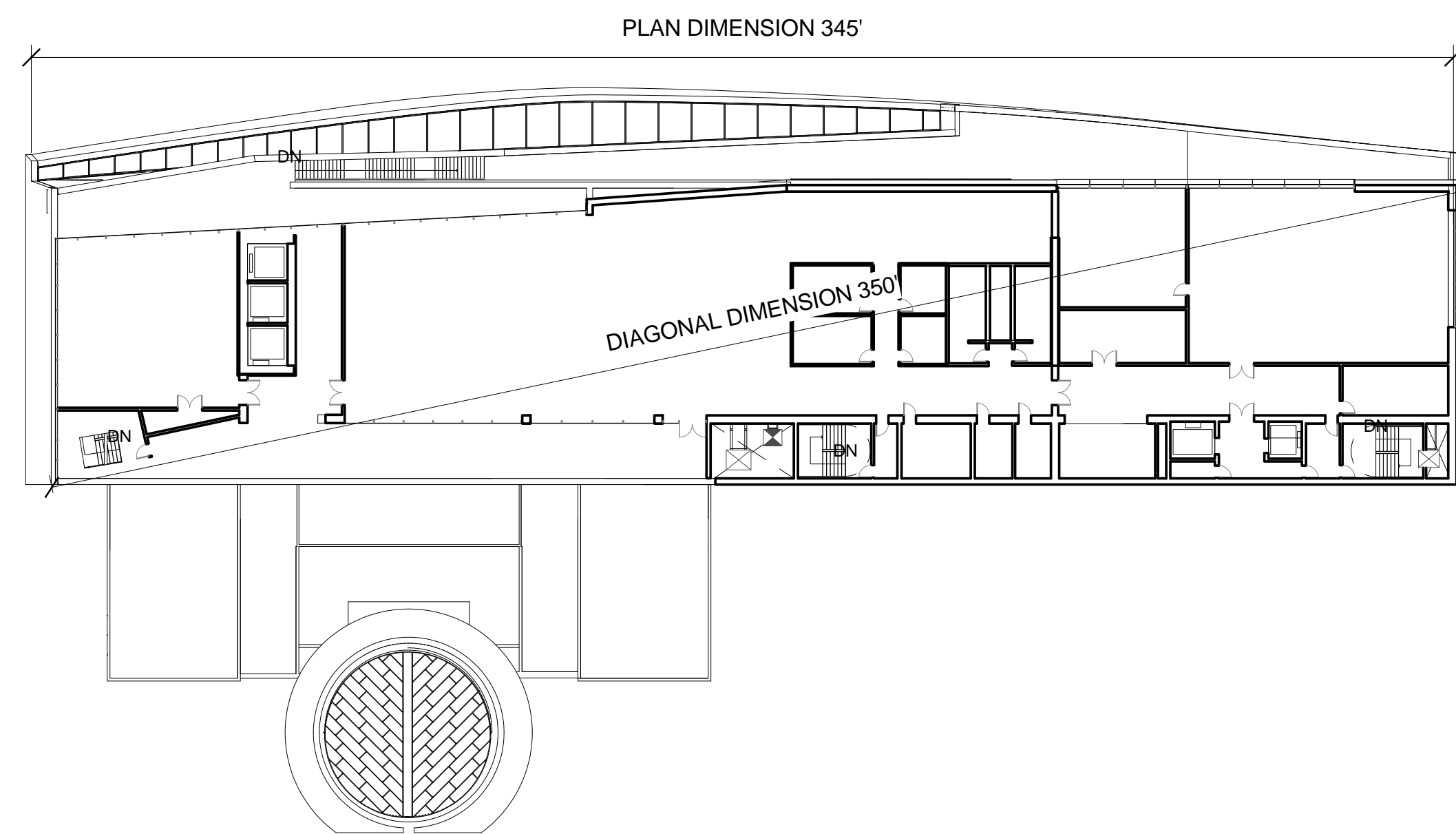
4 BULK DIMENSION DIAGRAM LEVEL 10

1/32" = 1'-0"



3 BULK DIMENSION DIAGRAM LEVEL 9

1/32" = 1'-0"



2 BULK DIMENSION DIAGRAM LEVEL 8

1/32" = 1'-0"

BULK DISTRICT EXCEPTIONS REQUESTED:

PROJECT BULK DISTRICT: "I" DISTRICT

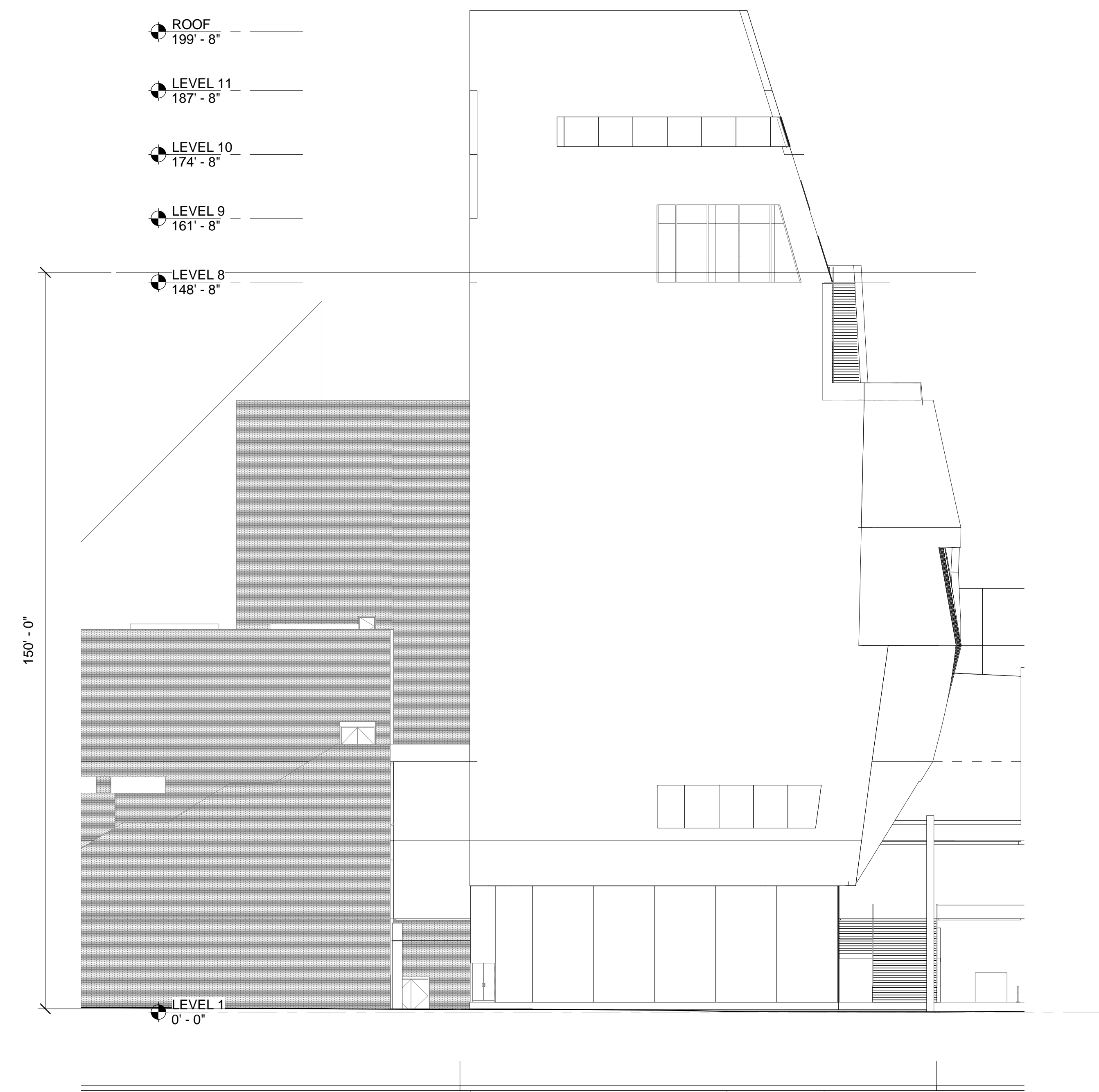
IN "I" DISTRICTS, ABOVE THE HEIGHT OF 150':

MAXIMUM PERMITTED HORIZONTAL PLAN DIMENSIONS = 170 FEET

MAXIMUM PERMITTED DIAGONAL DIMENSION = 200 FEET

PROJECT FLOORS AFFECTED: LEVELS 8, 9, 10 AND MECHANICAL PENTHOUSE

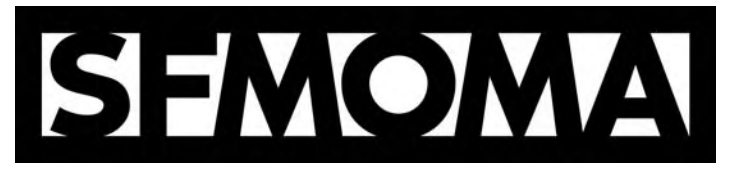
LEVEL	AFFECTED MAXIMUM PLAN DIM	ACTUAL DIAGONAL DIM
MP	194'	199'
10	290'	295'
9	340'	340'
8	345'	350'



1 HOWARD STREET SOUTH ELEVATION

1/16" = 1'-0"





SAN FRANCISCO MUSEUM OF MODERN ART
 151 THIRD STREET
 SAN FRANCISCO, CALIFORNIA 94103

Owner Project Identification

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SNØHETTA

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 TEL 646.383.4762 FAX 212.514.5816

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 Interior Design
 Graphic Design

