



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Office Development Authorization

HEARING DATE: AUGUST 9, 2012

Date: July 24, 2012
Case No.: **2011.0895B**
Project Address: **460-462 Bryant Street**
Zoning: MUO (Mixed Use Office)
45-X Height and Bulk District
Block/Lot: 3763/015A (460 Bryant) & 015C (462 Bryant)
Project Sponsor: Reuben & Junius LLP
One Bush Street, Suite 600
San Francisco, CA 94104
Staff Contact: Tara Sullivan – (415) 558-6257
tara.sullivan@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposal is to authorize 54,475 gross square feet of office space pursuant to Planning Code Sections 321, 322, and 842.66, at 460-462 Bryant Street, which will be combined into one office building. The proposal also calls for the installation of eleven off-street parking spaces and two loading spaces, to be accessed through a new garage opening on Stillman Street, and façade alterations on both the Bryant and Stillman Street facades. There is no expansion proposed to the exterior of the buildings.

SITE DESCRIPTION AND PRESENT USE

The project site consists of two legal lots and addresses: 460 Bryant Street (lot 015A) and 462 Bryant Street (015C). Both properties are through lots with facades on Stillman Street and are located on the north side of Bryant Street between 2nd and 3rd Streets. Stillman Street is directly adjacent to the elevated Highway 80. The site is one block north of South Park.

460 Bryant Street is a three-story masonry building constructed in 1907 and was historically known as the Flieshmann Company Wholesale Liquor Building. The building has been included in the *South of Market Area Plan Survey* and given a rating of 5S3 (“Appears to be individually eligible for local listing or designation through survey evaluation”). 462 Bryant Street is a one-story masonry building constructed in 1907 and was historically known as the Hooper & Jennings Wholesale Grocery Building. The building has been included in the *South of Market Area Plan Survey* and was given a rating of 6L (“Determined ineligible for local listing through local government review process; may warrant special consideration in local planning”).

Both buildings have generally served as warehouse uses but have been vacant for several years.

A two-sided general advertising sign is located on the roof of 462 Bryant Street, under separate ownership from the buildings. This sign is in compliance with the City's General Advertising Sign Rules and Regulations as outlined in the Planning Code.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

460-462 Bryant Street is in the northwest portion of the South of Market neighborhood, directly to the south of the elevated Highway 80. South Park is one block to the south of the site, and AT&T Park is two blocks to the south of the site. Stillman Street is a service alley that directly faces Highway 80. The neighborhood is characterized by low-scale former warehouse structures with accessory alleys, and the predominant building heights range from two-to-three stories. Many of the buildings have been converted to office use, and there are several small residential buildings interspersed throughout. There are a variety of uses from office, light industrial, eating and drinking establishments, and residential. The area has undergone considerable new development in the past decade, which is reflected in the building styles and uses.

ENVIRONMENTAL REVIEW

On June 14, 2012, the Planning Department determined that the proposed application was exempt from the environmental review process per Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. Planning Department also prepared a Mitigation Monitoring and Reporting Program (MMRP) setting forth mitigation measures that were identified in the Eastern Neighborhoods Plan EIR that are applicable to the project.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	July 20, 2012	July 18, 2012	22 days
Posted Notice	20 days	July 20, 2012	July 19, 2012	21 days
Mailed Notice	N/A	N/A	July 19, 2012	21 days

The proposal requires a Section 312-neighborhood notification, which was conducted in conjunction with the Office Allocation Authorization notification.

PUBLIC COMMENT

- To date, the Department received no public comment on this project.

ISSUES AND OTHER CONSIDERATIONS

- 460-462 Bryant Street consists of two lots and each lot is 75 feet wide by 155 feet deep. Both buildings have been vacant several years and under various ownership. The proposed project will combine these two buildings for use as one office building, which will take the name of '460 Bryant Street'.

- Office use is permitted as-of-right in the MUO Zoning District.
- The Eastern Neighborhoods Area Plan removed the off-street parking requirements for MUO Districts; however, Section 151.1 up permits up to 7 percent of gross floor area for off-street parking. Therefore, the project is permitted to have up to 4,163 square feet of space devoted to off-street parking. The proposal will create 3,951 square feet of parking in a new below-ground parking area which will be accessed through Stillman Street. Further, Section 152 requires one loading space. The proposal is calling for two loading spaces.
- Planning Code Section 155.4 states that commercial buildings with major alterations must install twelve spaces devoted to bicycle parking. In addition, Planning Code Section 155.3 requires that there be four showers and eight lockers provided on site for employees and/or tenants. The proposal at 460-462 Bryant Street is proposing twelve bicycle spaces, forty-eight wall-mounted bicycle racks, four showers and eight locker spaces.
- One square foot of open space is required for every 50 square feet of non-residential space being authorized under this application. 1,003 gross square feet of open space is required. Under Section 307(h) of the Planning Code, the Zoning Administrator may waive the non-residential open space requirement. An open space fee shall be paid in lieu of the requirements. The proposed project will meet the open space requirement through the payment of this fee.
- Projects that have the addition/conversion of 25,000 square feet in MUO Districts are required to meet the Transportation Management Program. This program must be executed with the Planning Department prior to the issuance of the first temporary certificate of occupancy.
- The table below shows the estimated amount of each fee due for the new 59,475 square feet of office space proposed as of the date of this report.

FEE TYPE	AMOUNT DUE
Open Space In-Lieu (\$80.82 s/f open space)	\$81,062
Transit Impact Development (\$2.41 s/f) ¹	\$143,334
Jobs-Housing Linkage (\$6.49 s/f)	\$385,992
Child Care (\$1.06 s/f)	\$63,043
Eastern Neighborhoods (\$3.18 s/f)	\$189,130
TOTAL	\$862,563

Please note that these fees are subject to change between Planning Commission approval and approval of the associated Building Permit Application, as based upon the annual updates managed by the Development Impact Fee Unit of the Department of Building Inspection.

¹ This fee is an estimate and the final fee shall be determined in consultation with SFMTA.

- As of June 20, 2012, there is currently 3,758,749 square feet of Large Cap office space available under the Section 321 office allocation program.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must authorize the allocation of office space for the proposed 54,475 gross square foot office project per Planning Code Sections 321, 322 and 842.66.

BASIS FOR RECOMMENDATION

The Department believes this project is necessary and/or desirable for the following reasons:

- Office use is permitted at 460-462 Bryant Street as-of-right in the MUO District of the Planning Code.
- The two buildings are currently vacant and have been vacant for several years. They are both in a deteriorated condition and the proposal to combine them into one office building will enable them to be brought back to Code-complying conditions.
- 460 Bryant Street has been identified as a historic resource pursuant to CEQA. The proposed project will rehabilitate this structure and meets the *Secretary of the Interior Standards for the Treatment of Historic Properties*.
- The entrance for the proposed off-street parking and loading spaces is located on Stillman Street, a secondary street which will remove these vehicles from entering and exiting on Bryant Street.
- The Project represents an allocation of less than four percent of the Large Cap office space currently available for allocation.
- The new office space may significantly increase the number of employees in the building and will help increase economic activity in the neighborhood.
- At current rates, the project will produce approximately \$1,413,034 in fees that will benefit the community and City.
- The Project is consistent with the Planning Code and General Plan.

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Motion

Maps, including zoning and block book maps

Photographs

Project Sponsor Submittal, including plans, photographs, and specifications

Attachment Checklist

- | | |
|---|---|
| <input 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 type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | <input type="checkbox"/> Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Sanborn Map | <input type="checkbox"/> RF Report |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Community Meeting Notice |
| <input checked="" type="checkbox"/> Context Photos | <input type="checkbox"/> Inclusionary Affordable Housing Program:
Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos | <input type="checkbox"/> Zoning Administrator Action Memo |

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

Planner's Initials

Parcel Map

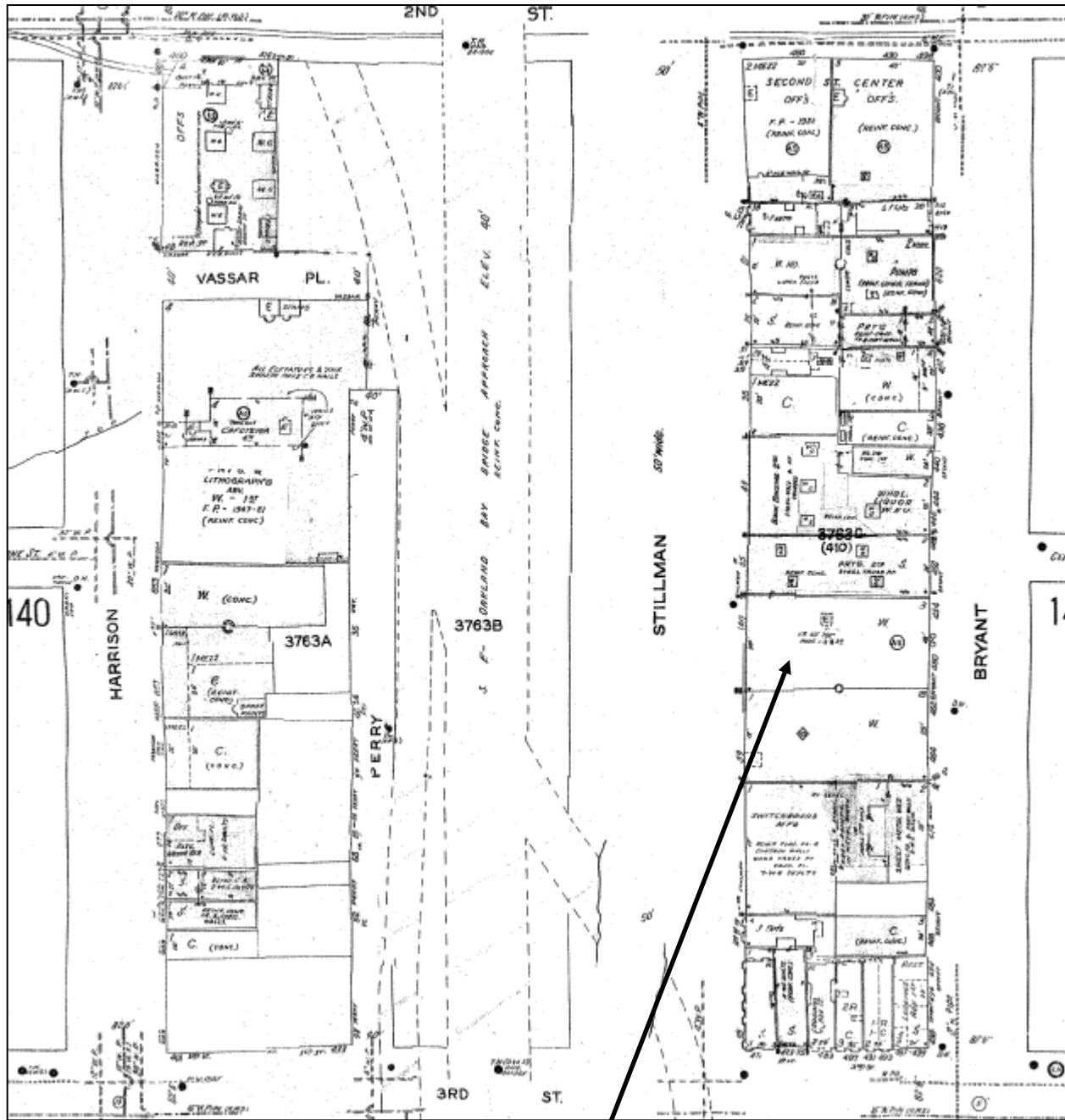


SUBJECT PROPERTY



Office Allocation Authorization
Case Number 2011.0895B
460-462 Bryant Street

Sanborn Map*



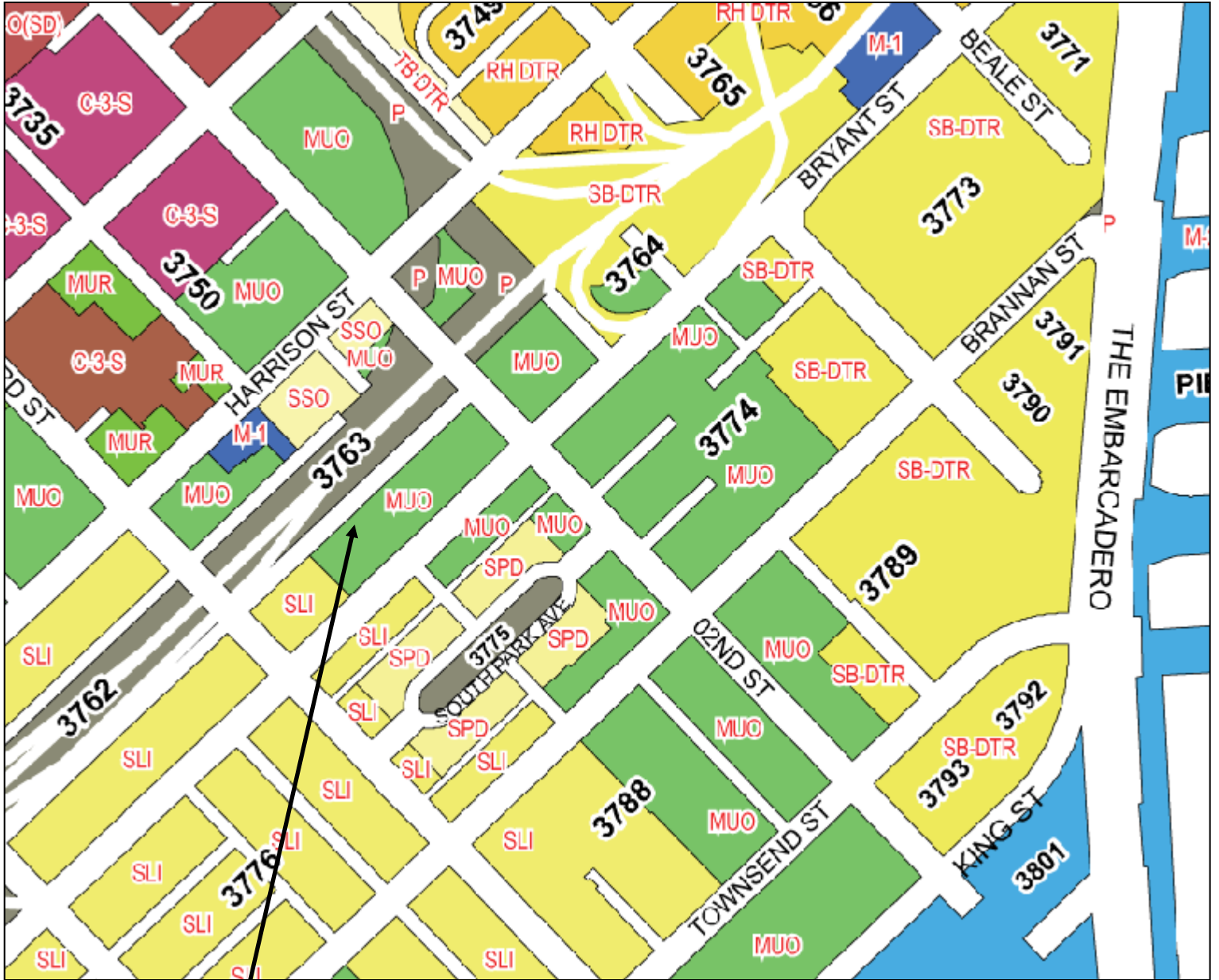
SUBJECT PROPERTY



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

Office Allocation Authorization
Case Number 2011.0895B
460-462 Bryant Street

Zoning Map



SUBJECT PROPERTY



Office Allocation Authorization
Case Number 2011.0895B
460-462 Bryant Street

Site Photo



460 Bryant Street facade

Office Allocation Authorization
Case Number 2011.0895B
460-462 Bryant Street

Site Photo



462 Bryant Street facade

Office Allocation Authorization
Case Number 2011.0895B
460-462 Bryant Street

Site Photo



Stillman Street facades

Office Allocation Authorization
Case Number 2011.0895B
460-462 Bryant Street



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|---|--|
| <input type="checkbox"/> Inclusionary Housing (Sec. 315) | <input type="checkbox"/> First Source Hiring (Admin. Code) |
| <input checked="" type="checkbox"/> Jobs Housing Linkage Program (Sec. 313) | <input checked="" type="checkbox"/> Child Care Requirement (Sec. 314) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 139) | <input checked="" type="checkbox"/> Other (Eastern Neighborhoods-Sec. 423 & 426) |
| <input checked="" type="checkbox"/> Transit Impact Development Fee (Admin Code) | |

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Planning Commission Draft Motion

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Recommendation: **Approval with Conditions**

ADOPTING FINDINGS APPROVING ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2011-2012 ANNUAL OFFICE-DEVELOPMENT LIMITATION PROGRAM FOR A PROPOSED PROJECT LOCATED AT 460-462 BRYANT STREET, WHICH WILL BE COMBINED INTO ONE BUILDING, THAT WOULD AUTHORIZE OF 59,475 GROSS SQUARE FEET OF OFFICE USE AT THE SITE, PURSUANT TO PLANNING CODE SECTIONS 321, 322, AND 842.66 ON ASSESSOR'S BLOCK 3763, LOTS 015A & 015C IN THE MUO (MIXED USE OFFICE) DISTRICT AND THE 45-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On August 18, Reuben & Junius LLP, on behalf of Sierra Maestra Properties (hereinafter "Project Sponsor") filed Application No. 2011.0895B (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Allocation Authorization to establish 59,475 gross square feet of office use at 460-462 Bryant Street, which will be combined into one building. The proposal also calls for the installation of eleven off-street parking spaces and two loading spaces, to be accessed through a new garage opening on Stillman Street, and façade alterations on both the Bryant and Stillman Street facades. There is no expansion proposed to the exterior of the buildings.

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Eastern Neighborhoods Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on April 5, 2007, by Motion No. 17406, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., (hereinafter "CEQA")). The certification of the EIR was upheld on appeal to the Board of Supervisors at a public hearing on June 19, 2007. The Commission has reviewed the Final EIR, which has been available for this Commission's review as well as public review.

The Eastern Neighborhoods EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a proposed project, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the Eastern Neighborhoods Plan, the Commission adopted CEQA Findings in its Motion No. 17661 and hereby incorporates such Findings by reference.

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

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of CEQA, on June 14, 2012, the Department determined that the proposed application was exempt from the environmental review process per Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP) setting forth mitigation measures that were identified in the Eastern Neighborhoods Plan EIR that are applicable to the project. These mitigation measures reduce all potential significant impacts to less than significant levels, and are set forth in their entirety in the MMRP attached to the draft Motion as Exhibit C.

On August 9, 2012, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Office Allocation Application No. 2011.0895B.

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

MOVED, that the Commission hereby authorizes the Office Allocation requested in Application No. 2011.0895B, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project site consists of two legal lots and addresses: 460 Bryant Street (lot 015A) and 462 Bryant Street (015C). Both properties are through lots with facades on Stillman Street and are located on the north side of Bryant Street between 2nd and 3rd Streets. Stillman Street is directly adjacent to the elevated Highway 80, and the site is one block north of South Park. The property zoned MOU (Mixed-Use Office) with a 45-X height and bulk limit.

460 Bryant Street is a three-story masonry building constructed in 1907 and was historically known as the Flieshmann Company Wholesale Liquor Building. The building has been included in the *South of Market Area Plan Survey* and given a rating of 5S3 ("Appears to be individually eligible for local listing or designation through survey evaluation"). 462 Bryant Street is a one-story masonry building constructed in 1907 and was historically known as the Hooper & Jennings Wholesale Grocery Building. The building has been included in the *South of Market Area Plan Survey* and was given a rating of 6L ("Determined ineligible for local listing through local government review process; may warrant special consideration in local planning").

Both buildings have generally served as warehouse uses but have been vacant for several years.

A two-sided general advertising sign is located on the roof of 462 Bryant Street, under separate ownership from the buildings. This sign is in compliance with the City's General Advertising Sign Rules and Regulations as outlined in the Planning Code.

3. **Surrounding Properties and Neighborhood.** 460-462 Bryant Street is in the northwest portion of the South of Market neighborhood, directly to the south of the elevated Highway 80. South Park is one block to the south of the site, and AT&T Park is two blocks to the south of the site. Stillman Street is a service alley that directly faces Highway 80. The neighborhood is

characterized by low-scale former warehouse structures with accessory alleys, and the predominant building heights range from two-to-three stories. Many of the buildings have been converted to office use, and there are several small residential buildings interspersed throughout. A variety of uses from office, light industrial, eating and drinking establishments, and residential are located in the vicinity. The area has undergone considerable new development in the past decade, which is reflected in the building styles and uses.

4. **Project Description.** The proposal is to authorize 59,475 gross square feet of office space pursuant to Planning Code Sections 321, 322, and 842.66, at 460 – 426 Bryant Street, which will be combined into one office building. The proposal also calls for the installation of eleven off-street parking spaces and two loading spaces, to be accessed through a new garage opening on Stillman Street, and façade alterations on both the Bryant and Stillman Street facades. There is no expansion proposed to the exterior of the buildings.
5. **Public Comment.** The Department received no public comment on this project.
6. **Planning Code Compliance.** The Commission finds and determines that the Project is consistent with the relevant provisions of the Code in the following manner:

- A. **Open Space.** Section 135.3 requires conversions to new office space in Eastern Neighborhoods Mixed Use Districts to provide and maintain usable open space for that new office space at a ratio of one square foot per 50 square feet of new office space, and/or pay an in-lieu fee. The project proposes 59,475 square feet of new office space and is required to have 1,003 square feet of open space.

The proposed project is required to have 1,003 square feet of open space. Under Planning Code Section 307(h) the Zoning Administrator has waived the non-residential open space requirement. Accordingly, the proposed project will meet the open space requirement through the payment of an in lieu fee.

- B. **Street Trees.** Section 138.1 requires conversions to new office space in Eastern Neighborhoods provide street trees at a ratio of one street tree for every 20 feet of street frontage.

The proposed project is required to install street trees along the Bryant and Stillman Street property lines. The proposal calls for a total of sixteen street trees, with eight trees on each façade.

- C. **Parking.** Section 151 does not require any off-street parking in the MUO District, and provides maximum parking amounts based on land use type. Section 151.1 permits up to seven percent of gross floor area for off-street parking.

460-462 Bryant Street is permitted to have up to 4,163 square feet devoted to off-street parking. The project will create 3,951 square feet of parking, or approximately 11 individual spaces, in a new below-ground parking area which will be accessed through Stillman Street.

- D. **Loading.** Section 152.1 requires certain amounts of off-street freight loading spaces based on the type and size of uses in a project. The proposed project is required to provide one loading space.

The proposed project is proposing two off-street loading spaces in the new below-ground parking area which will be accessed through Stillman Street.

- E. **Bicycle Parking, Showers & Lockers.** Planning Code Section 155.4 states that commercial buildings with major alterations must install twelve spaces devoted to bicycle parking. In addition, Planning Code Section 155.3 requires that there be four showers and eight lockers provided on site for employees and/or tenants.

460-462 Bryant Street will provide twelve bicycle spaces, forty-eight wall-mounted bicycle racks, four showers and eight locker spaces.

- F. **Transportation Management Program.** Projects that have the addition/conversion of 25,000 square feet of space in MUO Zoning Districts are required to meet the Transportation Management Program. This program must be executed with the Planning Department prior to the issuance of the first Temporary Certificate of Occupancy.

460-462 Bryant Street will provide their Transportation Management Program to the Planning Department for review and both parties will enter into an agreement and record this Program prior to the issuance of the first Temporary Certificate of Occupancy.

- G. **Development Fees.** The Project is subject to the following four fees: 1) Transit Impact Development Fee per Planning Code Section 411; 2) Jobs-Housing Linkage Fee per Planning Code Section 413; 3) Child Care Fee per Section 414; and 4) Eastern Neighborhoods Community Impact Fee per Planning Code Section 423.

The Project Sponsor shall pay the appropriate Transit Impact Development, Jobs-Housing Linkage, Child Care, and Eastern Neighborhoods Community Impact fees, pursuant to Planning Code Sections 411, 413, 414, and 423, at the appropriate stage of the building permit application process.

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

I. APPORTIONMENT OF OFFICE SPACE OVER THE COURSE OF THE APPROVAL PERIOD IN ORDER TO MAINTAIN A BALANCE BETWEEN ECONOMIC GROWTH

ON THE ONE HAND, AND HOUSING, TRANSPORTATION AND PUBLIC SERVICES, ON THE OTHER.

460-462 Bryant Street has been vacant for many years. Previous uses at these buildings have been warehouse and light-industrial uses. The allocation of 59,475 square feet for office use will allow these two buildings to be combined and rehabilitated. Office space is currently in high demand in this portion of San Francisco and there is insufficient supply, thus causing many businesses to locate elsewhere in the City or in the surrounding region. The project will not impact public transportation; rather, the increase of office tenants and employees will promote the use of public transportation and increase ridership. There is currently more than 3.7 million gross square feet of available "Large Cap" office space in the San Francisco, thus the allocation of 59,475 square feet will not deplete the amount available. Additionally, the Project is subject to various development fees that will benefit the surrounding community. Therefore, the Project will help maintain the balance between economic growth, housing, transportation and public services.

II. THE CONTRIBUTION OF THE OFFICE DEVELOPMENT TO, AND ITS EFFECTS ON, THE OBJECTIVES AND POLICIES OF THE GENERAL PLAN.

The Project is consistent with the General Plan, as outlined in Section 8 below.

III. THE QUALITY OF THE DESIGN OF THE PROPOSED OFFICE DEVELOPMENT.

The proposal calls for the allocation of 59,475 square feet of office space to 460-462 Bryant Street. 460 Bryant Street was constructed in 1907 and given a rating of 5S3 in the South of Market Area Plan Survey ("Appears to be individually eligible for local listing or designation through survey evaluation"). 462 Bryant Street was constructed in 1907 and given a rating of 6L in the South of Market Area Plan Survey ("Determined ineligible for local listing through local government review process; may warrant special consideration in local planning"). Currently the buildings are in a deteriorated condition and the proposed project will rehabilitate these two structures, including removing accumulated exterior fixtures such as electrical conduits, signage mounting, and non-historic fire escapes. The historic masonry will be cleaned and repaired and the historic multi-pane wood windows will be replaced in-kind (same material, configuration, operation, profiles, and details). There are minimal changes to the historic structure at 460 Bryant Street and the project has been designed so that both the main building entrance and the off-street parking entrance is located on the non-historic structure at 462 Bryant Street. In sum, the proposed project meets the Secretary of the Interior's Standards for the Treatment of Historic Properties and is designed in a manner that is compatible with the surrounding neighborhood.

IV. THE SUITABILITY OF THE PROPOSED OFFICE DEVELOPMENT FOR ITS LOCATION, AND ANY EFFECTS OF THE PROPOSED OFFICE DEVELOPMENT SPECIFIC TO THAT LOCATION.

- a) Use. *The Project is within the MUO (Mixed Use Office) Zoning District, which permits office uses as-of-right. The surrounding neighborhood consists of a variety of uses but office*

uses are prevalent. This portion of San Francisco has a low supply of office space and a high demand for this use. The allocation of 59,475 square feet of office space is compatible with the adjacent neighborhood.

- b) Transit Accessibility. *460-462 Bryant Street is well served by public transportation. The CalTrain station is located three blocks to the south at Fourth Street, and the MUNI T-Third Street line runs along King Street two blocks to the south of the site, and the Montgomery Street BART Station is five blocks to the north of the site. In addition, the Central Subway is proposed along Fourth Street, one block to the west. Further, as a part of this approval, the Project Sponsor will have a Transportation Management Program which will further assist with service to regional transit facilities in San Francisco.*
- c) Open Space Accessibility. *The Planning Code requires 1,003 square feet of open space at 460-462 Bryant Street. However, because 460 Bryant has been identified as a historic resource in the South of Market Area Plan survey and due to the small scale of the adjacent 462 Bryant Street, it is not feasible to provide the required open space on-site. The Project Sponsor will pay the in-lieu open space fees to the City. In addition, open space is located close to the site, as South Park is located one block to the south and the Embarcadero is three blocks to the east.*
- d) Urban Design. *Currently both 460-462 Bryant Street are in a deteriorated condition and the proposed project will rehabilitate these two structures as detailed above. The project will improve this portion of Bryant Street by updating and revitalizing the two buildings. The project is well designed and is compatible with the surrounding warehouse structures. The proposed project meets the Secretary of the Interior's Standards for the Treatment of Historic Properties and is designed in a manner that is compatible with the surrounding neighborhood.*
- e) Seismic Safety. *The proposed project will include seismic upgrades that will meet the requirements outlined by the Building Code, thus bringing these two buildings into seismic compliance.*

V. THE ANTICIPATED USES OF THE PROPOSED OFFICE DEVELOPMENT IN LIGHT OF EMPLOYMENT OPPORTUNITIES TO BE PROVIDED, NEEDS OF EXISTING BUSINESSES, AND THE AVAILABLE SUPPLY OF SPACE SUITABLE FOR SUCH ANTICIPATED USES.

- a) Anticipated Employment Opportunities. *The Project includes a total of 59,475 gross square feet of new office space. This new office use will attract a variety of tenants ranging from technology and telecommunication companies, and other general office uses. Office space is currently in high demand in this portion of San Francisco and there is insufficient supply, thus causing many businesses to locate elsewhere in the City or in the surrounding region. The allocation of 59,475 square feet of office space at 460-462 Bryant Street will provide the needed space and will provide employment opportunities in San Francisco.*

b) Needs of Existing Businesses. 460-462 Bryant Street will supply 59,475 square feet of office space in the northern SoMa neighborhood. This area has become a popular location for technology companies and emerging businesses. 460-462 Bryant will be able to provide office space to smaller companies looking to locate in San Francisco. The allocation of office space at 460-462 Bryant Street will allow for the maximum use of the site and attract additional like-minded businesses to the neighborhood. In contrast to Downtown, office rents in this area are generally lower and provide valuable space for smaller and/or younger businesses. Since office space is relatively limited in this neighborhood, due to its mixed use character, an overconcentration of office use is unlikely, and the area will continue to provide a vibrant mix of uses.

c) Availability of Space Suitable for Anticipated Uses.

460-462 Bryant Street has the ability to provide a modest amount of office space for emerging businesses. This area has become a popular location for technology companies and emerging businesses. The allocation of office space will allow for the maximum use of the site and attract additional like-minded businesses to the neighborhood. The project will provide quality office space that is suitable for a variety of office uses.

VI. THE EXTENT TO WHICH THE PROPOSED DEVELOPMENT WILL BE OWNED OR OCCUPIED BY A SINGLE ENTITY.

The building will not be owner-occupied. The owner will lease the office space to one or more office tenants.

VII. THE USE, IF ANY, OF TRANSFERABLE DEVELOPMENT RIGHTS ("TDR's") BY THE PROJECT SPONSOR.

The Project does not include any Transfer of Development Rights.

7. **Section 101.1 Priority Policy Findings.** Section 101.1(b)(1-8) establishes Eight Priority Planning Policies and requires review of permits for consistency with said policies.

The Commission finds and determines that the Project is consistent with the eight priority policies, for the reasons set forth below.

a) That Existing Neighborhood-Serving Retail Uses be Preserved and Enhanced and Future Opportunities for Resident Employment in and Ownership of Such Businesses Enhanced.

The proposed project at 460-462 Bryant Street does not include any retail uses. However, the immediate neighborhood is well served by neighborhood-serving uses, which serves the adjacent residential and mixed uses. The addition of 59,475 square feet of office space will increase the demand for neighborhood-serving retail use in the surrounding neighborhood.

- b) That Existing Housing and Neighborhood Character be Conserved and Protected in Order to Preserve the Cultural and Economic Diversity of Our Neighborhoods.

The Project falls in the Eastern Neighborhoods Plan Area, which was implemented in 2009. As a result, the neighborhood has seen the development of residential units mingled with retail, eating and drinking, and office uses. South Park, AT&T Park, and the CalTrans Station are all in close proximity to 460-462 Bryant Street. All of these uses provide a diverse cultural and economic base for the neighborhood and San Francisco. As such, an overconcentration of office use is unlikely, and the area will continue to provide a vibrant mix of uses.

- c) The City's Supply of Affordable Housing be Preserved and Enhanced.

There is no existing affordable or market-rate housing at 460-462 Bryant Street. The applicant will contribute fees to the Jobs-Housing Linkage Program. Therefore, the Project is consistent with this priority policy.

- d) That Commuter Traffic not Impede Muni Transit Service or Overburden our Streets or Neighborhood Parking.

460-462 Bryant Street is well served by public transit. The CalTrain station is located three blocks to the south at Fourth Street, and the MUNI T-Third Street line runs along King Street two blocks to the south of the site, and the Montgomery Street BART Station is five blocks to the north of the site. In addition, the Central Subway is proposed to be located one block to the west of the site, along Fourth Street. Further, as a part of this approval, the Project Sponsor will have a Transportation Management Program which will further assist with service to regional transit facilities in San Francisco.

- 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 proposal to authorize 59,475 square feet of office space at 460-462 Bryant Street will not demolish any industrial or service sector uses. Further, this allocation will provide or an increase local resident employment and demand for new neighborhood-serving businesses in the area.

- f) That the City Achieve the Greatest Possible Preparedness to Protect Against Injury and Loss of Life in an Earthquake.

The Project will not create any new space that does not meet current seismic safety standards.

- g) That Landmarks and Historic Buildings be Preserved.

460 Bryant Street was constructed in 1907 and given a rating of 5S3 in the South of Market Area Plan Survey ("Appears to be individually eligible for local listing or designation through survey evaluation"). 462 Bryant Street was constructed in 1907 and given a rating of 6L in the South of Market Area Plan Survey ("Determined ineligible for local listing through local government review process; may warrant special consideration in local planning"). Currently the buildings are in a

deteriorated condition and the proposed project will rehabilitate these two structures. There are minimal changes proposed for the historic structure at 460 Bryant Street and the project has been designed so that both the main building entrance and the off-street parking entrance is located on the non-historic structure at 462 Bryant Street. In sum, the proposed project meets the Secretary of the Interior's Standards for the Treatment of Historic Properties and is designed in a manner that is compatible with the surrounding neighborhood. Lastly, there are no exterior alterations as a part of this proposal and it will not impact any Landmarks or historic buildings in the vicinity.

- h) That our Parks and Open Space and their Access to Sunlight and Vistas be Protected from Development.

The proposed Project does not include any expansion of the buildings, and there will be no impact to parks, open space, access to sunlight, or vista views.

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

COMMERCE AND INDUSTRY
Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.3:

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

OBJECTIVE 2:

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

Policy 2.1:

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

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.4:

Assist newly emerging economic activities.

The proposal to authorize 59,475 square feet of office space at 460-462 Bryant Street meets the goals of the Commerce Element. It will allow for new office tenants to locate to this area and will serve San Francisco's needs for providing new office space. In addition, this portion of the City has been a focus of new plan areas and development, and the proposal to authorize office space at 460-462 Bryant Street is in keeping with these area plans while promoting new economic activity and businesses. It will enable the site and the neighborhood to retain and attract new office tenants. Lastly, authorization of the office space will result in the collection of significant development fees that will benefit the community and would not otherwise be required.

EAST SOMA AREA PLAN
Objectives and Policies

OBJECTIVE 1.1:

ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER.

Policy 1.1.2:

Encourage small flexible, office space throughout East SoMa and encourage larger office in the 2nd Street Corridor.

OBJECTIVE 1.4:

SUPPORT A ROLE FOR "KNOWLEDGE SECTOR" BUSINESSES IN EAST SOMA.

Policy 1.4.3:

Continue to allow larger research and development office-type uses that support the Knowledge Sector in the 2nd Street Corridor.

The authorization of 59,475 square feet of office space at 460-462 Bryant Street is in keeping with the East SoMa Area Plan. It will continue to contribute to the mixed use character of this portion of San Francisco, and is close to the Second Street Corridor, which is a focus of high-tech office development. Further, the authorization of office use will allow additional 'knowledge sector' businesses to locate in the neighborhood. Lastly, authorization of the office space will result in the collection of significant development fees that will benefit the community and would not otherwise be required.

9. The Project is consistent with and would promote the general and specific purposes of the Planning 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.
10. The Commission finds that granting the Office Authorization in this case would promote the public welfare, convenience and necessity of the City for the reasons set forth above.

Motion No. XXXXX
Hearing Date: August 9, 2012

CASE NO 2011.0895B
460-462 Bryant Street

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Office Development Application No. 2011.0895B** subject to the conditions attached hereto as Exhibit A, which is incorporated herein by reference as though fully set forth, in general conformance with the plans stamped Exhibit B and dated August 9, 2012, on file in Case Docket No. 2011.0895B.

