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Certificate of Appropriateness Case Report

HEARING DATE: SEPTEMBER 18, 2013
CONTINUED FROM AUGUST 21, 2013

Filing Date:	April 10, 2013
Case No.:	**2012.0799A**
Project Address:	**270 BRANNAN STREET**
Historic Landmark:	South End Landmark District
Zoning:	MUO (Mixed-Use Office) Zoning District 65-X Height and Bulk District
Block/Lot:	3774/026
Applicant:	Steve Shanks, SKS Investments, Inc. 601 California Street, Ste. 1310 San Francisco, CA 94108
Staff Contact	Richard Sucre - (415) 575-9108 richard.sucre@sfgov.org
Reviewed By	Timothy Frye – (415) 575-6822 tim.frye@sfgov.org

PROPERTY DESCRIPTION

270 BRANNAN STREET is a one-story, non-historic office building (measuring approximately 17,350 sq ft) located on a rectangular lot (measuring approximately 137.5 ft x 275 ft) on the north side of Brannan Street between Delancey and 2nd Streets. Originally constructed in 1962, the existing building features reinforced concrete construction, aluminum-sash windows, and a flat roof. Also located on the subject lot is a non-historic parking lot accessible from Brannan Street. The subject lot has frontage onto De Boom Street, which is approximately 22-ft higher in grade than Brannan Street.

PROJECT DESCRIPTION

The proposed project entails the demolition of the existing one-story office building and parking lot, and the new construction of a new, seven-story with basement office building (approximately 189,000 sq ft). The proposed project would construct approximately 189,000 sq ft of office space, approximately 5,000 sq ft of private open space via an internal atrium, twelve (12) new off-street parking spaces, four (4) new van stalls (off-street loading spaces), forty-eight (48) new Class 1 bicycle parking spaces, six (6) Class 2 bicycle parking spaces, and new showers and lockers.[1] The proposed project is organized into two distinct masses separated by an internal atrium. On the exterior, the proposed project would feature aluminum-sash windows, a terracotta tile cladding and sunshade/rainscreen system, and painted metal angles. The project would have frontage and entrances on Brannan and De Boom Streets.

[1] Since the publication of the hearing notification, the number of off-street bicycle parking spaces has been updated from thirty-six to forty-eight off-street bicycle parking spaces to comply with the revised bicycle parking requirements (Planning Code Section 155.2).

OTHER ACTIONS REQUIRED

Proposed work requires a Large Project Authorization and Office Allocation from the Planning Commission and a Building Permit from the Department of Building Inspection. The Planning Commission shall review the proposed project as part of an Office Allocation Authorization (Planning Code Section 321) and Large Project Authorization (Planning Code Section 329), since the project includes the new construction of office space in excess of 25,000 gross square ft within the Eastern Neighborhoods Area Plan.

COMPLIANCE WITH THE PLANNING CODE PROVISIONS

The proposed project is in compliance with all other provisions of the Planning Code.

APPLICABLE PRESERVATION STANDARDS

ARTICLE 10

Pursuant to Section 1006.2 of the Planning Code, unless exempt from the Certificate of Appropriateness requirements or delegated to Planning Department Preservation staff through the Administrative Certificate Appropriateness process, the Historic Preservation Commission is required to review any applications for the construction, alteration, removal, or demolition of any designated Landmark for which a City permit is required. Section 1006.6 states that in evaluating a request for a Certificate of Appropriateness for an individual landmark or a contributing building within a historic district, the Historic Preservation Commission must find that the proposed work is in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties,* as well as the designating Ordinance and any applicable guidelines, local interpretations, bulletins, related appendices, or other policies.

THE SECRETARY OF THE INTERIOR'S STANDARDS

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The Rehabilitation Standards provide, in relevant part(s):

Standard 1: A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

The proposed project would provide new office use within the South End Landmark District. Office use is a compatible new use within the surrounding landmark district. Office use requires minimal change to the district's character-defining features, as evidenced by the numerous conversions of existing warehouses and light industrial properties into office space. Therefore, the proposed project complies with Rehabilitation Standard 1.

Standard 2: The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

The proposed project would not remove or alteration any features of spaces, which characterize the surrounding landmark district. The proposed project would maintain the historic character of the surrounding landmark district by providing for compatible new construction, which is consistent with the district's character-defining features, including, but not limited to, one-to-six-story mass and form, rhythmically-spaced, deeply recessed fenestration, and defined cornice, as well as other elements identified in the designating ordinance for the landmark. Therefore, the proposed project complies with Rehabilitation Standard 2.

Standard 3: Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

The proposed project does not include the addition of conjectural elements or architectural features from other buildings. The new construction would not create a false sense of historical development and is designed to be contemporary in nature. Therefore, the proposed project complies with Rehabilitation Standard 3.