500 Treat Avenue
 San Francisco
 California 94110
 arch@ehdd.com
 415.285.9193 tel
 415.285.3866 fax

SEALS

CONSULTANT

SUBMITTAL
SECTION 309 APPLICATION

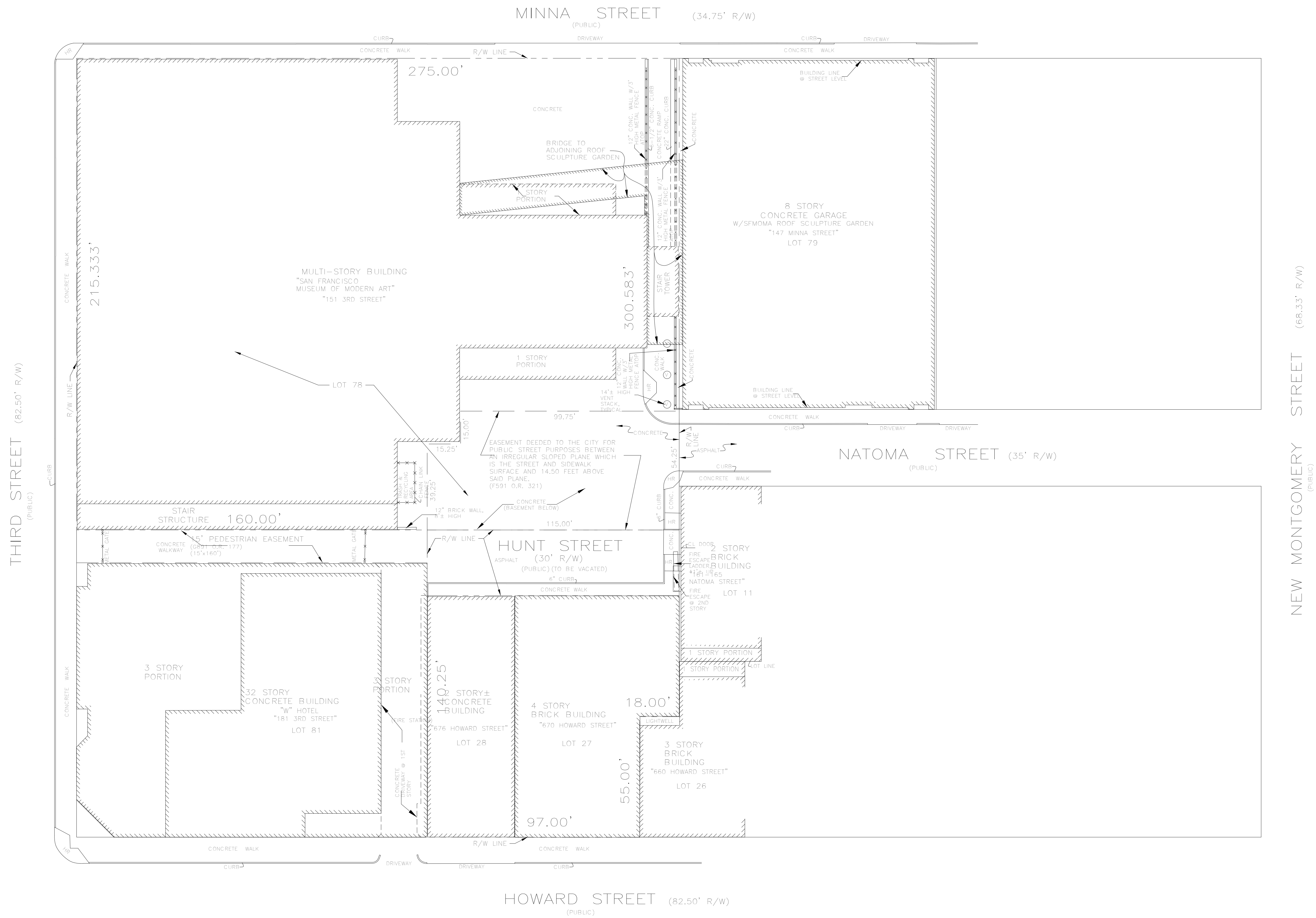
12 DECEMBER 2011

KEY PLAN

SHEET
SITE SURVEY

G400

PROJECT NUMBER
 SNO 201006
 EHDD 10-022





SAN FRANCISCO MUSEUM OF MODERN ART
 151 THIRD STREET
 SAN FRANCISCO, CALIFORNIA 94103

Owner Project Identification

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SEALS

CONSULTANT

SUBMITTAL
SECTION 309 APPLICATION

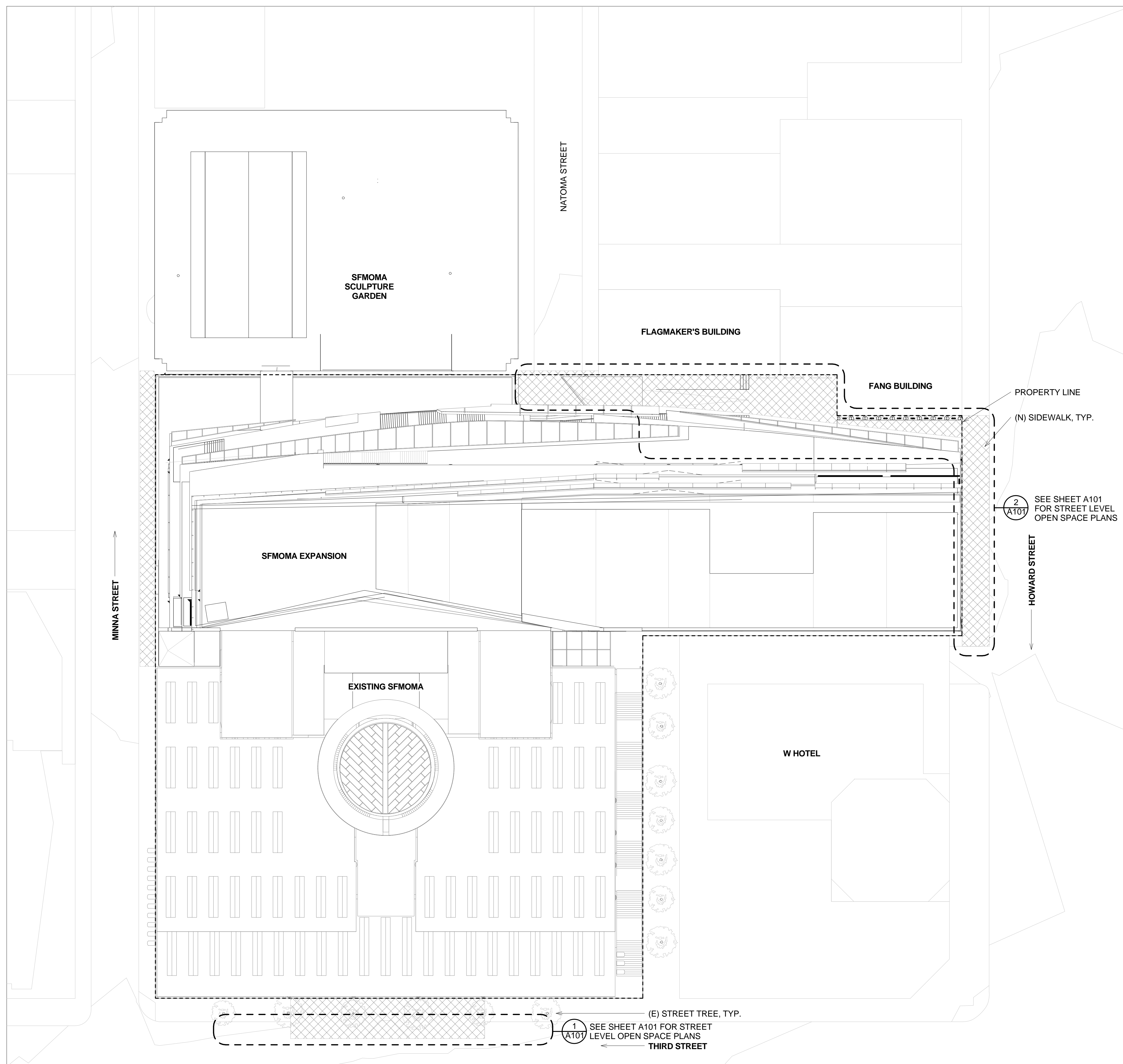
12 DECEMBER 2011

KEY PLAN

SHEET
SITE PLAN

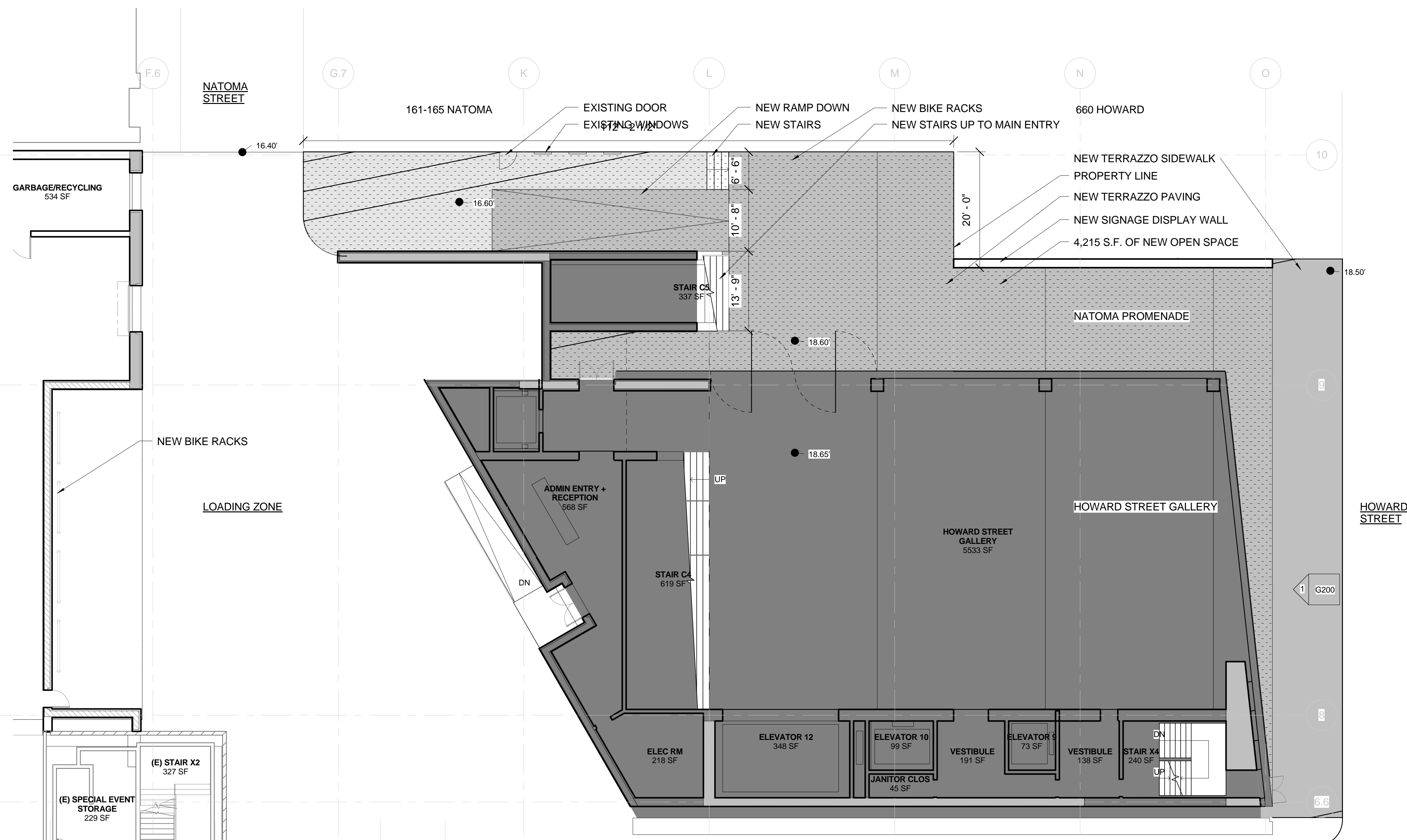
A100

PROJECT NUMBER
 SNO 201006
 EHDD 10-022



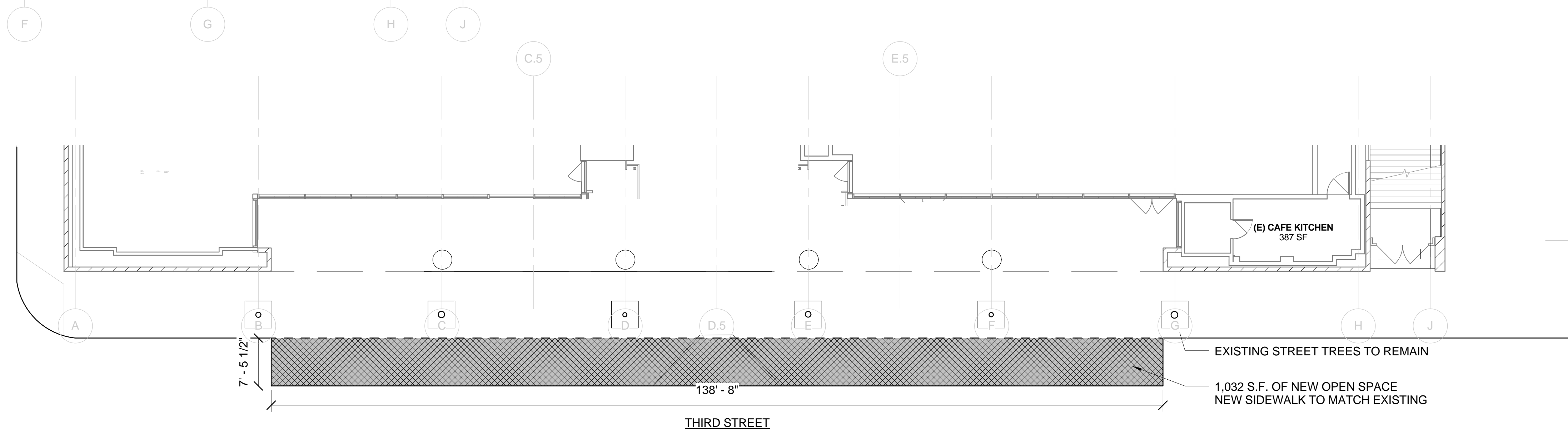
1 SITE PLAN

3/64" = 1'-0"