The Planning Commission has reviewed and considered the FMND and the record as a whole and finds that there is no substantial evidence that the Project will have a significant effect on the environment with the adoption of the mitigation measures contained in the FMRP to avoid potentially significant environmental effects associated with the Project, and hereby adopts the FMND.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 321 and 322 Office-Space Allocation to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on August 9, 2012.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: August 9, 2012

EXHIBIT A

AUTHORIZATION

This authorization is for and Office Allocation Authorization to establish 59,475 gross square feet of office use at 460-462 Bryant Street, located at Block 3763, Lots 015A (460 Bryant) & 015C (462 Bryant), pursuant to Planning Code Section(s) **321, 322, and 842.66** within the **MUO** District and a **45-X** Height and Bulk District; in general conformance with plans, dated **August 9, 2012**, and stamped "EXHIBIT B" included in the docket for Case No. **2011.0895B** and subject to conditions of approval reviewed and approved by the Commission on **August 9, 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 **August 9, 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 Office Development authorization.

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 Office Development 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 eighteen months 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 perform said tenant improvements 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

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

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

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

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

PROVISIONS

Transportation Management Program. Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project. The Project Sponsor will provide their Transportation Management Program to the Planning Department for review and both parties will enter into an agreement and record this Program prior to the issuance of the first Temporary Certificate of Occupancy.

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

Eastern Neighborhoods Payment in case of variance or exception. Pursuant to Planning Code Section 426 (formerly Section 135.3), in the Eastern Neighborhoods Mixed Use Districts, should an exception from non-residential usable open space requirements be granted by the Zoning Administrator pursuant to Section 307(h), the Project Sponsor shall pay a fee in accordance with Article 4.

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

Transit Impact Development Fee. Pursuant to Planning Code Sections 411 (formerly Chapter 38 of the Administrative Code) and 179.1(g), 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

Jobs Housing Linkage. Pursuant to Planning Code Sections 413 (formerly 313) and 179.1(g), the Project Sponsor shall contribute to the Jobs-Housing Linkage Program (JHLP). The calculation shall be based on the net addition of gross square feet of each type of space to be constructed as set forth in the permit plans. The Project Sponsor shall provide evidence that this requirement has been satisfied to the Planning Department prior to the issuance of the first site or building permit by the Department of Building Inspection.

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

Childcare Requirements for Office and Hotel Development Projects. Pursuant to Section 414 (formerly 314), the Project Sponsor shall pay the in-lieu fee as required. The net addition of gross floor area subject to the fee shall be determined based on drawings submitted with the Building Permit Application.

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

Eastern Neighborhoods Infrastructure Impact Fee. Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4.

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

Street Trees. Pursuant to Planning Code Section 138, 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 Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

Bicycle Parking. Pursuant to Planning Code Sections 155.1 and 155.4., the Project shall provide no fewer than 12 Class 1 or Class 2 bicycle parking spaces.

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

Showers and Clothes Lockers. Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than 4 showers and 8 clothes lockers.

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

Parking Maximum. Pursuant to Planning Code Section 151.1, the Project shall provide no more than 4,163 square feet dedicated to off-street parking.

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

Off-street Loading. Pursuant to Planning Code Section 152, the Project will provide no fewer than one off-street loading space.

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

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

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



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2011.0895E
 Project Title: 460 – 462 Bryant Street
 Zoning/Plan Area: MUO (Mixed Use-Office); 45-X Height and Bulk District
 Eastern Neighborhoods Area Plan
 Block/Lot: 3763/015A and 3763/015C
 Lot Size: 23,280 square feet (0.53 acre)
 Project Sponsor: Sierra Maestra Properties
 (415) 922-7100
 Staff Contact: Wade Wietgrefe – (415) 575-9050
 Wade.Wietgrefe@sfgov.org

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

Reception:
 415.558.6378

Fax:
 415.558.6409

Planning
 Information:
 415.558.6377

PROJECT DESCRIPTION:

The project site consists of two existing buildings (460 Bryant Street and 462 Bryant Street). Both properties are through lots that can be accessed at Bryant Street and Stillman Street, between 2nd Street and 3rd Street, in the South of Market neighborhood. The proposed project would renovate the two existing buildings and convert them into one space from industrial use to office use. In addition, the proposed project would include approximately 1,420 square feet of new space at 462 Bryant Street. Implementation of the proposed project would include 60,280 square feet of office area and 14,810 square feet of other areas (discussed in more detail later). No increase to the exterior dimensions of the buildings is proposed.

[continued on next page]

EXEMPT STATUS:

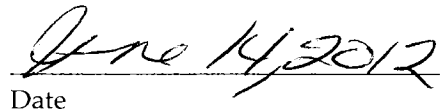
Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

DETERMINATION:

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



Bill Wycko
 Environmental Review Officer



Date

cc: Sierra Maestra Properties, Project Sponsor
 Andrew Junius, Project Contact
 Tara Sullivan, Preservation Planner

Supervisor Jane Kim, District 6
 Virna Byrd, M.D.F.
 Historic Preservation Distribution List

PROJECT DESCRIPTION (continued):

The dominant land uses in the surrounding area are one- to three-story commercial and industrial uses, with some mixed-use residential above these ground-floor uses. Land uses adjacent to the project site include three-story industrial to the northeast, two-story industrial and commercial across Bryant Street to the southeast, two-story industrial to the southwest, and elevated Interstate 80, with a parking lot beneath it, across Stillman Street to the northwest.

The approximately 23,280-square-foot project site is occupied by two existing buildings: 460 Bryant Street and 462 Bryant Street. 460 Bryant Street is a 48-foot tall, three-story over basement, approximately 46,840 square-foot building. 462 Bryant Street is a 27.5-foot tall, one-story over basement (plus mezzanine level), approximately 26,730 square-foot building. An existing interior opening provides access between the two buildings on the ground floor. A 14-foot, six-inch curb cut exists at Stillman Street and a 15-foot curb cut exists at Bryant Street for 460 Bryant Street. A 14-foot curb cut exists at Stillman Street and an 11-foot, nine-inch curb cut exists at Bryant Street for 462 Bryant Street. Both buildings were constructed in 1907 and have generally served as warehouse uses. Both buildings were occupied as recently as 2010.

Both buildings are brick masonry industrial buildings designed in the 20th-Century Industrial style. The rectangular-plan buildings, clad in brick, are capped by a flat built-up roof. The 462 Bryant Street building also has molded stucco on the ground floor. The foundations are not visible. The primary façades face south and include four structural bays for each building. Entrances include a fully-glazed paired metal door with sidelights and a glazed transom, a roll-up metal garage door, and a partially-glazed wood door with sidelights and a glazed transom at 460 Bryant Street and recessed, paired, paneled wood doors, a recessed flush metal door, and a metal roll-up door at 462 Bryant Street. Ground floor fenestration (or openings into the buildings) consists of double-hung wood-sash windows or plate-glass aluminum-sash windows at 460 Bryant Street and double-hung wood-sash windows at 462 Bryant Street. The upper stories at 460 Bryant Street feature fixed divided-light double-hung wood-sash windows and a fire escape. In addition, a two-sided general advertising sign exists on the roof of 460 Bryant Street, under separate ownership from the buildings. This sign is in compliance with the City's General Advertising Sign Rules and Regulations as outlined in the Planning Code.

As noted above, the proposed project would renovate the two existing buildings and convert them into one space from industrial use to office use. In addition, the proposed project would include approximately 1,420 square feet of new space at 462 Bryant Street. Implementation of the proposed project would include 60,280 square feet of office area and 14,810 square feet of other areas, including vehicle access (from Stillman Street), mechanical, parking, and showers (refer to Table 1 below). Parking spaces would include up to 72 wall rack bicycle spaces, up to 12 Class 2 bicycle spaces, up to 13 vehicle parking spaces, and two service vehicle loading spaces. In addition, four showers and eight lockers would be provided. The proposed project would also include renovations to the facades of the existing buildings including: relocating the main entrance door for pedestrians on the Bryant Street façade from 460 Bryant Street to 462 Bryant Street; removal of an existing storefront, a roll-down door, and a loading dock and replacement with new double-hung wood-sash windows on both buildings facades and at both streets; removal of existing fire escape at 460 Bryant Street; and widening (to approximately 14-feet) an existing roll-down door for vehicular access on the Stillman Street façade at 462 Bryant Street. The

proposed project would modify (without widening) the existing 14-foot wide curb cut at Stillman Street to provide vehicular access to the 462 Bryant Street basement level garage. In addition, the proposed project would remove the other three curb cuts. The proposed project would not expand the existing buildings' exterior dimensions or make changes to the existing general advertising sign.

TABLE 1
460 – 462 BRYANT STREET PROPOSED FLOOR AREA (SQURE FEET)

Stories	460 Bryant	462 Bryant
Basement	12,150 (10,820 office and 1,330 mechanical)	11,945 (7,939 mechanical, storage, bicycle parking, showers, and service parking and 4,006 vehicle parking)
First	11,440 (11,045 office and 395 stairs)	11,390 (10,250 office and 1,140 vehicle access)
Mezzanine Level	100 office	4,815 office
Second	11,625 office	--
Third	11,625 office	--
<i>Total</i>	<i>46,940 (45,215 office and 1,725 other)</i>	<i>28,150 (15,065 office and 13,085 other)</i>
Grand Total	60,280 office and 14,810 other = 75,090	

Construction would last approximately eight months, assuming work would occur five days per week. Diesel-generating equipment would be required for approximately 23 days. Interior work would be the majority of the construction (interior demolition, seismic strengthening, plumbing, electrical, etc.), but some exterior work would be required for the above-mentioned façade renovations, access improvements, and mechanical equipment installation. Some of the interior work would require below-ground surface construction for new seismic braces (e.g., footings) and a new elevator pit, to a maximum depth of four feet. In addition, eight-inch micropiles may also be required to approximately 20 to 30 feet below the bottom of the proposed and existing foundations.

The proposed project would require an Office Allocation from the Planning Commission because the proposed project would create over 25,000 square feet of new office space.

REMARKS

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

underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

This Certificate of Determination (determination) evaluates the topics for which a significant impact is identified in the final programmatic EIR, *Eastern Neighborhoods Rezoning and Area Plans Final EIR* (Eastern Neighborhoods FEIR – Case No. 2004.0160E; State Clearinghouse No. 2005032048) and evaluates whether the proposed project would result in impacts that would contribute to the impact identified in the FEIR. Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the determination under each topic area. The Community Plan Exemption Checklist (Attachment A) identifies the potential environmental impacts of the proposed project and indicates whether such impacts are addressed in the Eastern Neighborhoods FEIR.

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods FEIR. This determination does not identify new or additional information that would alter the conclusions of the Eastern Neighborhoods FEIR. This determination also identifies mitigation measures contained in the Eastern Neighborhoods FEIR that would be applicable to the proposed project at 460 – 462 Bryant Street. Relevant information pertaining to prior environmental review conducted for the Eastern Neighborhoods is included below, as well as an evaluation of potential environmental effects.

Background

The Eastern Neighborhoods FEIR included analyses of the following environmental issues: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods project. The proposed project at 460 – 462 Bryant Street is in conformance with the height, use, and density for the site described in the Eastern Neighborhoods FEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods. Thus, the Eastern Neighborhoods FEIR considered the incremental impacts of the proposed 460 – 462 Bryant Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods FEIR.

Potential Environmental Effects

The following discussion demonstrates that the 460 – 462 Bryant Street proposed project would not result in peculiar impacts that were not identified or a more severe adverse impact than discussed in the Eastern Neighborhoods FEIR, including proposed project-specific impacts related to land use and planning, cultural and paleontological resources, transportation and circulation, noise, air quality, shadow, hazards and hazardous materials, and forest resources.

Land Use and Planning

The Eastern Neighborhoods Area Plan (Area Plan) rezoned much of the city's industrially zoned land. The goals of the Area Plan were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. A major issue discussed

in the Area Plan process was the degree to which existing industrially zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR (Production, Distribution, and Repair) employment and businesses.

The Eastern Neighborhoods FEIR evaluated three land use alternatives. Option A retained the largest amount of existing land that accommodated PDR uses and converted the least amount of industrially zoned land to residential use. Option C converted the most existing land accommodating PDR uses to residential and mixed uses. Option B fell between Options A and C.

While all three options were determined to result in a decline in PDR employment, the loss of PDR jobs was determined to be greatest under Option C. The alternative ultimately selected – the ‘Preferred Project’ – represented a combination of Options B and C. Because the amount of PDR space to be lost with future development under all three options could not be precisely gauged, the FEIR determined that the Preferred Project would result in a significant and unavoidable impact on land use due to the cumulative loss of PDR use in the Area Plan. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The Eastern Neighborhoods FEIR included one mitigation measure, Mitigation Measure A-1, for land use controls in Western SoMa that could incorporate, at a minimum, no net loss of land currently designated for PDR uses, restrict non-PDR uses on industrial (or other PDR-designated) land, and incorporate restrictions on potentially incompatible land uses proximate to PDR zones. The measure was judged to be infeasible, because the outcome of the community-based Western SoMa planning process could not be known at the time, and the measure was seen to conflict with other City policy goals, including the provision of affordable housing. The project site is not located in Western SoMa; therefore this mitigation measure is not applicable.

The project site consists of two existing buildings both serving as industrial uses. Industrial uses are PDR uses. Although the proposed project would convert the two existing buildings from industrial use to office use, rather than a PDR use, office uses in the MUO District were anticipated and are consistent both with the policies of the Area Plan and the specific zoning adopted pursuant to the Area Plan for this particular location. In addition, because the proposed project would include over 25,000 square feet of new office space, the project sponsor would be subject to and need to comply with Section 321 of the Planning Code to get an allocation of office space prior to occupying the space for office.

Furthermore, the Citywide Planning and Neighborhood Planning Divisions of the Planning Department have determined that the proposed project is consistent with the MUO Zoning and satisfies the requirements of the General Plan and the Planning Code.^{1,2}

¹ Mat Snyder, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning Section, 460 – 462 Bryant Street, February 24, 2012. This document is on file and available for review as part of Case File No. 2011.0895E.

For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to land use and planning.

Cultural Resources

Archeological Resources

The Eastern Neighborhoods FEIR identified potential archeological impacts related to the Eastern Neighborhoods program and identified three archeological mitigation measures that would reduce impacts to archeological resources to less than significant. Eastern Neighborhoods FEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan (ARD/TP) is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The Planning Department's archeological technical specialist conducted an archeological assessment review of the project site and the proposed project.³ The project site is a property within the Eastern Neighborhoods FEIR Mitigation Measure J-1 (Archeological Mitigation Zone A). Mitigation Measure J-1 states that any project resulting in soils-disturbance of 2.5 feet or greater below existing grade proposed within Archeological Mitigation Zone A shall be required to submit to the Environmental Review Officer for review and approval an addendum to the respective ARD/TP prepared by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology. The respective ARD/TP for the project site is *San Francisco – Oakland Bay Bridge: Archeological Research Design and Treatment Plan* (July 2000).

The project site is in the vicinity of several recorded prehistoric and historical archeological sites: two prehistoric shell midden deposits to the southwest of the project site and as many as 10 historical archeological features determined to be National Register of Historic Places eligible within the same block as the project site. Both of the midden sites were located on alluvial deposits.

The project site is underlain by alluvial deposits that reach at least 14 feet in depth. The deeper portions of the alluvium could be from the Colma Formation. In the late 1890s and early 1900s, the project site contained a wine company building with a basement whose coverage is not documented. The existing buildings on the project site also have basements (although site coverage of the basements is unknown).

² Kelley Amdur, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Neighborhood Analysis, 460-462 Bryant Street, April 20, 2012. This document is on file and available for review as part of Case File No. 2011.0895E.

³ Environmental Planning Preliminary Archeology Review: checklist for 460 – 462 Bryant Street from Randall Dean, June 6, 2012. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File 2011.0895E.

Installation of the existing and previous basements on the project site probably removed the upper surface of the alluvial deposits that covered the project site.

The proposed project would result in below-ground surface construction for new seismic braces and a new elevator pit, to a maximum depth of four feet. In addition, eight-inch micropiles may also be required to approximately 20 to 30 feet below the bottom of the proposed and existing foundations. In light of the geological formation and archeological sensitivity of the project vicinity, there is a clear likelihood that prehistoric deposits could be present within the alluvial sediments within the project site. However, if that is so, these deposits, which in all likelihood would have been no greater than three to four feet in thickness, were removed in the process of the installation of the basement in the late 19th century or the basements currently present beneath the existing buildings. Because of the age of deeper portions of the alluvium, which could be the Colma Formation, potential affects from installation of new footings, potential deepening of existing footings, and potential installation of micropiles would affect sediments deposited well before humans were first believed to be present. In the light of the low potential for an effect, the requirement of preparation of the ARD/TP Addendum in Mitigation Measure J-1 is not applicable. Therefore, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to archeological resources.

Paleontological Resources

The Eastern Neighborhoods FEIR did not analyze the effects on paleontological resources.

The project site is underlain by alluvial deposits that reach at least 14 feet in depth and in all likelihood to a depth greater than that. Based on two geoarcheological studies within the vicinity of the project site,^{4,5} it is likely that the alluvial deposits that lie beneath the project site date from the late Pleistocene to early Holocene or late Holocene periods. These geological periods are too recent for paleontological deposits to be present. Therefore, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to paleontological resources.

Historic Architectural Resources

The Eastern Neighborhoods FEIR anticipated that program implementation may result in demolition of buildings identified as historical resources, and found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

Eastern Neighborhoods FEIR Mitigation Measure K-1, Interim Procedures for Permit Review in the Eastern Neighborhoods Area Plan, required certain projects to be presented to the Landmarks Preservation Advisory Board (now the Historic Preservation Commission (HPC)). This mitigation measure is no longer relevant, because the Inner Mission North Historic Resource Survey was completed and adopted by the Historic Preservation Commission on June 1, 2011. Mitigation Measures K-2 and K-3, which amended Article 10 of the Planning Code to reduce potential adverse effects to contributory structures within the South End Historic District (East SoMa) and the Dogpatch Historic District (Central

⁴ Brian F. Byrd, et al., *Archaeological Research Design and Treatment Plan for the Transit Center District Plan Area, San Francisco*, 2010.

⁵ Anthropological Studies Center, *Archaeological Monitoring Plan 222 Fremont Street*, May 2012.

Waterfront), do not apply the proposed project because the project site is not located within the South End or Dogpatch Historic Districts.

The project site contains two existing buildings. The 460 Bryant Street building has been assigned a California Register of Historical Resources status code of “5S3,” and appears to be individually eligible for local listing or designation through survey evaluation. Therefore, for the purposes of the CEQA, the building is a historic resource. The 462 Bryant Street building has been assigned a California Register of Historical Resources status code of “6L,” and is determined ineligible for local listing or designation through local government review process. Therefore, for the purposes of CEQA, the building is not a historic resource. The proposed project would include interior alterations, brick and mortar repair, and replacement of windows in-kind that would be consistent with the Planning Department’s Window Replacement Standards. The proposed work was found to retain character-defining features, replace non-historic features, and be consistent with the *Secretary of the Interior Standards for the Treatment of Historic Properties*. Therefore, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to historic architectural resources.

Transportation and Circulation

The Eastern Neighborhoods FEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership. Thus, the Eastern Neighborhoods FEIR identified 11 transportation mitigation measures, including implementation of traffic management strategies, transit corridor improvements, enhancements of transit funding, promotion of alternative means of travel, and parking management to discourage driving – all measures to be implemented by the San Francisco Municipal Transportation Agency, San Francisco Planning Department, or the San Francisco County Transportation Authority. Even with mitigation, however, it was anticipated that the significant adverse effects at certain local intersections and the cumulative impacts on certain transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable. The traffic and transit mitigation measures identified in the Eastern Neighborhoods FEIR are not applicable to the proposed project because City and County agencies and not the sponsors of individual private development projects are responsible for the implementation of these mitigation measures.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, topic 5c from the Community Plan Exemption Checklist is not applicable.

Trip Generation

Trip generation of the proposed project was calculated using information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review (SF Guidelines) developed by the San Francisco Planning Department.⁶ The project site is located in the City’s Superdistrict 1 traffic analysis area. Although the project site was recently used as an industrial use, the following analysis assumes that the project site is vacant and the proposed project would result in an increase of 60,280 square feet of office use. Therefore, the following analysis provides for a more conservative approach in evaluating potential

⁶ San Francisco Planning Department, “Transportation Calculations,” January 30, 2012. These calculations are available for review as part of Case File No. 2011.0953E.

project-generated transportation impacts, in that the analysis does not give credit to the existing industrial use.

Based on the SF Guidelines, an additional 60,280 square feet of office space would generate 1,091 daily person-trips, of which 404 would be automobile trips, 380 would be transit trips, 252 would be pedestrian, and 55 would be other (e.g., bicycle). Of the projected total daily person-trips, the proposed project would generate 93 PM peak hour person-trips, of which 36 would be automobile trips, 44 would be transit trips, 10 would be pedestrian, and 3 would be other.

Traffic

The proposed project's automobile person-trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions with extremely long delays. LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. According to available LOS intersection data, intersections within 2 blocks of the project site currently operate during the weekday PM peak hour at LOS B (Brannan Street/2nd Street intersection), LOS D (Bryant Street/3rd Street and Harrison/3rd Street intersections), and LOS E (Bryant Street/2nd Street and Harrison/2nd Street intersections).⁷ The proposed project would generate 36 new PM peak hour automobile person-trips to surrounding intersections. This amount of new PM peak hour automobile person-trips is not anticipated to substantially increase traffic volumes at these or other nearby intersections, substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, or substantially increase average delay at intersections that currently operate at unacceptable LOS.

The nearest East SoMa intersection in which the Eastern Neighborhoods FEIR identified a significant impact under 2025 (cumulative) weekday PM peak hour conditions was at Third Street/King Street (two and half blocks east of the project site) which operated at LOS D under existing (baseline) conditions and would deteriorate to LOS F under 2025 weekday PM peak hour operating conditions under Options B and C. The other East SoMa intersections in which the Eastern Neighborhoods FEIR identified a significant impact under 2025 weekday PM peak hour conditions were Sixth Street/Brannan Street (four and half blocks southwest of the project site) and Seventh Street/Harrison Street (five and half blocks southwest of the project site) under Options B and C. It is anticipated that the proposed project would contribute automobile person-trips to these intersections during the PM peak hour. However, the proposed project's contribution of 36 PM peak hour automobile person-trips would not be a substantial proportion of the overall traffic volume generated by Eastern Neighborhoods projects, should the projects be approved, and would be within the scope of the Eastern Neighborhood FEIR analysis. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to traffic.

⁷ LOS for Brannan Street/Second Street (year 2007) is from San Francisco Planning Department, *San Francisco Bicycle Plan FEIR*, August 2009, Case File No. 2007.0347E. LOS for the other intersections (year 2008) is from San Francisco Planning Department, *Transit Center District Plan and Transit Tower DEIR*, September 2011, Case File No. 2007.0558E and 2008.0789E.

Transit

The project site is located within a quarter-mile of several local transit lines including Muni lines 8A, 8B, 8X, 10, 12, 30, 45, 47, 80X, 81X, 82X, 91, and 108. The proposed project would generate 44 PM peak hour transit person-trips to the surrounding transit lines. Because of the wide availability of nearby transit, this amount of new PM peak hour transit person-trips are not anticipated to cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result.

Each of the rezoning options in the Eastern Neighborhoods FEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with 2025 No-Project Alternative significantly affecting 12 lines, with Option A significantly affecting two lines, Option B significantly affecting three lines, and Option C significantly affecting seven lines. Of those Muni lines significantly affected, the project site is located within a quarter-mile of Muni lines 10, 12, and 47. It is anticipated that the proposed project would contribute transit person-trips to these transit lines during the PM peak hour. However, the proposed project's contribution of 44 PM peak hour transit person-trips would not be a substantial proportion of the overall transit volume generated by Eastern Neighborhood projects, should the projects be approved, and would be within the scope of the Eastern Neighborhood FEIR analysis. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to transit.

Pedestrian

The proposed project would not include sidewalk narrowing, roadway widening, or removal of center medians; each conditions that can negatively impact pedestrians. The proposed project would modify (without widening) an existing 14-foot curb cut at Stillman Street to provide vehicular access to 462 Bryant Street basement level garage, but Stillman Street is not identified in the General Plan as a "Citywide Network Pedestrian Street," "Neighborhood Commercial Street," or "Neighborhood Network Connection Street" and the frequency of vehicles entering and exiting the project site from the proposed project would not be substantial enough to cause a hazard to pedestrians or otherwise interfere with pedestrian accessibility to the project site and adjoining areas. Furthermore, the proposed project would remove three existing curb cuts; thereby decreasing potential hazards between pedestrians and vehicles. The proposed project would generate approximately 10 PM peak hour pedestrian person-trips. Therefore, pedestrian activity would increase as a result of the proposed project, but not to a degree that would result in substantial overcrowding on public sidewalks. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to pedestrians.

Bicycle

The proposed project would not substantially interfere with bicycle accessibility to the project site or adjoining areas because no bikeways exist along the project site's adjacent streets. Implementation of the proposed project could encourage more existing users to bring their bicycle to the project site (approximately 3 PM peak hour bicycle person-trips) as the proposed project would provide new bicycle parking (e.g., bicycle racks). The fact that more persons would be bringing their bicycles to the project

site would not create potentially hazardous conditions for bicyclists because Muni bus stops and bikeways exist within one block of the project site; therefore users could walk their bicycles safely along sidewalks from nearby Muni bus stops or bikeways to the project site. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to land use and planning.

Loading

The proposed project would generate the need for one loading space based on the building's size and use in the MUO zoning district pursuant to the Planning Code. Based on the SF Guidelines, the proposed project would generate an average loading demand of 0.73 truck-trips during the peak hour. The proposed project would provide two loading spaces. Therefore, the proposed project would be able to accommodate the loading demand during the peak hour. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to loading.

Emergency Access

The proposed project would not close off any existing streets or entrances to public uses. Therefore, the proposed project would not result in a significant impact related to emergency access or peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to emergency access.

Construction

The proposed project's construction activities would last approximately eight months and would include mostly interior construction. Although construction activities would result in additional vehicle trips to the project site from workers, soil hauling, and equipment deliveries, these activities would be limited in duration. Therefore, the proposed project's construction would not result in a substantial impact to transportation or peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to transportation.

Parking

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, this section presents a parking analysis for information purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines § 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at

intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As stated above, the project site is served by Muni (metro and bus) and bicycle lanes and sidewalks are prevalent in the vicinity.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the following parking analysis is presented for informational purposes only.

According to the Planning Code, up to seven percent of parking area of the gross floor area is allowed and no off-street parking is required in the MUO zoning district for the proposed use. The permissible parking area for the proposed use would be approximately 4,219 square feet (60,280 square feet * 0.07). The proposed project would provide approximately 4,006 square feet of vehicle parking area, thereby meeting the gross floor area regulation. Based on the SF Guidelines, the proposed project would generate the need for 77 parking spaces. The proposed project would provide up to 13 off-street parking spaces. Therefore, the proposed project would have an unmet parking demand of 64 parking spaces. However, on-street parking is available on both Bryant Street and Stillman Street and off-street parking is available at several nearby lots. Furthermore, the unmet demand of parking spaces is considered a social effect, rather than a physical impact on the environment as defined by CEQA.

Noise

The Eastern Neighborhoods FEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. In addition, the Eastern Neighborhoods FEIR noted that the Area Plan would incrementally increase traffic-generated noise on some streets in the Area Plan and result in construction noise impacts from pile driving and other construction activities. The Eastern Neighborhoods FEIR identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels.

Eastern Neighborhoods FEIR Mitigation Measure F-1 requires individual projects that include pile-driving within the Eastern Neighborhoods Area Plan and within proximity to noise-sensitive uses to ensure that piles be pre-drilled, wherever feasible, to reduce construction-related noise and vibration. The proposed project would not include pile-driving; therefore this mitigation measures is not applicable.

Eastern Neighborhoods FEIR Mitigation Measure F-2 requires individual projects that include particularly noisy construction procedures (including pile-driving) in proximity to sensitive land uses to submit a site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. The project site is adjacent to noise sensitive land uses (residential) to the west. As stated above, the proposed project would not include pile-driving. Proposed project construction activities would include mostly interior work and would last approximately eight months. None of these activities would constitute particularly noisy construction procedures; therefore this mitigation measure is not applicable.

Eastern Neighborhoods FEIR Mitigation Measures F-3, F-4, and F-6 have additional requirements for individual projects that include new noise-sensitive uses. The proposed project's use, office, would not include a new noise-sensitive use; therefore this mitigation measure is not applicable.

Eastern Neighborhoods FEIR Mitigation Measure F-5 requires individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the project site vicinity to submit an acoustical analysis that demonstrates the proposed use would comply with the General Plan and Police Code Section 2909. Ambient noise levels in San Francisco are largely influenced by traffic-related noise. Figure V.G-2 and Figure V.G-3 in the San Francisco 2004 and 2009 Housing Element Draft EIR identifies roadways within San Francisco with traffic noise levels exceeding 60 L_{dn} and 75 L_{dn},⁸ respectively. The proposed project would be located along two streets, Stillman Street and Bryant Street, and adjacent to an elevated highway, Interstate 80, identified in the Housing Element EIR Figure V.G-3 with noise levels above 75 L_{dn}. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels barely perceptible to most people (3 decibel increase). The proposed project would not double traffic volumes because the proposed project would include approximately 404 new daily automobile person-trips in the project vicinity and Interstate 80 had an average daily traffic volume of approximately 181,000 in 2010.⁹ In addition, the proposed project would not include any other constant noise sources (e.g., diesel generator) that would be perceptible in the project vicinity. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity.

⁸ L_{dn} refers to the day-night average level or the average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. A decibel is a unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals.

⁹ Bay Area Air Quality Management District. "Highway Screening Analysis Tool" (Google Earth data), April 29, 2011.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, topic 6e and f Community Plan Exemption Checklist is not applicable.

For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to noise.

Air Quality

The Eastern Neighborhoods FEIR identified potentially significant air quality impacts related to construction activities that may cause wind-blown dust and pollutant emissions; roadway-related air quality impacts on sensitive land uses; and the siting of uses that emit diesel particulate matter (DPM) and toxic air contaminants (TACs) as part of everyday operations. The Eastern Neighborhoods FEIR identified four mitigation measures that would reduce air quality impacts to less-than-significant levels.

Eastern Neighborhoods FEIR Mitigation Measure G-1 requires individual projects that include construction activities to include dust control measures and maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. This mitigation measure was identified in the Initial Study. Subsequent to the Initial Study, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection.

Also subsequent to the Initial Study, the Bay Area Air Quality Management District (BAAQMD) provided studies which provided new methodologies for analyzing air quality impacts, including construction activities. The BAAQMD studies provide screening criteria for lead agencies and project applicants with a conservative indication of whether a proposed project could result in potentially significant air quality impacts. If all of the screening criteria are met by a proposed project, then the lead agency or applicant would not need to perform a detailed air quality assessment of their proposed project's air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact.

Construction activities from the proposed project may result in dust, primarily from ground-disturbing activities outside the existing structures (e.g., modifications to curb cuts and driveways). The proposed project would be subject to and would comply with the Construction Dust Control Ordinance, therefore the portions of Mitigation Measure G-1 that deal with dust control are not applicable to the proposed project.

Construction activities from the proposed project would also result in the emission of criteria air pollutants and DPM from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction would last approximately eight months, assuming work would occur five days per week. Diesel-generating equipment would be required for approximately 23 days (4 –

5 weeks). Interior work would be the majority of the construction (interior demolition, seismic strengthening, plumbing, electrical, etc.), but some exterior work would be required for façade renovations, access improvements, and mechanical equipment installation. The project site is approximately 110 feet from the nearest sensitive receptor (residences). The Office of Environmental Health Hazard Assessment does not recommend an evaluation of cancer risk from projects lasting less than two months.¹⁰ Because the proposed project would utilize diesel-generating equipment for approximately 23 days, of which some would be used for interior construction, the proposed project would not result in a significant impact related to construction health risk. In addition, the proposed project meets the screening criteria provided in the BAAQMD studies for construction-related criteria air pollutants. Therefore, the remainder of Mitigation Measure G-1 that deals with maintenance and operation of construction equipment is not applicable to the proposed project.

Mitigation Measure G-2 requires new residential development near high-volume roadways and/or warehousing and distribution centers to include an analysis of diesel particulate matter (DPM) and/or toxic air contaminants (TAC), and, if warranted, to incorporate upgraded ventilation systems to minimize exposure of future residents to DPM and other pollutant emissions, as well as odors. The proposed project would not include the addition of residential units. Therefore, Mitigation Measure G-2 is not applicable to the proposed project.

Mitigation Measure G-3 minimizes potential exposure of sensitive receptors to DPM by requiring that uses generating substantial DPM emissions, including warehousing and distribution centers, commercial, industrial, or other uses that would be expected to be served by at least 100 trucks per day or 40 refrigerated trucks per day, be located no less than 1,000 feet from residential units and other sensitive receptors. The proposed project would renovate the two existing buildings and convert them into one space from industrial use to office use and it is not expected to generate substantial DPM emissions or be served by 100 trucks per day or 40 refrigerator trucks per day. Therefore, Mitigation Measure G-3 is not applicable to the proposed project.

Measure G-4 involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations. The proposed project would renovate the two existing buildings and convert them into one space from industrial use to office use and would not generate more than 10,000 vehicle trips per day or 1,000 truck trips per day or include a new stationary source, items that would emit TACs as part of everyday operations. Therefore, Mitigation Measure G-4 is not applicable to the proposed project.

The proposed project would result in an increase in operational-related criteria air pollutants including from the generation of daily vehicle trips and energy demand. The proposed project meets the screening criteria provided in the BAAQMD studies for operational-related criteria air pollutants.

For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to air quality.

¹⁰ Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spot Program Risk Assessment Guidelines, Technical Support Document for Exposure Assessment and Stochastic Analysis, Scientific Review Panel Draft*, February 2012.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Area Plan, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to Section 295 of the Planning Code (i.e., under jurisdiction by departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods FEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposed proposals could not be determined at that time. Therefore, the FEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the FEIR.

The project site contains two existing buildings. The proposed project would not make any height changes to the two existing buildings. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to shadow.

Hazards and Hazardous Materials

The Eastern Neighborhoods FEIR determined that the rezoning of currently zoned industrial (PDR) land to residential, commercial, or open space uses in the Eastern Neighborhoods would result in the incremental replacement of some of the existing non-conforming business with development of these other land uses. Development may involve demolition or renovation of existing structures that may contain hazardous building materials, such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEHP) and fluorescent lights containing mercury vapors, that were commonly used in older buildings and which could present a public health risk if disturbed during an accident or during demolition or renovation. The Eastern Neighborhoods FEIR identified a mitigation measure to reduce this impact to less than significant.

Because the project site buildings were constructed in 1907 and the proposed project's interior renovations may involve the removal of transformers, fluorescent light ballasts, and fluorescent lights, the proposed project could present a public health risk. Therefore, Mitigation Measure L-1, Hazardous Building Materials, from the Eastern Neighborhoods FEIR would apply to the proposed project. With implementation of this mitigation measure, impacts related to hazardous building materials would be less than significant. In accordance with the Eastern Neighborhoods FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1, below.

With compliance with hazardous materials regulations and Project Mitigation Measure 1, the proposed project would not result in peculiar impacts that were not identified or a more severe adverse impact than discussed in the Eastern Neighborhoods FEIR related to hazards and hazardous materials.

Project Mitigation Measure 1 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods FEIR). The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEHP, such as

fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to the applicable federal, state, and local laws.

Forest Resources

The Eastern Neighborhoods FEIR did not analyze the effects on forest resources.

The proposed project would not convert any forest land or timberland to non-forest use. Forest land is defined as “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits” (Public Resources Cod Section 12220(g)). Timberland is defined as “land, other than land owned by the federal government and land designated by the board (State Board of Forestry and Fire Protection) as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species uses to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others.” The proposed project would not involve tree removal and the project site does not contain forest lands or timberland as defined above. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to forest resources.

Public Notice and Comment

A “Notification of Project Receiving Environmental Review” was mailed on February 21, 2012, to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. No comments regarding physical environmental effects were received.

Conclusion

The Eastern Neighborhoods FEIR incorporated and adequately addressed all potential impacts of the proposed project at 460 – 462 Bryant Street. As described above, the 460 – 462 Bryant Street project would not have any additional or peculiar significant adverse effects not examined in the Eastern Neighborhoods FEIR, nor has any new or additional information come to light that would alter the conclusions of the Eastern Neighborhoods FEIR. Thus, the proposed project at 460 – 462 Bryant Street would not result in any environmental impacts substantially greater than described in the FEIR. No mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the project sponsor. Therefore, in addition to being exempt from environmental review under Section 15183 of the CEQA Guidelines, the proposed project is also exempt under Section 21083.3 of the California Public Resources Code.