Standard 4: Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

The proposed project does not involve alterations to the surrounding district, which have acquired significance in their own right. The existing building and parking lot are non-contributing elements within the South End Landmark District, and have not gained significance in their own right. Therefore, the proposed project complies with Rehabilitation Standard 4.

Standard 5: Distinctive features, finishes, and construction techniques or examples of fine craftsmanship that characterize a property will be preserved.

The proposed project does not impact or destroy any distinctive features, finishes or construction techniques, which characterize the surrounding district. The subject lot is currently occupied by a non-contributing one-story office building and parking lot, and does not contain any contributing features or historic materials associated with the surrounding landmark district. Therefore, the proposed project complies with Rehabilitation Standard 5.

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacements of a distinctive feature, the new feature will match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

The proposed project does not include the repair or replacement of any historic features, since there are no historic features on the subject lot. Therefore, the proposed project complies with Rehabilitation Standard 6.

Standard 7: Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

The proposed project does not involve chemical or physical treatments, since there are no historic features on the subject lot. Therefore, the proposed project complies with Rehabilitation Standard 7.

Standard 8: Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures will be undertaken.

The proposed project does include some excavation work. If any archaeological material should be encountered during this project, construction will be halted and proper mitigation undertaken. Therefore, the proposed project complies with Rehabilitation Standard 8.

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The proposed project would not destroy or damage any contributing elements to the South End Landmark District. The proposed project has been designed to be compatible with several elements of the landmark district, including the district's massing, form, scale, materials and features, yet is differentiated by the nature of the project's construction, use and detailing.

The overall form of the proposed project is organized into two distinct masses, which accommodates for the site's steep upslope so that the building rises to 65-ft along Brannan Street and 65-ft along De Boom Street. A private atrium (approximately 52-ft wide) separates the two masses. As is similar among the surrounding warehouses, the proposed project incorporates a tri-partite facade organization with a base, shaft and cornice, which is illustrated by the project's double-height glazed ground floor, three-story mass detailed with alternating vertical bays of terracotta tile cladding and aluminum-sash windows, and a simple slightly projecting painted metal angle, which functions as a cornice. Along Brannan Street, the proposed project provides a regularized façade pattern with alternating vertical bays of terracotta tile and aluminum-sash fenestration. This façade pattern is reflective of and compatible with the fenestration and façade pattern of the district's contributing resources, which are typically defined by deeply recessed fenestration organized into a regularized or grid pattern. The proposed project provides a similar recessed fenestration pattern as evidenced by the seven-inch setback from the terracotta tile to the aluminum-sash fenestration. The proposed project incorporates a terracotta tile cladding and sunscreen, which provides for a compatible relationship to the brick masonry materials of the surrounding warehouses, since this terracotta tile features a similar color, tone and visual quality as the historic brick and reinforced concrete elements. This terracotta tile is compatible with the district's solid masonry construction and material palette, and offers a contemporary expression of

a historic masonry element. The terracotta tile will also feature variations consistent with the variations in tone and hue found within the surrounding district's brick masonry, albeit in a contemporary material and finish.

Along Brannan Street, the proposed project includes a double-height ground floor and a four-story mass (approximately 65-ft), which provides an appropriate scale and massing relative to the adjacent six-story and three-story contributing resources at 274 and 230-250 Brannan Streets, respectively. The double-height ground floor strongly relates to the adjacent ground floor heights at 274 Brannan Street, as well as the overall district's taller ground floor heights, which were originally constructed to accommodate for loading and industrial uses on the ground floor level.

Along De Boom Street, the proposed project offers a more contemporary facade expression, as opposed to Brannan Street facade, which is more referential to the characteristics found within the district. Though more contemporary, the De Boom Street façade does still incorporate characteristics, which draw from the surrounding district, including the use of the terracotta tile cladding, vertical bay modulation, deeply recessed fenestration, and modulations in scale and form, as evidenced by the shift in materials between the bottom three floors and the upper two floors. Many of these characteristics are apparent on nearby properties, including 250 Brannan Street and 274 Brannan Street, which both feature a strong vertical bay modulation and deeply recessed fenestration. Similarly, 599 2nd Street is a nearby property, which offers a modulated scale and form that reinforces the contrasting bands steel-sash ribbon windows and reinforced concrete. Ultimately, the De Boom Street façade achieves compatibility with the district, but is differentiated in overall design and form.

Overall, the proposed project offers a contemporary infill project within a district that appropriately draws from historic references in a contemporary manner. Therefore, the proposed project complies with Rehabilitation Standard #9.

Standard 10: New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The proposed project includes new construction, which would not affect the essential form and integrity of the landmark district, since the proposal does not impact any character-defining features of the surrounding district and offers compatible, yet contemporary, infill new construction. The project shall be undertaken in a manner that if removed in the future, the essential form and integrity of the district would be unimpaired. Therefore, the proposed project complies with Rehabilitation Standard 10.

Summary: The Department finds that the overall project is consistent with the *Secretary of the Interior Standards for Rehabilitation*.