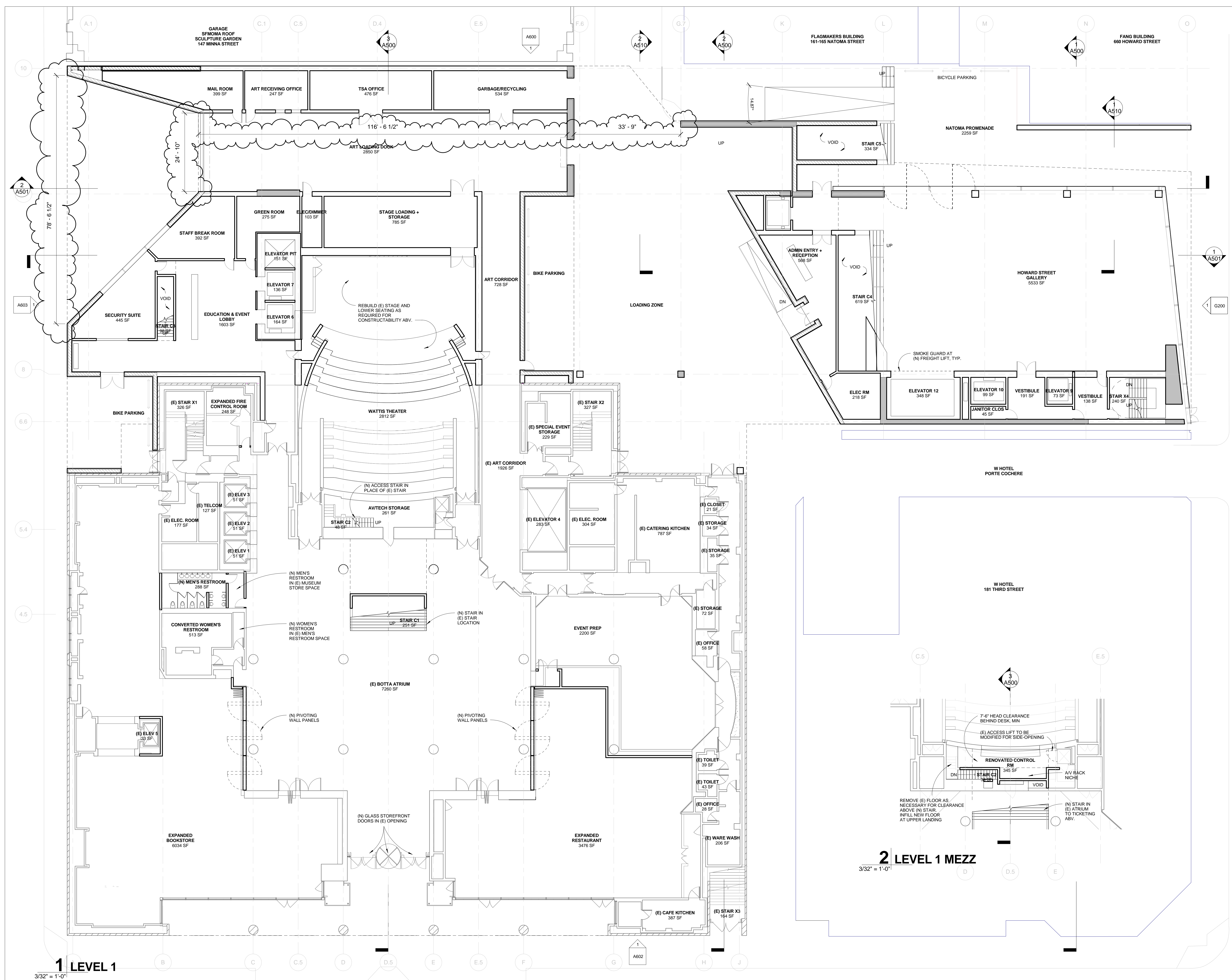
2 Enlarged Plan Natoma Promenade LEVEL 1

3/32" = 1'-0"



1 Enlarged Plan Third Street Entrance LEVEL 1

3/32" = 1'-0"



PROJECT NAME
SFMOMA EXPANSION



SAN FRANCISCO MUSEUM OF MODERN ART
 151 THIRD STREET
 SAN FRANCISCO, CALIFORNIA 94103

Owner Project Identification

ARCHITECT
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EHDD

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 415.285.3866 fax

SEALS

CONSULTANT

SUBMITTAL
SECTION 309 APPLICATION

1	12.12.2011	309 APPL UPDATE
2	01.17.2012	309 APPL UPDATE

KEY PLAN

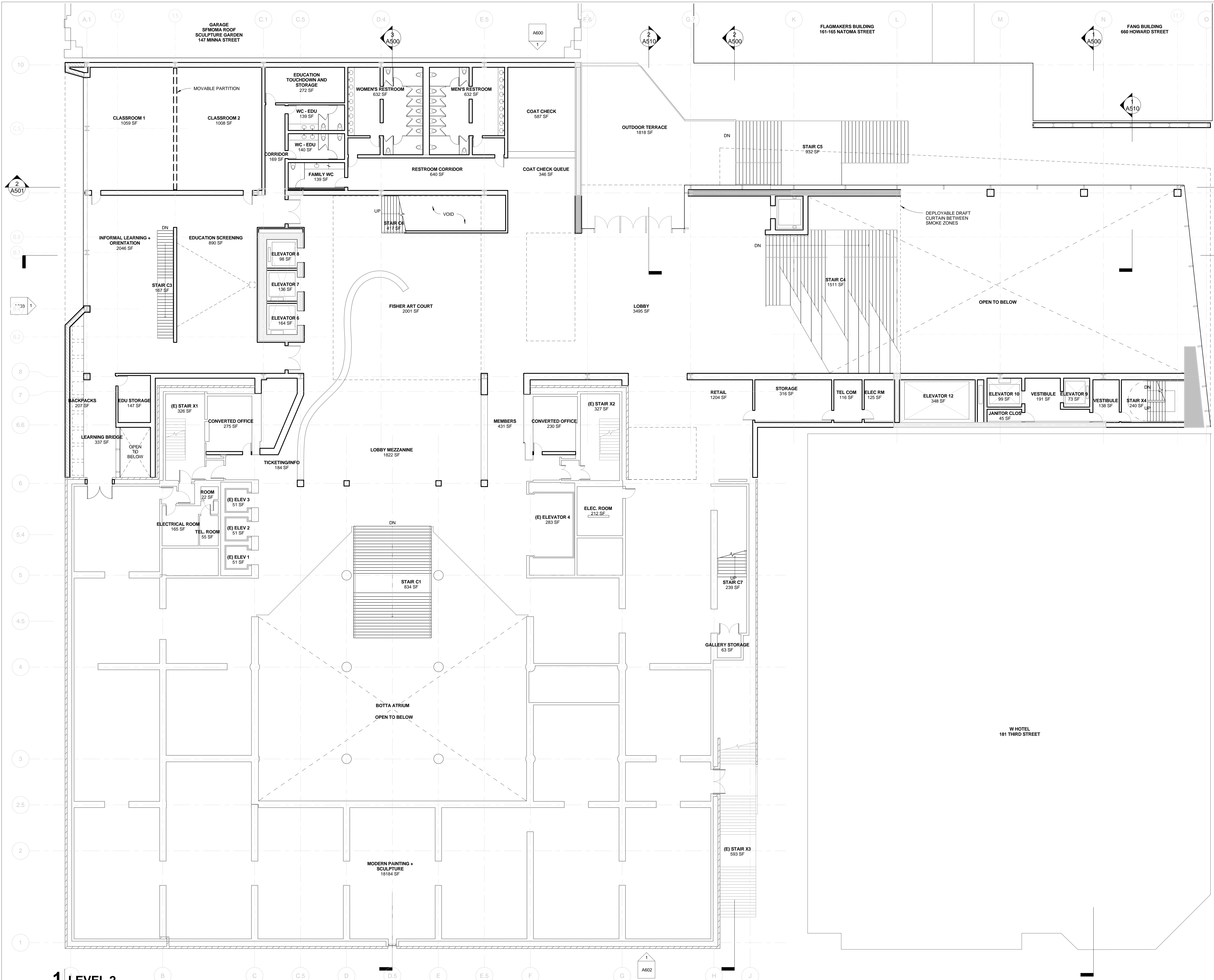
SHEET
**PLAN GROUND
 LEVEL**

A201

PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 LEVEL 1
 3/32" = 1'-0"

2 LEVEL 1 MEZZ
 3/32" = 1'-0"



PROJECT NAME
SFMOMA EXPANSION



SAN FRANCISCO MUSEUM OF MODERN ART
 151 THIRD STREET
 SAN FRANCISCO, CALIFORNIA 94103

Owner Project Identification

ARCHITECT
SNØHETTA

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CONSULTANT

SUBMITTAL
SECTION 309 APPLICATION

12 DECEMBER 2011

KEY PLAN

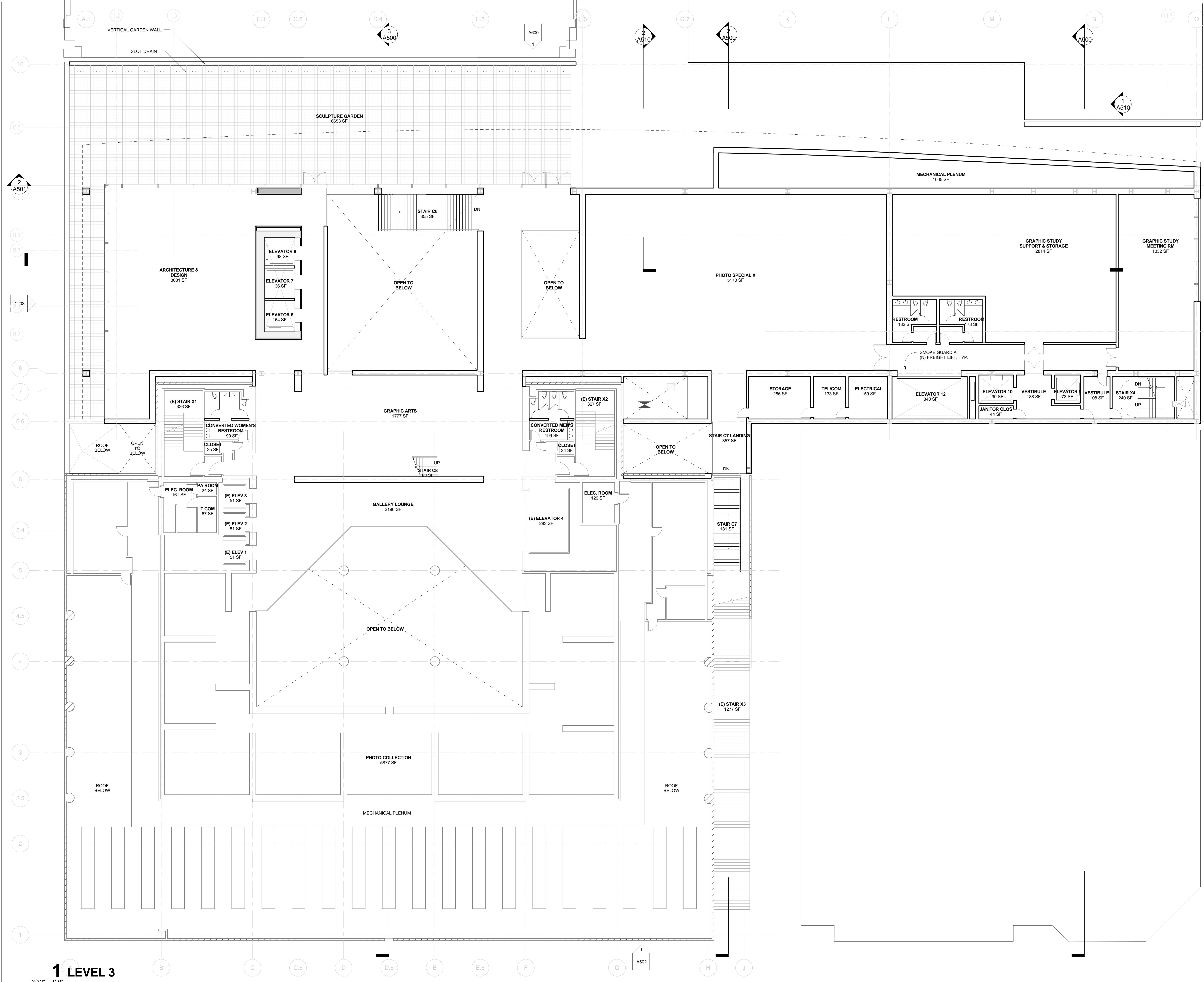
SHEET
PLAN LEVEL 2

A202

PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 LEVEL 2

3/32" = 1'-0"