Attachment A Community Plan Exemption Checklist

Case No.: 2011.0895E
Project Title: 460 – 462 Bryant Street
Zoning: MUO (Mixed Use-Office) Use District
45-X Height and Bulk District
Block/Lot: 3763/015A and 3763/015C
Lot Size: 23,280 square feet (0.53 acre)
Plan Area: Eastern Neighborhoods
Staff Contact: Wade Wietgreffe – (415) 575-9050
Wade.Wietgreffe@sfgov.org

A. PROJECT DESCRIPTION

The project site is located at Bryant Street, between 2nd Street and 3rd Street, in the South of Market neighborhood. The proposed project would renovate two existing buildings (460 Bryant Street and 462 Bryant Street) and convert them into one space from industrial use to office use. In addition, the proposed project would include approximately 1,420 square feet of new space at 462 Bryant Street. Implementation of the proposed project would include 60,280 square feet of office area and 14,810 square feet of other areas (e.g., vehicle access (from Stillman Street), mechanical, parking). No increase to the exterior dimensions of the buildings is proposed.

The proposed project would require an Office Allocation from the Planning Commission because the proposed project would create over 25,000 square feet of new office space.

B. EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether any such impacts are addressed in the applicable final Programmatic EIR (FEIR) for the plan area.¹ Items checked "Sig. Impact Identified in FEIR" identify topics for which a significant impact is identified in the FEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the impact identified in the FEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the FEIR, the item is checked "Proj. Contributes to Sig. Impact Identified in FEIR." Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the Certificate of Determination under each topic area.

Items checked "Project Has Sig. Peculiar Impact" identify topics for which the proposed project would result in a significant impact that is peculiar to the proposed project, i.e., the impact is not

¹ The FEIR also refers to any Initial Study that may have been conducted for the FEIR.

identified as significant in the FEIR. If any item is checked as this in a topic, these topics will be addressed in a separate Focused Initial Study or EIR.

Any item that was not addressed in the FEIR is discussed in the Certificate of Determination. For any topic that was found in the FEIR and for the proposed project to be less than significant (LTS) or would have no impacts, the topic is marked LTS/No Impact and is discussed in the Checklist below.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
1. LAND USE AND LAND USE PLANNING— Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

For a discussion on Topic 1c, please see the Certificate of Determination.

FEIR

The Eastern Neighborhoods FEIR determined that the rezoning and community plans is a regulatory program, not a physical development project; therefore, the rezoning and community plans would not create any new physical barriers in the Eastern Neighborhoods. Furthermore, the Eastern Neighborhoods FEIR determined that the rezoning would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

No Peculiar Impacts

The proposed project would not create any new physical barriers in the Eastern Neighborhoods. The project site contains two existing buildings. Consequently, the proposed project would not physically disrupt or divide the project area or individual neighborhoods or subareas.

The project site is in the East SoMA Area Plan of the San Francisco General Plan. The project site is in the Mixed Use – Office (MUO) District, which is intended to encourage office and housing, as well as small-scale light industrial and arts activities. Allowed uses within the MUO District include office, general commercial, and most retail and PDR uses. The proposed project’s use, office, is consistent with uses permitted within the MUO District.

For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to land use.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
2. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that implementation of the design policies of the area plans would not substantially degrade the visual character or quality of the area, have a substantial adverse effect on a scenic vista, substantially damage scenic resources that contribute to a scenic public setting, or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The existing character of the project site and surroundings is dominated by uses typical in an urban setting, mostly one-to-three-story commercial and industrial uses and mixed-use industrial and commercial/residential uses. Public viewpoints in the project vicinity are dominated by these existing nearby buildings, the elevated Interstate 80, approximately 75 feet north of the project site, and 489 Harrison Street (One Rincon Hill), approximately 0.25 mile northeast of the project site. No scenic vistas or scenic resources that contribute to a scenic public setting exist in the project vicinity. The project site contains two existing buildings: 460 Bryant Street is a 48-foot tall, three-story over basement, approximately 46,840 square-foot building and 462 Bryant Street is a 27.5-foot tall, one-story over basement (plus mezzanine level) 26,730 square-foot building. Both buildings are brick masonry industrial buildings designed in the 20th-Century Industrial style.

The proposed project would renovate the two existing buildings and convert them into one space from industrial use to office use. The proposed project would also include renovations to the facades of the existing buildings including: relocating the main entrance door for pedestrians on the Bryant Street façade from 460 Bryant Street to 462 Bryant Street; removal of an existing storefront, a roll-down door, and a loading dock and replacement with new double-pane wood windows on both buildings facades and at both streets; and widening (to approximately 14-feet) an existing roll-down door for vehicular access on the Stillman Street façade at 462 Bryant Street.

Although the proposed project renovations would change the visual appearance of the project site, it would not substantially degrade its visual character or quality. Therefore, the proposed project would not obstruct longer-range views from various locations in the Area Plan and the City as a whole. Furthermore, as described in the Certificate of Determination, the proposed project changes meet Planning Code requirements for Mixed Use-Office zoning district.

The proposed project would not introduce a new source of light and glare.

For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to aesthetics.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
3. POPULATION AND HOUSING— Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project does not involve the development of residential use or the displacement of people. No housing would be removed; therefore the construction of replacement housing would not be necessary. In addition, the proposed project would not add any new infrastructure that would indirectly induce population growth.

The Eastern Neighborhoods FEIR concluded that an increase in population in the Area Plan was expected to occur as a secondary effect of the proposed rezoning and that would not, in itself, result in adverse physical effects, but would serve to advance some key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The Eastern Neighborhoods FEIR estimated that approximately 9,500 to 12,500

new jobs would be added in the Eastern Neighborhoods Area between 2000 and 2025. Although the project site was recently used as an industrial use, the following analysis assumes that the project site is vacant and the proposed project would result in an increase of 60,280 square feet of office use. Therefore, the following analysis provides for a more conservative approach in evaluating potential project-generated impacts, in that the analysis does not give credit to the existing industrial use. The proposed project would result in 268 employees (one employee per 225 square feet of office space, assuming 60,280 square feet at the project site would be used for office use).² These new jobs would be among those anticipated to be added in the Eastern Neighborhoods FEIR. The additional housing demand generated by the Area Plan would be offset by the provision of additional housing development in the Area Plan. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to population and housing.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination for discussion of this topic.

² One employee per 225 square feet of office space is taken from estimates provided in San Francisco Planning Department, “San Francisco Eastern Neighborhoods Nexus Study,” May 2008, prepared by Seifel Consulting.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
5. TRANSPORTATION AND CIRCULATION— Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination for discussion of this topic.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
6. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination for discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
7. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination for discussion of this topic.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
8. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental and Regulatory Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone, and water vapor. While the presence of the primary GHGs in the atmosphere are naturally occurring, CO₂, CH₄, and N₂O are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. GHG are typically reported in "carbon dioxide-equivalent" measures (CO₂E).³

In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from existing (2006) levels.⁴ The Scoping Plan estimates a reduction of 174 million metric tons (MMT) CO₂E from the transportation, energy, industry, forestry, and high global warming potential sectors, see Table 1, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.⁵ Some measures may require new legislation to

³ Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

⁴ California Air Resources Board (ARB), "California's Climate Plan: Fact Sheet." Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

⁵ California Air Resources Board (ARB). "California's Climate Plan, Key Strategies in the AB 32 Scoping Plan." Available Online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed January 3, 2012.

implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

**Table 1
GHG Reductions from the AB 32 Scoping Plan Sectors⁶**

GHG Reduction Measures By Sector	GHG Reductions (MMT_{CO₂E})
Transportation Sector	62.3
Energy	49.7
Industry	1.4
Recycling and Waste (landfill methane capture)	1.0
Sustainable Forests	5.0
High Global Warming Potential Gas Measures	20.2
Additional Reductions Necessary to Achieve the Cap	34.4
Total	174
Other Recommended Measures	GHG Reductions (MMT CO₂E)
Government Operations	1 - 2
Methane Capture at Large Dairies	1
Water	4.8
Green Buildings	26
Recycling and Waste (other measures)	
• Commercial Recycling	
• Composting	
• Anaerobic Digestion	
• Extended Producer Responsibility	
• Environmentally Preferable Purchasing	9
Total	41.8-42.8

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented

⁶ *Ibid.*

development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission's 2013 RTP would be its first plan subject to SB 375.

Senate Bill 97 (SB 97) required the Office of Planning and Research (OPR) to amend the State CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the CEQA guidelines to provide guidance for analyzing GHG emissions. Among other changes to the CEQA Guidelines, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding a project's potential to emit GHGs.

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (Air Basin). BAAQMD is responsible for attaining and maintaining air quality in the Air Basin within federal and State air quality standards. Specifically, BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the Air Basin and to develop and implement strategies to attain the applicable federal and State standards. The BAAQMD assists CEQA lead agencies in evaluating the air quality impacts of projects and plans proposed in the Air Basin. Subsequent to the Eastern Neighborhoods FEIR, the BAAQMD provided studies which provided new methodologies for analyzing air quality impacts, including GHG emissions. The BAAQMD studies provide screening criteria for lead agencies and project applicants with a conservative indication of whether a proposed project could result in potentially significant GHG impacts.⁷ If all of the screening criteria are met by a proposed project, then the lead agency or applicant would not need to perform a detailed assessment of their proposed project's GHG emissions and construction or operation of the proposed project would result in a less-than-significant GHG impact. OPR's amendments to the CEQA Guidelines as well as BAAQMD's studies have been incorporated into the proposed project level analysis accordingly.

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR assessed the GHG emissions that could result from rezoning of the East SoMa Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO₂E per service population,⁸ respectively.⁹ The Eastern Neighborhoods FEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. The Eastern Neighborhoods FEIR adequately addressed GHG emissions and the resulting emissions were determined to be less than significant. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

⁷ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011, pages 3-1 to 3-5.

⁸ SP= Service Population. Service population is the equivalent of total number of residents + employees.

⁹ Memorandum from Jessica Range, MEA to MEA staff, *Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods*, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods Rezoning EIR and provides an analysis of the emissions using a service population metric.

The proposed project would renovate two existing buildings and convert them into one space from industrial use to office use. The proposed project would contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Construction of the proposed project is estimated at approximately eight months. Project operations would generate both direct and indirect GHG emissions. Direct operational emissions include GHG emissions from vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations. The project site is located within the East SoMa Area Plan analyzed under the Eastern Neighborhoods FEIR.

As discussed above, the BAAQMD studies provide methodologies for analyzing GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified GHG Reduction Strategy, as defined in the BAAQMD's studies. On August 12, 2010, the San Francisco Planning Department submitted a draft of San Francisco's *Strategies to Address Greenhouse Gas Emissions* to the BAAQMD.¹⁰ This document presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's Qualified GHG Reduction Strategy in compliance with the BAAQMD's studies.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's studies and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."¹¹

Based on the BAAQMD's studies, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less than significant impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions. As discussed in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco's ordinances that reduce GHG emissions. Applicable requirements for the proposed project are shown below in Table 2.

**Table 2
Greenhouse Gas Regulations Applicable to 460 – 462 Bryant Street**

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Transportation	Requires new buildings or additions	<input checked="" type="checkbox"/> Project Complies	The project site is located

¹⁰ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2010. The final document is available online at: <http://www.sfplanning.org/index.aspx?page=1570>.

¹¹ Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. This letter is available online at: <http://www.sfplanning.org/index.aspx?page=1570>. Accessed November 12, 2010.

Regulation	Requirements	Project Compliance	Discussion
Management Programs (San Francisco Planning Code, Section 163)	over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning districts (including downtown and mixed-use districts in the City's eastern neighborhoods and south of market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the building.	<input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	within the MUO district and proposes to convert at least 25,000 square feet of existing space to office use, and is therefore subject to the Transportation Management Program requirement of Section 163. Prior to the issuance of a temporary permit of occupancy for the project, the project sponsor will execute an agreement with the Planning Department for the provision of on-site transportation brokerage services and preparation of a transportation management program, per Section 163.
Transit Impact Development Fee (San Francisco Administrative Code, Chapter 38)	Establishes the following fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Jobs-Housing Linkage Program (San Francisco Planning Code Section 413)	<p>The Jobs-Housing Program found that new large scale developments attract new employees to the City who require housing. The program is designed to provide housing for those new uses within San Francisco, thereby allowing employees to live close to their place of employment.</p> <p>The program requires a developer to pay a fee or contribute land suitable for housing to a housing developer or pay an in-lieu fee.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Bicycle parking in parking garages (San Francisco Planning Code, Section 155.2)	(C) Garages with more than 500 automobile spaces shall provide 25 spaces plus one additional space for every 40 automobile spaces over 500 spaces, up to a maximum of 50 bicycle parking spaces.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project proposes an automobile parking garage with at least 10 automobile spaces (and less than 120 automobile spaces), and is therefore subject to Section 155.2. The proposed project would provide up to 84 bicycle parking spaces, including 12 Class 2 bicycle spaces.
San Francisco Green Building Requirements (San Francisco Building	Requires New Large Commercial projects, New High-rise Residential projects and Commercial Interior projects to provide designated parking	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not	The proposed would be subject to and would comply with this regulation by providing at least one space

Regulation	Requirements	Project Compliance	Discussion
Code, Chapter 13C.106.5 and 13C.5.106.5)	for low-emitting, fuel efficient, and carpool/van pool vehicles. Mark 8% of parking stalls for such vehicles.	Applicable <input type="checkbox"/> Project Does Not Comply	as outlined in the section.
Parking requirements for San Francisco's Mixed-Use zoning districts (San Francisco Planning Code Section 151.1)	The Planning Code has established parking maximums for many of San Francisco's Mixed-Use districts.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Section 151.1 principally permits off-street parking for office uses in the MUO district up to 7% of the gross floor area of the office area. The project proposes 60,280 square feet of office area and therefore is permitted up to 4,219 square feet of off-street parking space. The project proposes 4,006 square feet of off-street parking space and therefore is within the 7% limit. The project would also comply with the pricing conditions of Section 155(g).
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C.5.201.1.1)	New construction of non-residential buildings requires the demonstration of a 15% energy reduction compared to 2008 California Energy Code, Title 24, Part 6.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Commissioning of Building Energy Systems (LEED prerequisite, EAp1)	Requires Fundamental Commissioning for New High-rise Residential, Commercial Interior, Commercial and Residential Alteration projects	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be a minimum of 14% more energy efficient than Title 24 energy efficiency requirements. As of 2008 large commercial buildings are required to have their energy systems commissioned, and as of 2010, these large buildings are required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings are required to have their systems commissioned by 2009, with enhanced commissioning as of 2011.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
<p>Indoor Water Efficiency</p> <p>(San Francisco Building Code, Chapter 13C sections 13C.5.103.1.2, 13C.4.103.2.2, 13C.303.2.)</p>	<p>If meeting a LEED Standard;</p> <p>Reduce overall use of potable water within the building by a specified percentage – for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals.</p> <p>New large commercial and New high rise residential buildings must achieve a 30% reduction.</p> <p>Commercial interior, commercial alternation and residential alteration should achive a 20% reduction below UPC/IPC 2006, et al.</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would be subject to and would comply with this regulation.</p>
<p>San Francisco Water Efficient Irrigation Ordinance</p>	<p>Projects that include 1,000 square feet (sf) or more of new or modified landscape are subject to this ordinance, which requires that landscape projects be installed, constructed, operated, and maintained in accordance with rules adopted by the SFPUC that establish a water budget for outdoor water consumption.</p> <p>Tier 1: 1,000 sf <= project landscape < 2,500 sf</p> <p>Tier 2: Project landscape area is greater than or equal to 2,500 sf. Note; Tier 2 compliance requires the services of landscape professionals.</p> <p>See the SFPUC Web site for information regarding exemptions to this requirement. www.sfwater.org/landscape</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would be subject to and would comply with this regulation.</p>
<p>Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A)</p>	<p>Requires all existing commercial properties undergoing tenant improvements to achieve the following minimum standards:</p> <ol style="list-style-type: none"> 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one 	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would be subject to and would comply with this regulation.</p>

Regulation	Requirements	Project Compliance	Discussion
	showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired.		
Waste Reduction Sector			
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19) and San Francisco Green Building Requirements for solid waste (San Francisco Building Code, Chapter 13C)	All persons in San Francisco are required to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse. Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
San Francisco Green Building Requirements for construction and demolition debris recycling (San Francisco Building Code, Chapter 13C)	Projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (San Francisco Planning Code Section 138.1)	Planning Code Section 138.1 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant one 24-inch box tree for every 20 feet along the property street frontage.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Light Pollution Reduction (San Francisco Building Code, Chapter 13C5.106.8)	For nonresidential projects, comply with lighting power requirements in CA Energy Code, CCR Part 6. Requires that lighting be contained within each source. No more than .01 horizontal lumen footcandles 15 feet beyond site, or meet LEED credit SSc8.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
<p>Construction Site Runoff Pollution Prevention for New Construction</p> <p>(San Francisco Building Code, Chapter 13C)</p>	<p>Construction Site Runoff Pollution Prevention requirements depend upon project size, occupancy, and the location in areas served by combined or separate sewer systems.</p> <p>Projects meeting a LEED® standard must prepare an erosion and sediment control plan (LEED® prerequisite SSP1).</p> <p>Other local requirements may apply regardless of whether or not LEED® is applied such as a stormwater soil loss prevention plan or a Stormwater Pollution Prevention Plan (SWPPP).</p> <p>See the SFPUC Web site for more information: www.sfwater.org/CleanWater</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would be subject to and would comply with this regulation.</p>
<p>Low-emitting Adhesives, Sealants, and Caulks (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.2.1)</p>	<p>If meeting a LEED Standard:</p> <p>Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168 and aerosol adhesives must meet Green Seal standard GS-36.</p> <p>(Not applicable for New High Rise residential)</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would be subject to and would comply with this regulation.</p>
<p>Low-emitting Paints and Coatings (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 13C.504.2.2 through 2.4)</p>	<p>If meeting a LEED Standard:</p> <p>Architectural paints and coatings must meet Green Seal standard GS-11, anti-corrosive paints meet GC-03, and other coatings meet SCAQMD Rule 1113.</p> <p>(Not applicable for New High Rise residential)</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Interior wall and ceiling paints must meet <50 grams per liter VOCs regardless of sheen. VOC Coatings must meet SCAQMD Rule 1113.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would be subject to and would comply with this regulation.</p>
<p>Low-emitting Flooring, including carpet (San Francisco Building</p>	<p>If meeting a LEED Standard:</p> <p>Hard surface flooring (vinyl, linoleum, laminate, wood, ceramic, and/or</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not</p>	<p>The proposed project would be subject to and would comply with this regulation.</p>

Regulation	Requirements	Project Compliance	Discussion
Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.3 and 13C.4.504.4)	<p>rubber) must be Resilient Floor Covering Institute FloorScore certified; carpet must meet the Carpet and Rug Institute (CRI) Green Label Plus; Carpet cushion must meet CRI Green Label; carpet adhesive must meet LEED EQc4.1.</p> <p>(Not applicable for New High Rise residential)</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>All carpet systems, carpet cushions, carpet adhesives, and at least 50% of resilient flooring must be low-emitting.</p>	<p>Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	
Low-emitting Composite Wood (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 and 13C.4.504.5)	<p>If meeting a LEED Standard:</p> <p>Composite wood and agrifiber must not contain added urea-formaldehyde resins and must meet applicable CARB Air Toxics Control Measure.</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Must meet applicable CARB Air Toxics Control Measure formaldehyde limits for composite wood.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	The proposed project would be subject to and would comply with this regulation.

Depending on a proposed project’s size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State’s ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City’s ability to meet San Francisco’s local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco’s sustainable policies have resulted in the measured success of reduced GHG emissions levels; (3) San Francisco has met and exceeded AB 32 GHG reduction goals for the year 2020; (4) current and probable future state and local GHG reduction measures will continue to reduce a project’s contribution to climate change; and (5) San Francisco’s *Strategies to Address Greenhouse Gas Emissions* meet BAAQMD’s requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco’s regulations would not contribute significantly to global climate change. The proposed project would be subject to and would comply with these requirements. In addition, the proposed project was determined to be consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*.¹²

¹² San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist, June 4, 2012. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

For the above reasons, the proposed project would not result in any peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to GHG emissions.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
9. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

For a discussion on Topic 9b, please see the Certificate of Determination.

FEIR

Wind impacts are directly related to building design and articulation and the surrounding site conditions. The Eastern Neighborhoods FEIR determined the rezoning and community plans would not result in a significant impact to wind because the Planning Department, in review of specific future projects, would continue to require analysis of wind impacts, where deemed necessary, to ensure that project-level wind impacts mitigated to a less-than-significant level. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The project site contains two existing buildings, with heights of 48 feet and 27.5 feet, respectively. The proposed project would not make any height changes to the two existing buildings. For the above reasons, the proposed project is not anticipated to cause peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to wind.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
10. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the anticipated increase in population would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have a significant adverse effect on the environment. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project would result in 268 new jobs. As discussed further in Population and Housing above, these new jobs would be among those anticipated to be added in the Eastern Neighborhoods FEIR. Therefore, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to recreational resources.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
11. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the anticipated increase in population would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project would result in 268 new jobs. As discussed further in Population and Housing above, these new jobs would be among those anticipated to be added in the Eastern Neighborhoods FEIR. Therefore, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to utility and service systems.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
12. PUBLIC SERVICES— Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the FEIR. Impacts on parks and recreation are discussed under Topics 9 and 10.

No Peculiar Impacts

The proposed project would result in 268 new jobs. As discussed further in Population and Housing above, these new jobs would be among those anticipated to be added in the Eastern Neighborhoods FEIR. Therefore, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to public services.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
13. BIOLOGICAL RESOURCES— Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods project area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the project area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Eastern Neighborhoods would largely consist of new construction of housing in these heavily built-out former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the Eastern Neighborhoods FEIR concluded that the project would not result in any significant effects related to biological resources. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The project site contains two existing buildings. Similar to the rest of the Eastern Neighborhoods Area Plan, the project site does not support or provide habitat for any rare or endangered wildlife species, animal, or plant life or habitat. Ten street trees exist adjacent to the project site. The proposed project would not remove any of these existing trees. Because the proposed project

would add parking, the proposed project would be subject to and would comply with Planning Code Section 138.1, which includes the planting of street trees. Therefore, the proposed project would not conflict with any local policies or ordinances protecting trees. Furthermore, the proposed project would be subject to and would comply with the City's Standards for Bird-Safe Buildings so that the renovations to the existing buildings would not include a feature-related hazard to birds. For the above reasons, the proposed project would not result in any peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to biological resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
14. GEOLOGY AND SOILS— Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR concluded that the project would indirectly increase the population that would be subject to an earthquake, including seismically induced groundshaking, liquefaction, and landslides. The FEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and

construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risk, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Therefore, the FEIR concluded that the project would not result in significant impacts to geology. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

A geotechnical investigation was prepared for the proposed project.¹³ The following discussion relies on the information provided in the geotechnical investigation.

The topography of the project site slopes upward from the southwest corner (elevation 11 feet, San Francisco City Datum (SFCD)) to the northeast corner (elevation 31 feet SFCD). Both existing buildings are connected at the basement level and the elevation of the basement levels is approximately seven feet SFCD (referred to as ground surface below). A geotechnical soil boring was excavated to a maximum depth of approximately 14 feet below ground surface. Seven test pits were excavated to a depth ranging from approximately six inches to three and a half feet below top of the adjacent floor or ground surface. Four dynamic core penetrometer tests (DCPTs) were advanced to depths ranging from approximately two to three feet below the adjacent floor or ground surface. Based on the soil analysis of the borings and tests pits, the soil profile was: top layer of concrete slab (basement) to approximately five inches below ground surface; second layer of sandy clay soils to approximately seven and half feet below ground surface; and a third layer of clayey sand to the maximum explored depth at 14 feet below ground surface. Groundwater was encountered for the geotechnical boring (and previous investigations) at approximately 7 to 10 feet below ground surface.

The project site does not lie within an Alquist-Priolo Earthquake Fault Zone as defined by the California Division of Mines and Geology. No known active faults cross the project site. The closest mapped active fault in the vicinity of the project site is the San Andreas Fault, located approximately 8 miles west from the project site. The proximity would likely result in strong to very strong earthquake shaking at the project site.

Using the results of the on-site boring (and previously performed borings) and DCPTs, the geotechnical investigation evaluated the potential for liquefaction, lateral spreading, and settlement from differential compaction. Based on the previously performed borings, the soil encountered below the groundwater table is either adequately dense or contains sufficient clay content to prevent liquefaction. In addition, the project site is not located within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco. Therefore, the potential for liquefaction-induced settlement and lateral spreading is very low. Based on the field investigations, the sandy soil encountered above the groundwater level is either adequately dense or contains sufficient fines to prevent differential compaction from occurring. Therefore, the potential for differential compaction below the

¹³ Rollo & Ridley, "Geotechnical Investigation, 460 – 462 Bryant Street, San Francisco, California," February 29, 2012. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

structure is low. Loose to medium dense sand may be present below the surrounding streets and sidewalks; differential compaction may occur there and are predicted to be between ½ inch and one-inch during a major earthquake.

The geotechnical investigation concluded the potential hazard associated with landsliding to not be significant at the project site because nothing was observed to indicate surficial evidence of historical landsliding and no published mapping was found to indicate historical landsliding at the project site.

The geotechnical investigation provided recommendations for the proposed project’s construction. These recommendations include, but are not limited to, construct new interconnected (continuous) footings which are tied to and match the depth of the existing foundation system and that are founded in the alluvial deposits which underlie the existing foundation system. In addition, eight-inch micropiles may also be required by the structural engineer to approximately 20 to 30 feet below the bottom of the proposed and existing foundations. The recommendations would be intended to further reduce seismic hazards.

Based on the above-noted recommendations, the geotechnical investigation concluded that the proposed project would not cause significant geology and soil impacts. The proposed project would be subject to and would comply with the recommendations of the geotechnical investigation by incorporating the recommendations into the final building design, including new footings and new foundations to approximately the same depth below ground surface as existing footings and foundations and installation of micropiles, if required. Furthermore, the proposed project would be subject to the building permit review process. The Department of Building Inspection, through the process, would ensure that the proposed project would comply with the geotechnical recommendations. For the above reasons, the proposed project would not result in any peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to geology and soils.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
15. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the anticipated increase in population would not result in a significant impact to hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The project site contains two existing buildings. The proposed project would renovate the two existing buildings and convert them into one space from industrial use to office use. Therefore, the proposed project would not increase the amount of impervious surface area on the project site. Because the proposed project would add parking, the proposed project would be subject to comply with Planning Code Section 132, which includes requirements for 50% of surfaces in the front yard to be permeable. Therefore, the proposed project would not adversely affect runoff and drainage. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to hydrology and water quality.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
16. HAZARDS AND HAZARDOUS MATERIALS Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For a discussion on Topic 16c, please see the Certificate of Determination.

FEIR

The Eastern Neighborhoods FEIR determined that the rezoning of currently zoned industrial (PDR) land to residential, commercial, or open space uses in the Eastern Neighborhoods would result in the incremental replacement of some of the existing non-conforming business with development of these other land uses. This could result in exposure to the public or the environment to hazards, but existing regulations would reduce impacts to less-than-significant levels, with the exception of those hazardous materials and waste addressed in the Certificate of Determination. In addition, the FEIR determined that the rezoning and community plans would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury or death involving fires. Lastly, the FEIR determined that the project area is not located within an

airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, the rezoning and community plans would have no adverse effects in terms of air safety.

No Peculiar Impacts

A Phase 1 Environmental Site Assessment (ESA)¹⁴ conducted at the project site notes that historic land use activities on the project site include residential, industrial, and commercial tenancies. The Phase 1 ESA revealed no evidence of the presence or likely presence of any hazardous substances or petroleum products on the project site. The Phase 1 ESA did not recommend further investigations. However, the Phase 1 ESA did recommend that repairs be made to prevent water intrusion and drainage into the basement of 460 Bryant Street to prevent mold growth; an asbestos survey be conducted prior to future building renovations; and that the property owner consult with a certified Lead Risk Assessor to determine options for control of possible lead-based paint hazards prior to future building renovations. These recommendations would be subject to federal, state, and local regulations related to mold, asbestos containing building materials, and lead-based paint. Therefore, regulations would ensure that potential project-related impacts due to exposure to these hazardous materials would be less-than-significant. For the above reasons, the proposed project would not result in any peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to hazards and hazardous materials.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
17. MINERAL AND ENERGY RESOURCES— Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the project would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning

¹⁴ AEI Consultants, “Phase 1 Environmental Site Assessment, 460 – 462 Bryant Street,” October 20, 2011. This document is on file and available for review as part of Case File No. 2011.0895E.

energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The project area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods FEIR concluded that the project would not result in a significant impact to mineral and energy resources. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

No operational mineral resource recovery sites exist in the project area whose operations or accessibility would be affected by the proposed project. The energy demand for the proposed project would be typical for such project and would meet, or exceed, current state or local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulation enforced by the Department of Building Inspection. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to mineral and energy resources.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For a discussion on Topic 18c, d, and e, please see the Certificate of Determination.

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that no agricultural resources exist in the Area Plan; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The project site contains two existing buildings and is located within the East SoMa Area Plan analyzed under the Eastern Neighborhoods FEIR. Therefore, no agricultural uses exist at the project site. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to agricultural resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
19. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Mitigation measures reduced all impacts to less than significant, with the exception of those related to land use (cumulative impacts on PDR use), transportation (traffic impacts at nine intersections and transit impacts), cultural (demolition of historical resources), and shadow (impacts on parks).

No Peculiar Impacts

The proposed project would include exterior and interior building alterations and conversion of uses. As discussed in this document, the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already and disclosed in the Eastern Neighborhoods FEIR.

ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES SPECIFIC TO 460 – 462 Bryant Street				
<i>Hazardous Materials Mitigation Measures</i>				
MITIGATION MEASURES FROM THE EASTERN NEIGHBORHOODS AREA PLAN EIR				
<i>Hazardous Materials Mitigation Measure</i>				
Project Mitigation Measure 1 (Mitigation Measure L1 from the Eastern Neighborhoods Area Plan EIR) – Hazardous Building Materials. The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	Project sponsor	Prior to approval of each subsequent project, through Mitigation Plan.	Planning Department in consultation with DPH	As determined by DPH

REUBEN & JUNIUS_{LLP}

July 31, 2012

VIA MESSENGER

Mr. Rodney Fong, President
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94103

**Re: 460-462 Bryant Street
Planning Department Case No. 2011.0895B
Hearing Date: August 9, 2012
Our File No.: 6329.03**

Dear President Fong and Commissioners:

This office represents Sierra Maestra Properties, the project sponsor of a proposed conversion of the existing two industrial buildings located at 460-462 Bryant Street (the “Property”) to a 100% office building (the “Project”). The buildings are located on through lots, with primary frontages along Bryant Street and rear frontages along Stillman Street. 460 Bryant Street is a three-story building and 462 Bryant Street is a single-story building.

No expansion of the building envelopes are proposed as part of the Project. The Project will significantly rehabilitate the exterior of the existing buildings. Two loading docks and an exterior fire escape will be removed along the Bryant Street frontages. Two entrances along Bryant Street will be removed, and a single main entrance to the buildings will be established at 462 Bryant Street, close to the center of the two buildings. The exterior masonry will be significantly upgraded. Similar renovations to the Stillman Street facades will be made consistent with the new office use at the buildings. A single vehicular entrance to a below-grade parking level will be established at the rear of 462 Bryant Street along Stillman Street.

An 11-space parking garage will be established at the below-grade level of 460 Bryant Street, which will also include two service vehicle spaces, 60 bicycle parking spaces, four shower stalls and eight lockers. An interior connection between the two buildings will be established, and the two buildings will function as one (to be referred to as 460 Bryant Street).

Office area will be established on the ground floor and mezzanine of 462 Bryant Street and on the basement, ground, mezzanine, second and third floors of 460 Bryant Street. The Project will establish a total of 59,475 square feet of new office space.

The Planning Commission approval required for this Project is a Section 321 office space allocation out the City's annual office cap.

Benefits of the Project

- Rehabilitating the exterior of the existing buildings, significantly improving their appearance, and done so consistently with the historic character of 460 Bryant Street;
- Renovating the interior of the existing buildings, providing new office space in an area of high-demand while maintaining the current envelope of the existing buildings;
- Seismically upgrade an Unreinforced Masonry Building;
- Locating more workers near public transit (The King Street Caltrain station is just three blocks to the southwest. The Montgomery Street BART station is just five blocks to the north. The 8AX, BX, 30, 45, 47, 76 and 81X MUNI lines all pass within a block.);
- Recalibrating the way in which the existing buildings interact with its two adjacent streets; loading docks along primary Bryant Street will be removed, a garage entrance will be established on the secondary Stillman Street, and ground floor windows will be provided along both Bryant and Stillman Streets.
- The Project is subject to the Jobs Housing Linkage Fee, the Transit Impact Development Fee, and the Eastern Neighborhoods Impact Fee, providing additional funds for affordable housing, transportation improvements and other infrastructure improvements in the City and surrounding neighborhood.

Conclusion

The Project will significantly upgrade two currently underutilized industrial buildings in the South of Market neighborhood and convert them into an office building. The rehabilitation and renovation work alone will significantly improve the aesthetic look and feel of this block of Bryant Street. Office space is in significantly higher demand than industrial space, and the

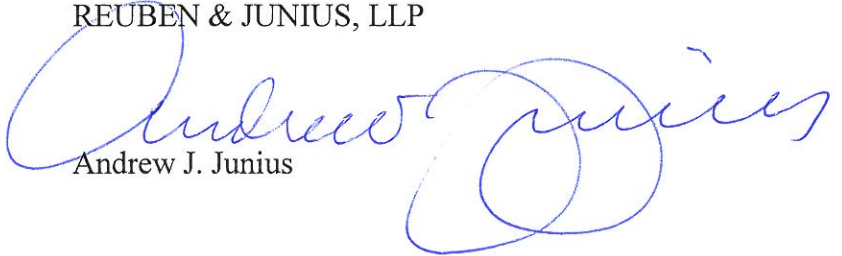
Mr. Rodney Fong, President
San Francisco Planning Department
July 31, 2012
Page 3

Project will activate these buildings and create a livelier atmosphere on this block of Bryant Street. The Property is in close proximity to a number of public transit options, and the Project provides 48 more bicycle parking spaces than is otherwise required by the Planning Code to encourage workers to bike to the building. The Project is fully consistent with the recently-enacted Eastern Neighborhoods Plan. As a result, the Project is a highly desirable modification and use of the existing buildings.

The Project requires a Section 321 office allocation of 59,475 square feet of office space out of the City's annual office cap. Planning staff is recommending approval of the requested authorization. For all of these reasons and those listed in the application, we respectfully request this Commission grant this office allocation request for the Project.