PUBLIC/NEIGHBORHOOD INPUT

As of September 12, 2013, the Department has three public correspondences regarding the proposed project. One correspondence expressed concern over the amount of parking, while another correspondence requested all electrical services be located underground and existing power poles be removed. The last correspondence requested information about the proposed project, and did not express support or opposition to the proposed project. Copies of this correspondence have been included within the Commissioner packets.

ISSUES & OTHER CONSIDERATIONS

On June 13, 2013, the Architectural Review Committee (ARC) of the Historic Preservation Commission reviewed the proposed project, and provided their recommendations in a letter dated June 27, 2013 (See Attached). The Project Sponsor responded to the comments from the ARC, and revised their design by: refining the main entryway along Brannan Street and the proportion of the window and terracotta sunshades/rainscreens; incorporating a chamfered terracotta tile return into the window jamb; and, strengthening and enlarging the scale of the cornice and belt course. The Project Sponsor conducted additional study of the ground floor storefront bulkhead, and strengthened the size and depth of the proposed vertical elements to reinforce the building's base and relationship to the surrounding district.

STAFF ANALYSIS

Included as an exhibit are architectural drawings of the existing building and the proposed project. Based on the requirements of Article 10 and the *Secretary of Interior's Standards*, Department staff has determined the following:

APPENDIX I OF ARTICLE 10

270 Brannan Street is a non-contributing resource located within the South End Landmark District, as designated in Appendix I of Article 10 of the San Francisco Planning Code. The South End Landmark District is significant under events and design/construction for its strong collection of late nineteenth-century and early twentieth century masonry warehouses, which are representative of San Francisco's maritime, labor, industrial and railroad activities for the period of significance between 1867 and 1935. This district is also significant for the collection of well-known architects and businesses that arose along the southern waterfront, and for the intact collection of brick and reinforced concrete industrial warehouses.

Per Section 6 of Appendix I, the South End Landmark District is characterized by the following character-defining features:

1. *Overall Form and Continuity- Building height is generally within a six-story range, and many of the oldest structures are one or two stories in height.*
2. *Scale and Proportion - The buildings are of typical warehouse design, large in bulk, often with large arches and openings originally designed for easy vehicular access. There is a regularity of overall form. The earlier brick structures blend easily with the scaled-down Beaux Arts forms of*

the turn of the century and the plain reinforced concrete structures characteristic of twentieth-century industrial architecture.

3. *Fenestration - The earliest structures have few windows, expressing their warehouse function. They are varied in size, rhythmically spaced, deeply recessed, produce a strong shadow line, and relate in shape and proportion to those in nearby buildings. Larger industrial sash windows began to be incorporated in structures built from the 1920s and onward. Door openings are often massive to facilitate easy access of bulk materials.*
4. *Materials - Standard brick masonry is predominant for the oldest buildings in the district, with reinforced concrete introduced after the 1906 fire, although its widespread use did not occur until the 1920s. Brick and stone paving treatments on Federal and First and De Boom Streets respectively are extant as well as Beltline Railroad Tracks which run throughout the District.*
5. *Color - Red brick is typical, with some yellow and painted brick. Muted earth tones predominate in shades of red, brown, green, gray and blue.*
6. *Texture - Typical facing materials give a rough textured appearance. The overall texture of the facades is rough grained.*
7. *Detail - Arches are common at the ground floor, and are frequently repeated on upper floors. Flattened arches for window treatment are typical. Cornices are simple and generally tend to be abstract versions of the more elaborate cornices found in downtown commercial structures from the nineteenth century. Most of the surfaces of the later buildings are plain and simple reflecting their function. Some of the earlier brick work contains suggestions of pilasters, again highly abstracted. Where detail occurs, it is often found surrounding entryways.*

The South End Landmark District outlines standards for new construction and alterations within the South End Landmark District, including standards for façade line continuity, fenestration, and infill new construction (See Appendix). As noted within Section 7 of Appendix I, "new construction on vacant sites should conform to the general profile of the District, especially as to scale, sculptural qualities of facade and entrance detailing, fenestration patterns and materials described in Section 6 of this ordinance." The proposed project appears to be compatible and in general conformity with the historic character and character-defining features of the South End Landmark District, as outlined within Appendix I of Article 10 of the San Francisco Planning Code, and as follows:

Overall Form and Continuity
270 Brannan Street appears to be consistent and compatible with the overall height and form of the South End Landmark District. The proposed project is five stories tall along the Brannan and De Boom Street facades (though the project rises to seven stories tall across the project site from the grade on Brannan Street), thus relating to the district's typical building heights, which range from one- to six-stories tall. The proposed project is consistent with the immediate scale of the nearby properties, including 274 Brannan Street, which is six-stories tall and 250 Brannan Street, which is three-stories tall. The proposed project offers a transition between the two adjacent properties, while still relating to the overall heights found within the surrounding district.