PROJECT NAME
SFMOMA EXPANSION



SAN FRANCISCO MUSEUM OF MODERN ART
 151 THIRD STREET
 SAN FRANCISCO, CALIFORNIA 94103

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KEY PLAN

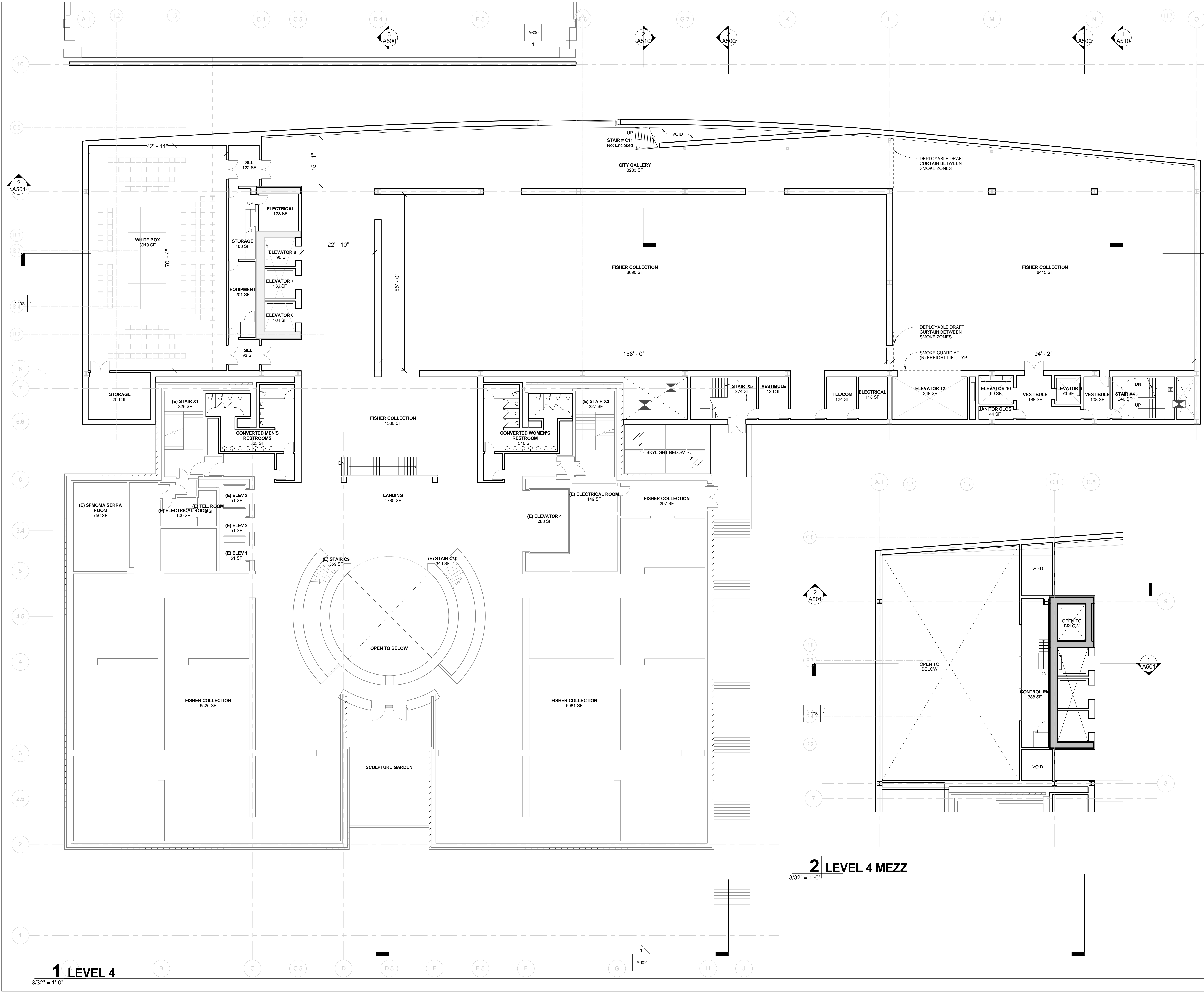
SHEET
PLAN LEVEL 3

A203

PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 LEVEL 3

3/32" = 1'-0"



PROJECT NAME
SFMOMA EXPANSION



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KEY PLAN

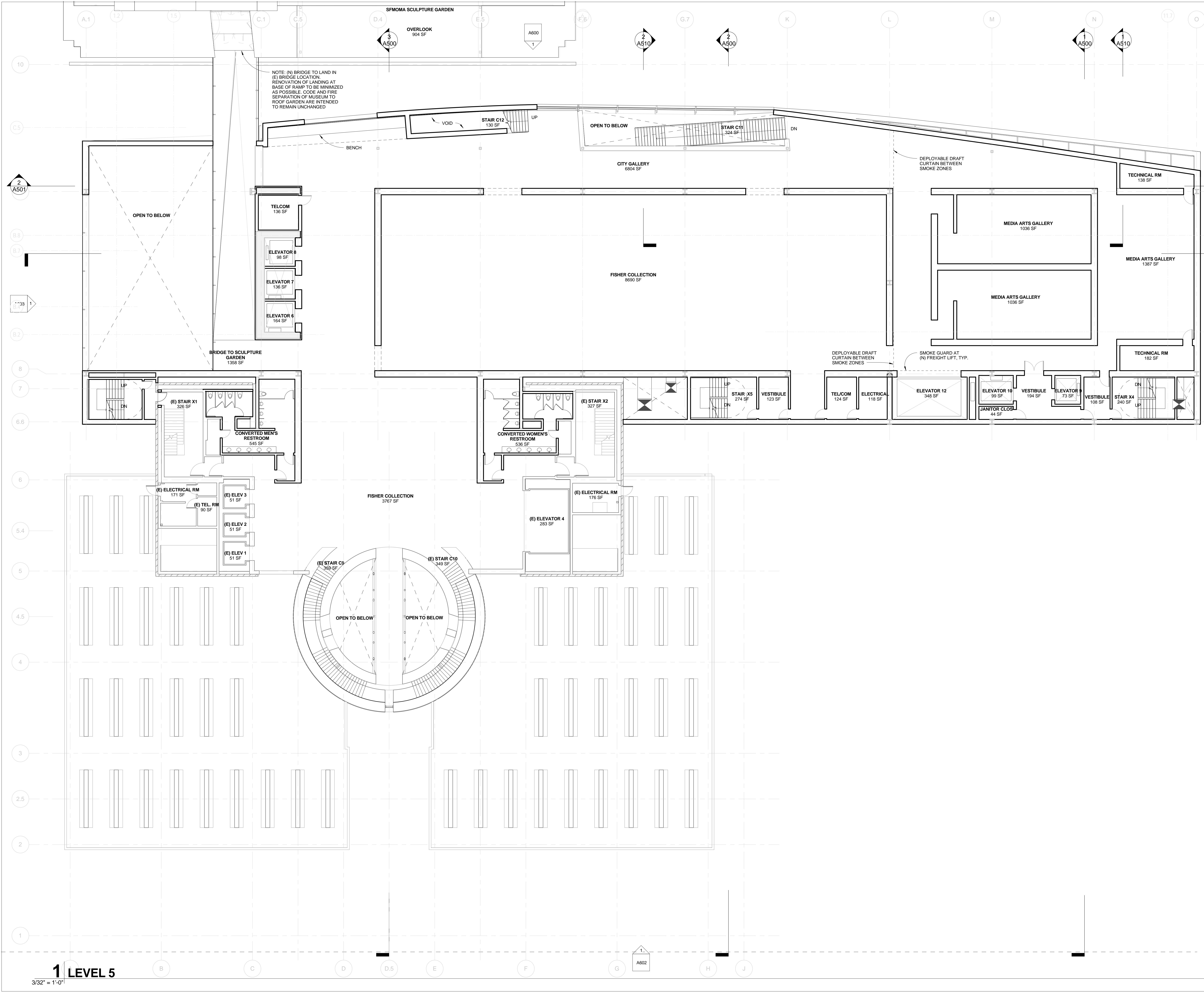
SHEET
PLAN LEVEL 4

A204

PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 LEVEL 4
 3/32" = 1'-0"

2 LEVEL 4 MEZZ
 3/32" = 1'-0"



PROJECT NAME
SFMOMA EXPANSION



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KEY PLAN

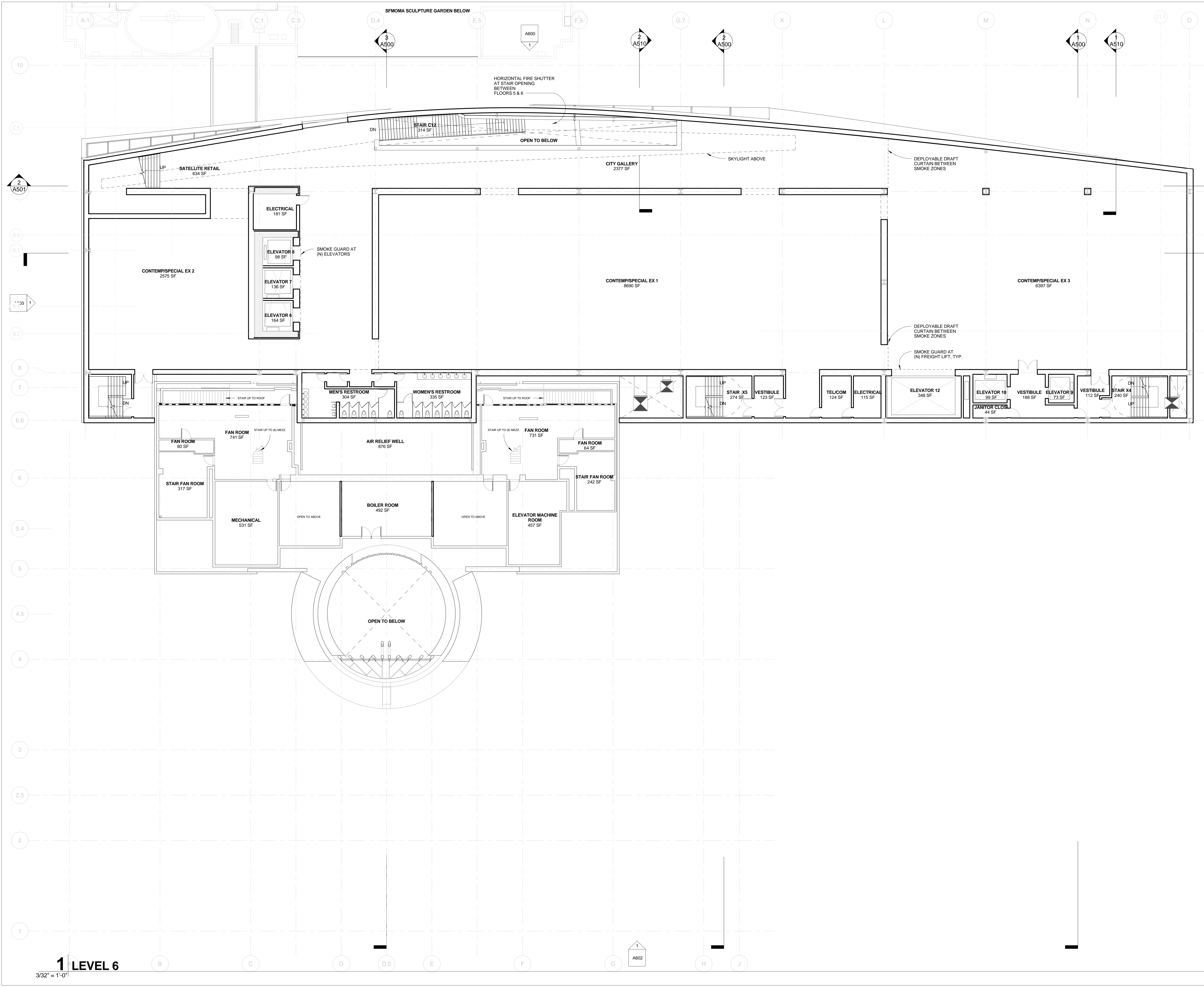
SHEET
PLAN LEVEL 5

A205

PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 LEVEL 5

3/32" = 1'-0"



PROJECT NAME
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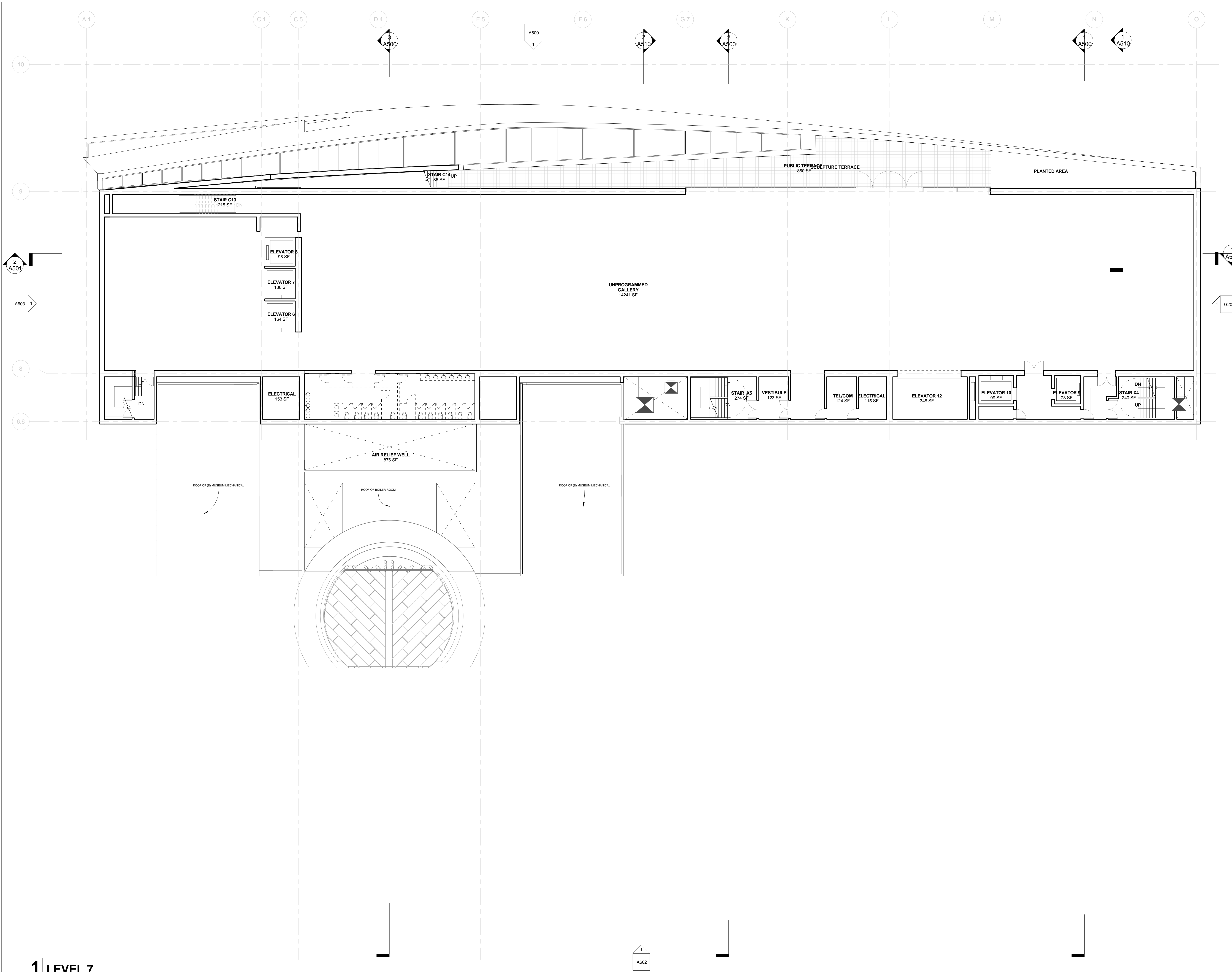
KEY PLAN