Very truly yours,

REUBEN & JUNIUS, LLP



Andrew J. Junius

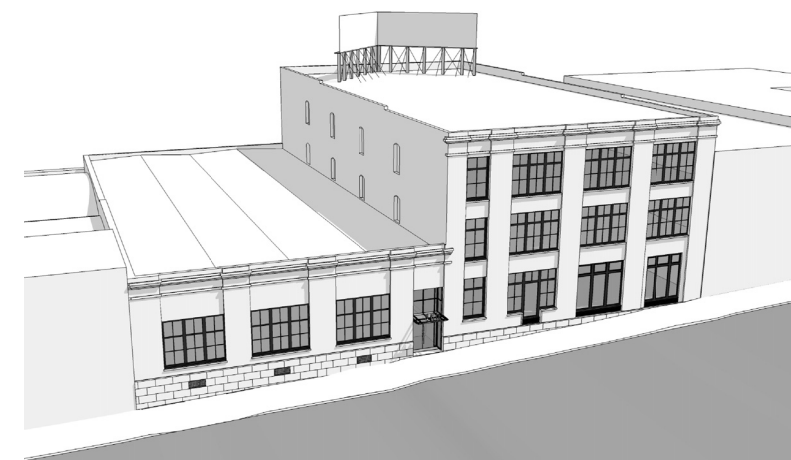
cc: Vice President Cindy Wu
Commissioner Michael Antonini
Commissioner Gwen Borden
Commissioner Rich Hillis
Commissioner Kathrin Moore
Commissioner Hisashi Sugaya
Linda Avery - Commission Secretary
Tara Sullivan – Neighborhood Planner
Scott Haskins – Sierra Maestra Properties

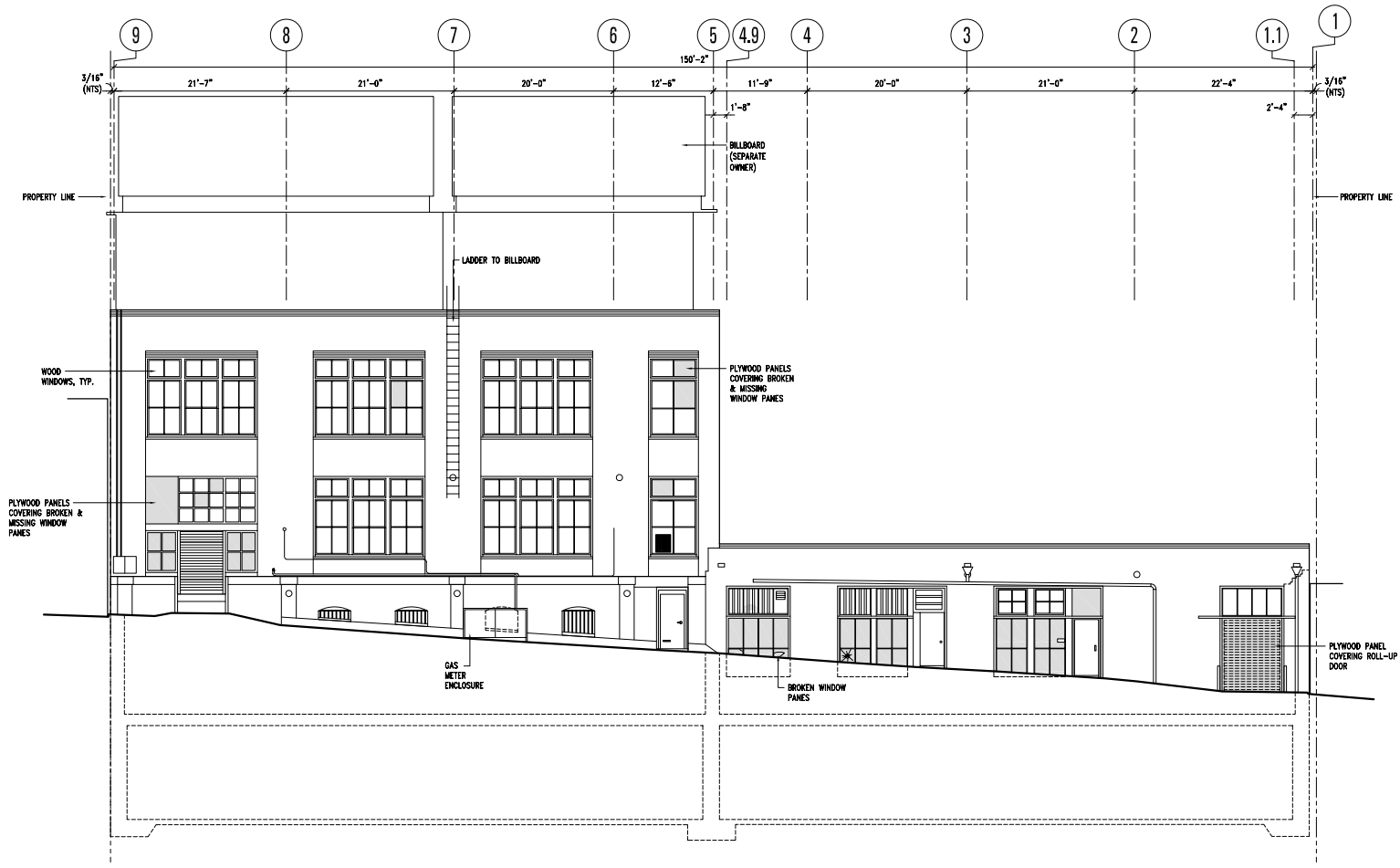
One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

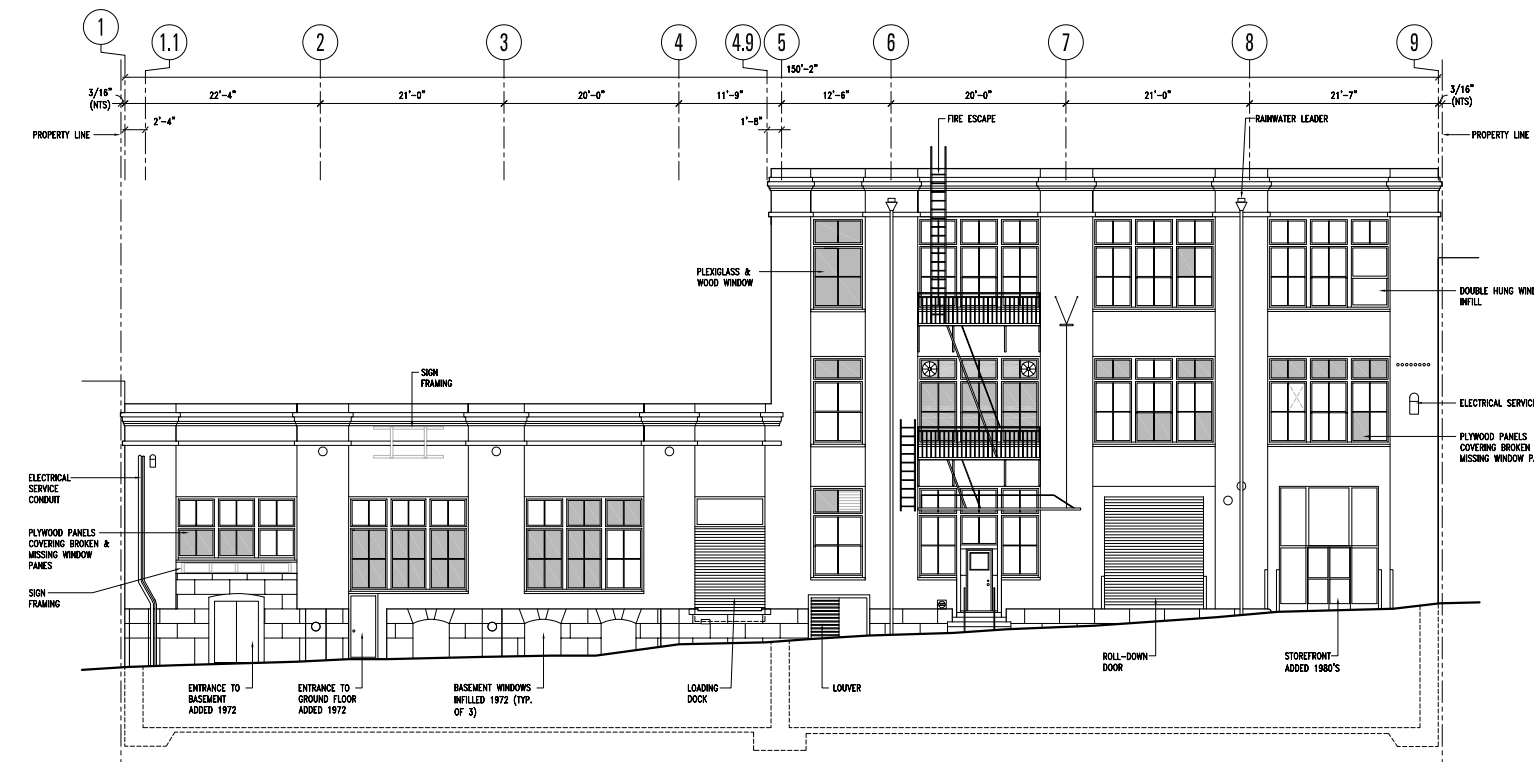
REUBEN & JUNIUS LLP

www.reubenlaw.com





2 EXISTING STILLMAN STREET ELEVATION
1/8" = 1'-0"
A-EE-STILLMAN



1 EXISTING BRYANT STREET ELEVATION
1/8" = 1'-0"
A-EE-BRYANT

File Name:	11014-A1.3	Drawn By:	NC	Checked By:	CB
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Number	Date	Description
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2	05.10.12	EE REVISIONS
3	06.22.12	100% SCHEMATIC DESIGN

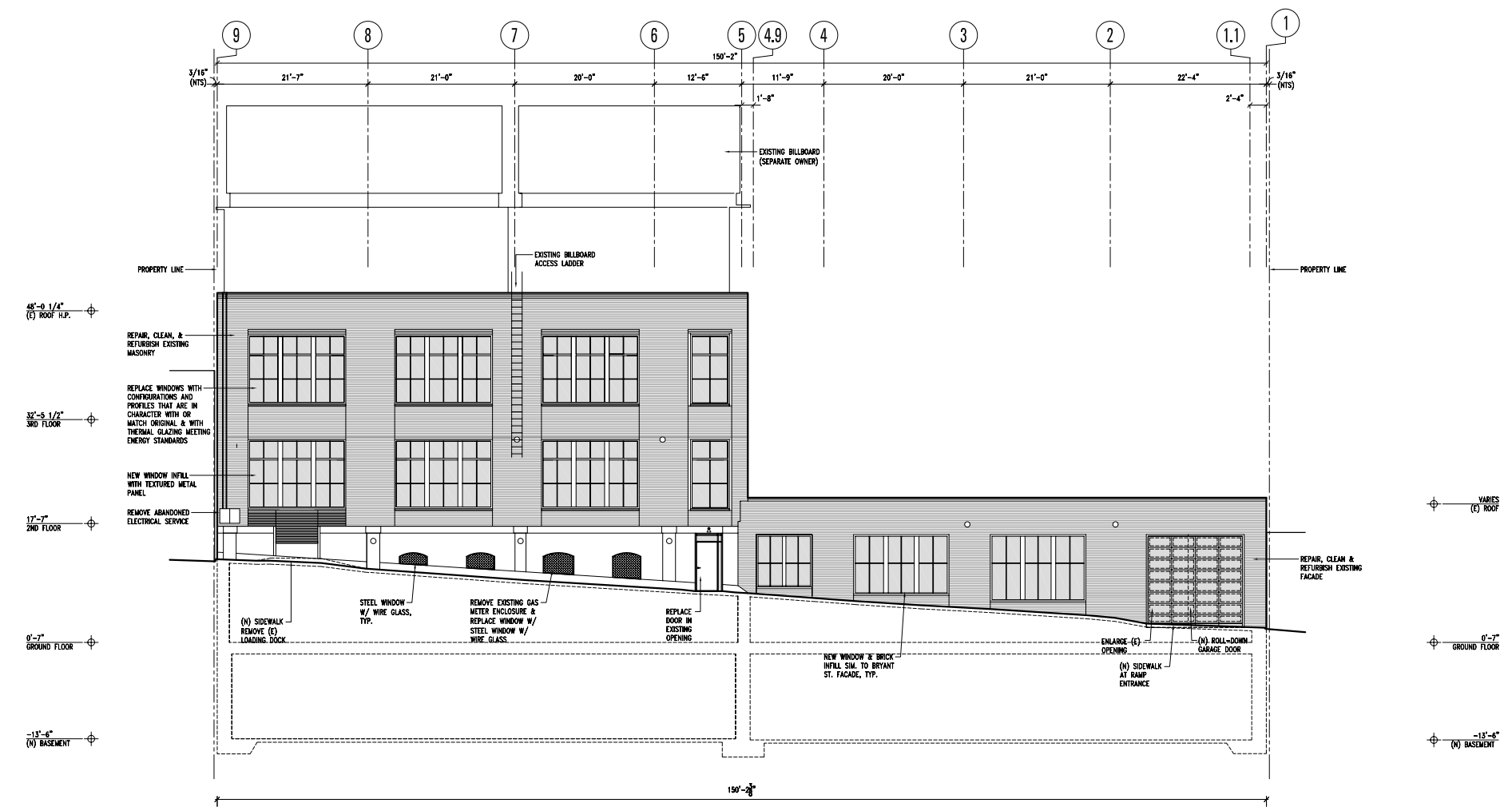
Number	Date	Description

EXISTING EXTERIOR ELEVATIONS

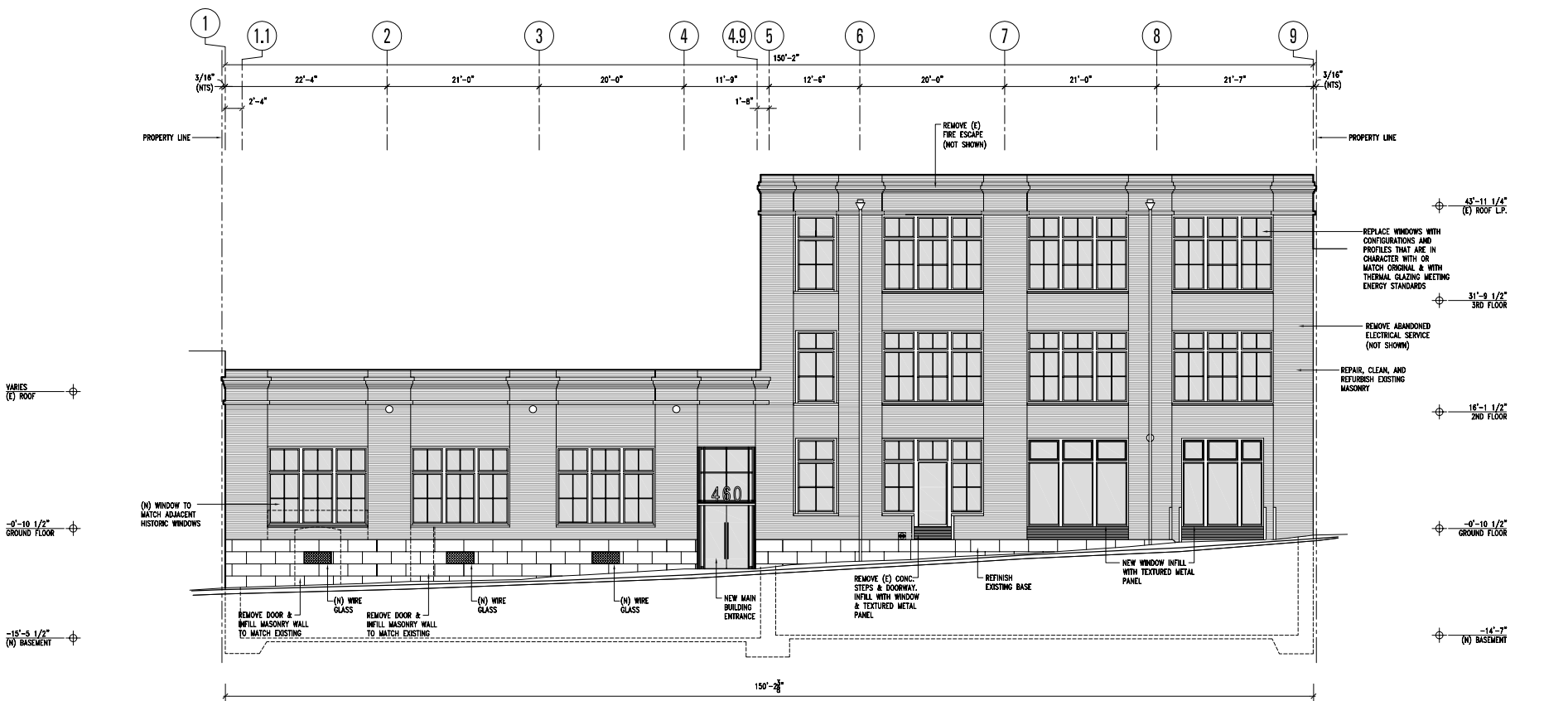
Date
JUNE 22, 2012

A1.3

Renovation to
460 Bryant Street
San Francisco, CA



2 STILLMAN STREET ELEVATION
1/8" = 1'-0"
A-EE-ALL



1 BRYANT STREET ELEVATION
1/8" = 1'-0"
A-EE-ALL

Number	Date	Description
1	12.18.11	EE APPLICATION
2	05.10.12	EE REVISIONS
3	06.22.12	100% SCHEMATIC DESIGN

PROPOSED
EXTERIOR
ELEVATIONS

Date
JUNE 22, 2012

A3.3

Demolition Notes

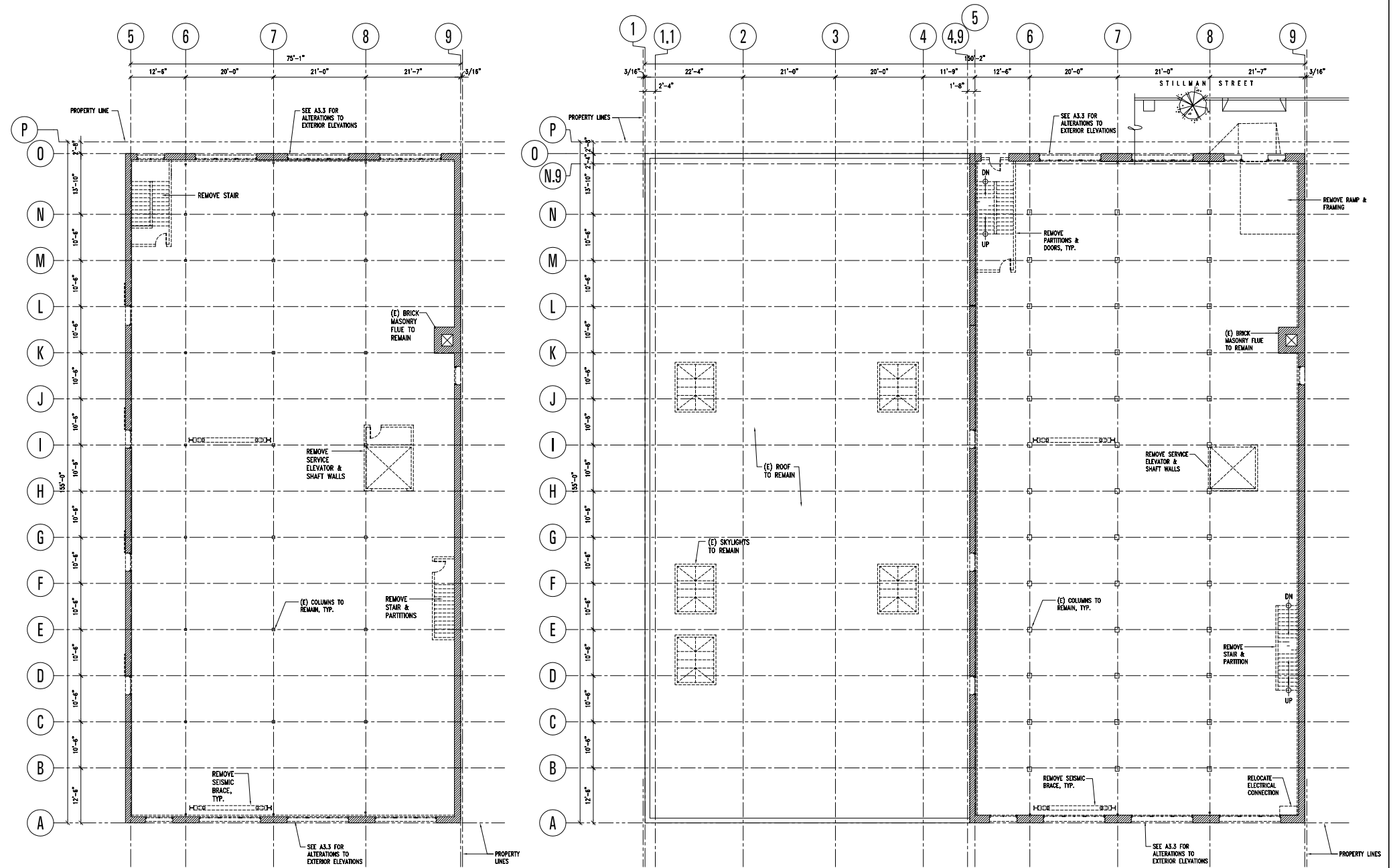
- HAZARDOUS MATERIALS INVESTIGATION, TESTING, AND ABATEMENT ARE NOT WITHIN THE ARCHITECT'S PURVIEW. NOTIFY THE OWNER IF HAZARDOUS MATERIALS ARE SUSPECTED OR ENCOUNTERED DURING THE COURSE OF CONSTRUCTION.
- COORDINATE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIALS WITH GENERAL DEMOLITION ACTIVITIES.
- SAFELY DISPOSE OF DEMOLISHED MATERIALS IN COMPLIANCE WITH ALL APPLICABLE RECYCLING AND ENVIRONMENTAL LAWS AND ORDINANCES.
- EXISTING CONSTRUCTION SHOWN ON THIS SHEET TO BE REMOVED IS ASSUMED TO BE NON-STRUCTURAL. IF CONDITIONS ARE ENCOUNTERED THAT APPEAR TO BE STRUCTURAL, DO NOT REMOVE SUPPORTED CONSTRUCTION, AND NOTIFY THE ARCHITECT BEFORE PROCEEDING.
- NEW OPENINGS IN FLOORS, ROOF, AND BRICK MASONRY WALLS WILL BE NECESSARY TO ACCOMMODATE NEW ARCHITECTURAL ELEMENTS SHOWN ON OTHER PLANS. NEW SUPPORTING MEMBERS ARE SHOWN ON THE STRUCTURAL DRAWINGS. SHORING OF EXISTING LOAD BEARING MEMBERS MAY BE REQUIRED FOR SAFE REMOVAL OF EXISTING CONSTRUCTION. UNLESS SHOWN FOR SPECIFIC LOCATIONS ON THE STRUCTURAL DRAWINGS, SUBMIT DESCRIPTION OF SHORING PROCEDURES AND CALCULATIONS FOR REVIEW BY THE ARCHITECT AND STRUCTURAL ENGINEER PRIOR TO REMOVAL OF EXISTING CONSTRUCTION.
- EXISTING OPENINGS IN FLOORS, ROOF, AND BRICK MASONRY WALL WILL BE FILLED IN AS SHOWN ON OTHER PLANS. REFER TO THE STRUCTURAL DRAWINGS FOR FLOOR INFILL DETAILS AND THE ARCHITECTURAL PLANS FOR NON-STRUCTURAL WALL INFILL DETAILS.
- REPAIR EXISTING CONSTRUCTION DAMAGED DURING DEMOLITION TO MATCH CONDITIONS PRIOR TO THE COMMENCEMENT OF THE WORK.

Project Number
11014.00

THE OFFICE OF
CHARLES F. BLOSZIES AIA
ARCHITECTURE STRUCTURES LTD

228 Grant Ave., 5th Floor
San Francisco, CA 94108
Phone: 415.834.9022
Fax: 415.834.9007
e-mail: archeng@csf.com

Renovation to
460 Bryant Street
San Francisco, CA



0 2 4 8 16
② THIRD FLOOR DEMOLITION PLAN
3/32" = 1'-0"
A-09-03

0 2 4 8 16
① SECOND FLOOR DEMOLITION PLAN
3/32" = 1'-0"
A-09-02

Rev. No.	Date	Drawn By	Checked By
11014-A1.2		LG	CB

Issues	3	
Number	Date	Description
1	12.18.11	EE APPLICATION
2	05.16.12	EE REVISIONS
3	06.22.12	100% SCHEMATIC DESIGN

Revisions		
Number	Date	Description

SECOND & THIRD FLOOR DEMOLITION PLANS

Date
JUNE 22, 2012

A1.2

Renovation to
460 Bryant Street
San Francisco, CA

11014-A2.0
Drawn By: LG
Checked By: CB

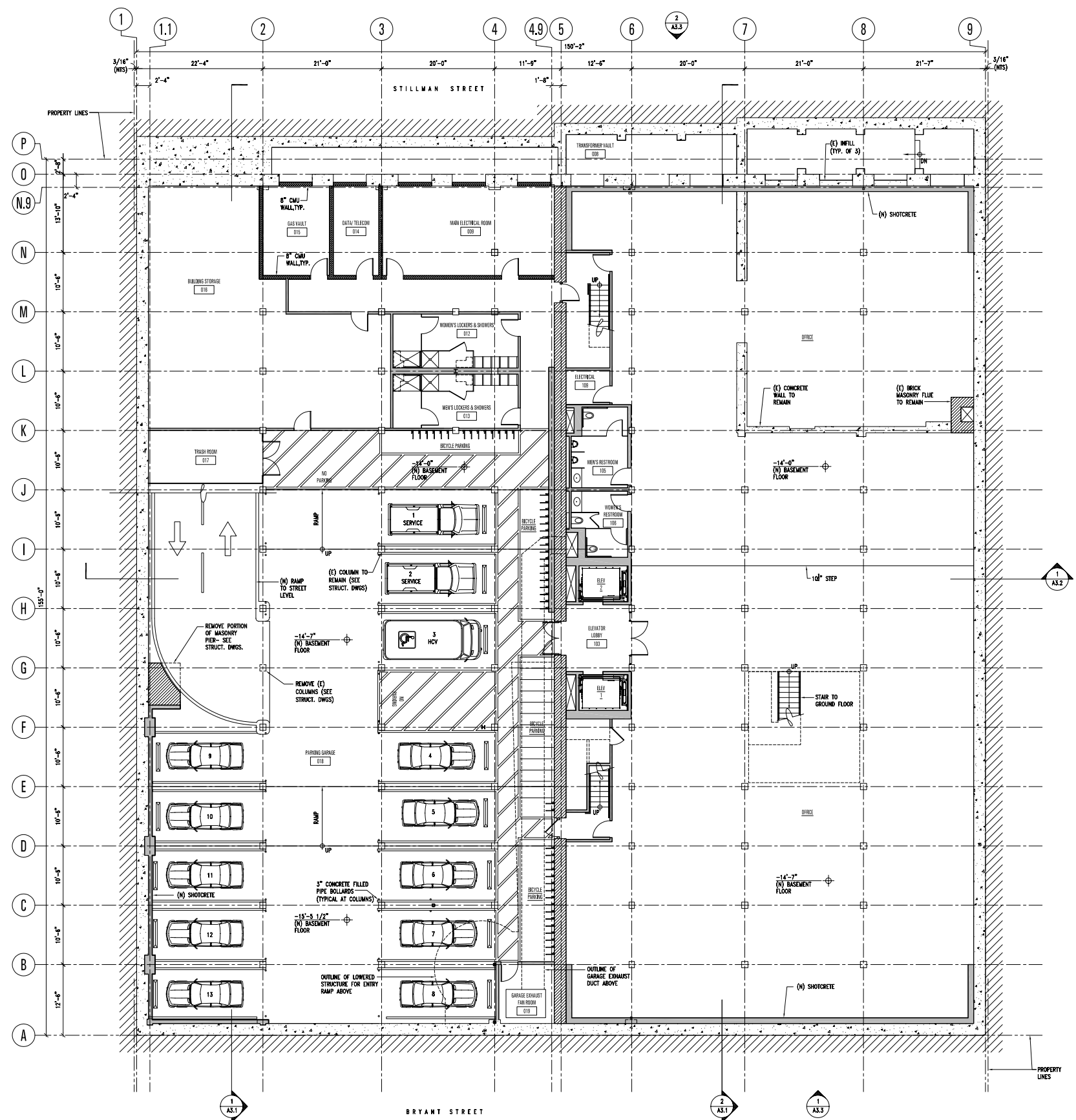
Number	Date	Description
1	12.18.11	EE APPLICATION
2	05.10.12	EE REVISIONS
3	06.22.12	100% SCHEMATIC DESIGN

Number	Date	Description

BASEMENT PLAN

Date
JUNE 22, 2012

A2.0



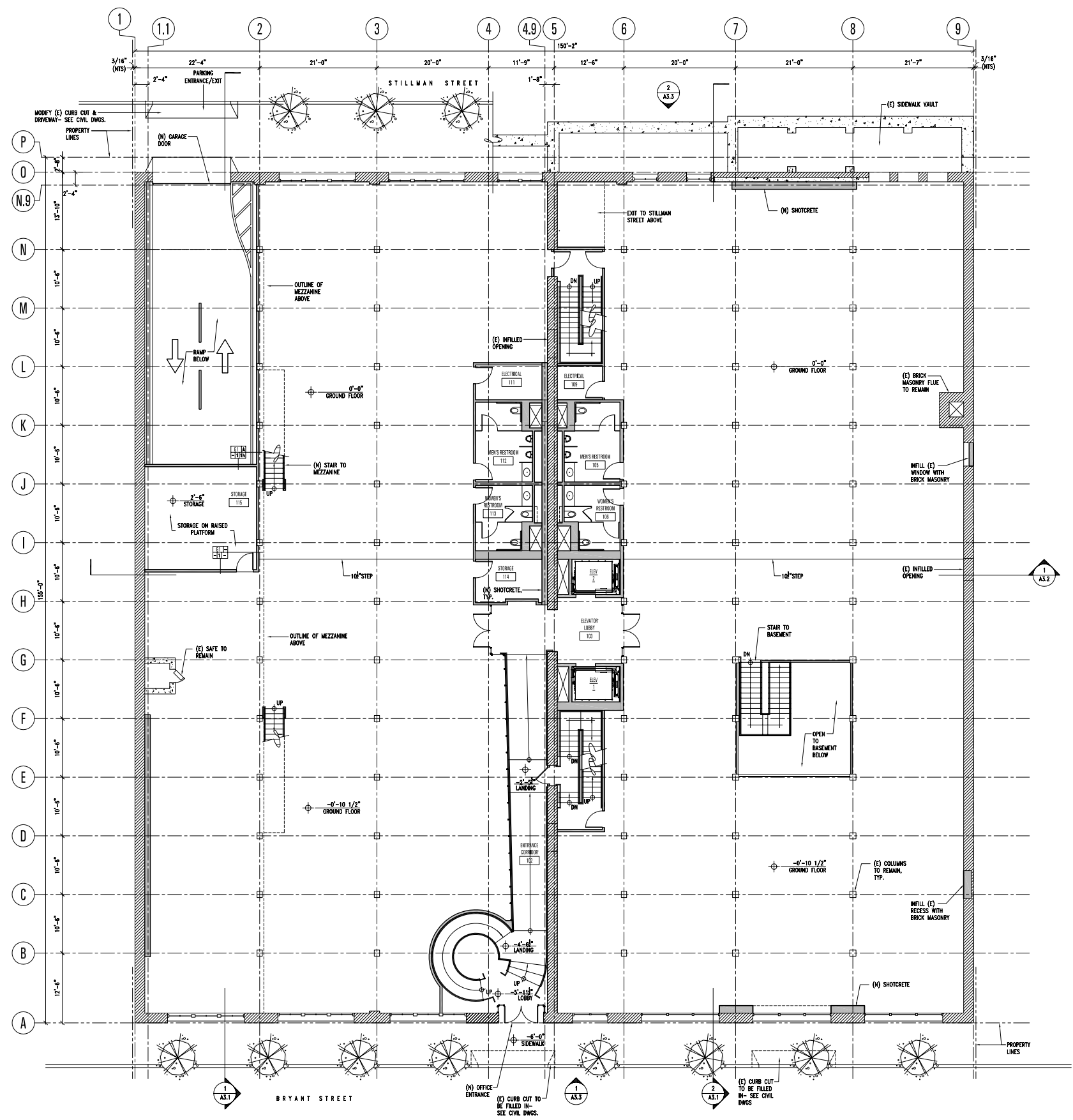
1 BASEMENT FLOOR PLAN
1/8" = 1'-0"
A-19-B

File Name:	11014-A2.1	Drawn By:	LG	Checked By:	CB
Issues	3				
Number	Date	Description			
1	12.18.11	EE APPLICATION			
2	05.10.12	EE REVISIONS			
3	06.22.12	100% SCHEMATIC DESIGN			

GROUND FLOOR PLAN

Date
JUNE 22, 2012

A2.1



1 GROUND FLOOR PLAN
1/8" = 1'-0"
A-PP-01

11014-02.1.5	Drawn By: LG	Checked By: CB
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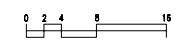
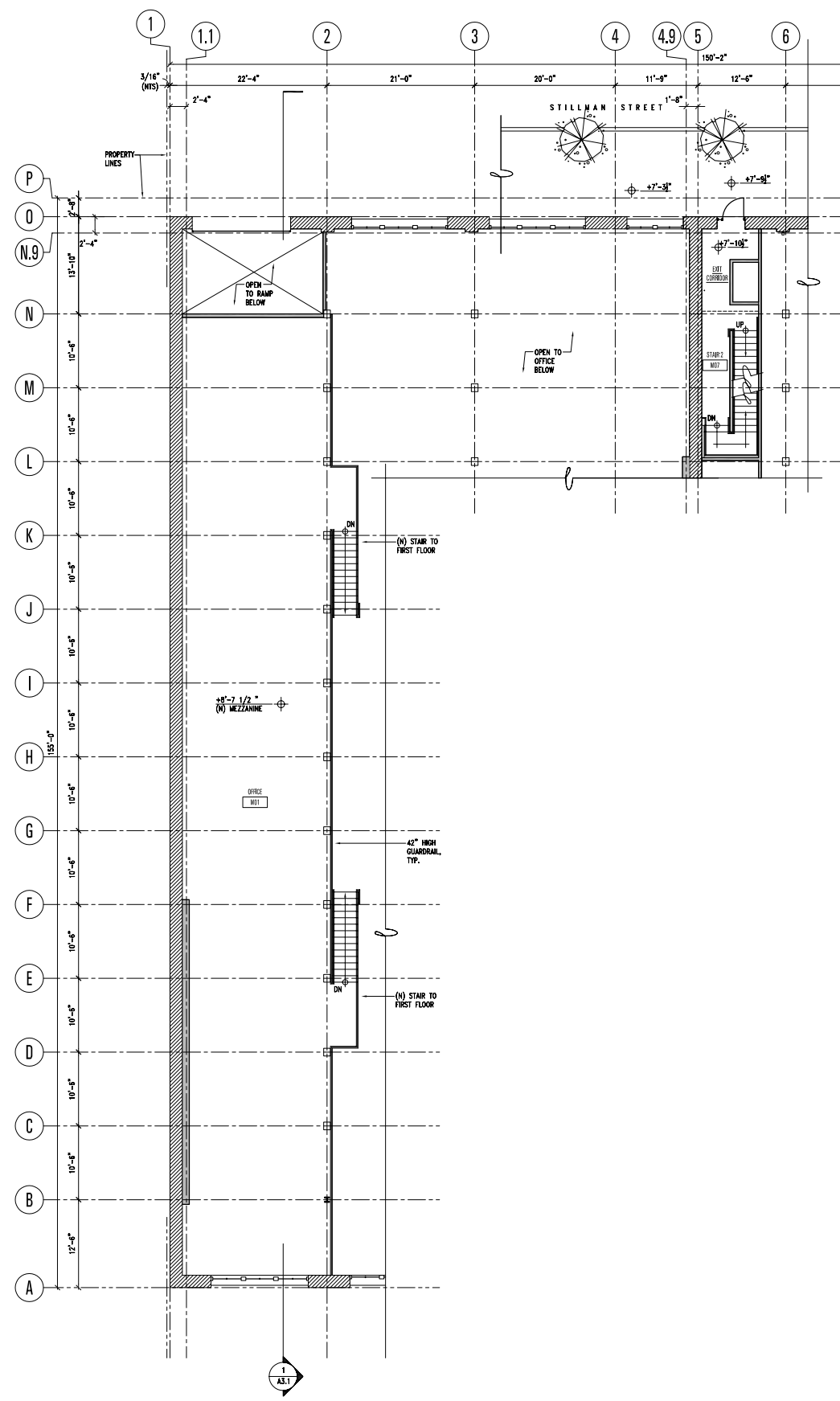
Number	Date	Description
1	12.18.11	EE APPLICATION
2	05.16.12	EE REVISIONS
3	06.22.12	100% SCHEMATIC DESIGN