Scale and Proportion
270 Brannan Street appears to be consistent and compatible with the overall scale and proportion of the South End Landmark District with its large rectangular bulk and form, vertical bay articulation and sense of regularity. Like other contributing resources, the proposed project has full lot coverage, which is consistent with historic warehouse design. The proposed project is further articulated into two distinct masses separated by a private atrium, which accommodates for the change in grade between Brannan and De Boom Streets, and allows for a five-story massing along the street frontage. The proposed project does not include any significant massing setbacks or arcades and provides for façade line continuity along Brannan Street, thus relating to the adjacent contributing resources, which both front directly onto Brannan Street. Per comments from the ARC, the project does incorporate a setback over the main entry along Brannan Street, which assists in the transition from the adjacent 274 Brannan Street to the regular fenestration pattern of the proposed project. Overall, the proposed project articulates the street facades into a base, shaft and capital arrangement, as is consistent with the façade composition found within many of the district's contributing resources, including 250 Brannan Street and 301 Brannan Street.

Fenestration
270 Brannan Street appears to be consistent and compatible with the district's fenestration pattern and door openings, as evidenced by the project's deeply recessed windows, which are rhythmically-spaced on the Brannan and De Boom Street facades. These windows and the surrounding sills create strong shadow lines along the street facades, and align to the fenestration on the adjacent contributing resources. At the ground floor level of the Brannan Street façade, the main entry doors are setback from the street edge and echo the large-scale door openings found within the district's warehouses, albeit in a more contemporary architectural vocabulary. Similarly, along Brannan Street, the garage entry door is scaled to accommodate off-street loading, which is a characteristic common among the district's warehouse properties. The De Boom Street façade offers a similar fenestration pattern, though the upper two stories offer a more contemporary and extensively glazed architectural character. On the De Boom Street façade, this upper story glazing relates to the regularized fenestration patterns found within the surrounding district. Per comments from the ARC, the project does incorporate a chamfered terracotta tile window jamb, which is a condition similar to other window jambs on historic brick and concrete warehouses within the landmark district.

Materials
270 Brannan Street appears to be consistent and compatible with the district's masonry material palette through the incorporation of reinforced concrete elements and a terracotta tile cladding, which is also a masonry material.

On the Brannan Street façade, the proposed project expresses a reinforced concrete frame and terracotta tile, which appears as cladding on the upper stories and on a rain screen along the ground floor level. Reinforced concrete is a dominant material found within the surrounding district, while terracotta is a compatible material with the district's solid masonry construction. The usage of a compatible (yet differentiated) material allows for the proposed project's contemporary expression within the South End Landmark District. Terracotta is similar and compatible to the district's brick masonry architectural character, since terracotta is solid in appearance, can range in color, texture and hue, and is also constructed with individual units. The new terracotta tile and rainscreen echo the masonry elements

dominate within the surrounding district. To ensure that the material is consistent with the surrounding landmark district, Department staff has included a condition of approval to review a material sample, which demonstrates the range of color, finish and texture of the terracotta tile cladding.

On the De Boom Street façade, the proposed project expresses a similar reinforced concrete base and a terracotta tile cladding and rainscreen, as well as an aluminum-sash curtain wall system on the upper two stories. This curtain wall system is a contemporary material, which is clearly differentiated from the district's brick masonry material palette. This aluminum-sash system is designed and configured to relate to the district's regularized fenestration pattern, and incorporates vertical sunshade elements.

On the side (east) façade visible from Brannan Street, the proposed project features reinforced concrete scored into a large grid pattern. The terracotta tile cladding wraps onto the side façade to provide a fuller expression of the terracotta tile material.

Color
270 Brannan Street appears to be consistent with the colors found within the surrounding landmark district, as evidenced by the red, yellow and brown coloration of the terracotta tile cladding and the light gray of the reinforced concrete. To ensure that the color is consistent with the surrounding landmark district, Department staff has included a condition of approval to review a material sample, which demonstrates the range of color, finish and texture of the terracotta tile cladding.

Texture
270 Brannan Street features a smooth reinforced concrete finish, which is consistent with the district's reinforced concrete elements, which often feature a smooth finish. Similar to the concrete, the proposed project incorporates a smooth terracotta tile, which contrasts with the district's rough grain brick texture and material appearance. The proposed project's contrast in face materials allows for a differentiation between new construction and the existing historic buildings, while still providing for a compatible material and texture. To ensure consistency with the finish and color of the surrounding landmark district, Department staff has included a condition of approval to review a material sample of the proposed terracotta tile cladding. Similarly, Department staff has included a condition of approval to specify a powder-coated or painted finish for storefront elements.