SHEET
PLAN LEVEL 6

A206

PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 LEVEL 6
 3/32" = 1'-0"



PROJECT NAME
SFMOMA EXPANSION



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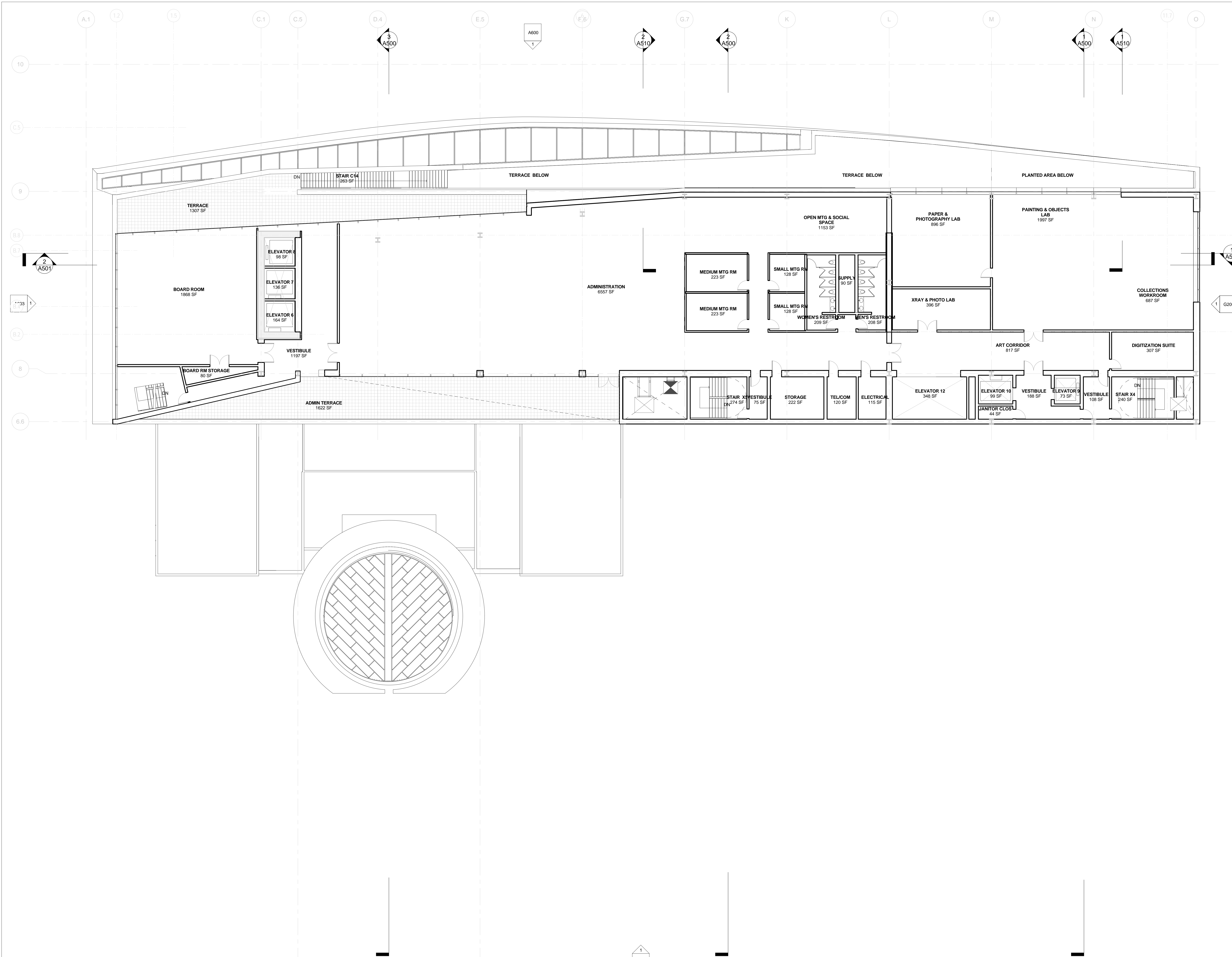
KEY PLAN

SHEET
PLAN LEVEL 7

A207

PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 LEVEL 7
 3/32" = 1'-0"



PROJECT NAME
SFMOMA EXPANSION



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KEY PLAN

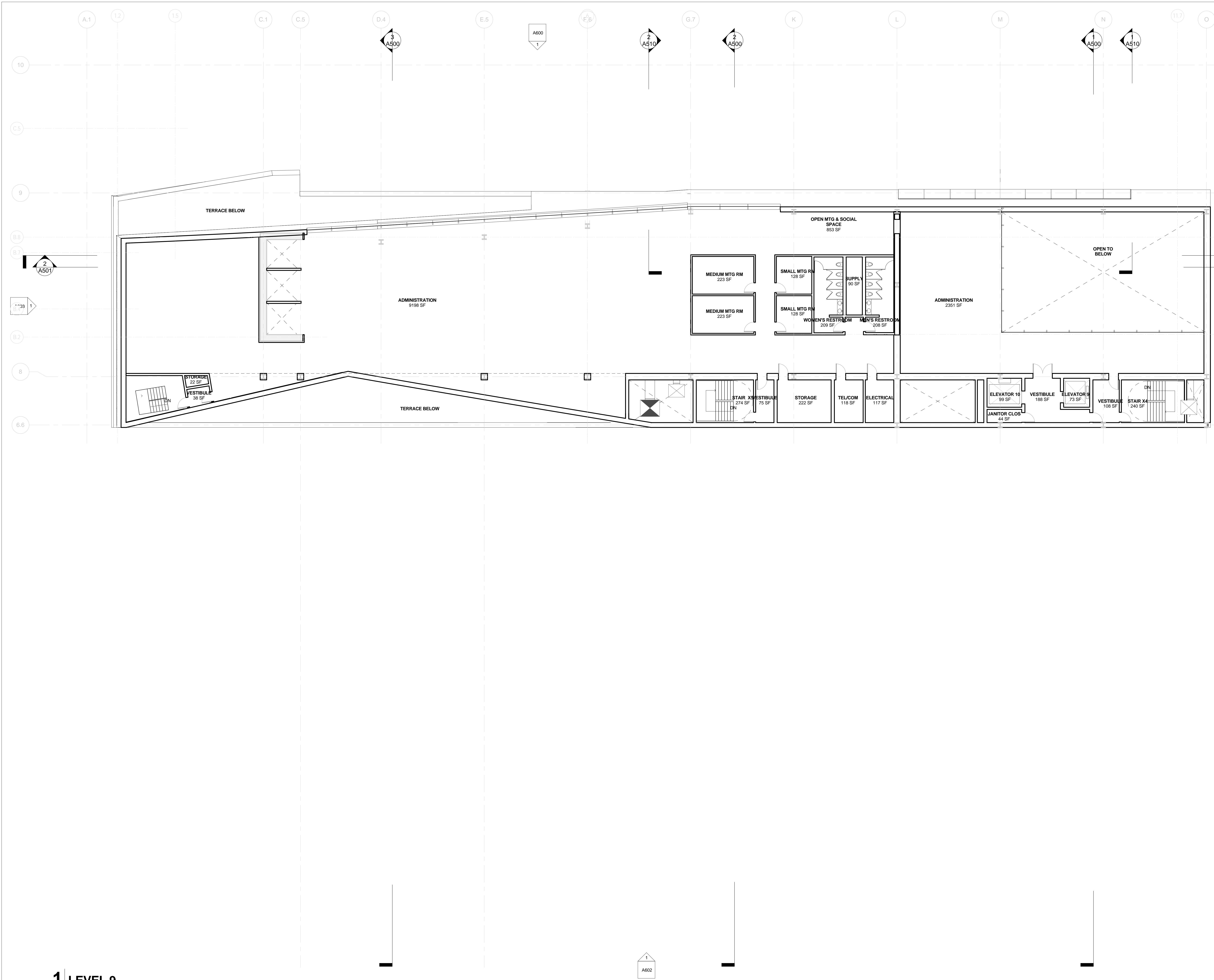
SHEET
PLAN LEVEL 8

A208

PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 LEVEL 8
 3/32" = 1'-0"

A602



PROJECT NAME
SFMOMA EXPANSION



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KEY PLAN

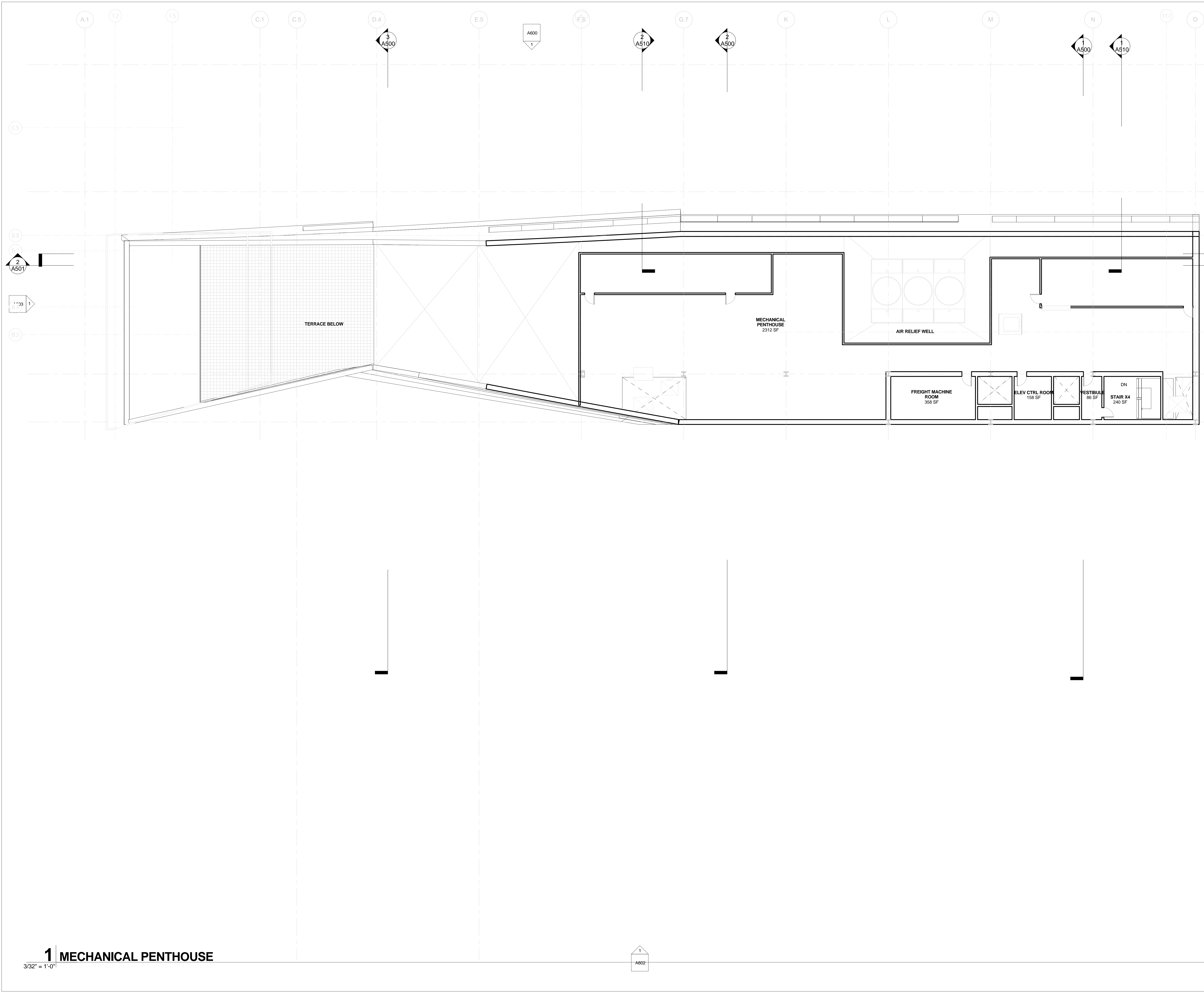
SHEET
PLAN LEVEL 9

A209

PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 LEVEL 9

3/32" = 1'-0"