Number	Date	Description

MEZZANINE PLAN

Date: JUNE 22, 2012

A2.1.5



1 MEZZANINE PLAN
1/8" = 1'-0"

A-PP-01



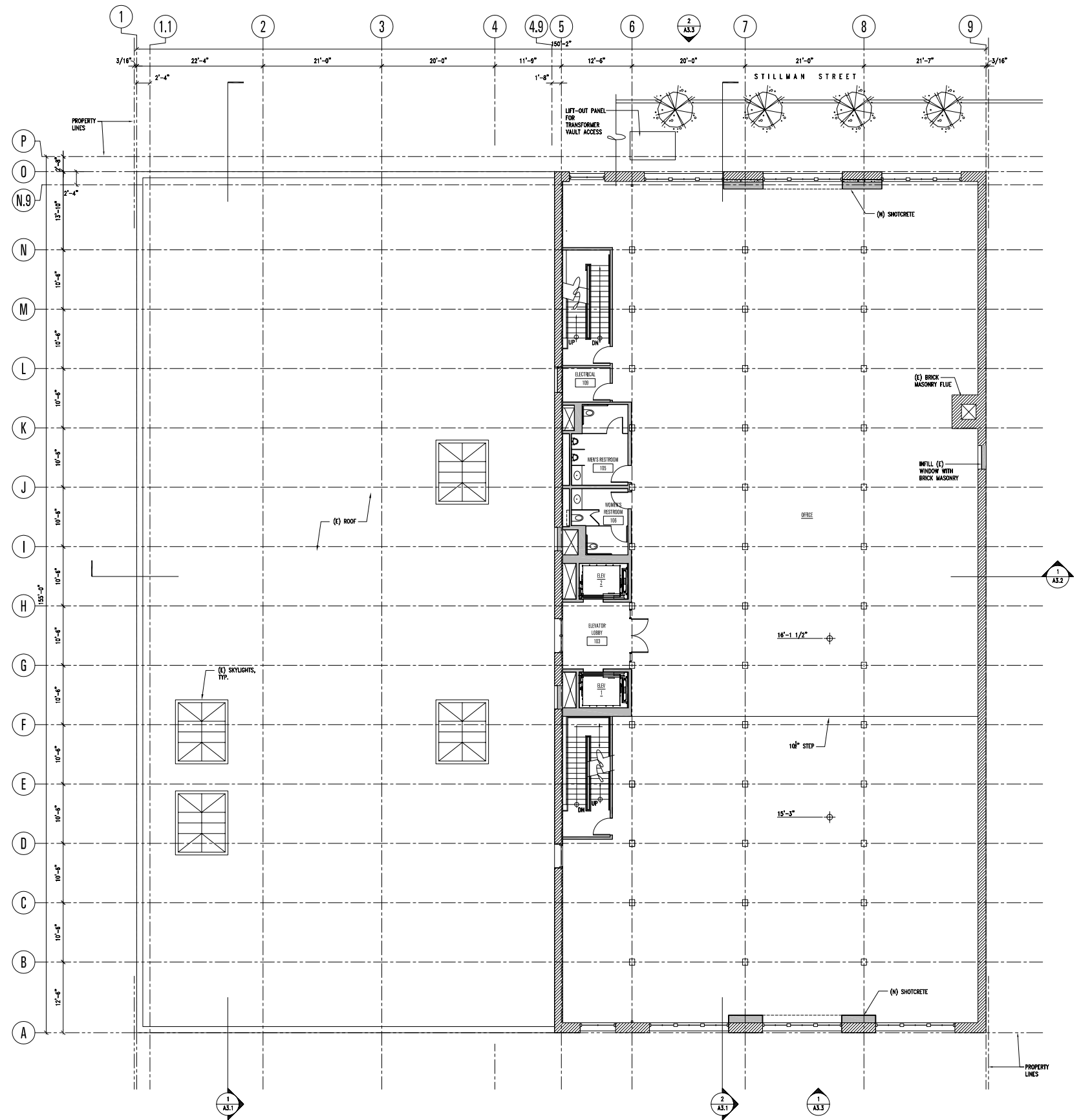
Number	Date	Description
1	12.18.11	EE APPLICATION
2	05.10.12	EE REVISIONS
3	06.22.12	100% SCHEMATIC DESIGN

Number	Date	Description

SECOND FLOOR PLAN

Date: JUNE 22, 2012

A2.2



File Name:	11014-A2.3	Drawn By:	LG	Checked By:	CB
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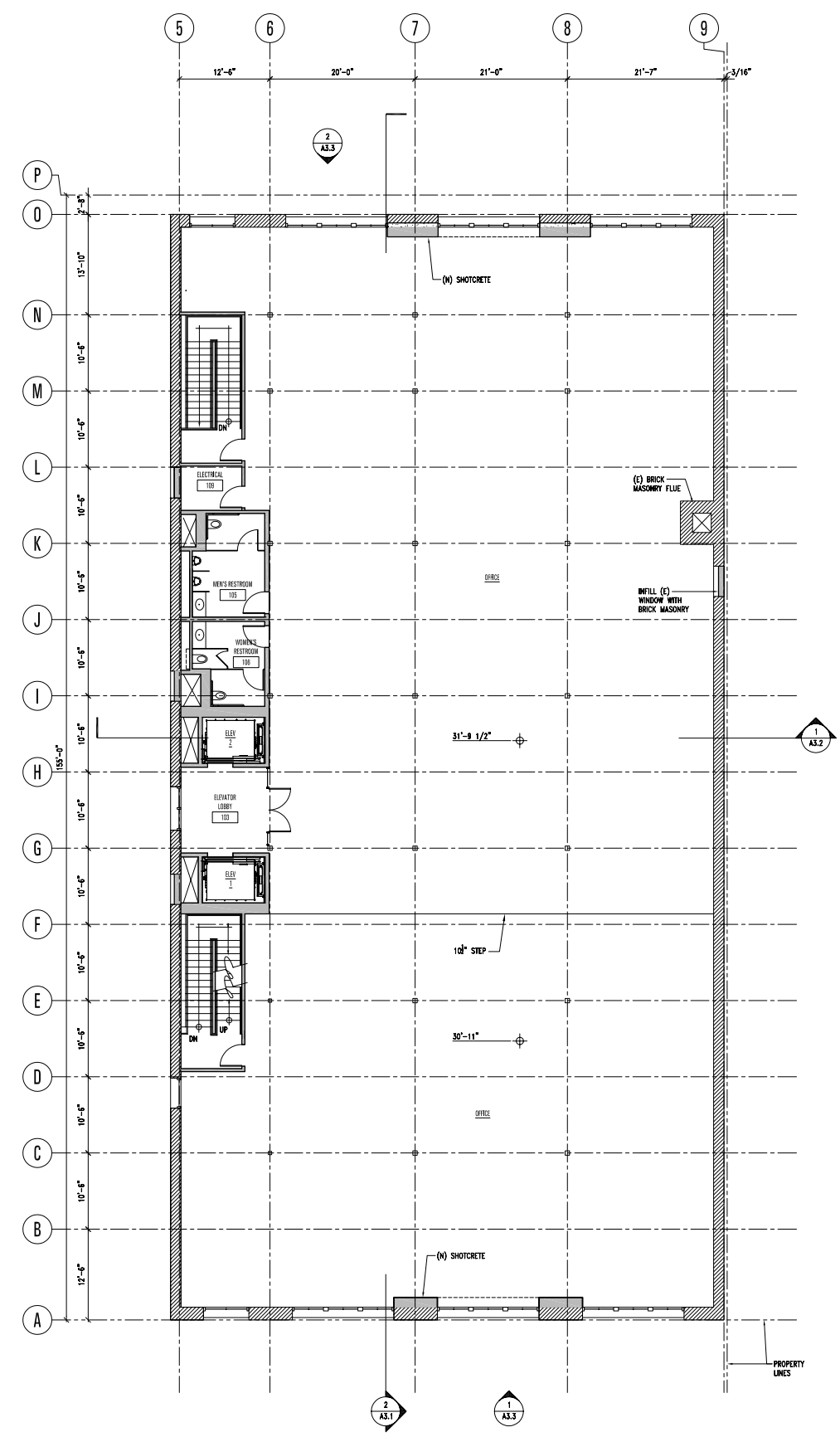
Number	Date	Description
1	12.18.11	EE APPLICATION
2	05.11.12	EE REVISIONS
3	06.22.12	100% SCHEMATIC DESIGN

Number	Date	Description

THIRD FLOOR PLAN

Date
JUNE 22, 2012

A2.3



1 THIRD FLOOR PLAN
1/8" = 1'-0"
A-FP-03

File Name:	11014-A2.4	Drawn By:	LG	Checked By:	CB
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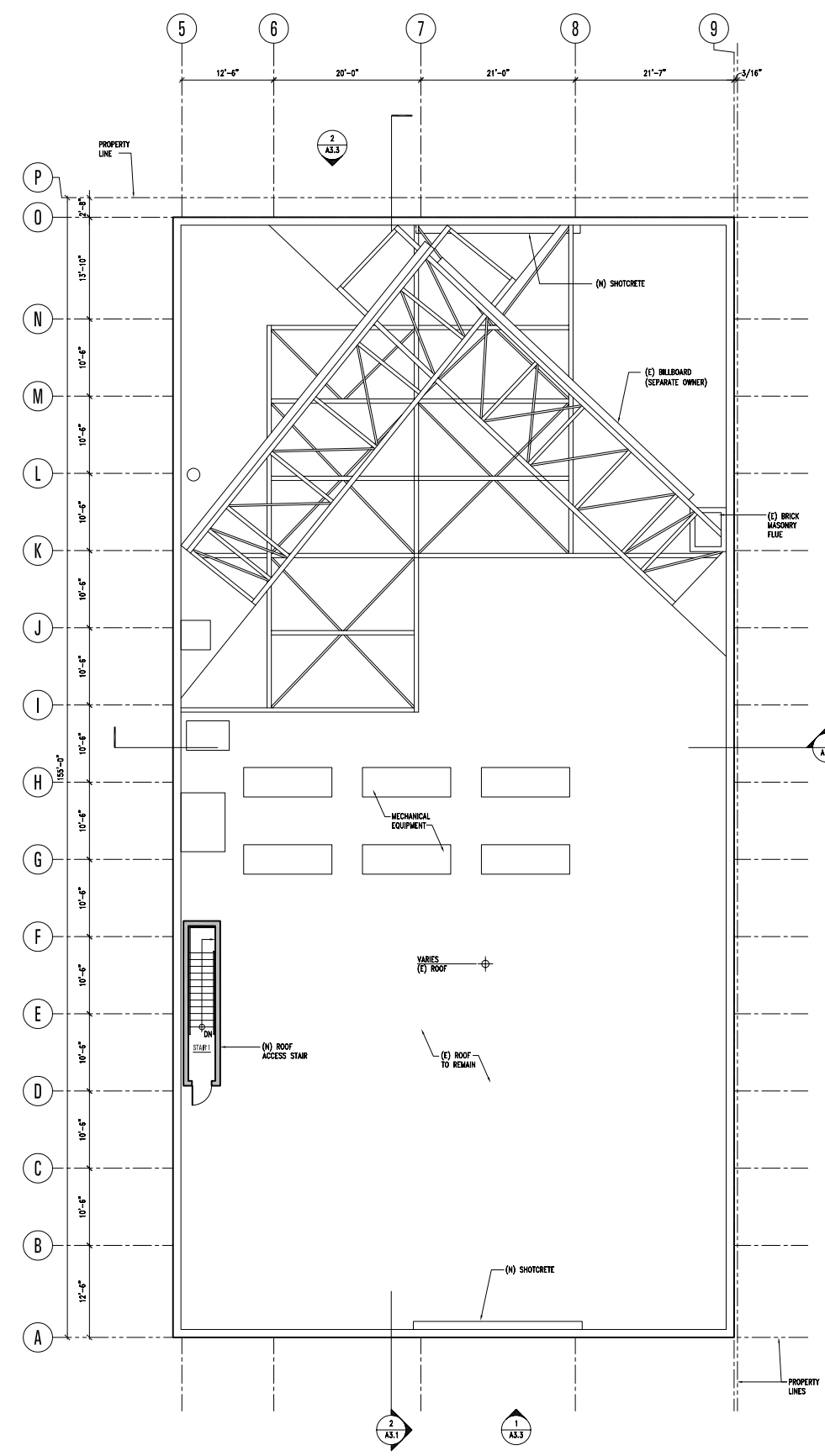
Number	Date	Description
1	12.18.11	EE APPLICATION
2	05.10.12	EE REVISIONS
3	06.22.12	100% SCHEMATIC DESIGN

Number	Date	Description

ROOF PLAN

Date
JUNE 22, 2012

A2.4



1 ROOF PLAN
1/8" = 1'-0"
A-TP-ROOF

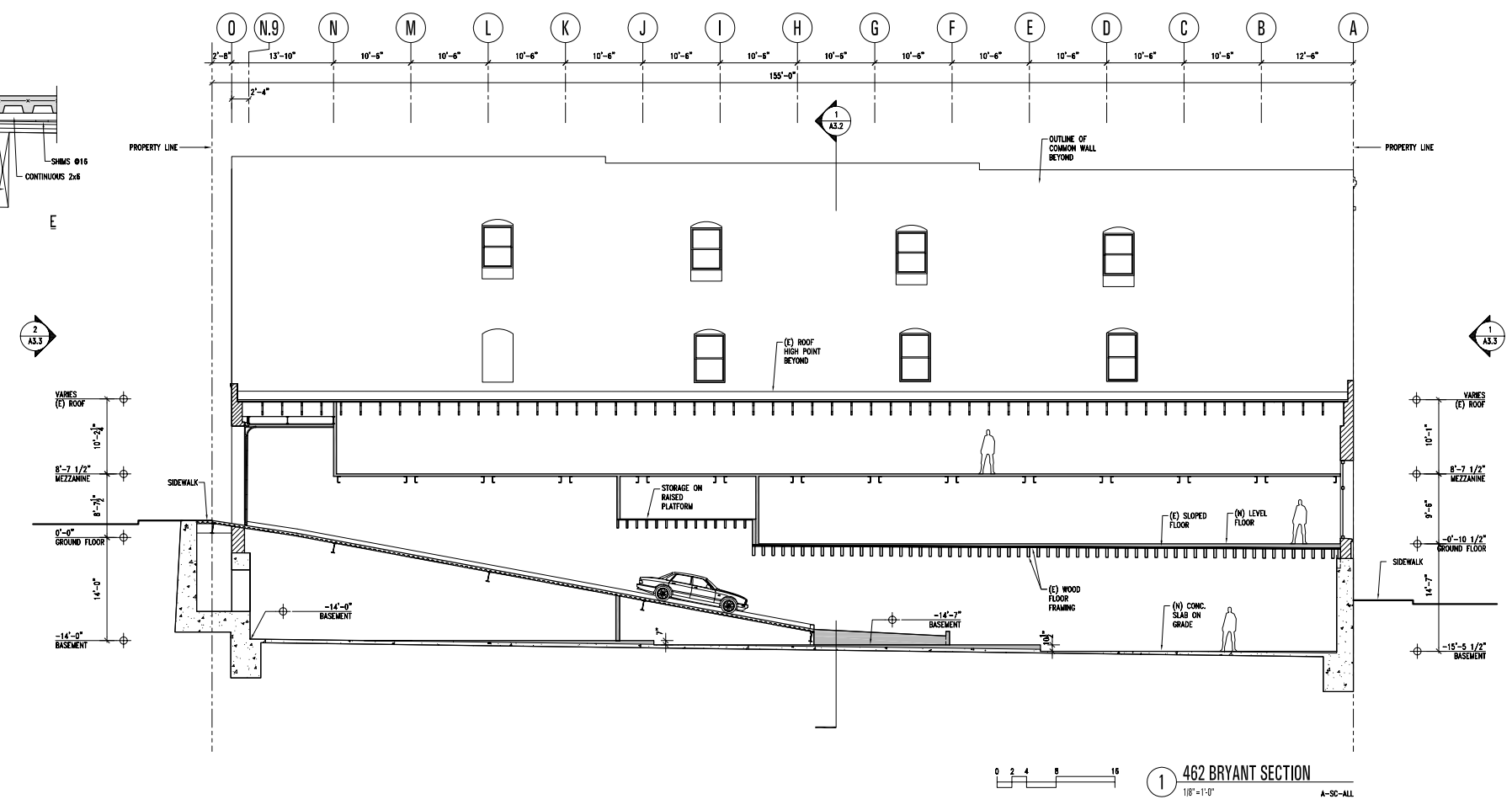
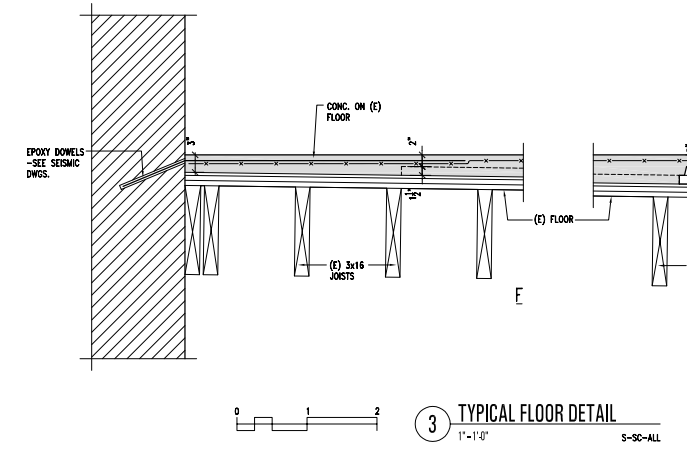
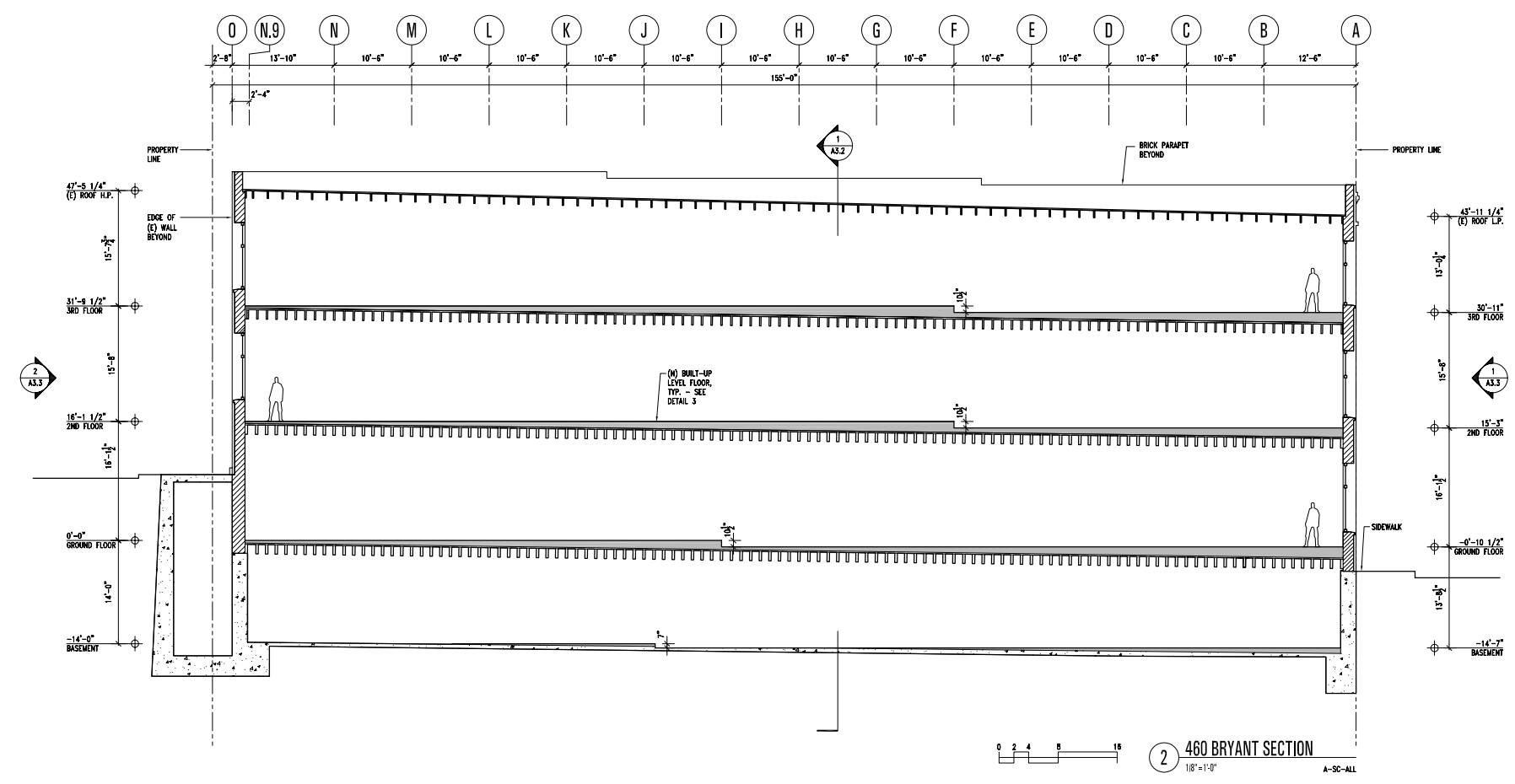
Renovation to
460 Bryant Street
San Francisco, CA

Rev.	Date	Description
1	12.18.11	EE APPLICATION
2	05.10.12	EE REVISIONS
3	06.22.12	100% SCHEMATIC DESIGN

LONGITUDINAL SECTIONS

Date
JUNE 22, 2012

A3.1



File Name:	Drawn By:	Checked By:
11014-A3.2	LG	CB

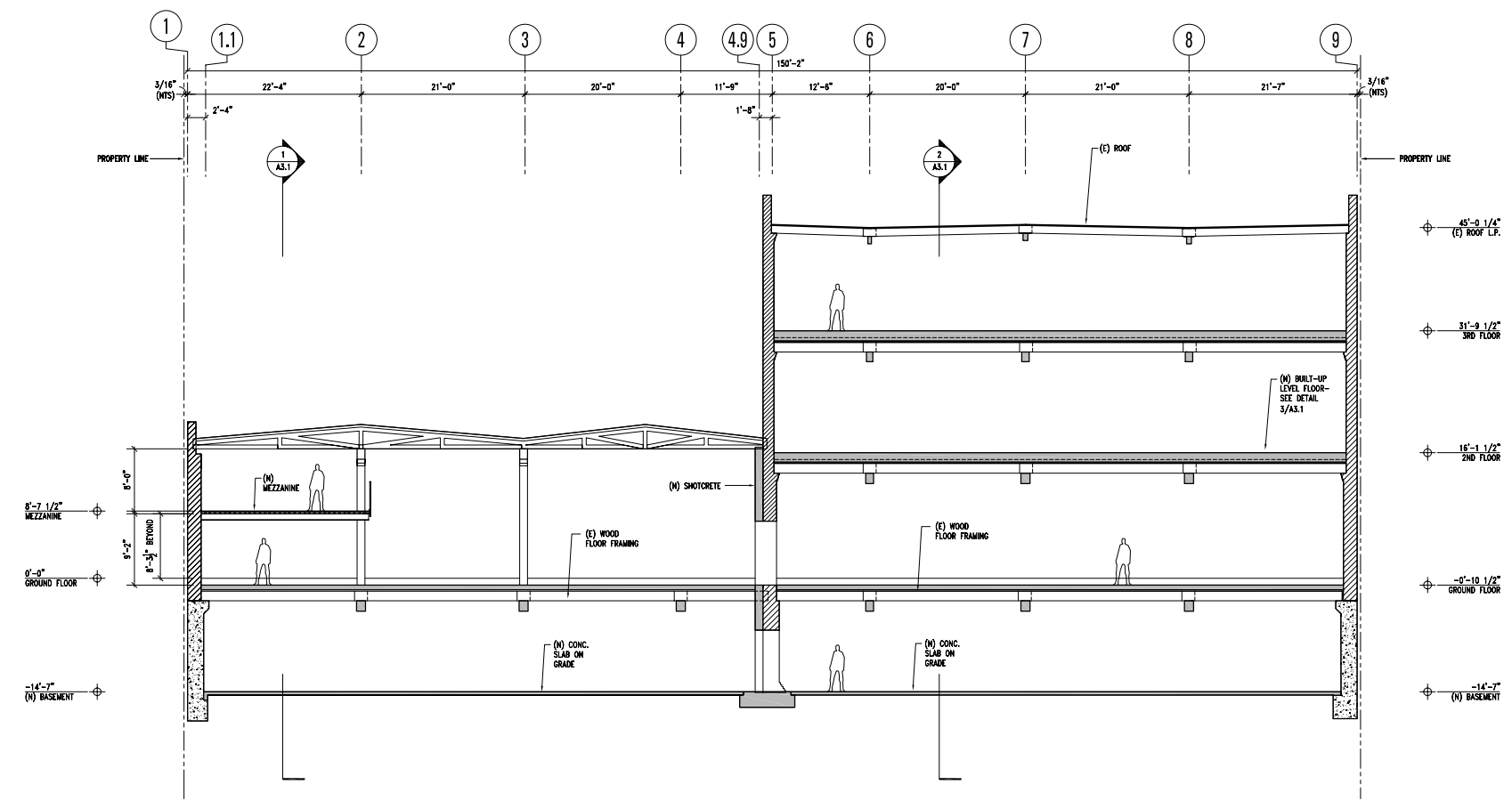
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2	05.10.12	EE REVISIONS
3	06.22.12	100% SCHEMATIC DESIGN

Number	Date	Description

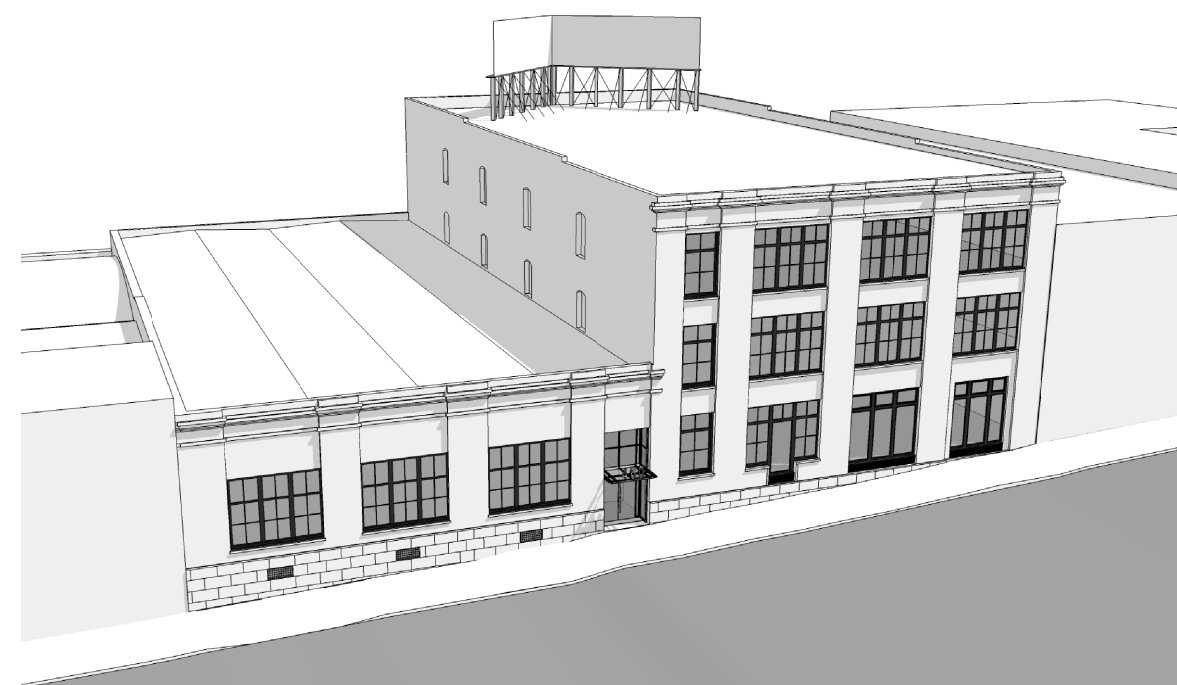
TRANSVERSE SECTION

Date
JUNE 22, 2012

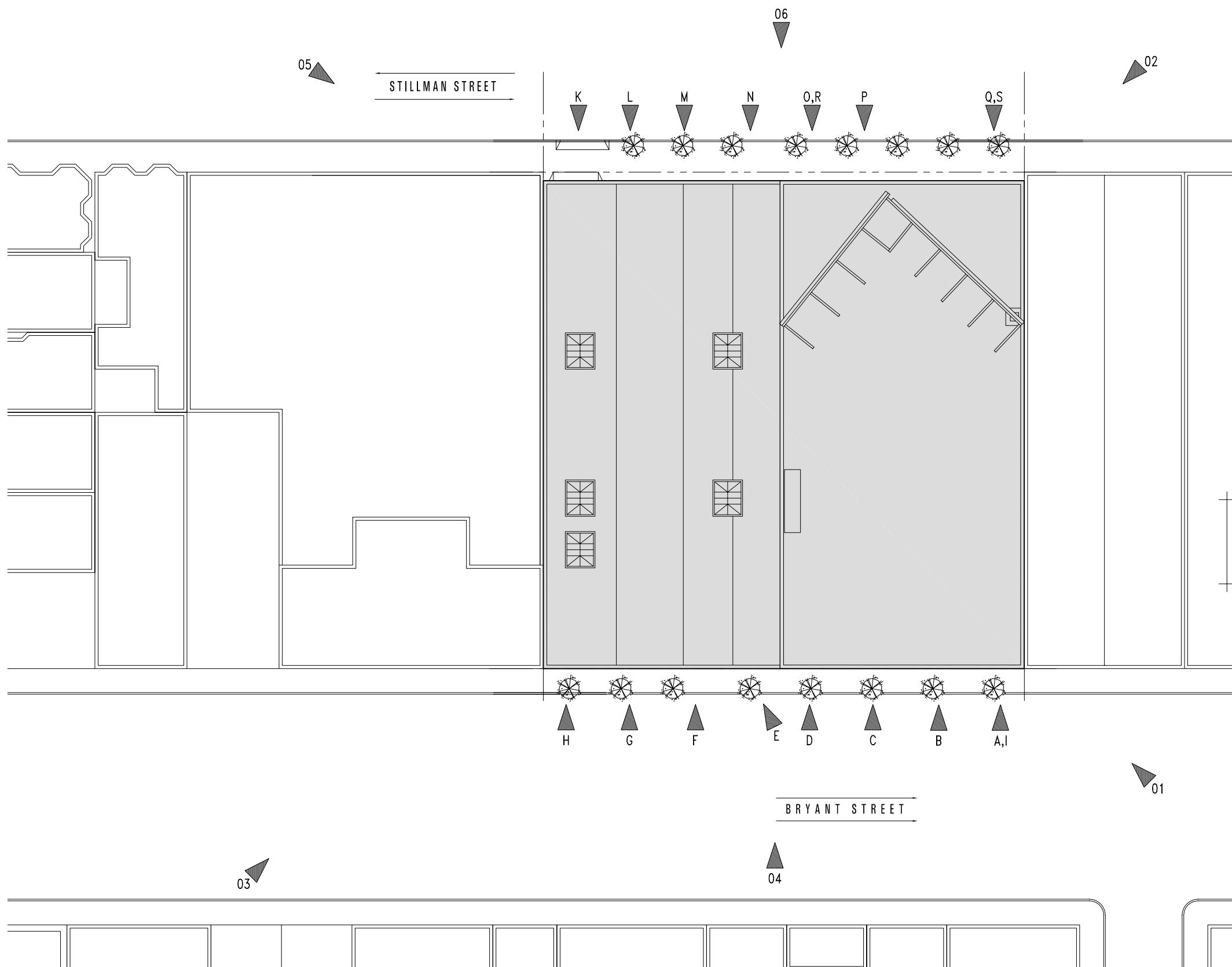
A3.2



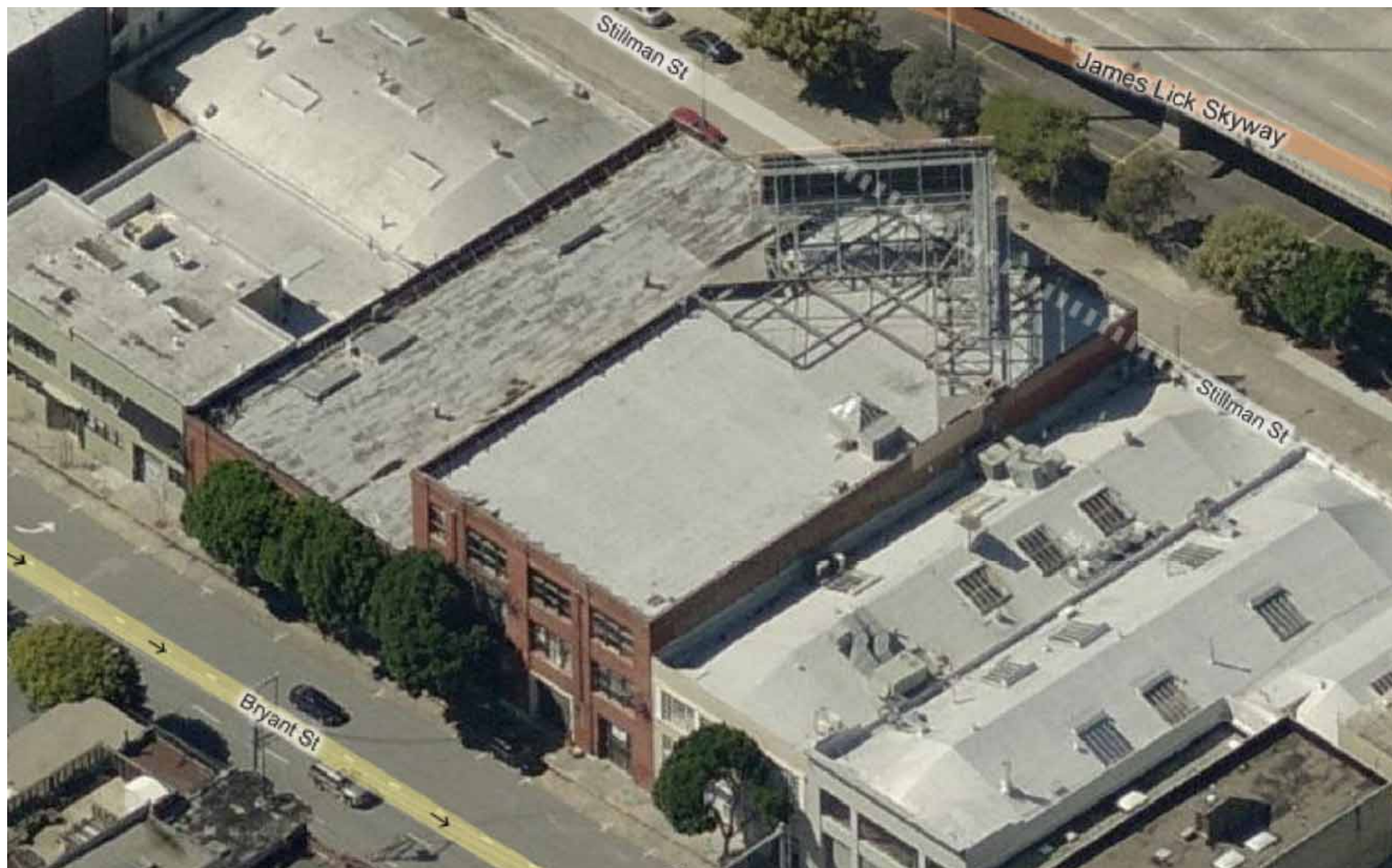
1 TRANSVERSE SECTION
1/8" = 1'-0"
A-SC-ALL



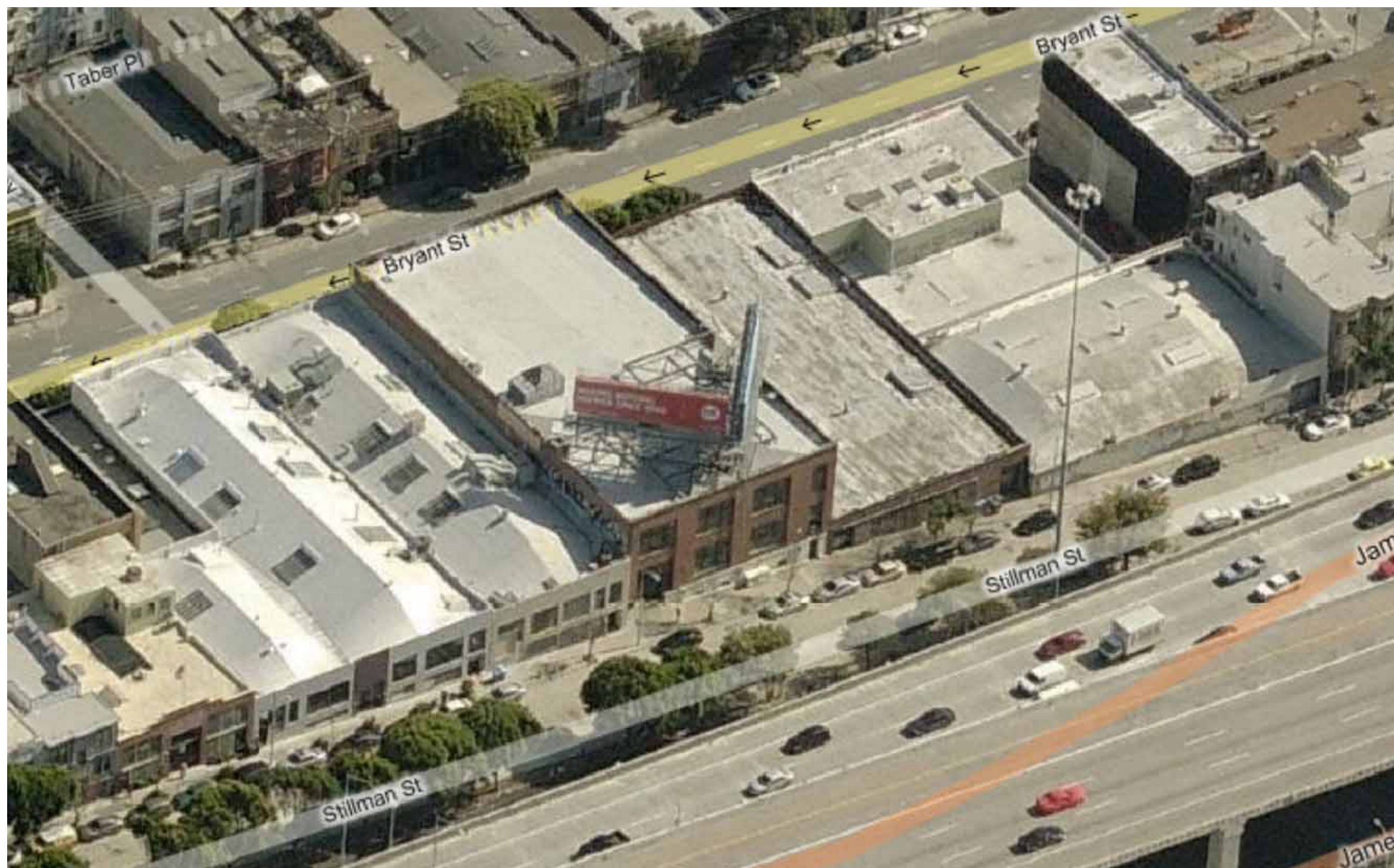
Detailed Facade Alteration Drawings & Photos