Details
270 Brannan Street is located in a mixed character area of the landmark district with examples of older brick warehouses with deeply recessed openings and newer reinforced concrete warehouses with steel-sash windows. The proposed project addresses this mixed character area by directly referencing the adjacent historic resources, and by incorporating similar design elements, including a high proportion of mass to void, recessed fenestration, and a vertical façade orientation. Along Brannan Street, the façade is organized to emphasis the vertical orientation as evidenced by the alternating bays of terracotta tile and fenestration and the reinforced concrete columns on the ground floor. In addition, this street façade provides for a seven-inch setback between aluminum-sash windows and the terracotta cladding, thus providing for a deep shadow line along the street façade.

The proposed project is consistent and compatible with the district's details, as evidenced by the proposed project's façade organization and cornice articulation, which reference characteristics found within the South End Landmark District. The proposed project draws from the district's typical warehouse façade design, as evidenced by the façade composition of base, shaft and cornice and larger-scale vehicular opening. To reinforce the regularized tri-partite composition, the Brannan Street façade includes a tall ground floor level with a heavy reinforced concrete belt course and three stories of alternating vertical bays of fenestration and terracotta tile capped by the simple painted metal angle cornice. The painted metal angle provides a contemporary and compatible interpretation of the district's simple cornice lines. The Brannan Street façade organization references the organizational scheme of the later warehouses within the district, while still evoking the pilaster elements found within some of the district's earlier brick warehouses. As is common within surrounding district, the entryways feature additional detailing, including brick surrounds, smaller canopies and signage. The proposed project references the entryway details by providing for a simple projecting canopy, which denotes the project's main entryway along Brannan Street. Similarly, the De Boom Street façade echoes many of the characteristics found within the surrounding district, including a vertical bay articulation and deeply set and regularized fenestration. While the Brannan Street façade is more referential to the surrounding landmark district, the De Boom Street provides more contrast with the surrounding landmark district, while still referring to key characteristics of the district's overall architectural character.

Summary
Ultimately, the proposed project appears to respect the general size, shape, scale and historic character of the character-defining features and contributing resources within the South End Landmark District. The proposed project provides a contemporary expression that appropriately references important elements and characteristics of the district. Therefore, the proposed project appears to comply with the standards for infill new construction, as outlined in Appendix I of Article 10 of the San Francisco Planning Code.

ENVIRONMENTAL REVIEW STATUS

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on August 22, 2013, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the 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.

PLANNING DEPARTMENT RECOMMENDATION

Planning Department staff recommends APPROVAL WITH CONDITIONS of the proposed project as it appears to meet the *Secretary of the Interior Standards for Rehabilitation* and requirements of Article 10.

CONDITIONS OF APPROVAL

To ensure that the proposed work is undertaken in conformance with this Certificate of Appropriateness, staff recommends the following conditions:

1. As part of the Building Permit, the Project Sponsor shall provide material samples, including the proposed terracotta tile cladding and concrete, to ensure compatibility with the surrounding landmark district. These material samples shall demonstrate the range of color and finishes for the identified materials.
2. As part of the Building Permit, the Project Sponsor shall provide additional detail (dimensions, profiles and materials) and a sample of the proposed storefront system to ensure compatibility with the surrounding landmark district. The proposed storefront system shall feature a powder-coated or painted finish, as is characteristic of the surrounding landmark district.

ATTACHMENTS

Draft Motion
Exhibits, including Parcel Map, Sanborn Map, Zoning Map, Aerial Photos, and Site Photos
Letter to Steve Shanks from ARC, dated June 27, 2013
Sections 6, 7 and 10, Appendix I, Article 10 of the San Francisco Planning Code
Historic Resource Evaluation
Community Plan Exemption
Architectural Drawings

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SAN FRANCISCO
PLANNING DEPARTMENT

Historic Preservation Commission
Draft Motion

HEARING DATE: SEPTEMBER 18, 2013

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Staff Contact	Richard Sucre - (415) 575-9108 richard.sucre@sfgov.org
Reviewed By	Timothy Frye – (415) 575-6822 tim.frye@sfgov.org

ADOPTING FINDINGS FOR A CERTIFICATE OF APPROPRIATENESS FOR PROPOSED WORK DETERMINED TO BE APPROPRIATE FOR AND CONSISTENT WITH THE PURPOSES OF ARTICLE 10, TO MEET THE STANDARDS OF ARTICLE 10 AND TO MEET THE SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION, FOR THE PROPERTY LOCATED ON LOT 026 IN ASSESSOR'S BLOCK 3774, WITHIN THE SOUTH END LANDMARK DISTRICT, MUO (MIXED-USE OFFICE) ZONING DISTRICT AND 65-X HEIGHT AND BULK DISTRICT.

PREAMBLE

WHEREAS, on April 10, 2013, Steve Shanks of SKS Investments, Inc. (Property Owners), filed an application with the San Francisco Planning Department (Department) for a Certificate of Appropriateness for new construction of a seven-story office building located on Lot 026 in Assessor's Block 3774.

WHEREAS, 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 August 7, 2008, by Motion No. 17661, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., (hereinafter "CEQA"). The Commission has reviewed the Final EIR, which has been available for this Commissions review as well as public review.