PROJECT NAME
SFMOMA EXPANSION



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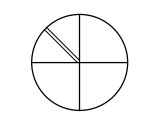
SEALS

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SECTION 309 APPLICATION

12 DECEMBER 2011

KEY PLAN



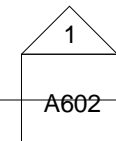
SHEET
**MECHANICAL
 PENTHOUSE PLAN**

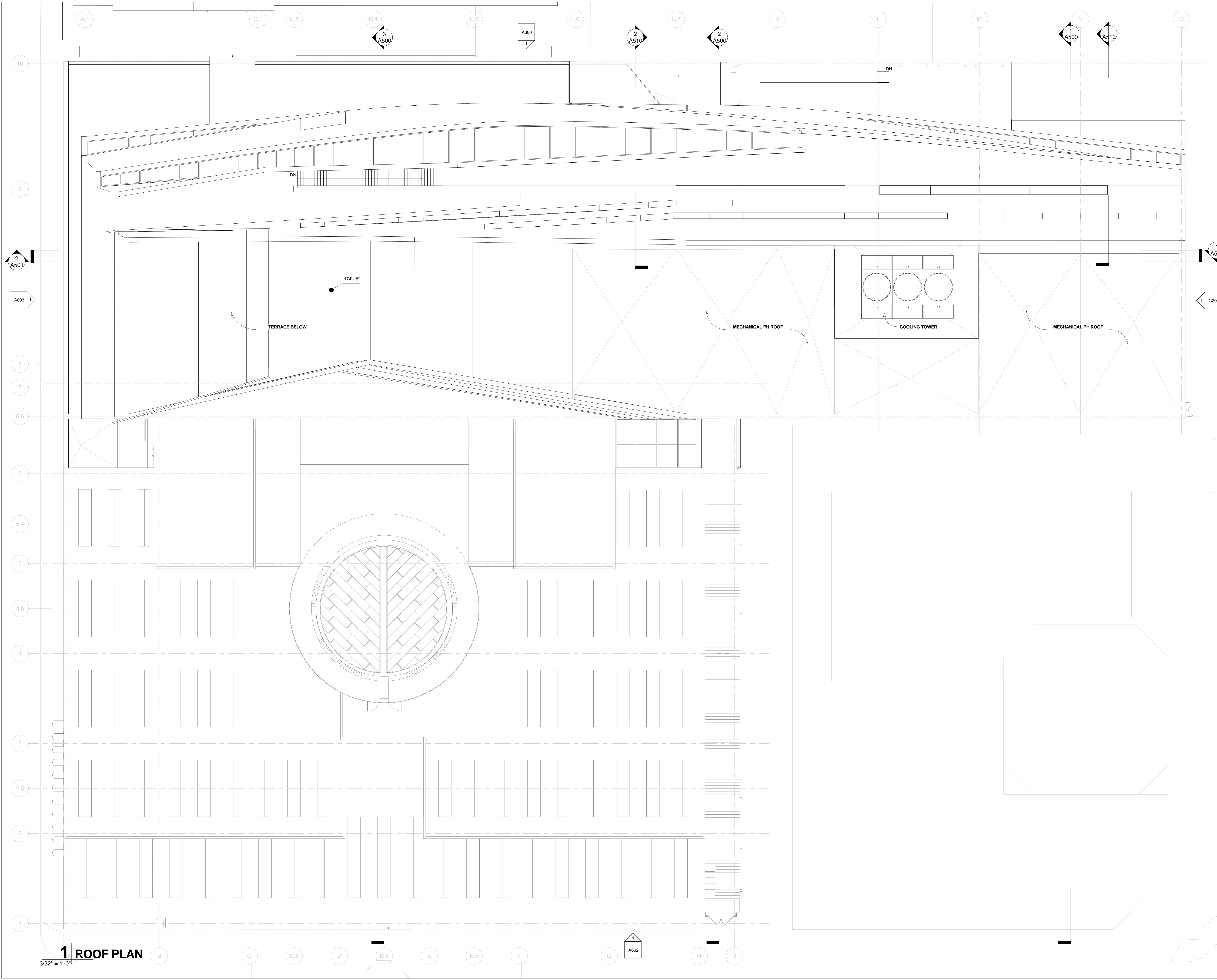
A211

PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 MECHANICAL PENTHOUSE

3/32" = 1'-0"