Site/Key Plan



Aerial View - Bryant Facade (View 01)



Aerial View - Stillman Facade (View 02)



Bryant Streetwall & Context (View 03)

J
(TYPICAL)

I
(TYPICAL)



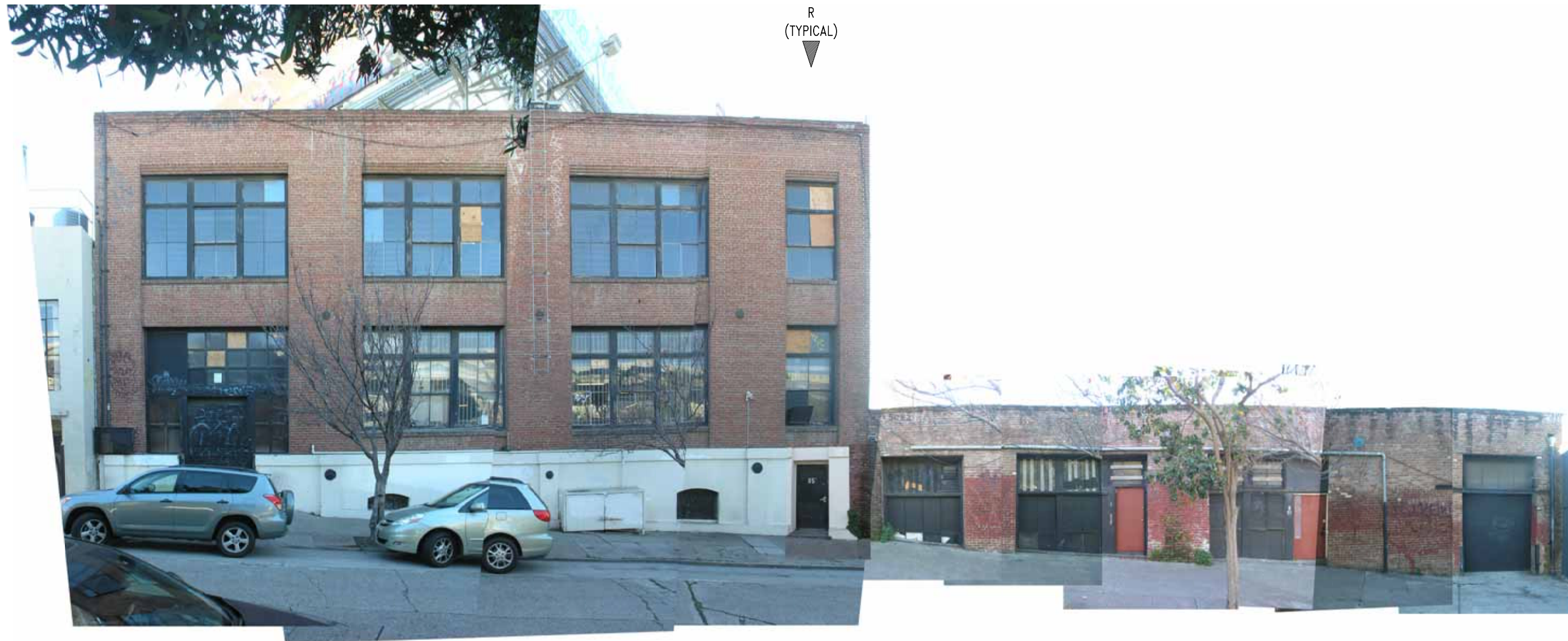
Bryant Street Elevation Panorama (View 04)



Stillman Streetwall & Context (View 05)

S
(TYPICAL)
▼

R
(TYPICAL)
▼



▲
Q

▲
P

▲
O

▲
N

▲
M

▲
L

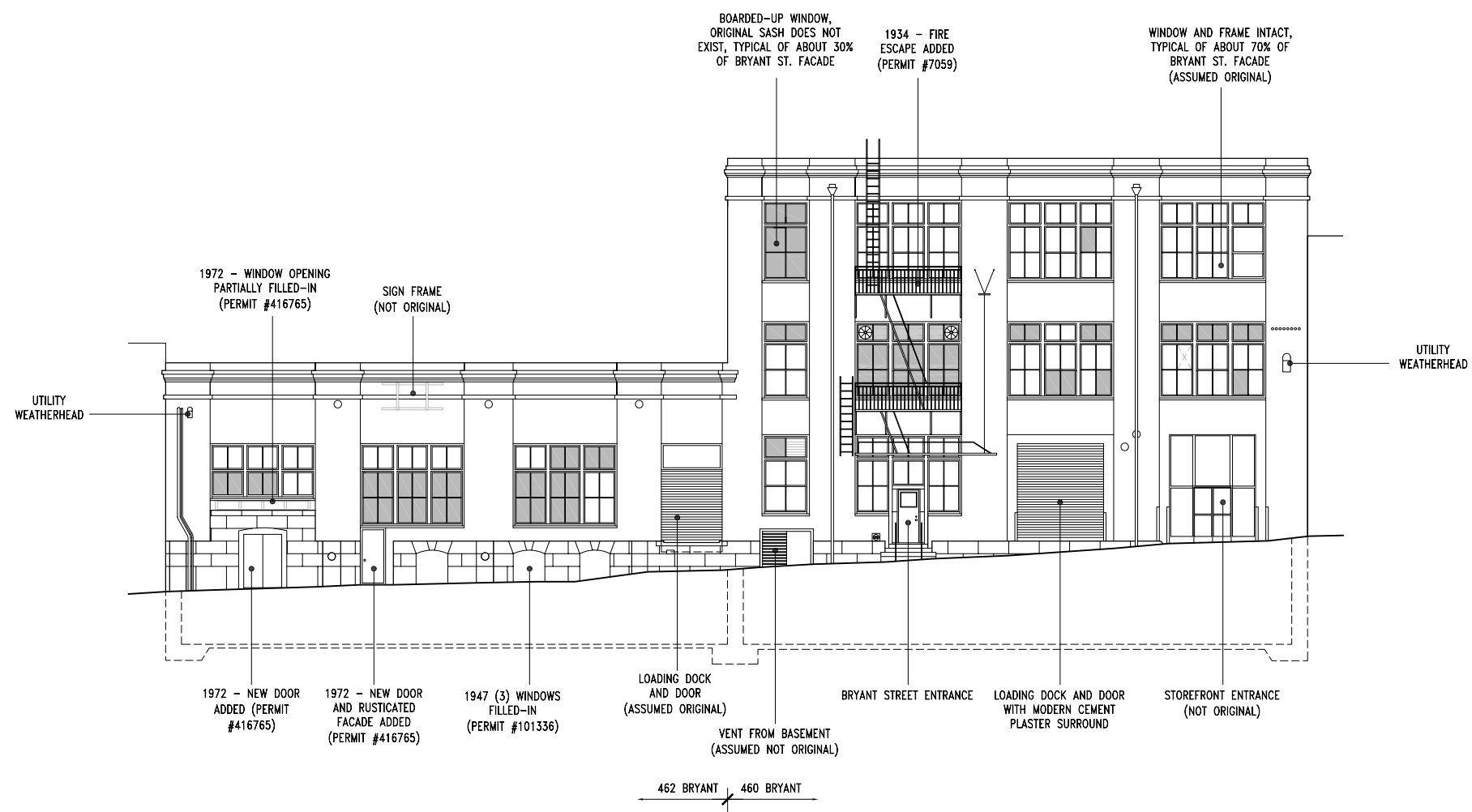
▲
K

Stillman Street Elevation Panorama (View 06)

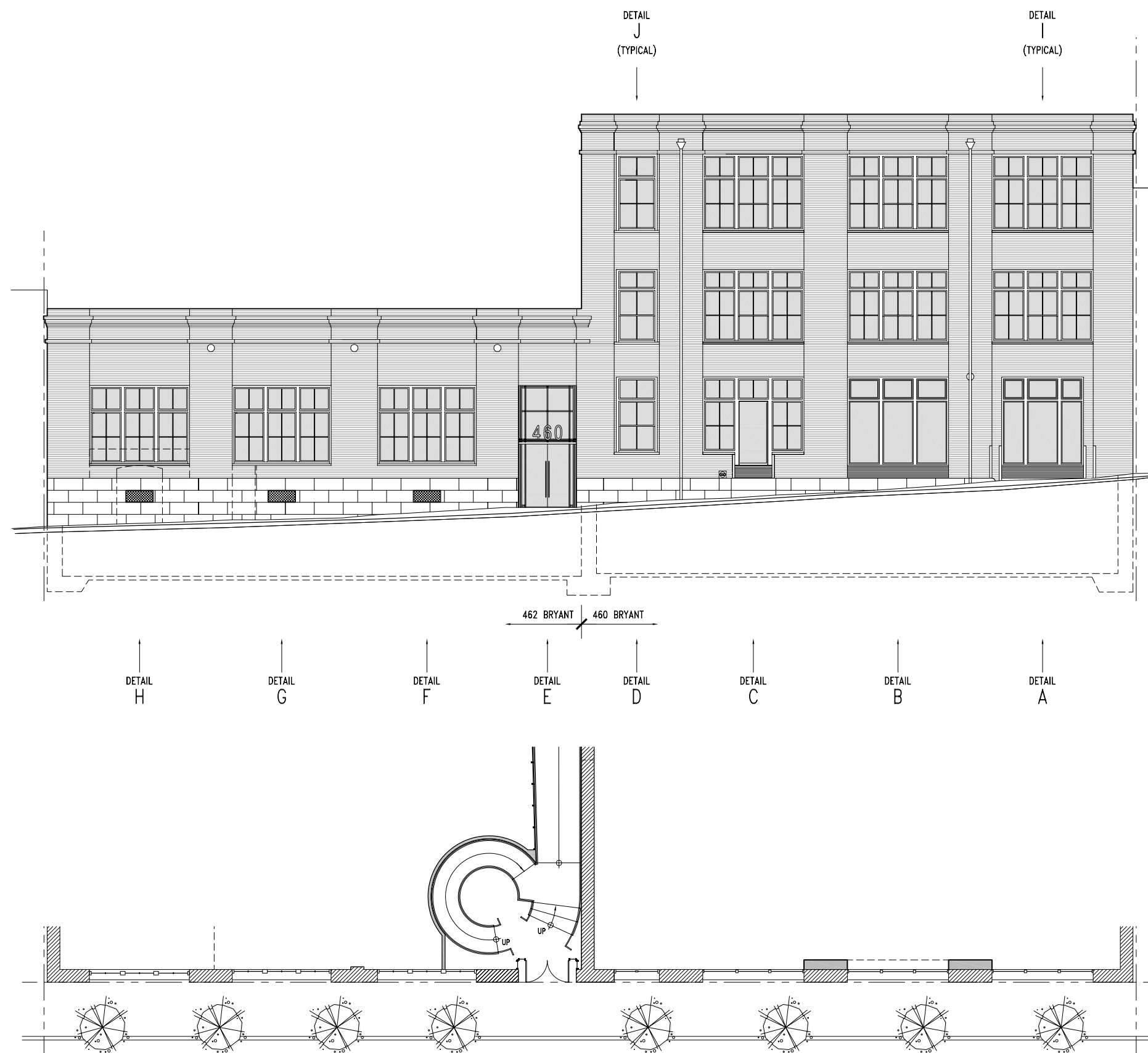


462 BRYANT | 460 BRYANT

Existing Bryant Elevation Photo



Existing Bryant Elevation

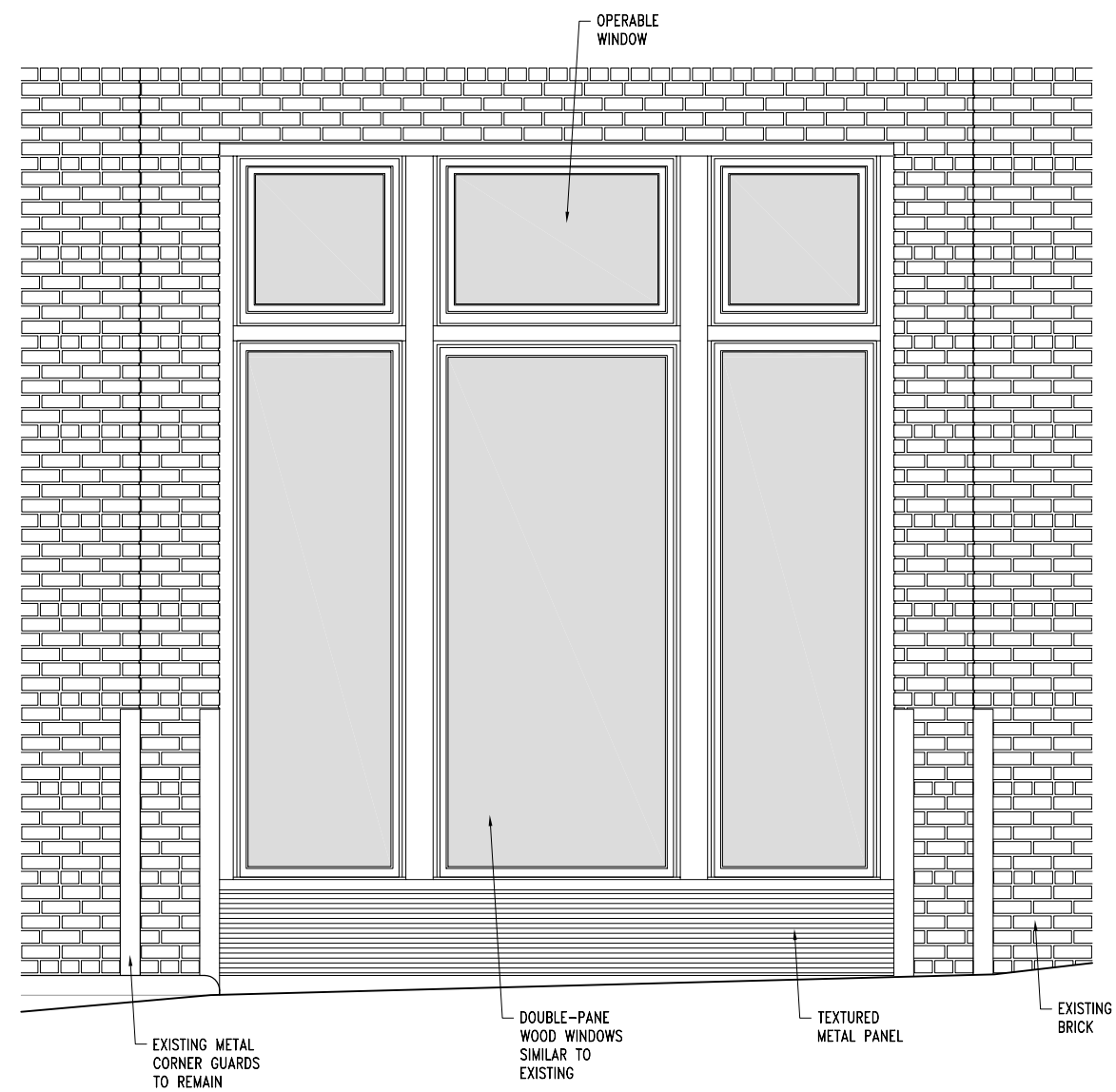


Proposed Bryant Elevation

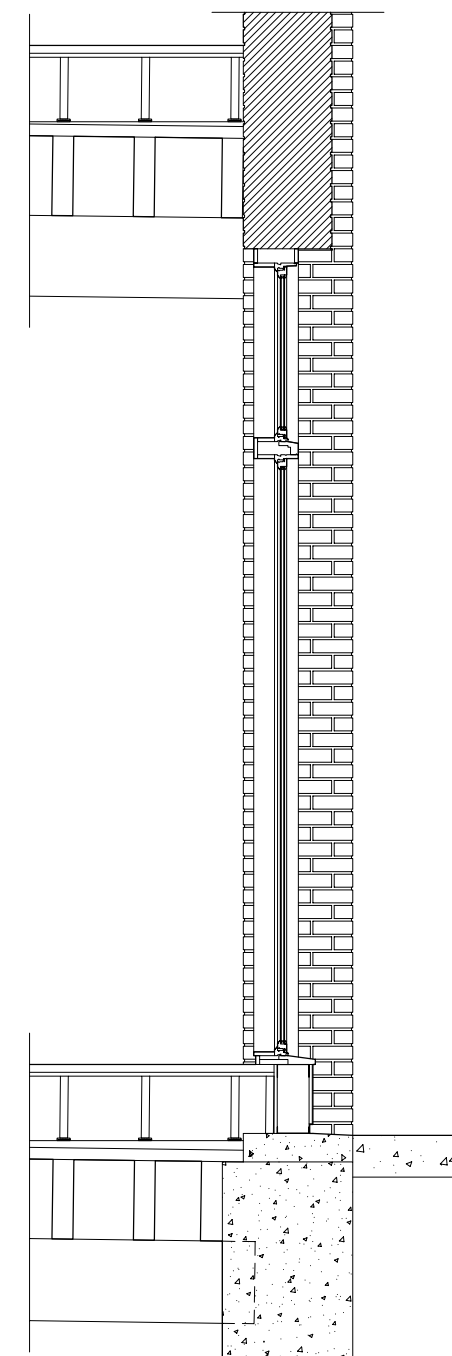
Plan - Ground Floor Entrance



Existing Condition



Proposed Elevation

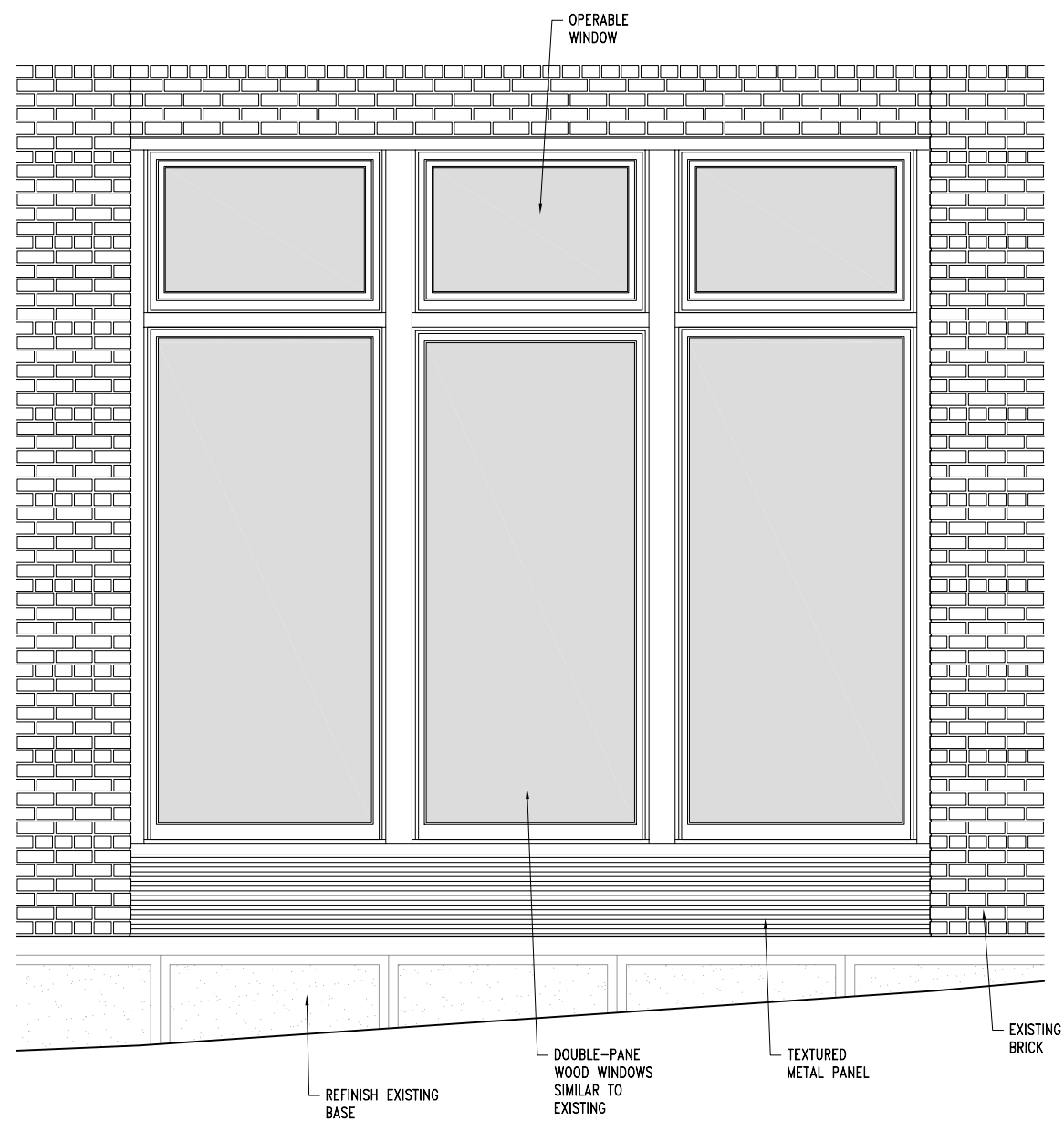


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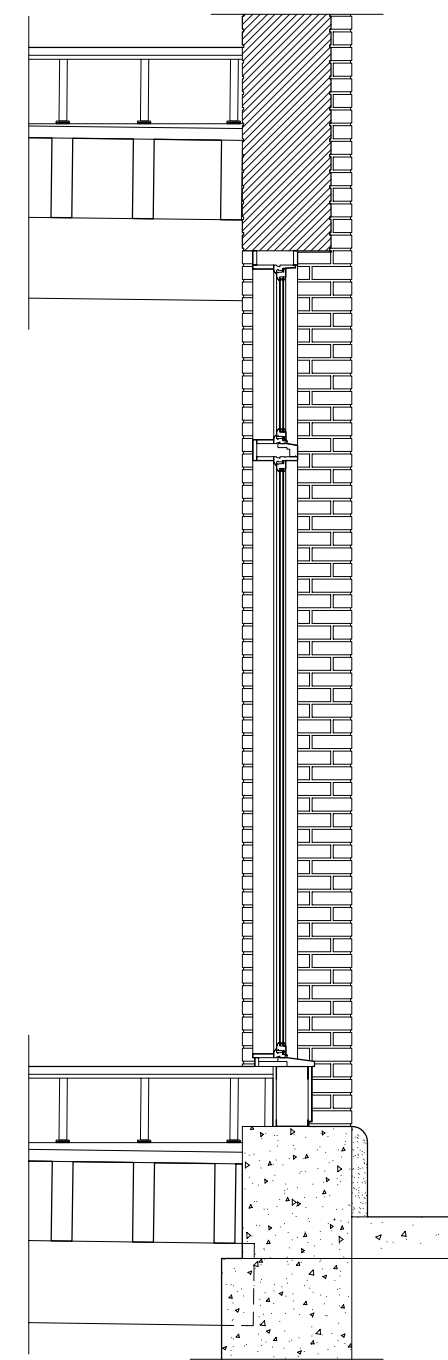
Detail A



Existing Condition



Proposed Elevation

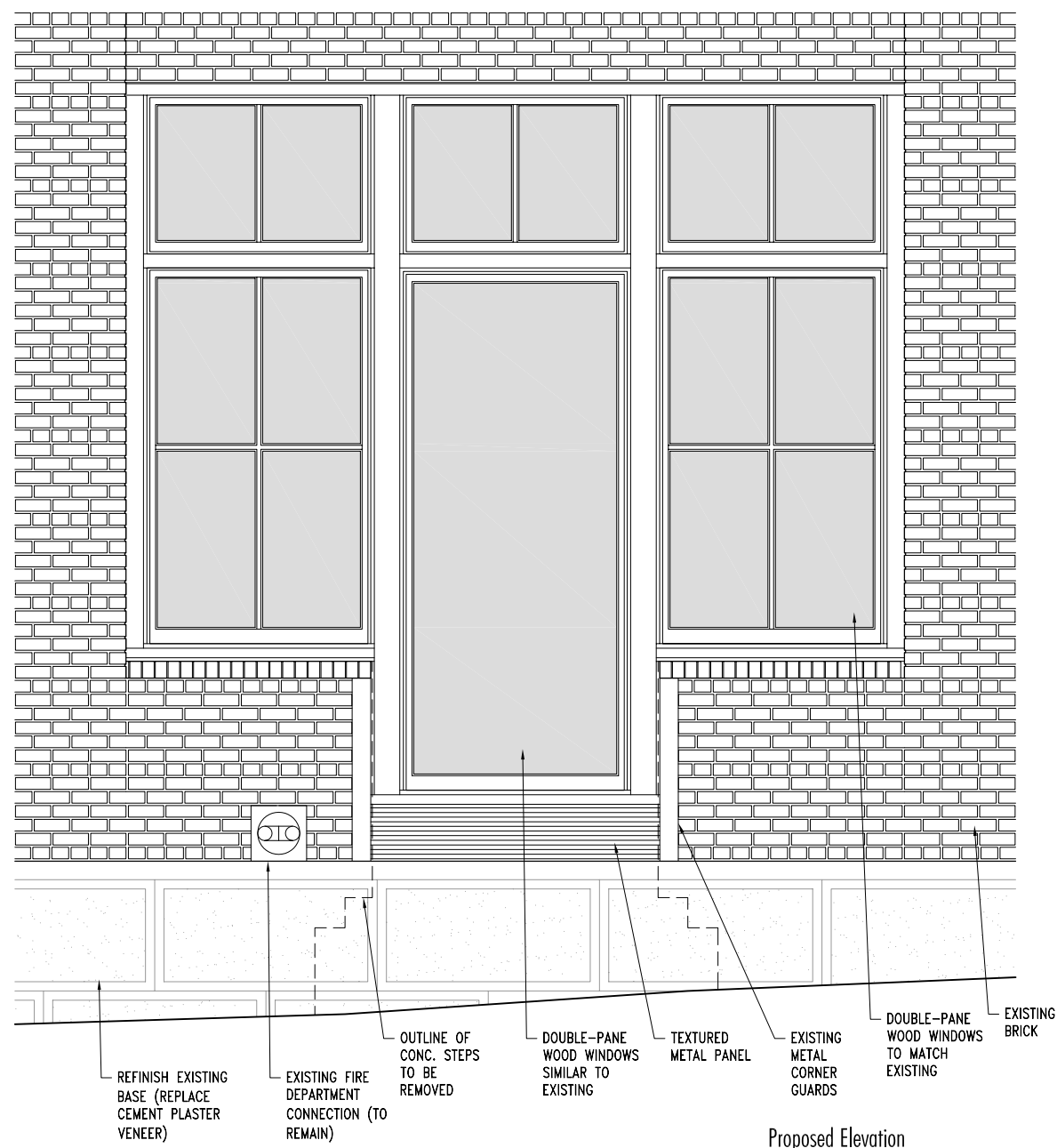


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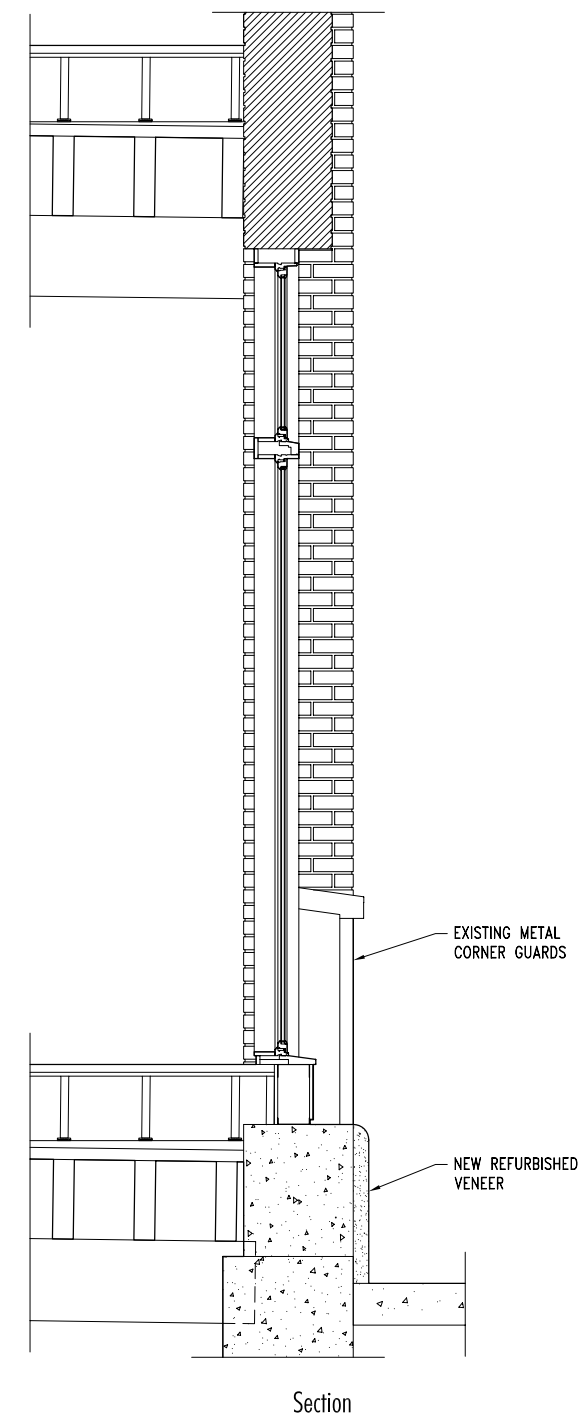
Detail B



Existing Condition



Proposed Elevation

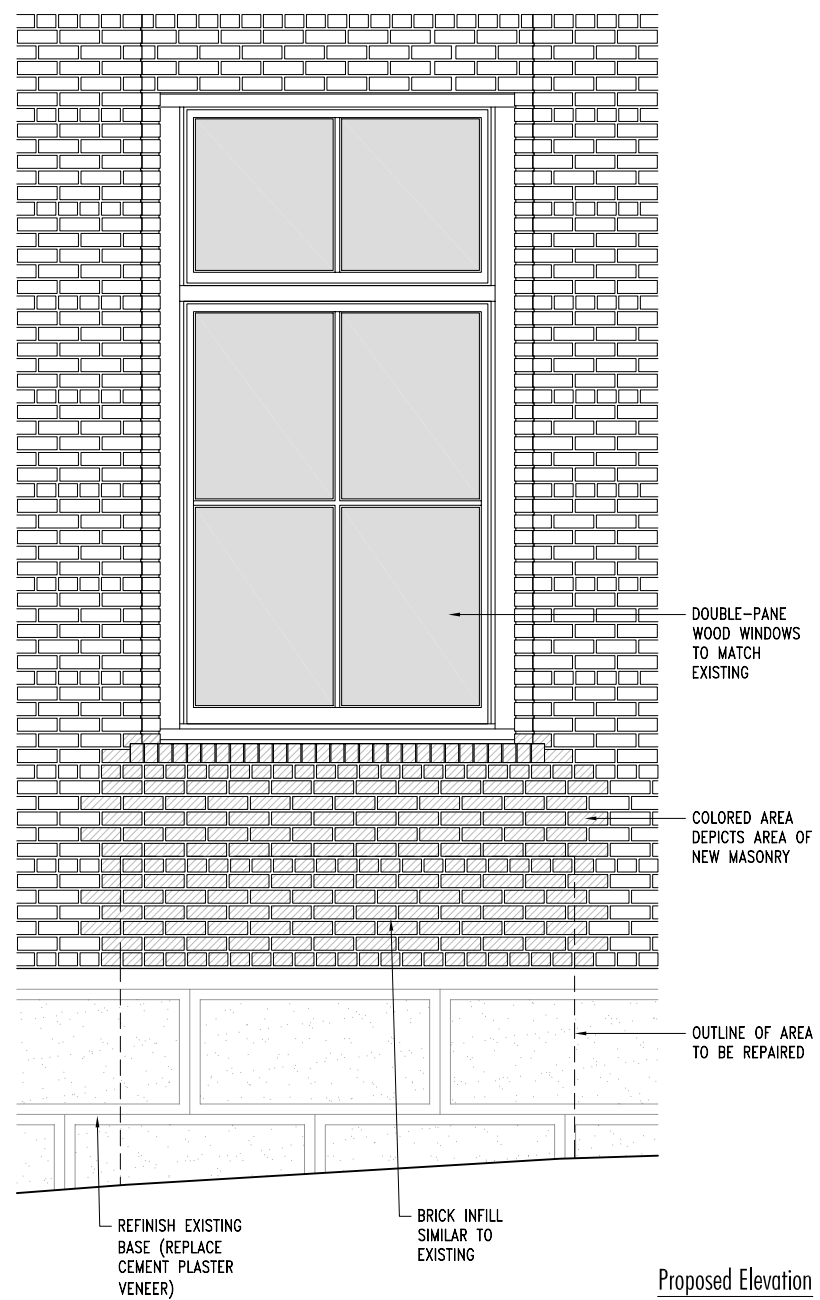


Detail C

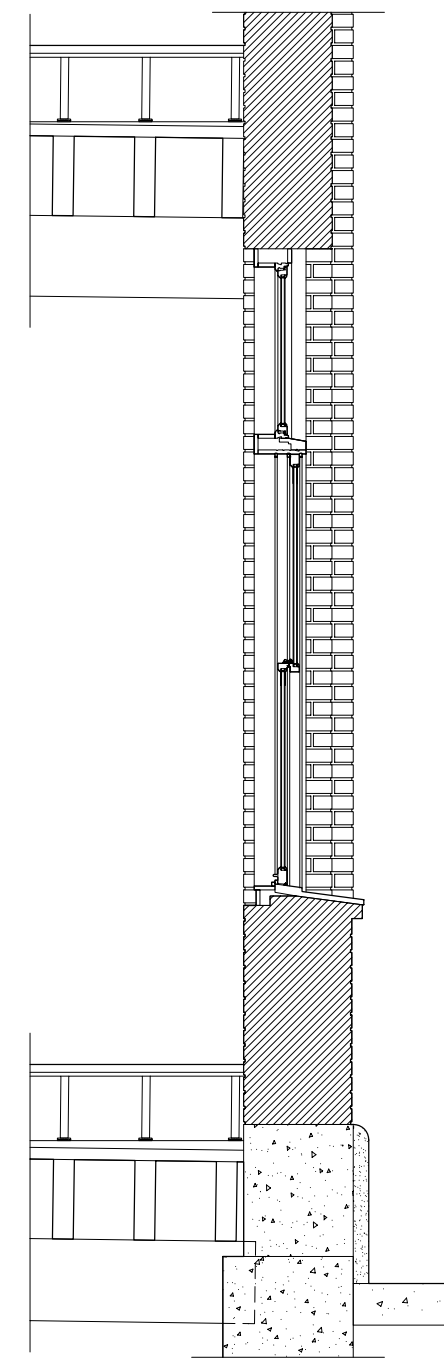


Existing Condition

← DETERIORATED MASONRY TO BE REPLACED



Proposed Elevation

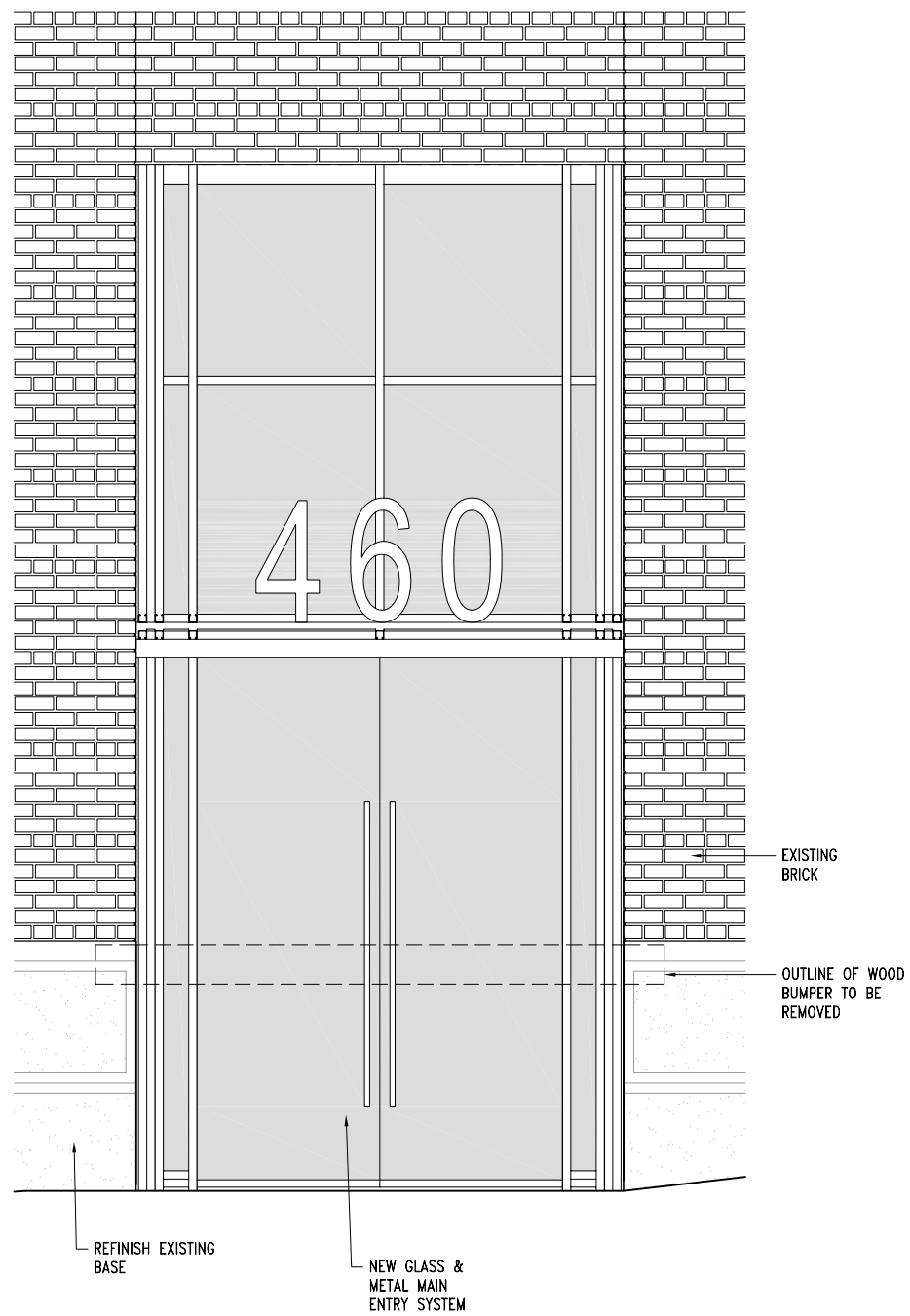


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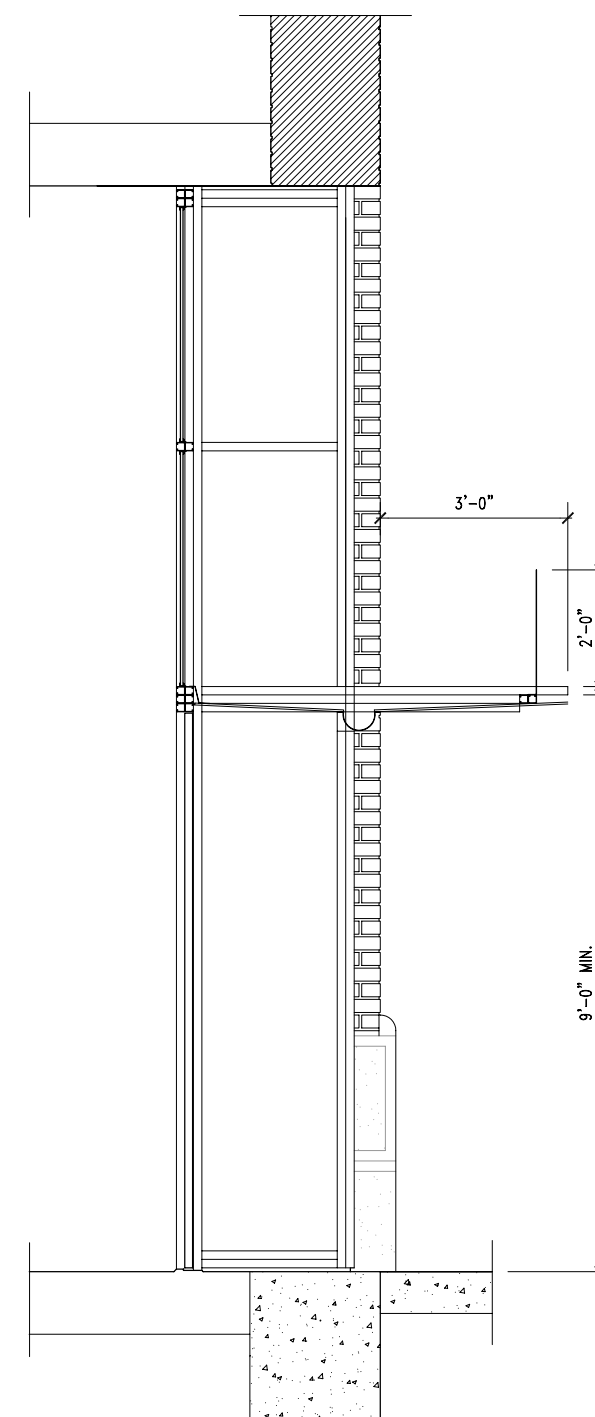
Detail D