WHEREAS, 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.

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

WHEREAS, on August 22, 2013, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the 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.

WHEREAS, on September 18, 2013, the Commission conducted a duly noticed public hearing on the current project, Case No. 2012.0799A (Project) for its appropriateness.

WHEREAS, in reviewing the Application, the Commission has had available for its review and consideration case reports, plans, and other materials pertaining to the Project contained in the Department's case files, has reviewed and heard testimony and received materials from interested parties during the public hearing on the Project.

MOVED, that the Commission hereby grants with conditions a Certificate of Appropriateness, in conformance with the project information dated August 21, 2013 and labeled Exhibit A on file in the docket for Case No. 2012.0799A based on the following findings:

CONDITIONS OF APPROVAL

To ensure that the proposed work is undertaken in conformance with this Certificate of Appropriateness, staff recommends the following conditions:

1. As part of the Building Permit, the Project Sponsor shall provide material samples, including the proposed terracotta tile cladding and concrete, to ensure compatibility with the surrounding landmark district. These material samples shall demonstrate the range of color and finishes for the identified materials.
2. As part of the Building Permit, the Project Sponsor shall provide additional detail (dimensions, profiles and materials) and a sample of the proposed storefront system to ensure compatibility with the surrounding landmark district. The proposed storefront system shall feature a powder-coated or painted finish, as is characteristic of the surrounding landmark district.

FINDINGS

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

1. The above recitals are accurate and also constitute findings of the Commission.

2. Findings pursuant to Article 10:

   The Historical Preservation Commission has determined that the proposed work is compatible with the character of the South End Landmark District as described in Appendix I of Article 10 of the Planning Code.

   - That the proposed project is compatible infill new construction within the South End Landmark District.
   - That the proposed project does not destroy or damage historic materials or character-defining features of the South End Landmark District.
   - That the essential form and integrity of the landmark and its environment would be unimpaired if the alterations were removed at a future date.
   - That the proposal respects the character-defining features of South End Landmark District.
   - The proposed project meets the requirements of Article 10.
   - The proposed project meets the *Secretary of the Interior's Standards for Rehabilitation*, including:

     Standard 9.
     New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Standard 10:
New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

3. **General Plan Compliance.** The proposed Certificate of Appropriateness is, on balance, consistent with the following Objectives and Policies of the General Plan:

I. URBAN DESIGN ELEMENT
THE URBAN DESIGN ELEMENT CONCERNS THE PHYSICAL CHARACTER AND ORDER OF THE CITY, AND THE RELATIONSHIP BETWEEN PEOPLE AND THEIR ENVIRONMENT.

GOALS
The Urban Design Element is concerned both with development and with preservation. It is a concerted effort to recognize the positive attributes of the city, to enhance and conserve those attributes, and to improve the living environment where it is less than satisfactory. The Plan is a definition of quality, a definition based upon human needs.

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

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

OBJECTIVE 2
CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

POLICY 2.4
Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

POLICY 2.5
Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

POLICY 2.7
Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

The goal of a Certificate of Appropriateness is to provide additional oversight for buildings and districts that are architecturally or culturally significant to the City in order to protect the qualities that are associated with that significance.

The proposed project qualifies for a Certificate of Appropriateness and therefore furthers these policies and objectives by maintaining and preserving the character-defining features of the South End Landmark District for the future enjoyment and education of San Francisco residents and visitors.

4. The proposed project is generally consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

   A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

   The project will not have any impact on any existing neighborhood serving retail uses. The project will provide new retail use, thus enhancing the opportunity for new business within the neighborhood.

   B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

   The proposed project would not impact any existing housing, and will strengthen neighborhood character by respecting the character-defining features of South End Landmark District in conformance with the Secretary of the Interior's Standards for Rehabilitation.

   C) The City's supply of affordable housing will be preserved and enhanced:

   The project will have no impact to housing supply.

   D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

   The proposed project will not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking. The proposed project is located within a transit-rich neighborhood with walkable access to bus, light rail and train lines.

   E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

   The proposed will not have any impact on industrial and service sector jobs, and will in fact enhance the opportunity for resident employment with the new ground-floor retail.

   F) The City will achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

Preparedness against injury and loss of life in an earthquake is unaffected by the proposed work. Any construction or alteration associated with the project will be executed in compliance with all applicable construction and safety measures.

G) That landmark and historic buildings will be preserved:

The project as proposed is in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards for Rehabilitation.

H) Parks and open space and their access to sunlight and vistas will be protected from development:

The proposed project will not impact the access to sunlight or vistas for parks and open space.

5. For these reasons, the proposal overall, is appropriate for and consistent with the purposes of Article 10, meets the standards of Article 10, and the *Secretary of Interior's Standards for Rehabilitation*, General Plan and Prop M findings of the Planning Code.