PROJECT NAME
SFMOMA EXPANSION



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KEY PLAN

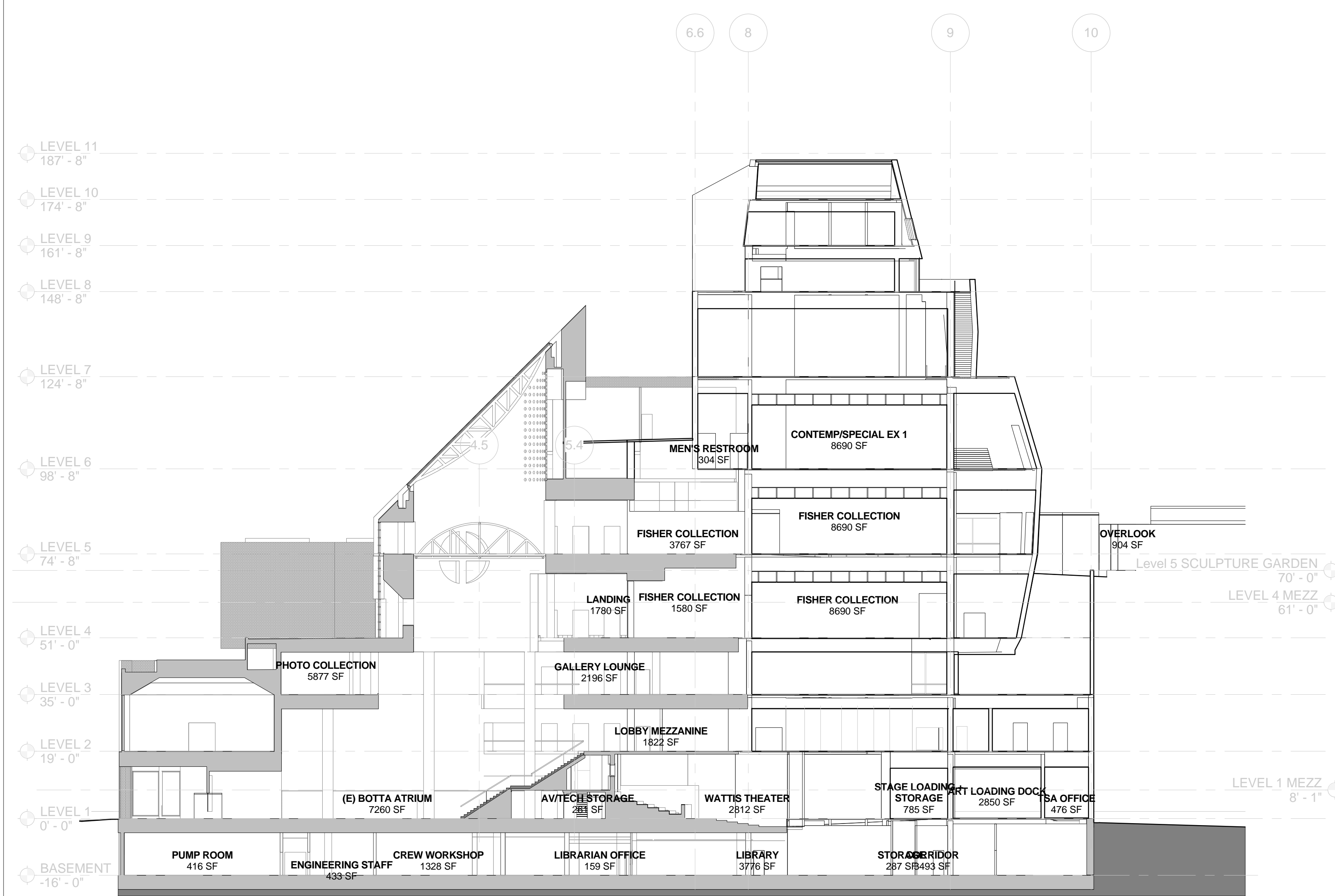
SHEET
ROOF PLAN

A212

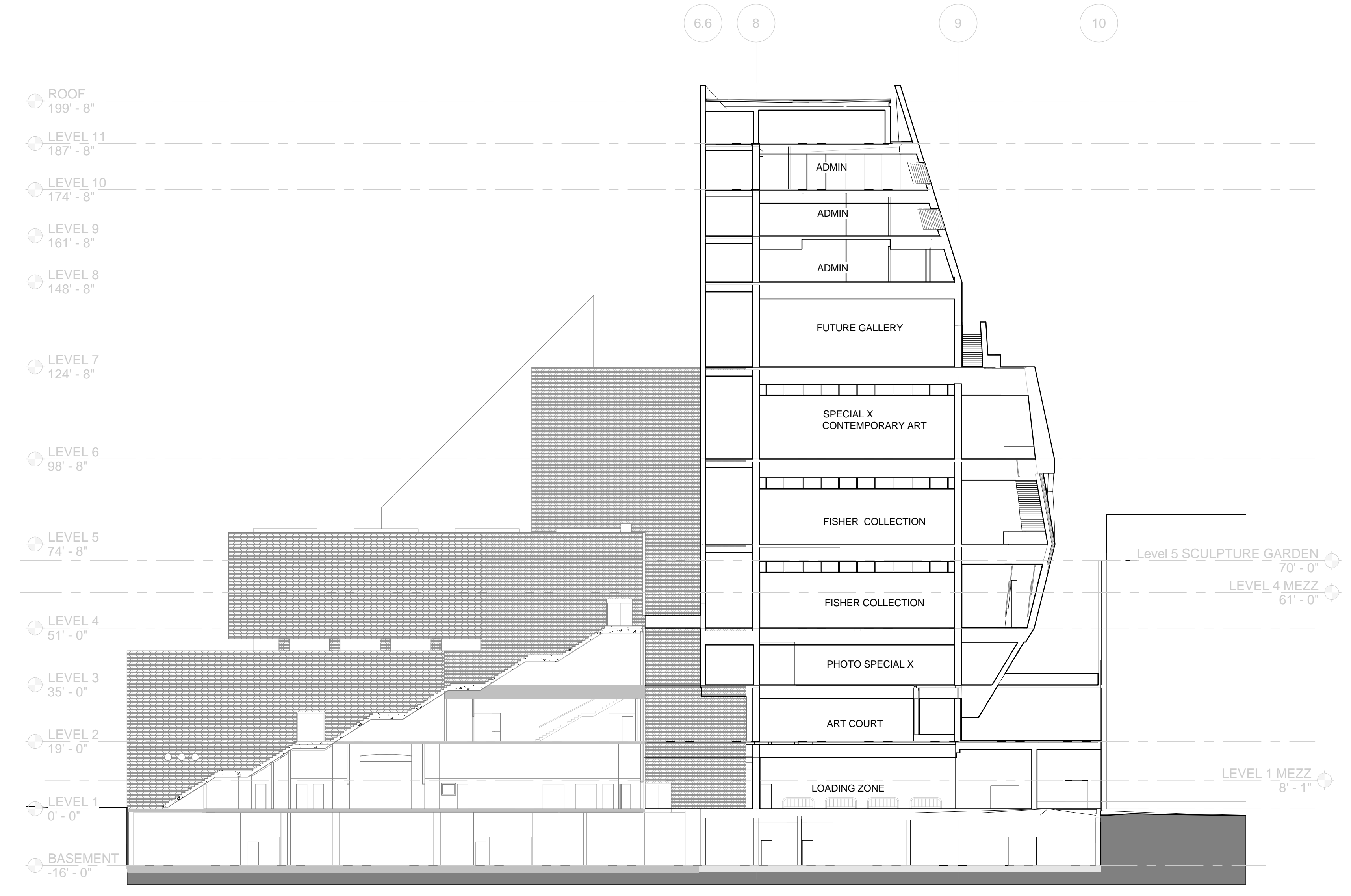
PROJECT NUMBER
 SNO 201006
 EHDD 10-022

1 ROOF PLAN

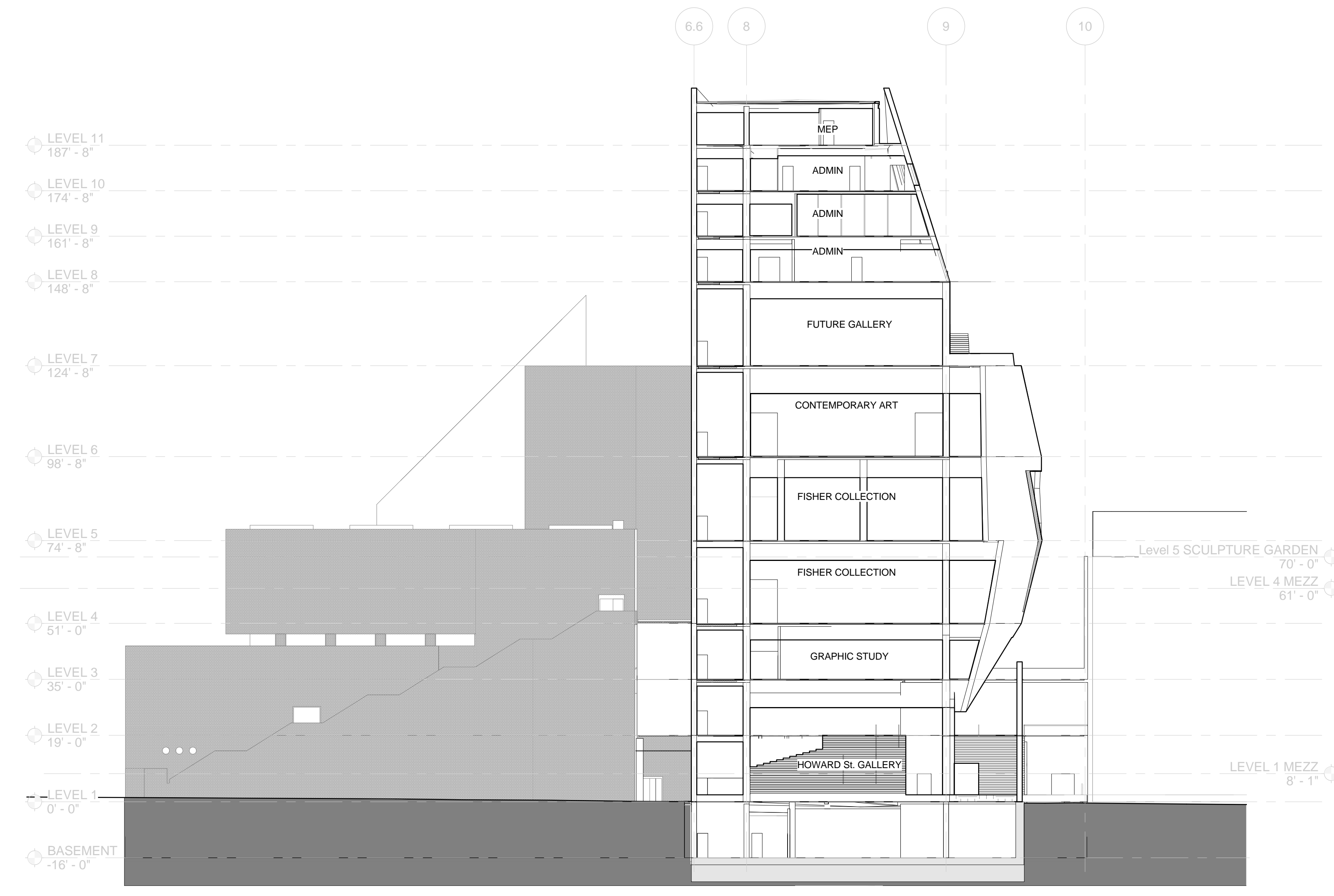
3/32" = 1'-0"



3 BUILDING SECTION—ART COURT & ATRIUM
3/64" = 1'-0"



2 BUILDING SECTION—LOADING ZONE
3/64" = 1'-0"



1 BUILDING SECTION—HOWARD ST GALLERY
3/64" = 1'-0"

PROJECT NAME
SFMOMA EXPANSION



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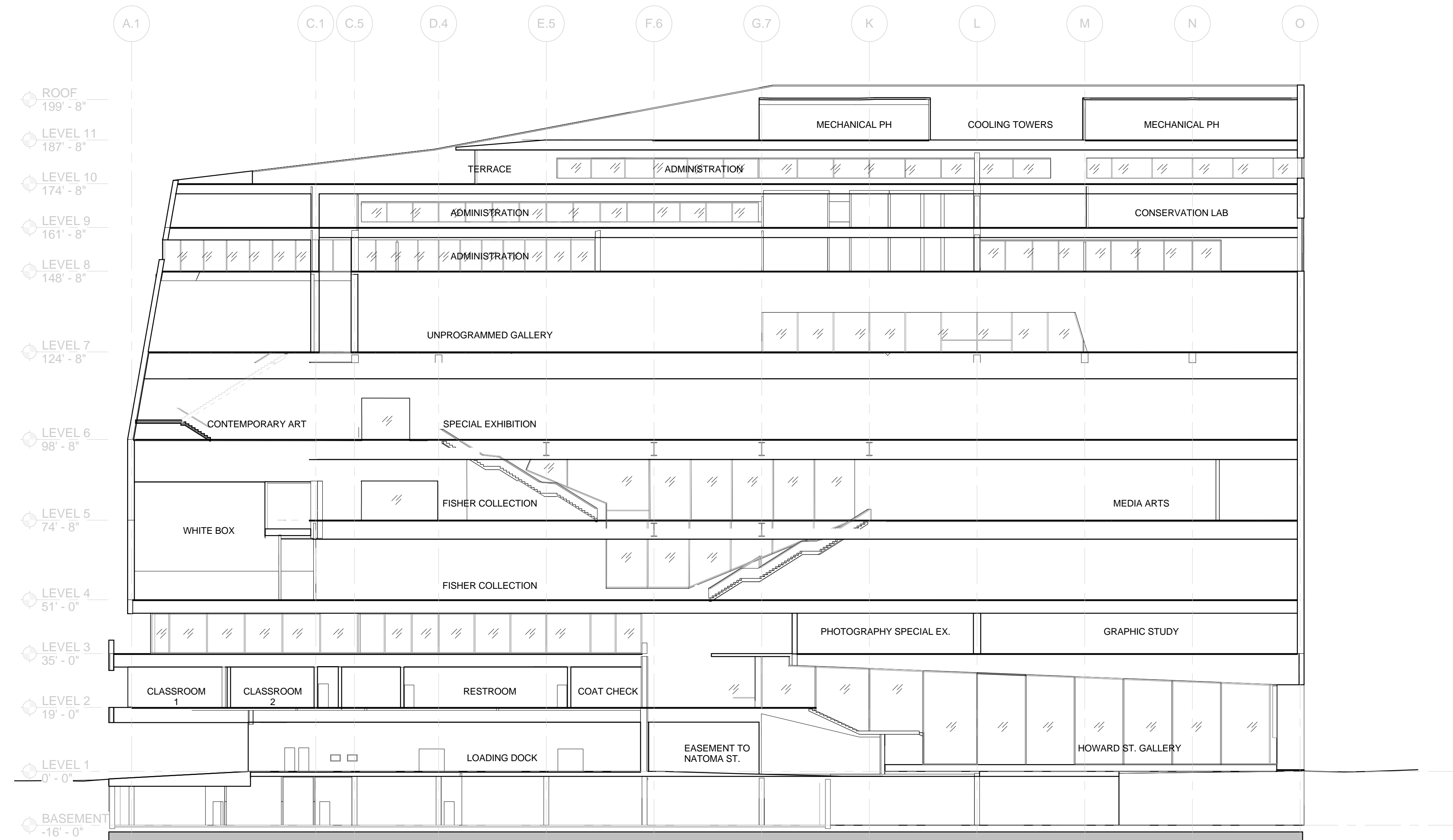
12 DECEMBER 2011

KEY PLAN

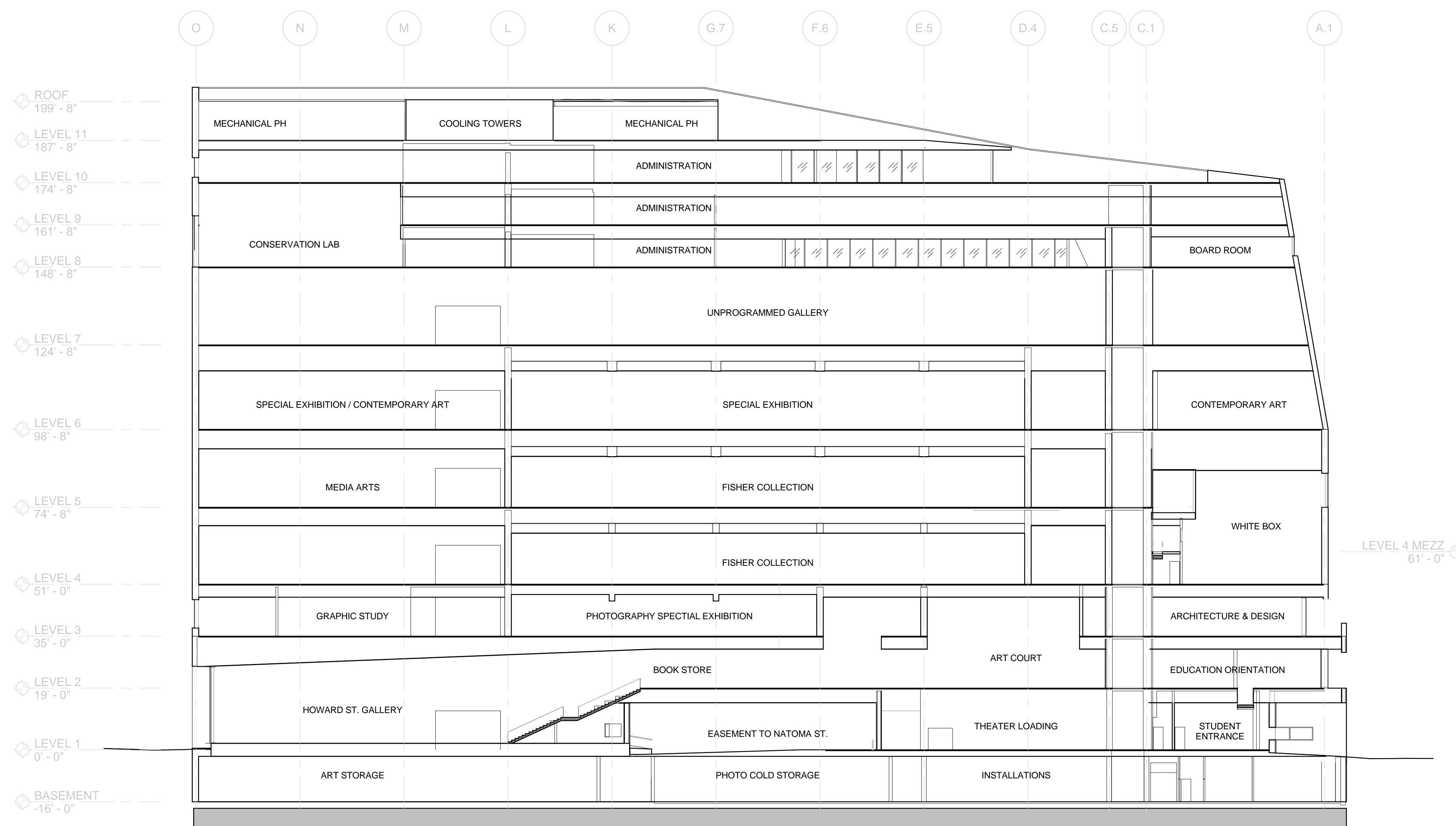
SHEET
BUILDING SECTIONS

A500

PROJECT NUMBER
SNO 201006
EHDD 10-022



2 CITY GALLERY SECTION
3/64" = 1'-0"



1 GALLERY SECTION
3/64" = 1'-0"

PROJECT NAME
SFMOMA EXPANSION



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151 THIRD STREET
SAN FRANCISCO, CALIFORNIA 94103

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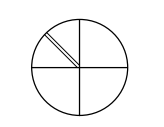
SEALS