Existing Condition



Proposed Elevation

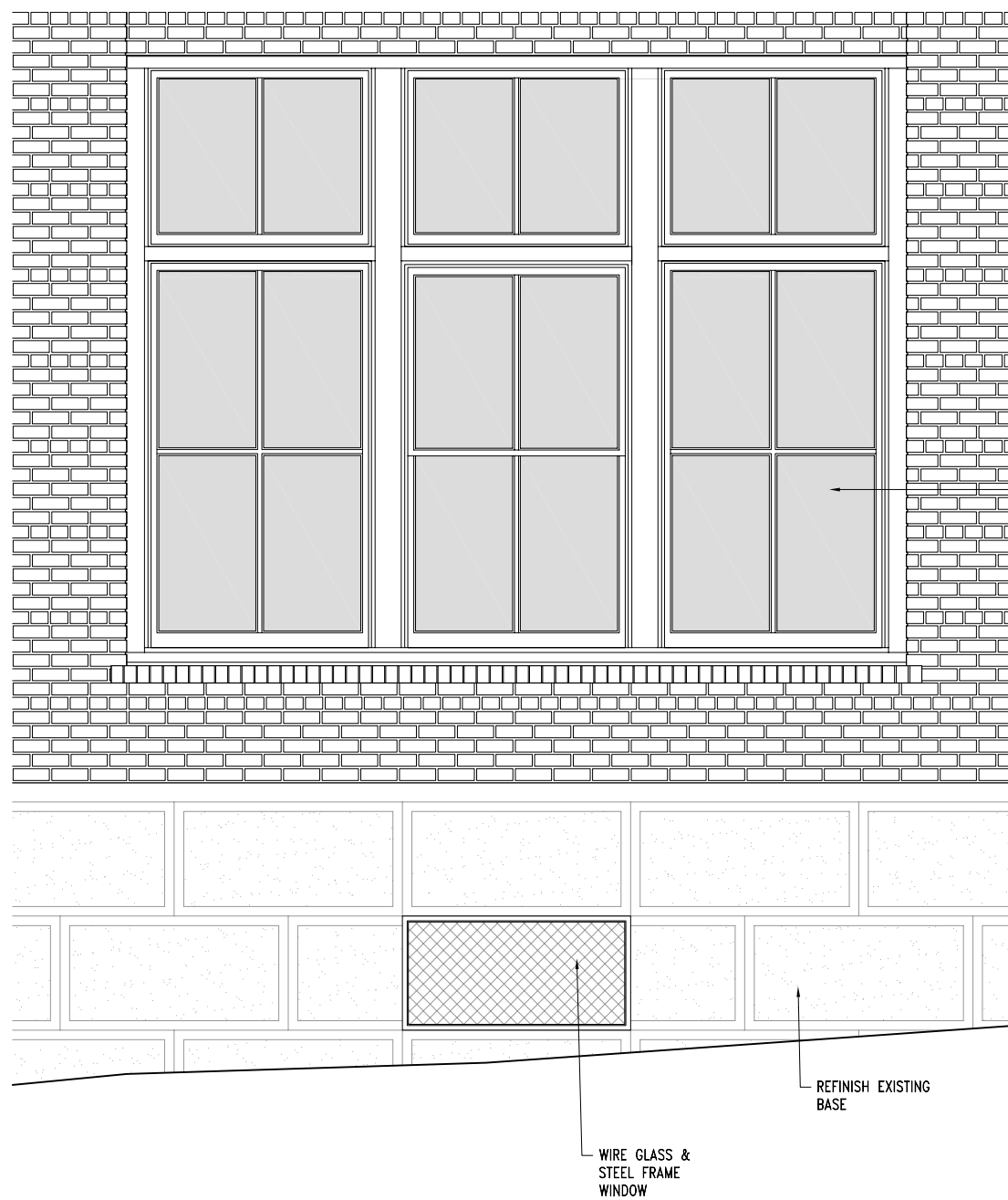


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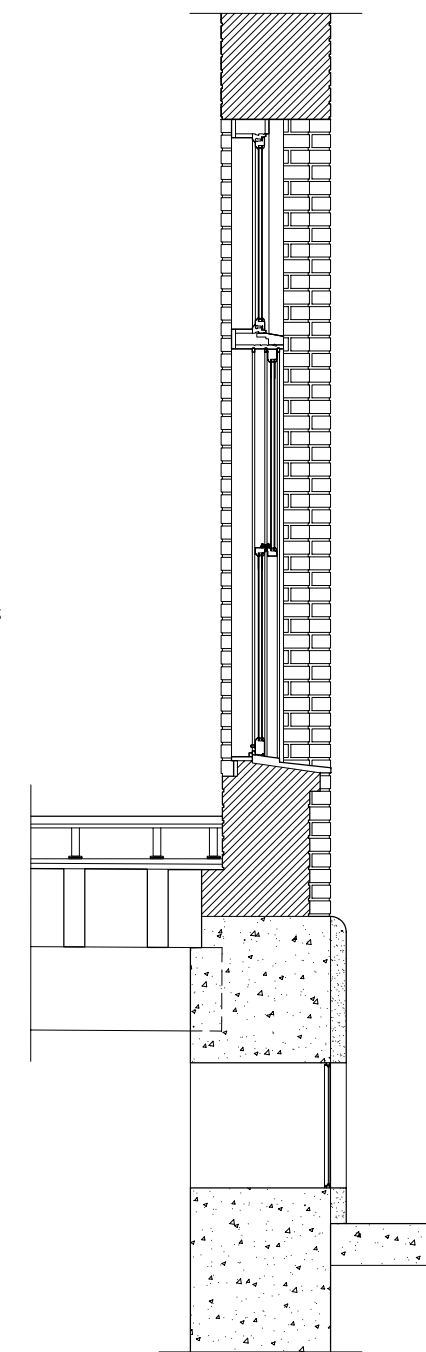
Detail E



Existing Condition



Proposed Elevation

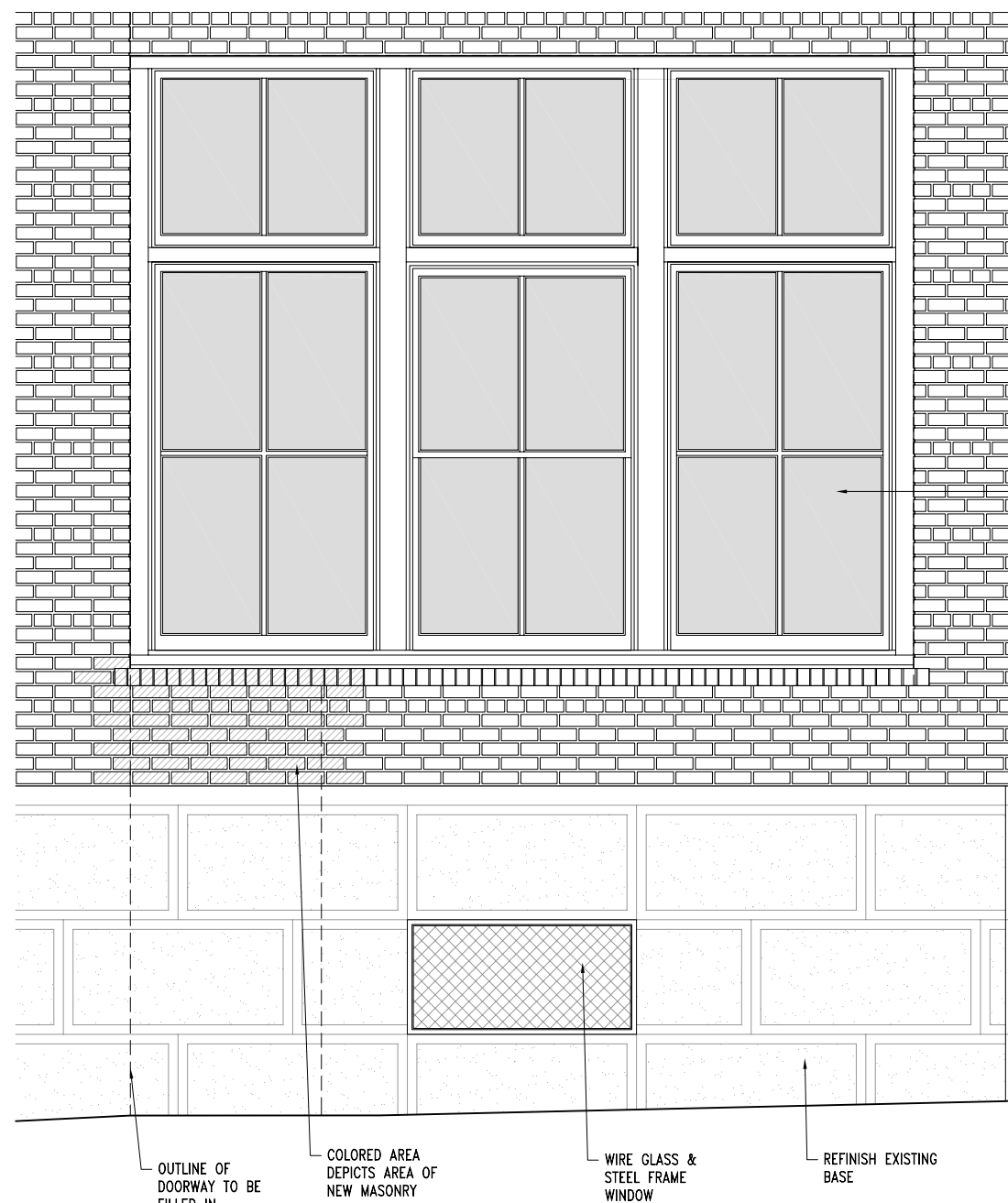


Section

Detail F

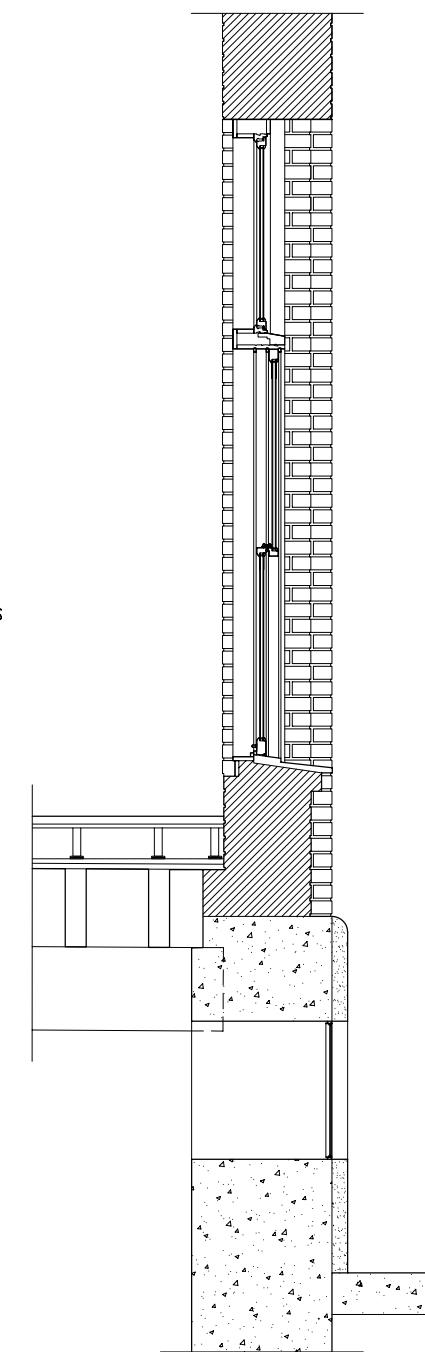


Existing Condition



Proposed Elevation

DOUBLE-PANE WOOD WINDOWS TO MATCH EXISTING

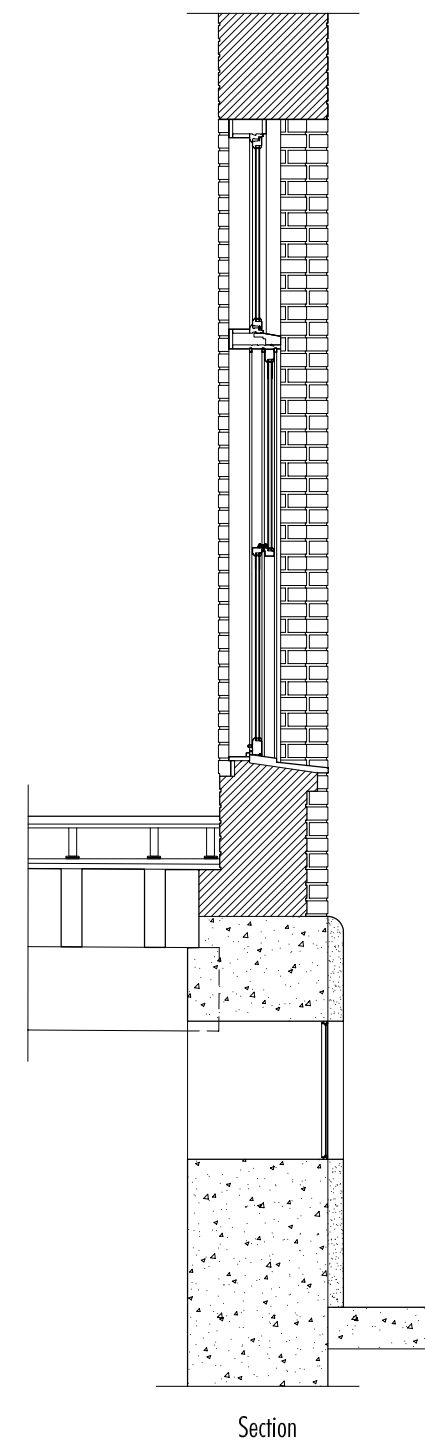
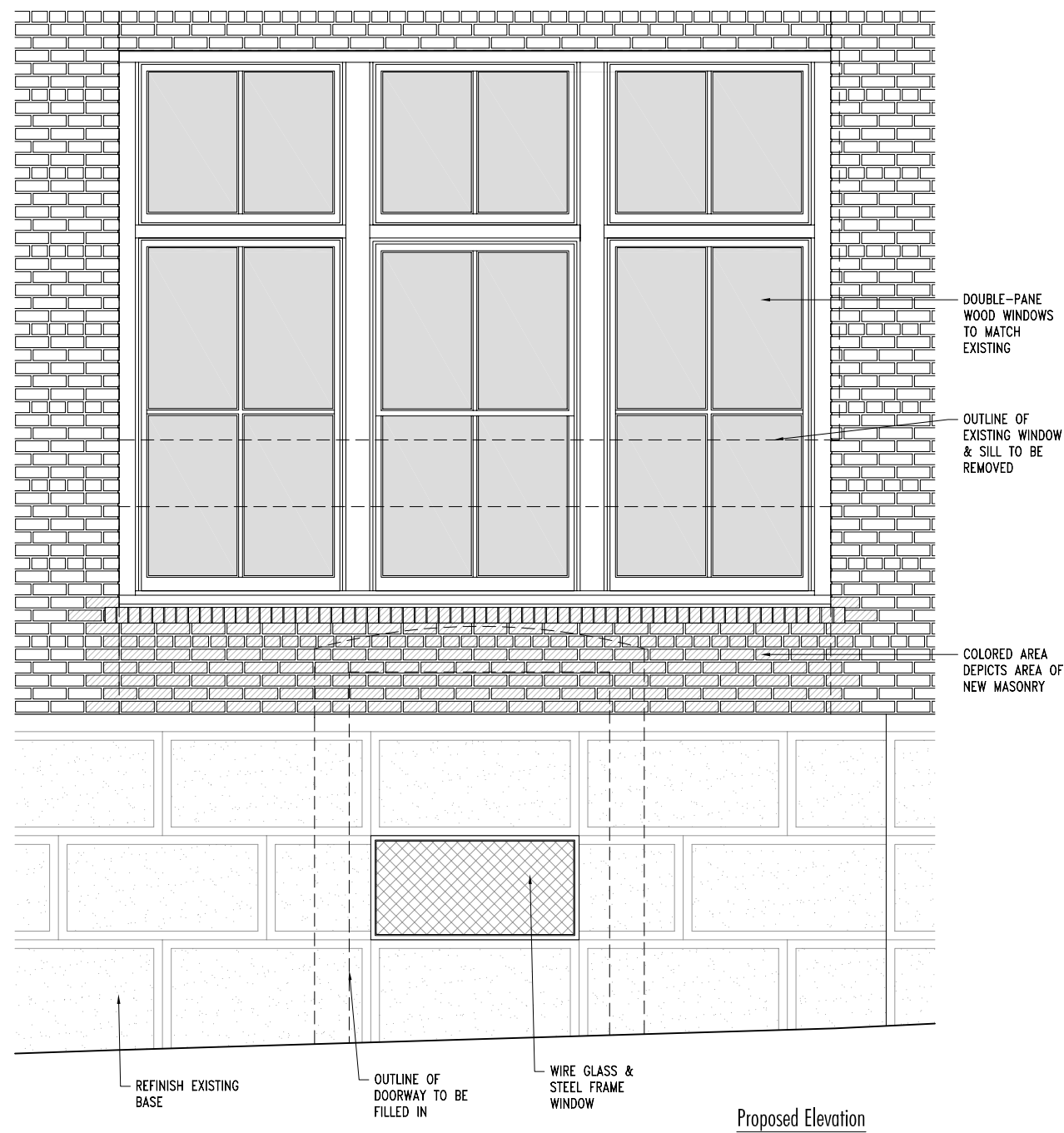


Section

Detail G

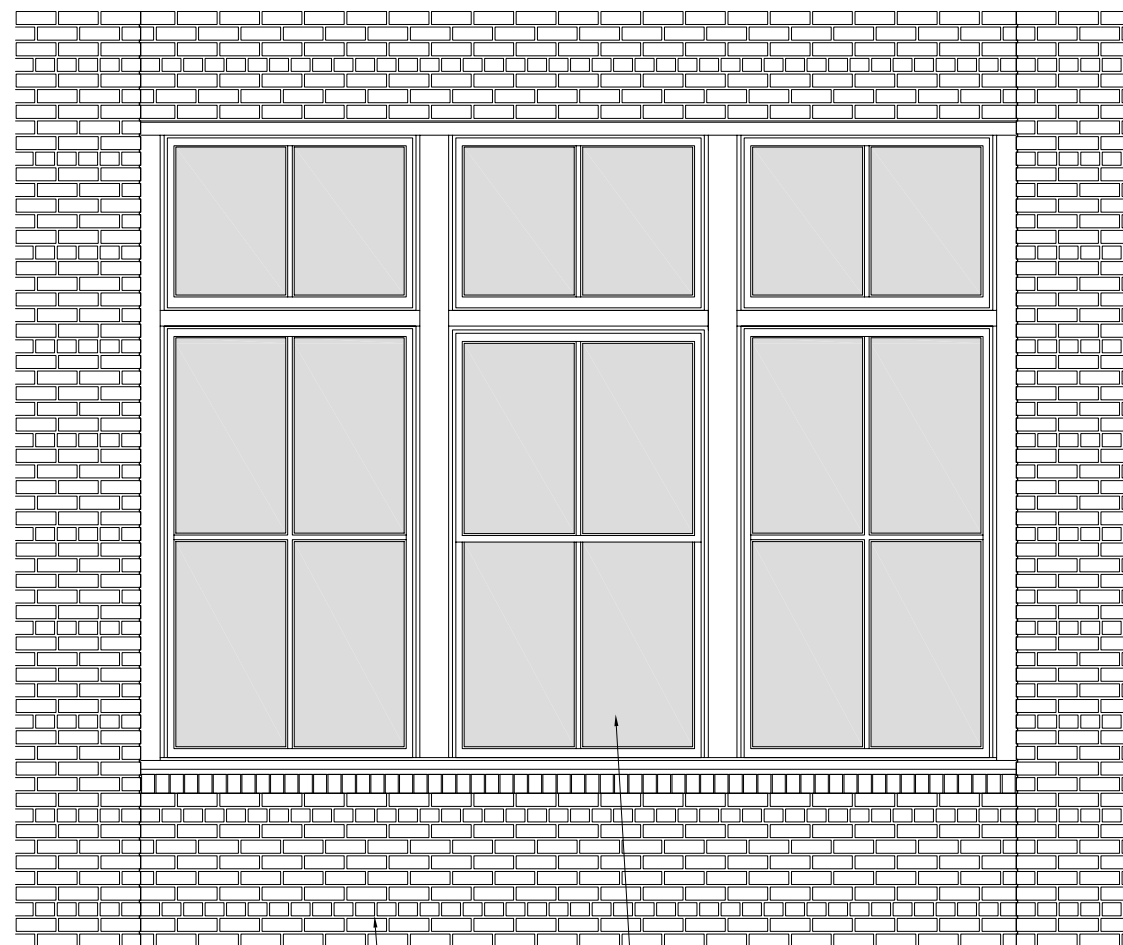


Existing Condition





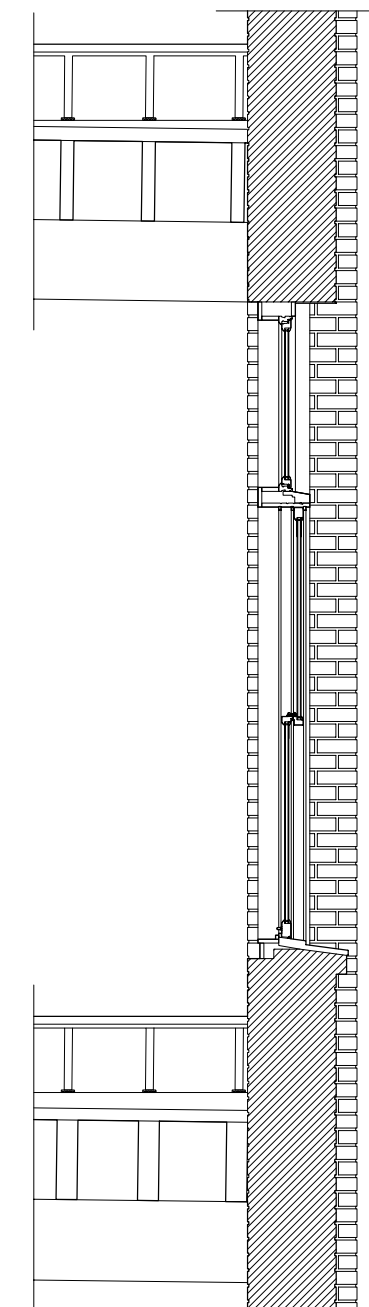
Existing Condition



EXISTING
BRICK

DOUBLE-PANE
WOOD WINDOWS
TO MATCH
EXISTING

Proposed Elevation



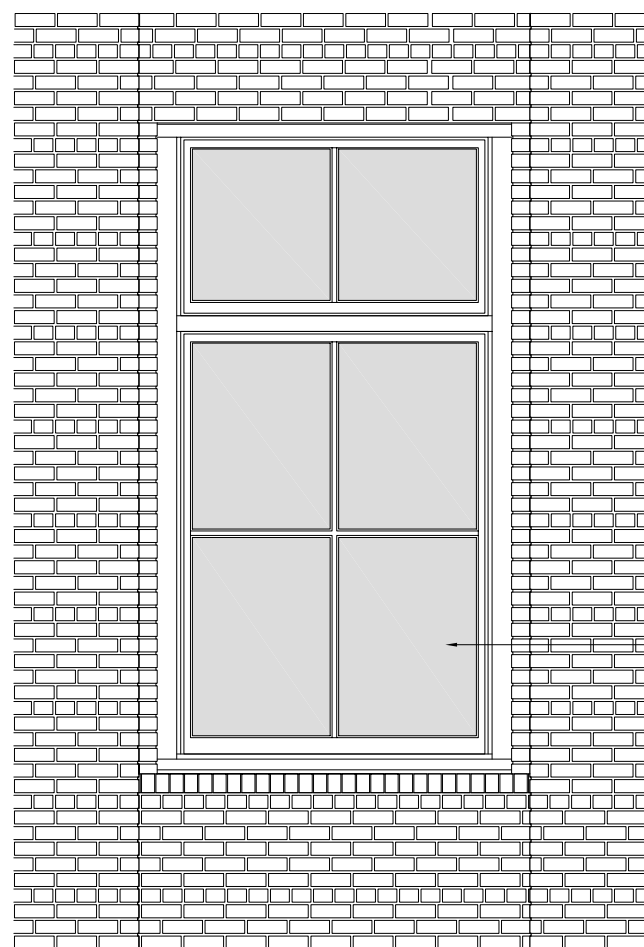
Section

Typical Upper Floor Window

Detail I

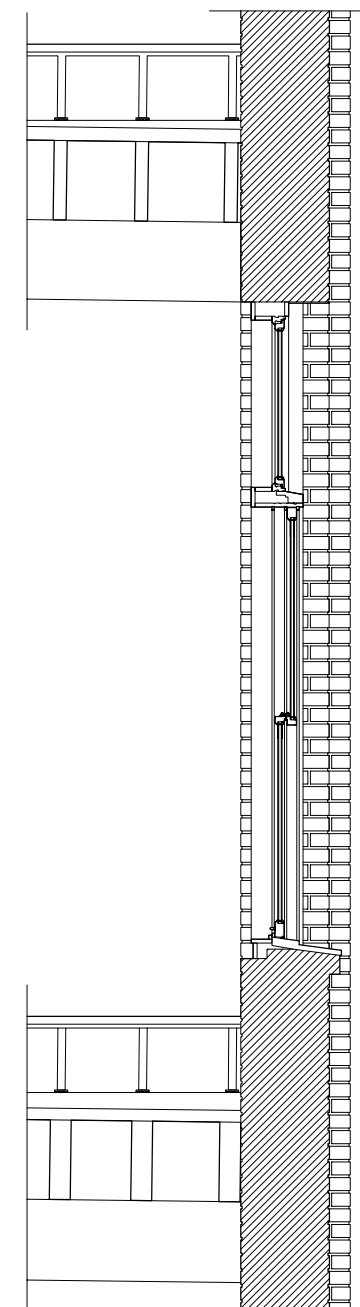


Existing Condition



Proposed Elevation

DOUBLE-PANE
WOOD WINDOWS
TO MATCH
EXISTING



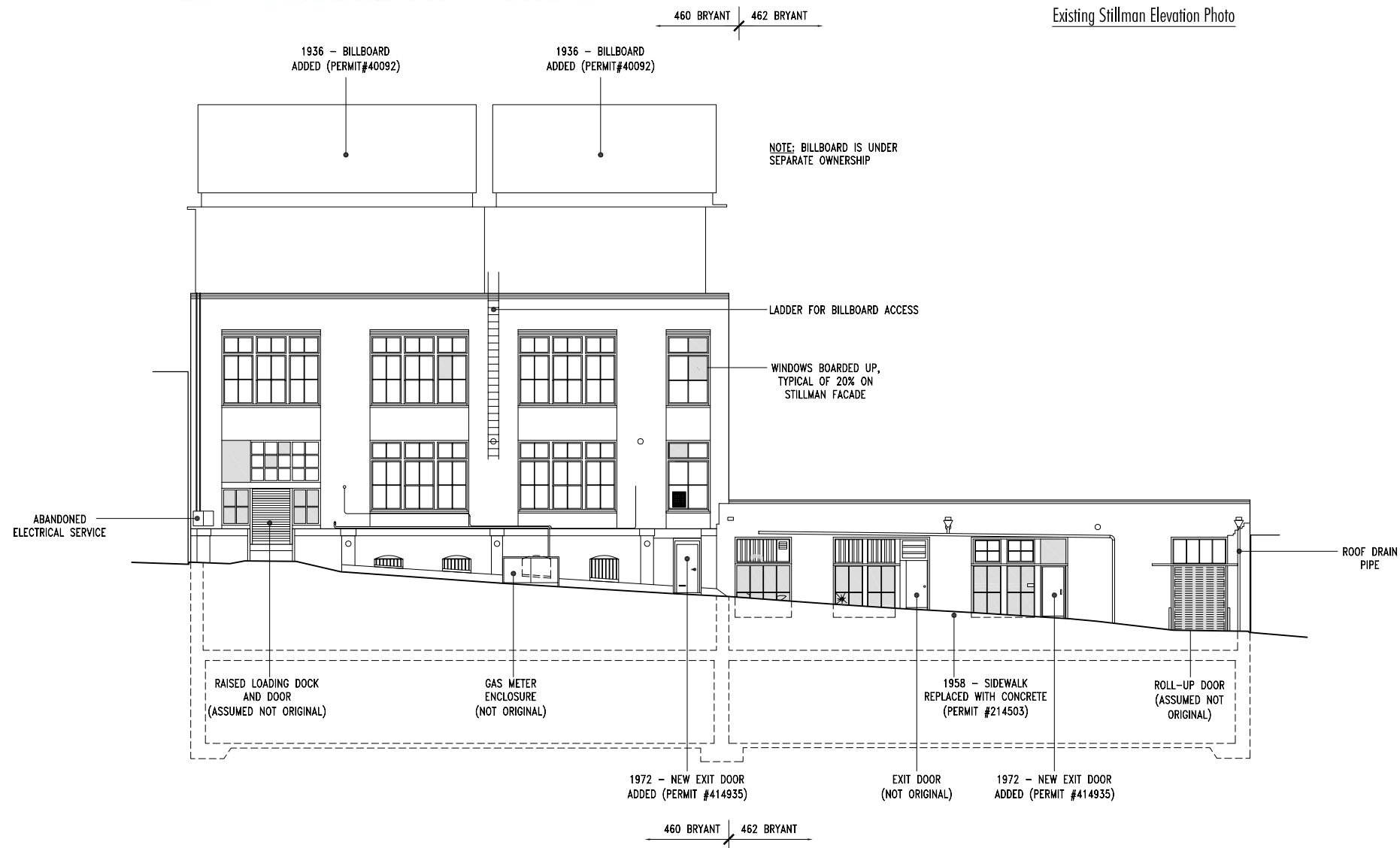
Section

Typical Upper Floor Window

Detail J



Existing Stillman Elevation Photo



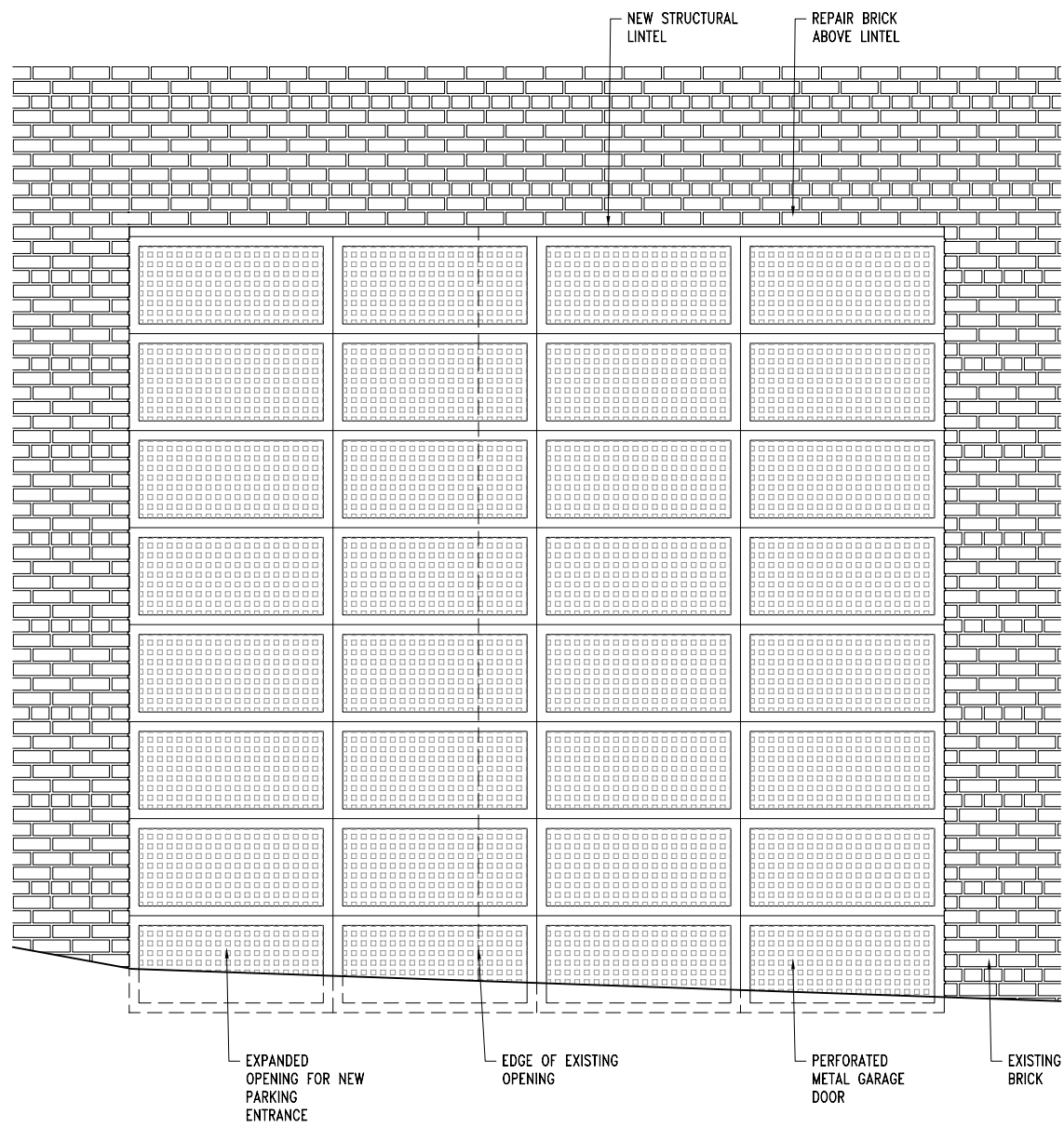
Existing Stillman Elevation



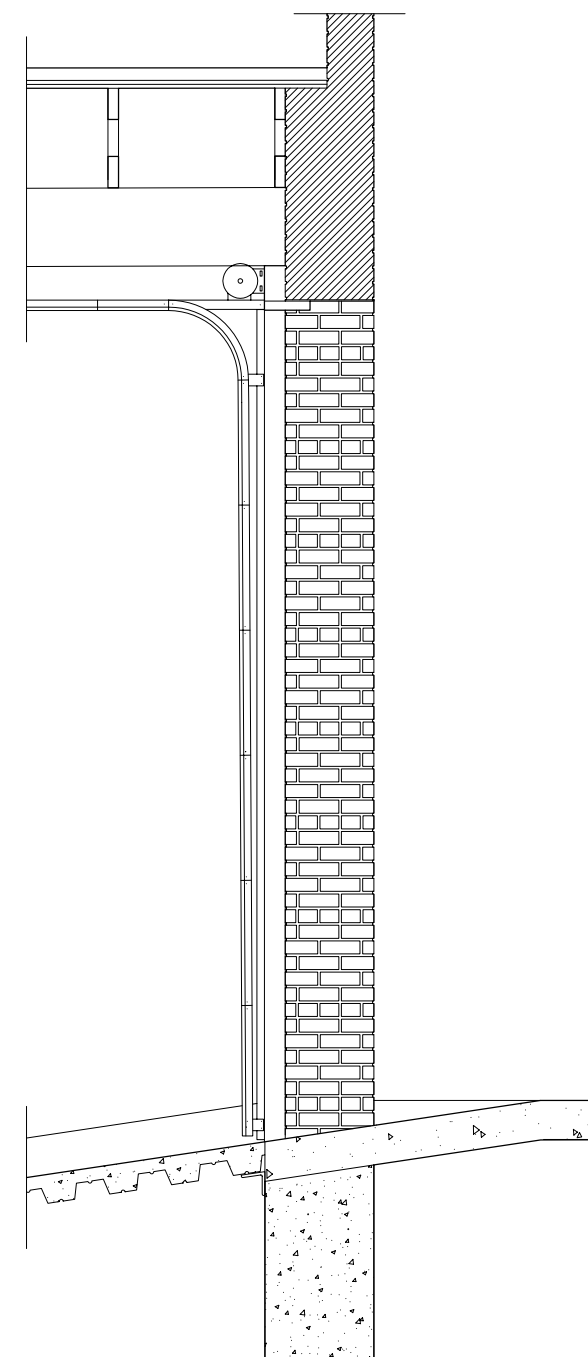
Proposed Stillman Elevation



Existing Condition



Proposed Elevation



Section

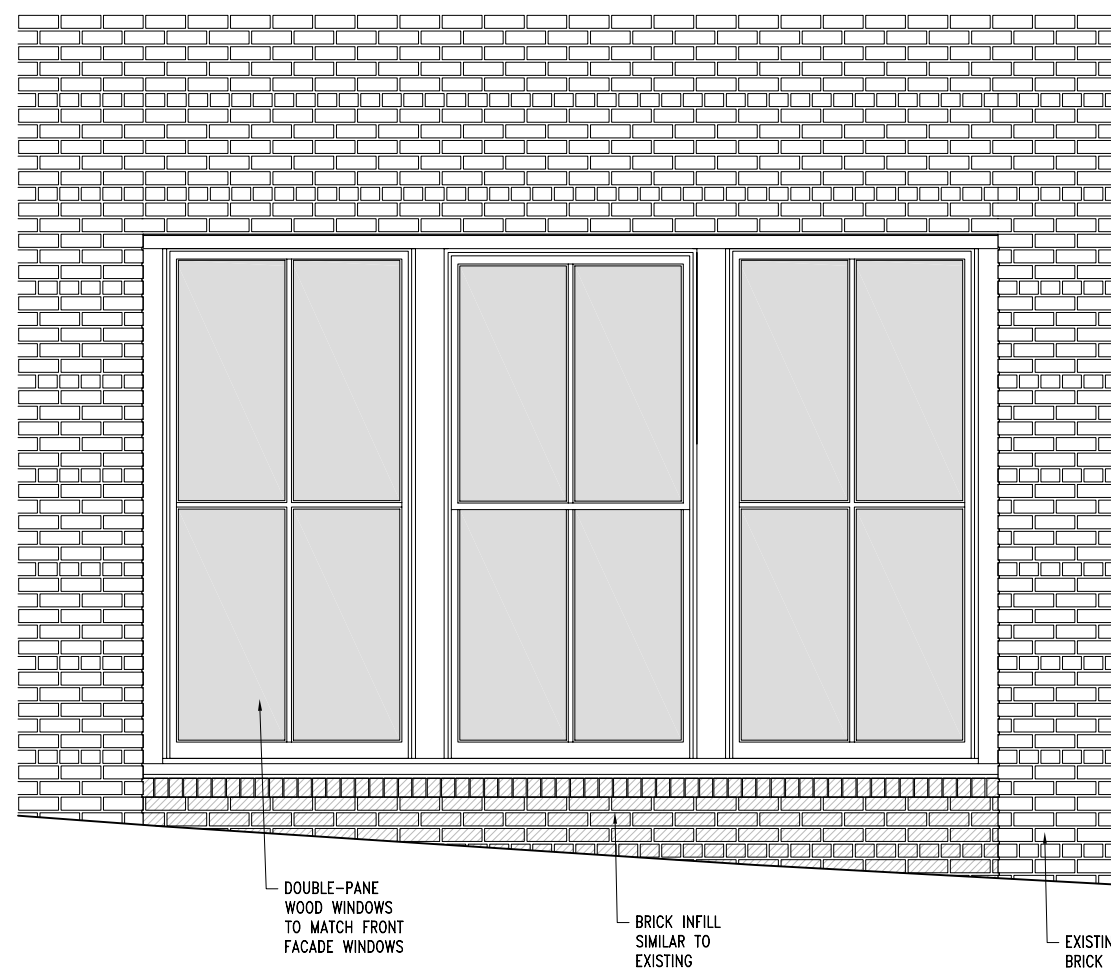
Detail K



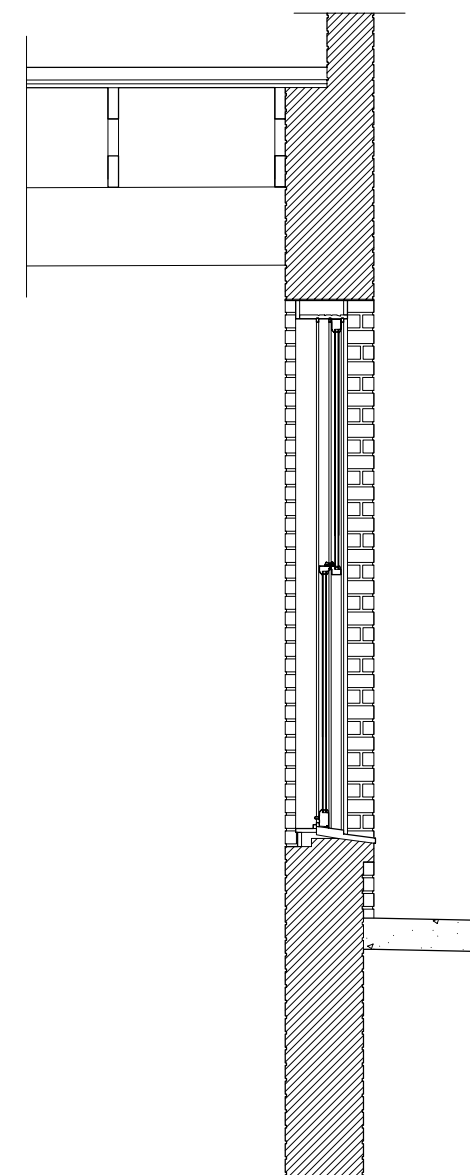
Existing Condition



Detail of Existing Window at Sidewalk



Proposed Elevation

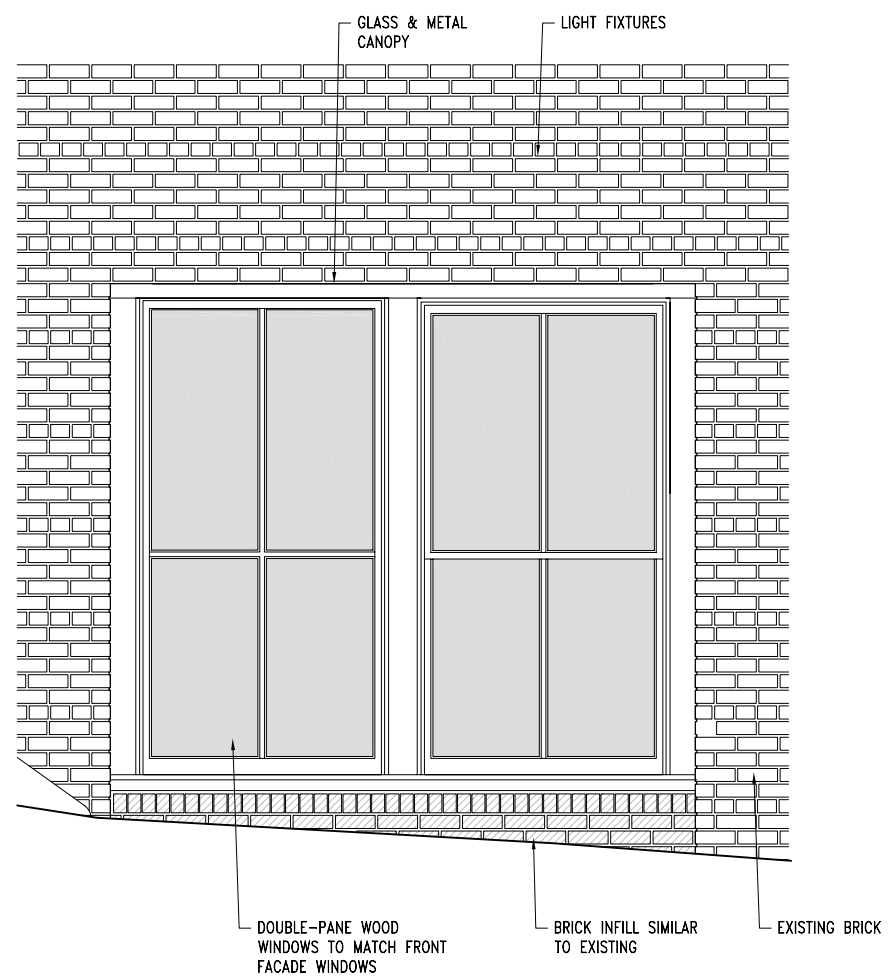


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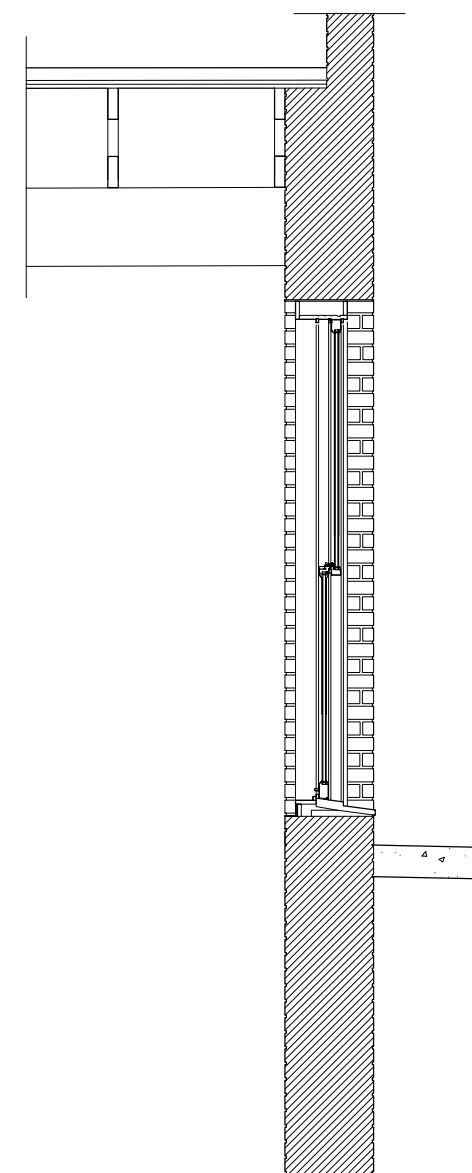
Detail L & M



Existing Condition



Proposed Elevation

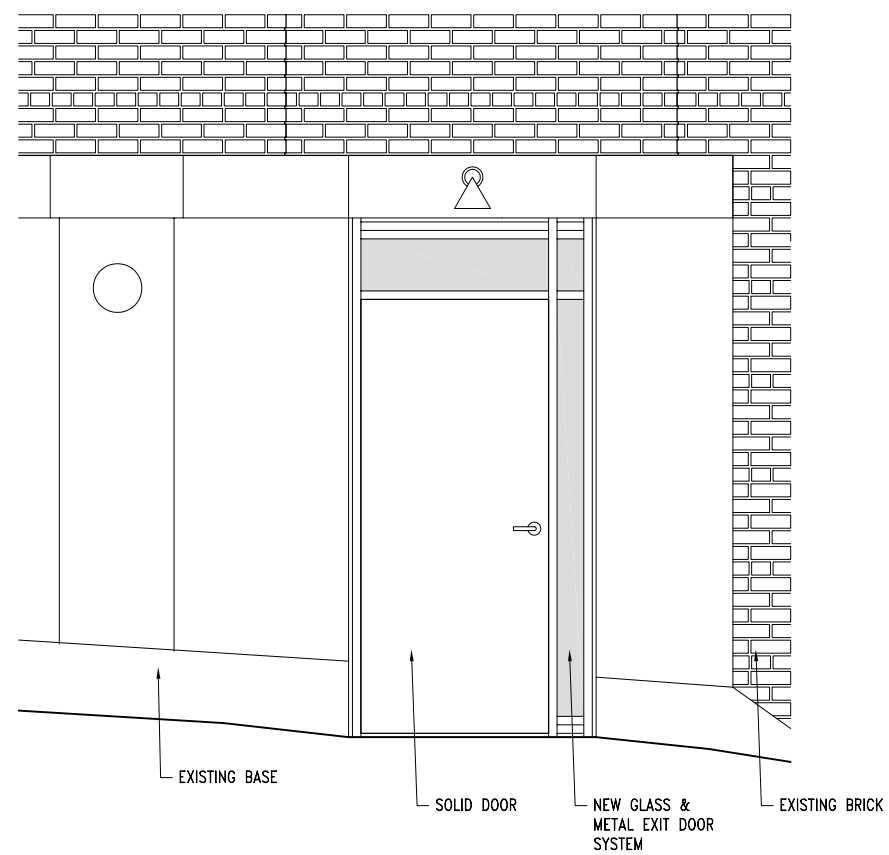


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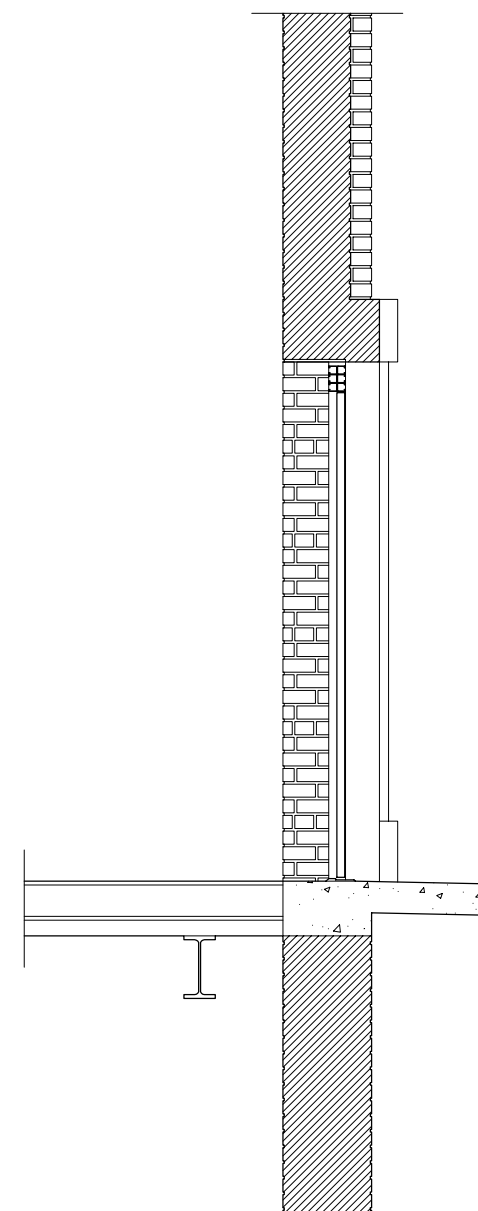
Detail N



Existing Condition



Proposed Elevation

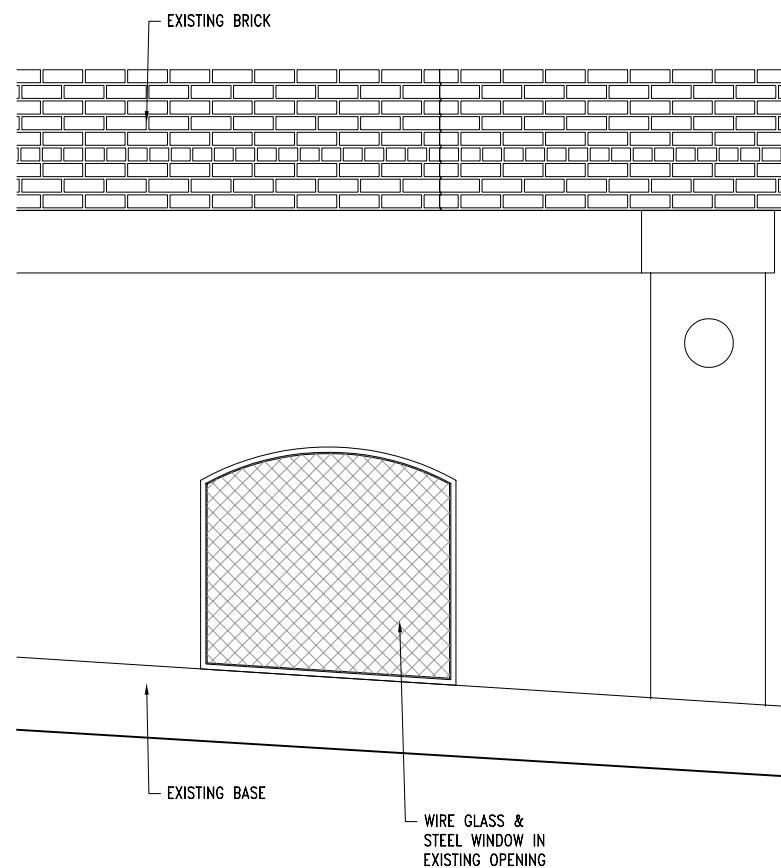


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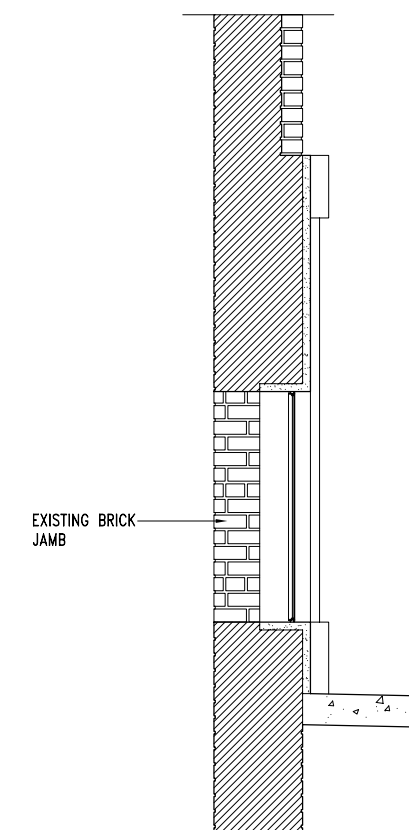
Detail 0



Existing Condition



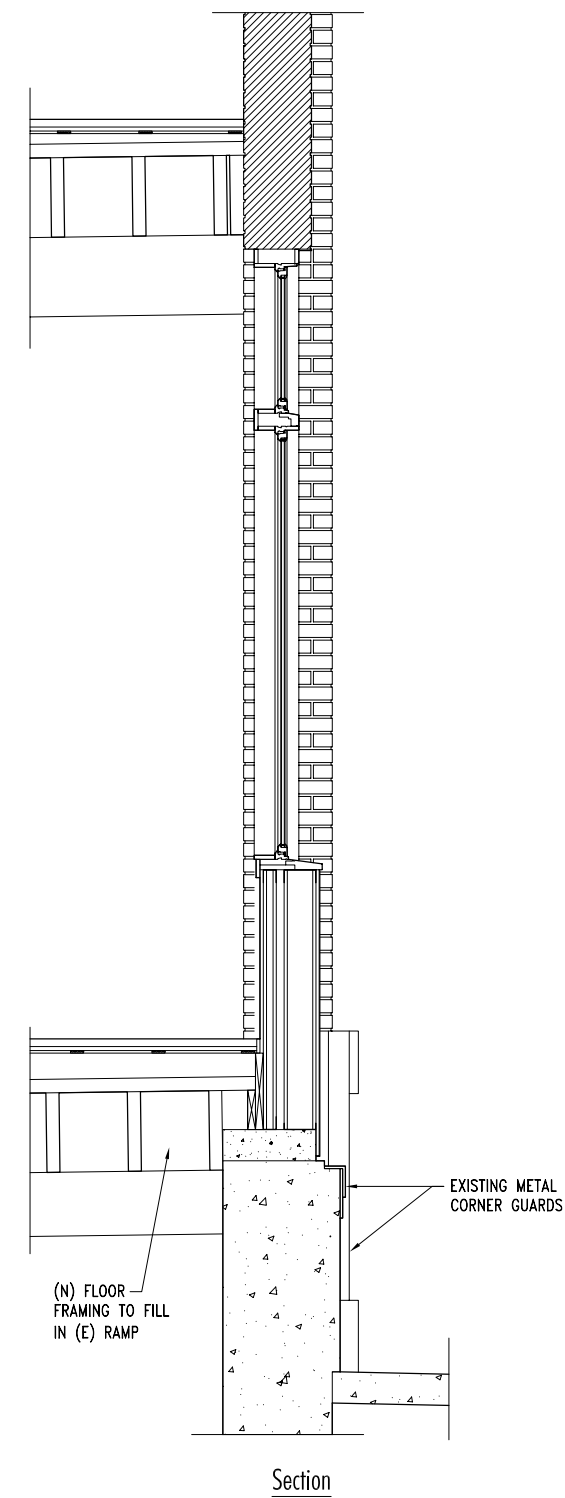
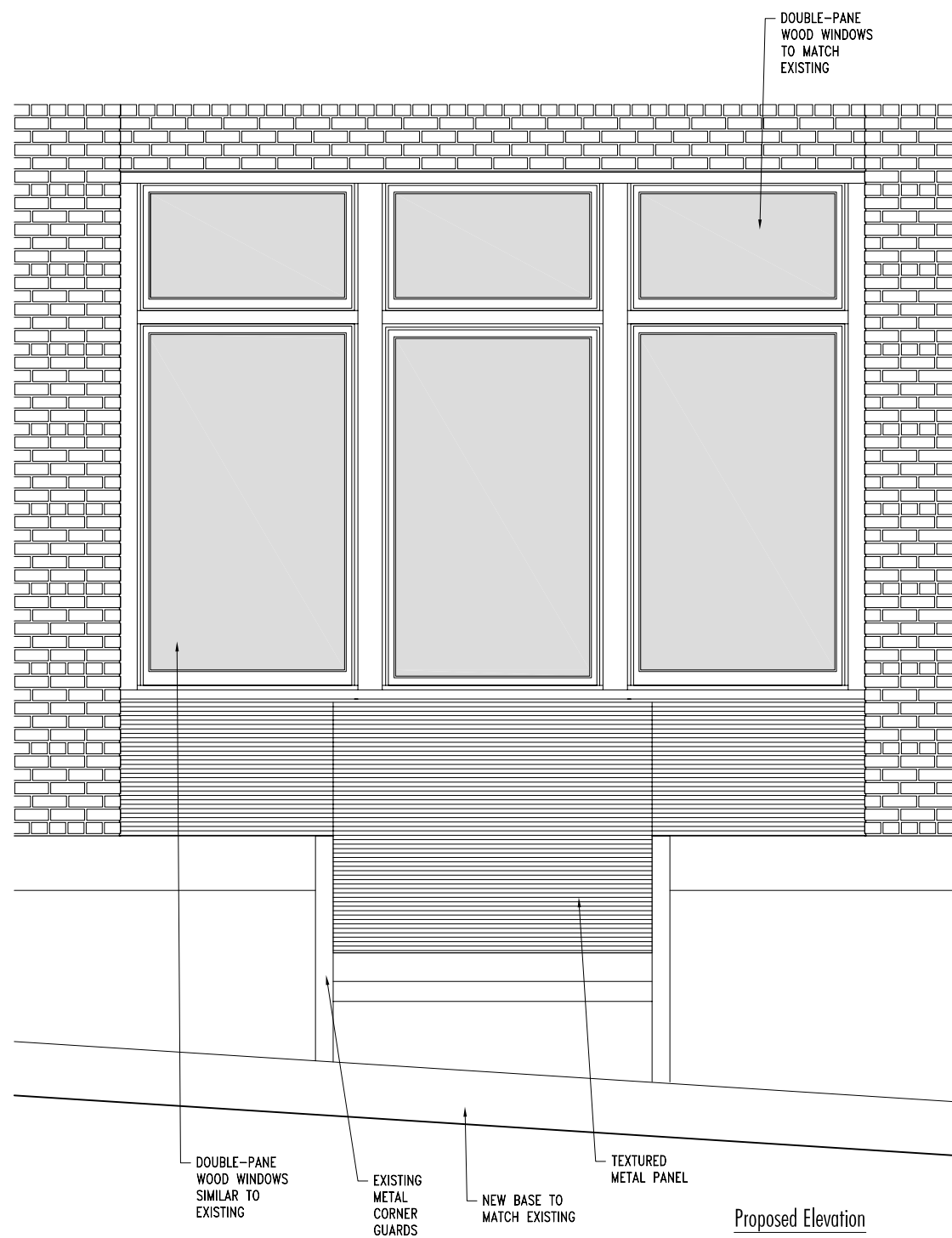
Proposed Elevation



Section



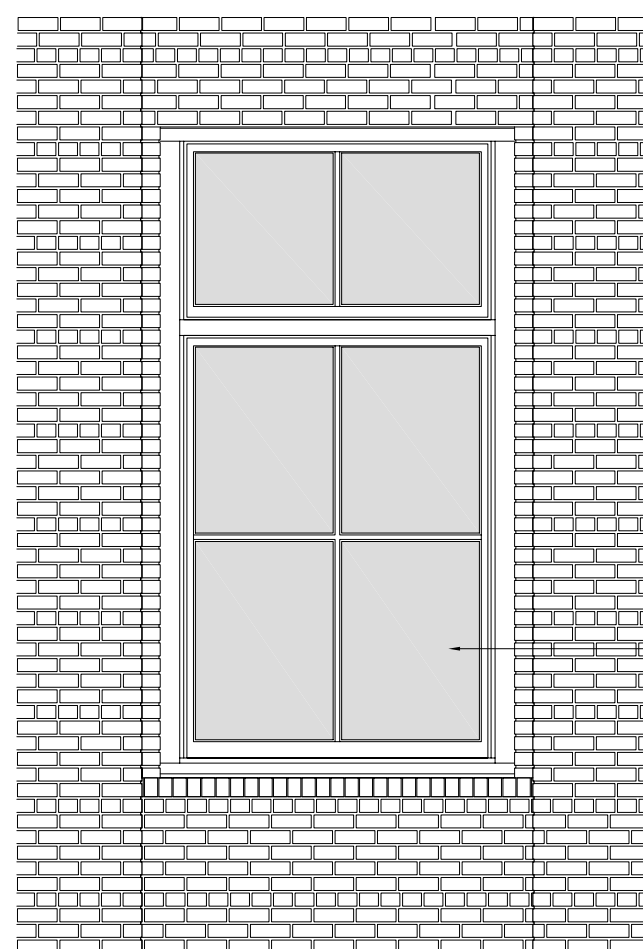
Existing Condition



Detail Q

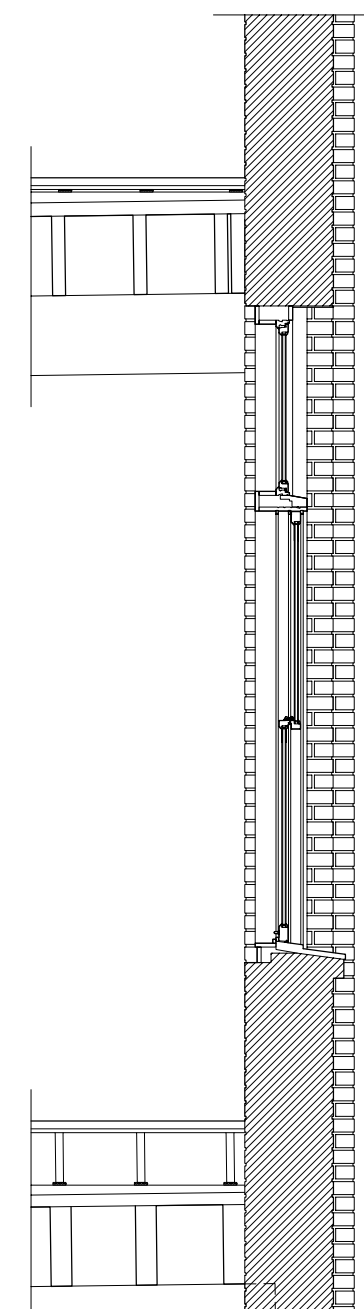


Existing Condition



Proposed Elevation

DOUBLE-PANE
WOOD WINDOWS
TO MATCH
EXISTING



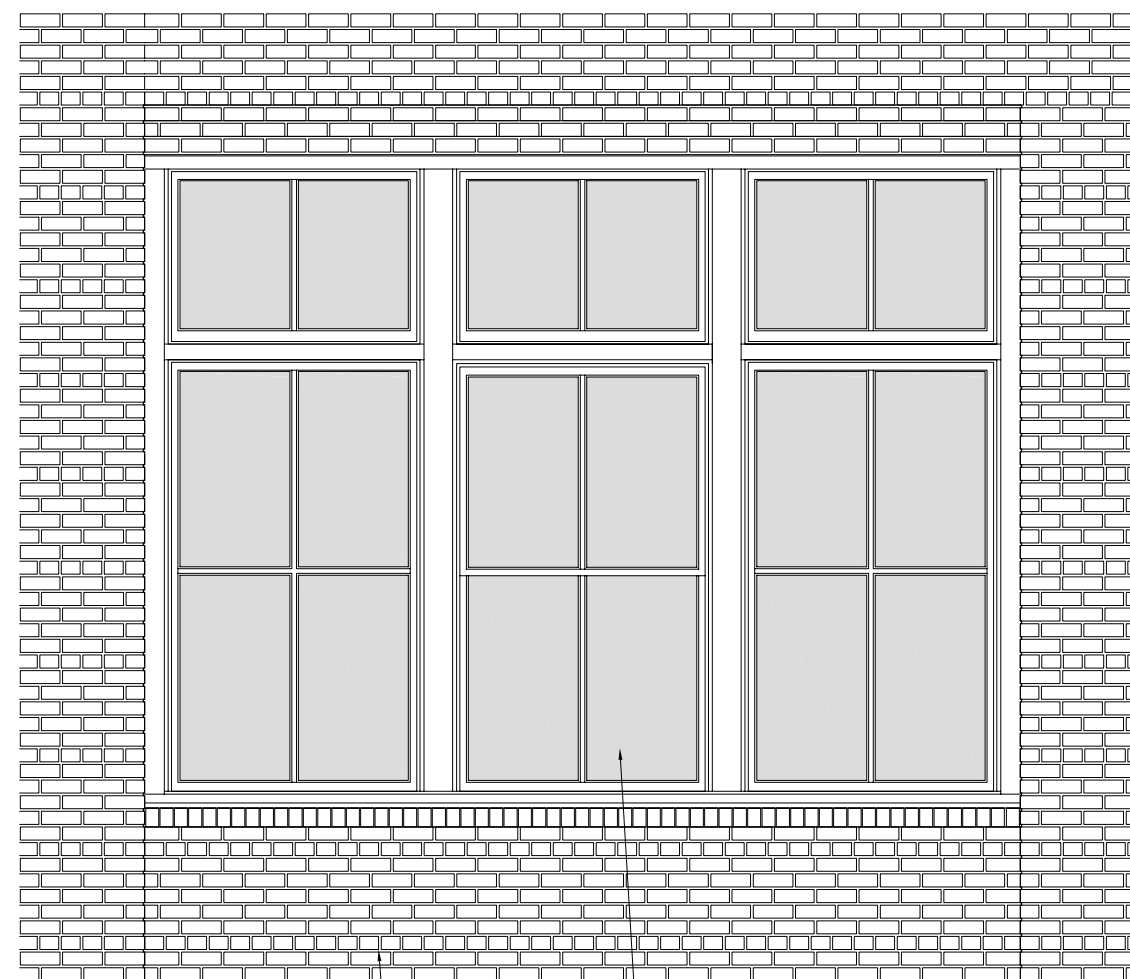
Section

Typical Upper Floor Window

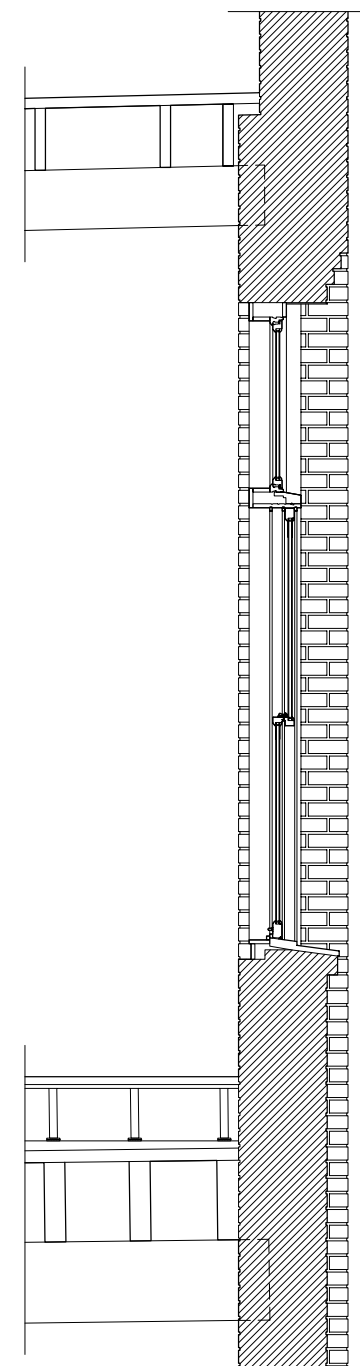
Detail R



Existing Condition



Proposed Elevation



Section

Typical Upper Floor Window

Detail S