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SECTION 309 APPLICATION

12 DECEMBER 2011

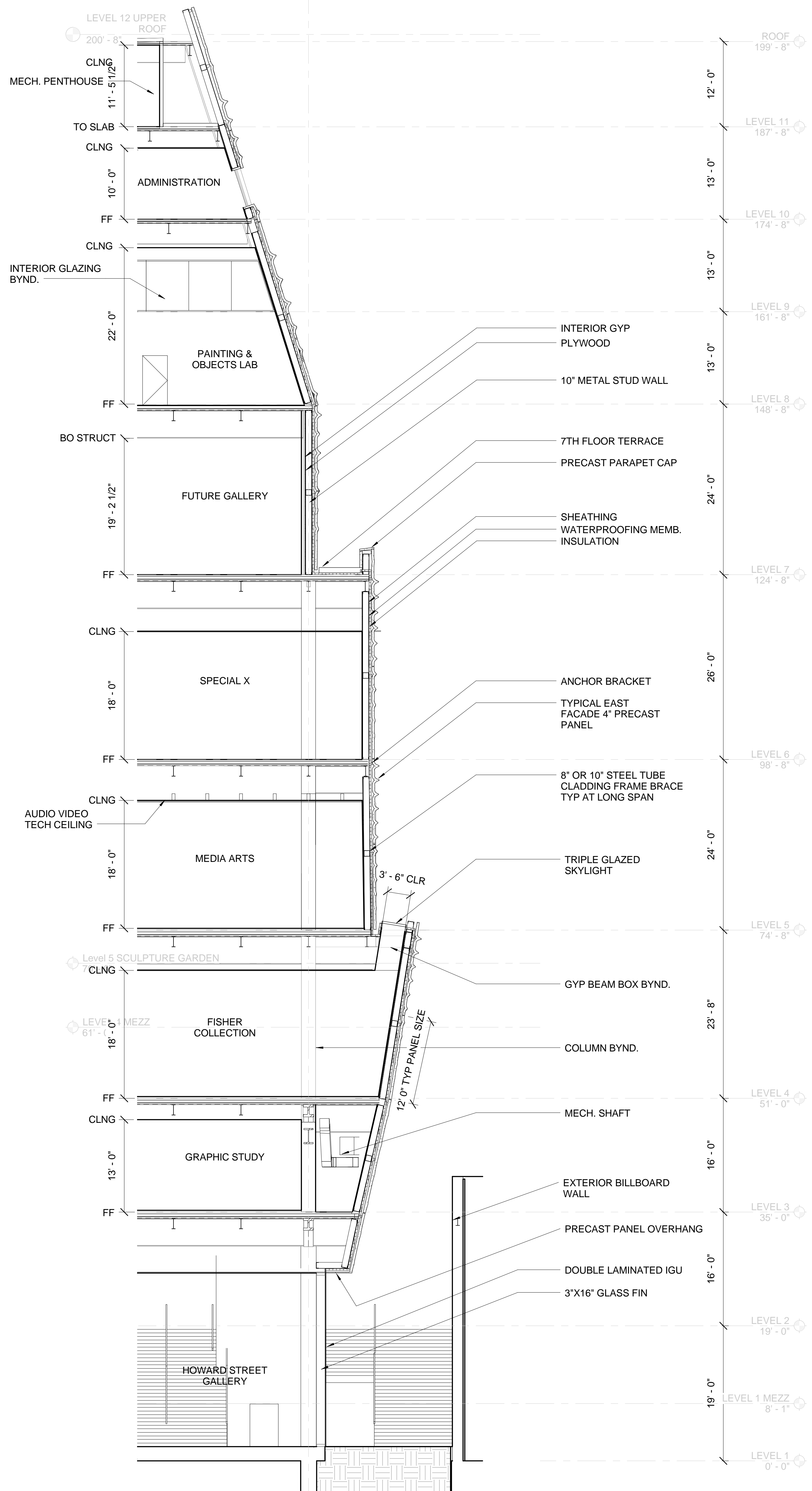
KEY PLAN



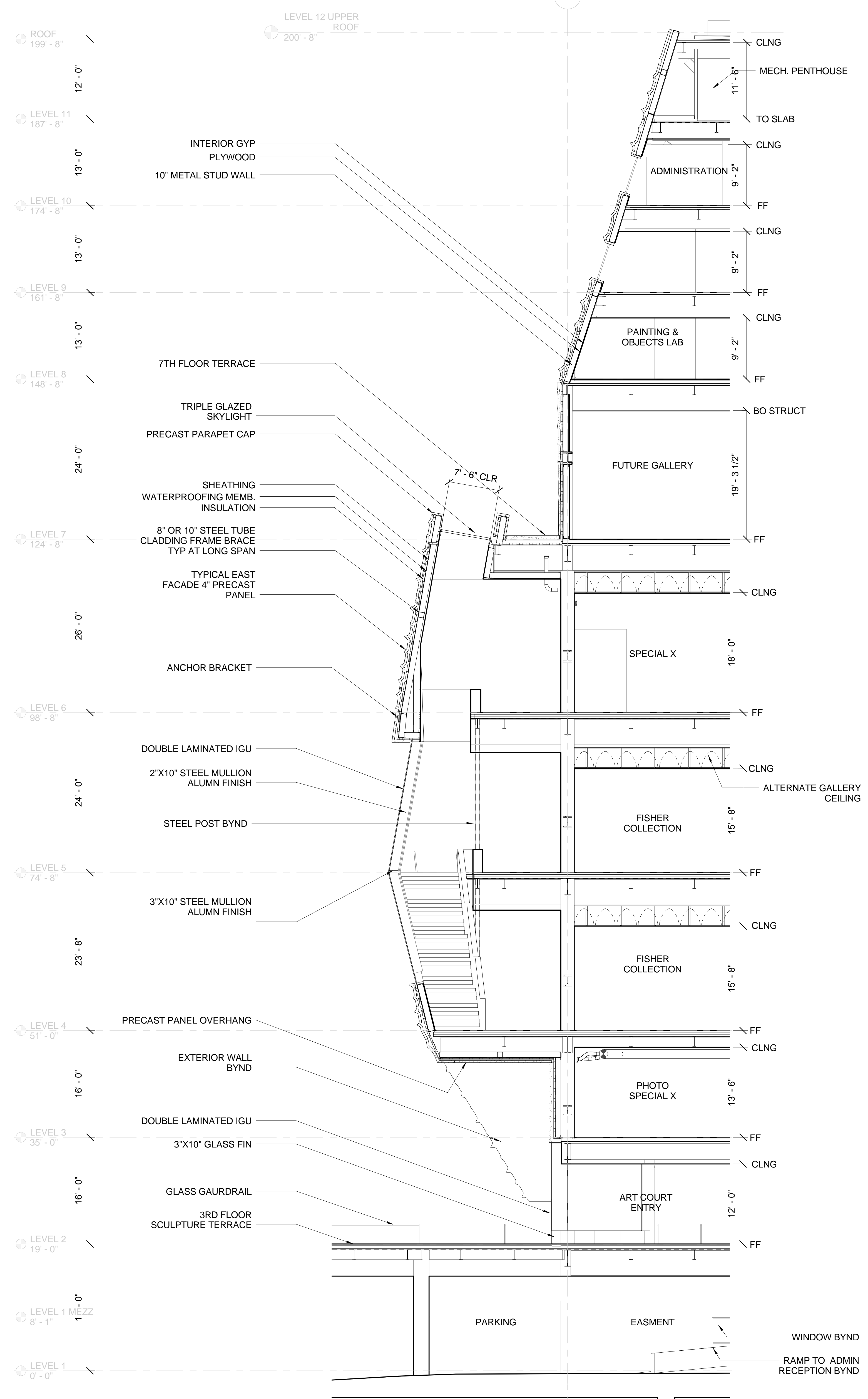
SHEET
BUILDING SECTIONS

A501

PROJECT NUMBER
SNO 201006
EHDD 10-022



1 E-W WALL SECTION THROUGH HOWARD STREET GALLERY
1/8" = 1'-0"



2 WALL SECTION THROUGH NATOMA WINDOW
1/8" = 1'-0"

PROJECT NAME
SFMOMA EXPANSION



SAN FRANCISCO MUSEUM OF MODERN ART
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SEALS

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SECTION 309 APPLICATION

12 DECEMBER 2011

KEY PLAN

SHEET

WALL SECTIONS

A510

PROJECT NUMBER
SNO 201006
EHDD 10-022



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SEALS

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SUBMITTAL
 SECTION 309 APPLICATION

12 DECEMBER 2011

KEY PLAN

SHEET
 EAST ELEVATION

A600

PROJECT NUMBER
 SNO 201006
 EHDD 10-022



1 EAST ELEVATION AT NATOMA ST
 1/16" = 1'-0"



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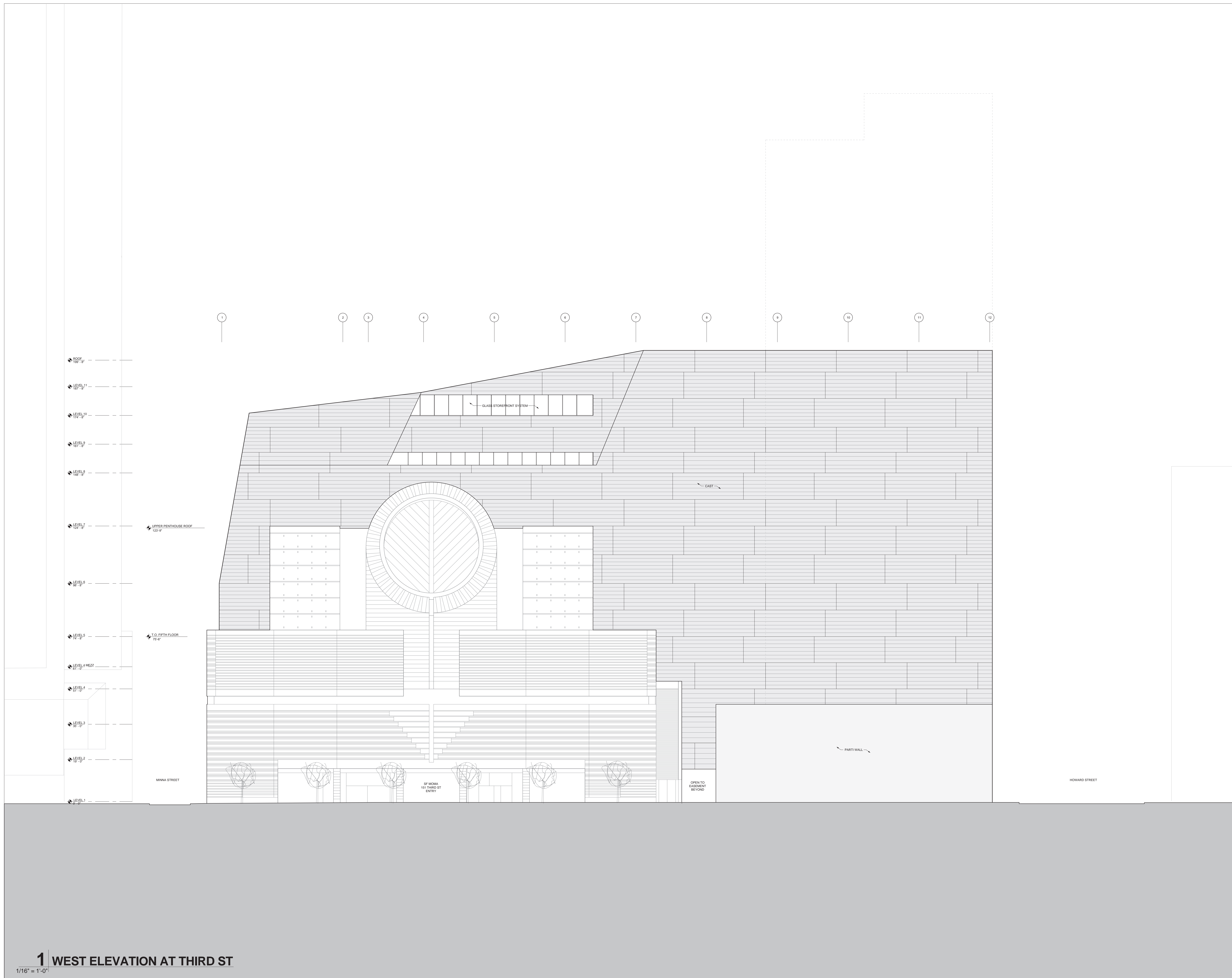
SHEET
 SOUTH ELEVATION

A601

PROJECT NUMBER
 SNO 201006
 EHDD 10-022



1 SOUTH ELEVATION AT HOWARD ST
 1/16" = 1'-0"



1 WEST ELEVATION AT THIRD ST
 1/16" = 1'-0"



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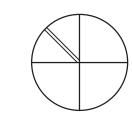
SEALS

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 SECTION 309 APPLICATION

12 DECEMBER 2011

KEY PLAN



SHEET
 NORTH ELEVATION

A603

PROJECT NUMBER
 SNO 201006



1 NORTH ELEVATION AT MINNA ST
 1/16" = 1'-0"