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 **GRANTS WITH CONDITIONS a Certificate of Appropriateness** for the property located at Lot 026 in Assessor's Block 3774 for proposed work in conformance with the project information dated August 21, 2013, labeled Exhibit A on file in the docket for Case No. 2012.0799A.

APPEAL AND EFFECTIVE DATE OF MOTION: The Commission's decision on a Certificate of Appropriateness shall be final unless appealed within thirty (30) days. Any appeal shall be made to the Board of Appeals, unless the proposed project requires Board of Supervisors approval or is appealed to the Board of Supervisors, such as a conditional use, in which case any appeal shall be made to the Board of Supervisors (see Charter Section 4.135).

Duration of this Certificate of Appropriateness: This Certificate of Appropriateness is issued pursuant to Article 10 of the Planning Code and is valid for a period of three (3) years from the effective date of approval by the Historic Preservation Commission. The authorization and right vested by virtue of this action shall be deemed void and canceled if, within 3 years of the date of this Motion, a site permit or building permit for the Project has not been secured by Project Sponsor.

THIS IS NOT A PERMIT TO COMMENCE ANY WORK OR CHANGE OF OCCUPANCY UNLESS NO BUILDING PERMIT IS REQUIRED. PERMITS FROM THE DEPARTMENT OF BUILDING INSPECTION (and any other appropriate agencies) MUST BE SECURED BEFORE WORK IS STARTED OR OCCUPANCY IS CHANGED.

I hereby certify that the Historic Preservation Commission ADOPTED the foregoing Motion on September 18, 2013.

Jonas P. Ionin
Acting Commission Secretary

AYES:

NAYS:

ABSENT:

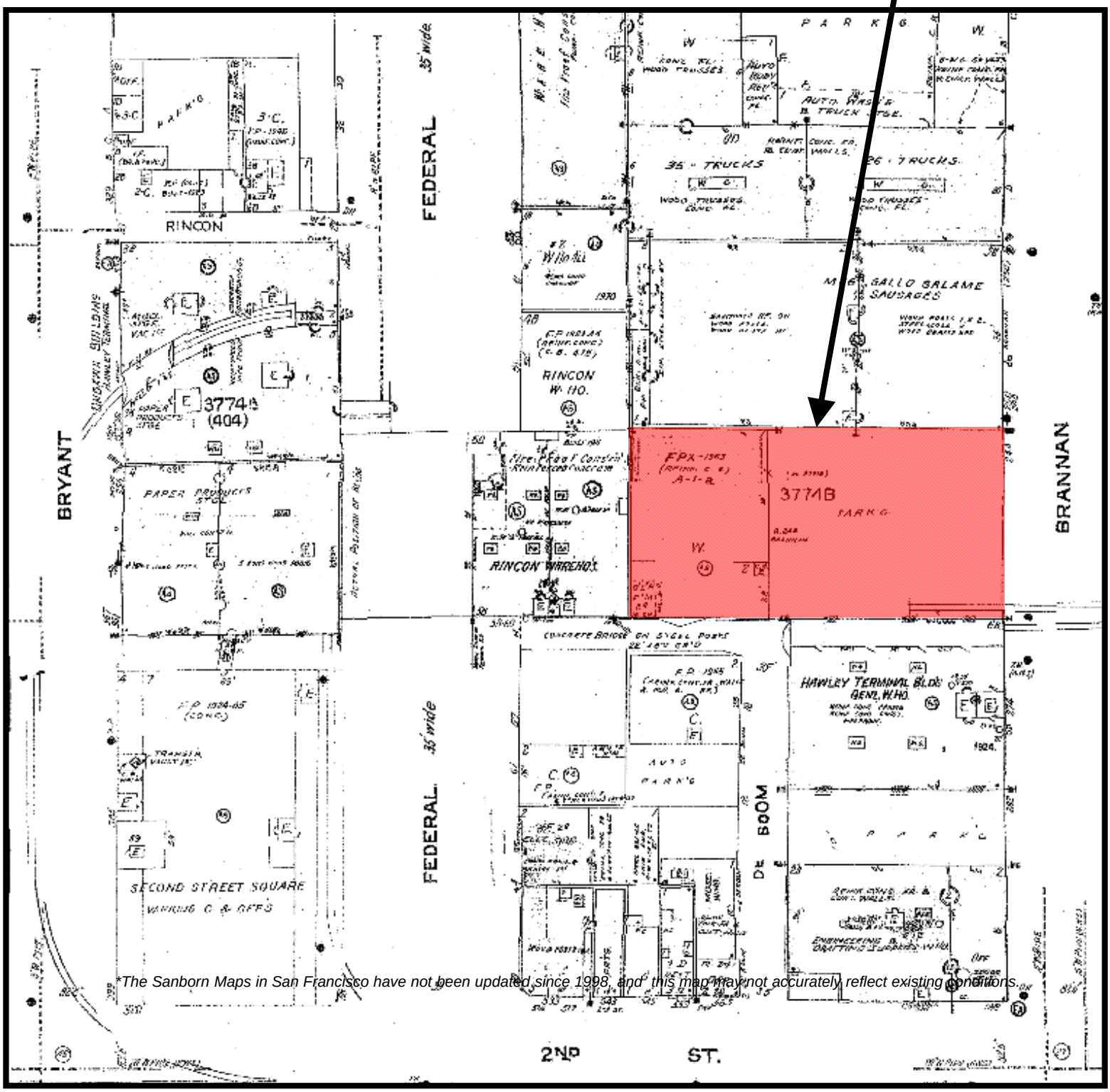
ADOPTED: September 18, 2013

Parcel Map

Certificate of Appropriateness Hearing
Case Number 2012.0799A
270 Brannan Street

SAN FRANCISCO
PLANNING DEPARTMENT

Sanborn Map*

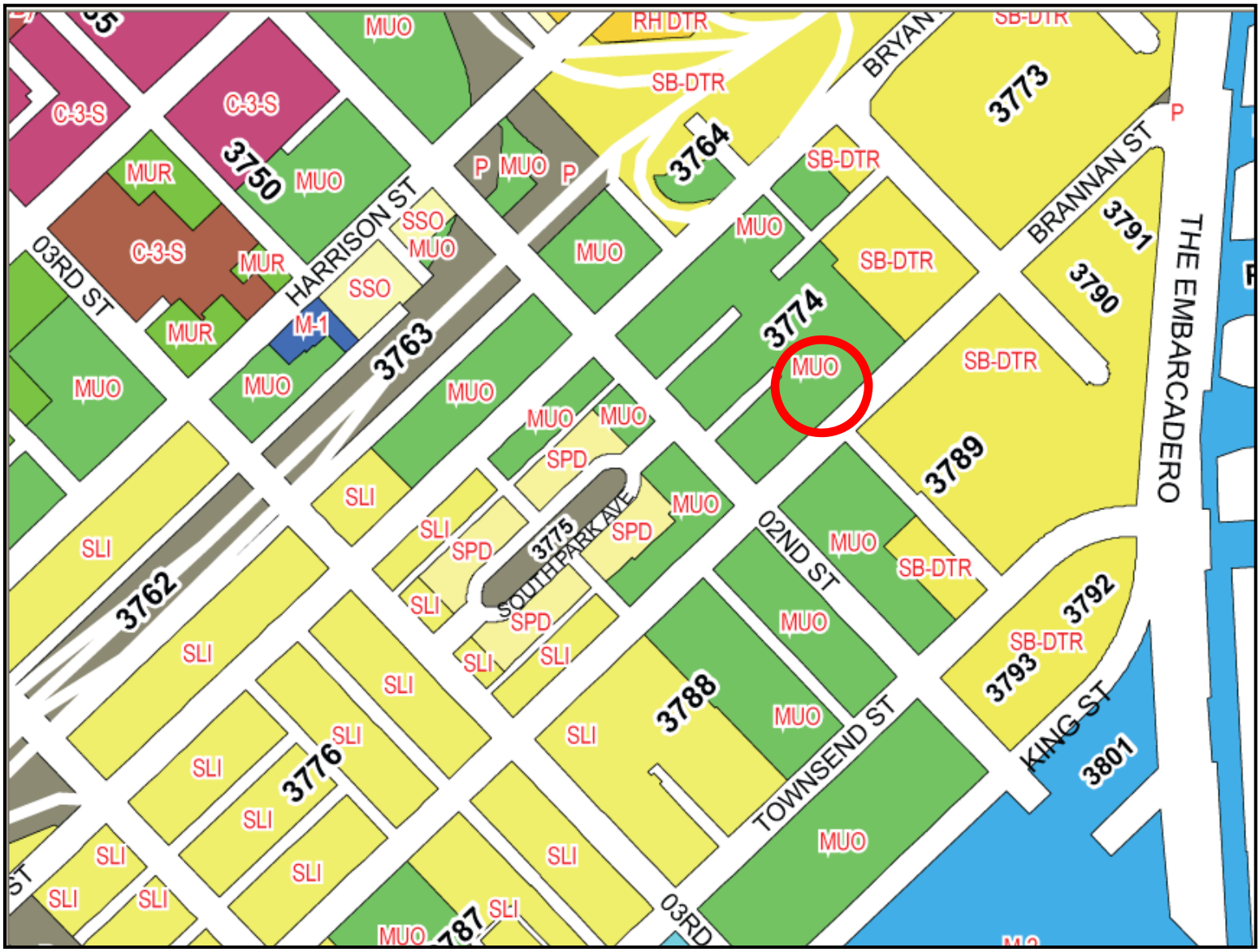


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Certificate of Appropriateness Hearing
Case Number 2012.0799A
270 Brannan Street

SAN FRANCISCO
PLANNING DEPARTMENT

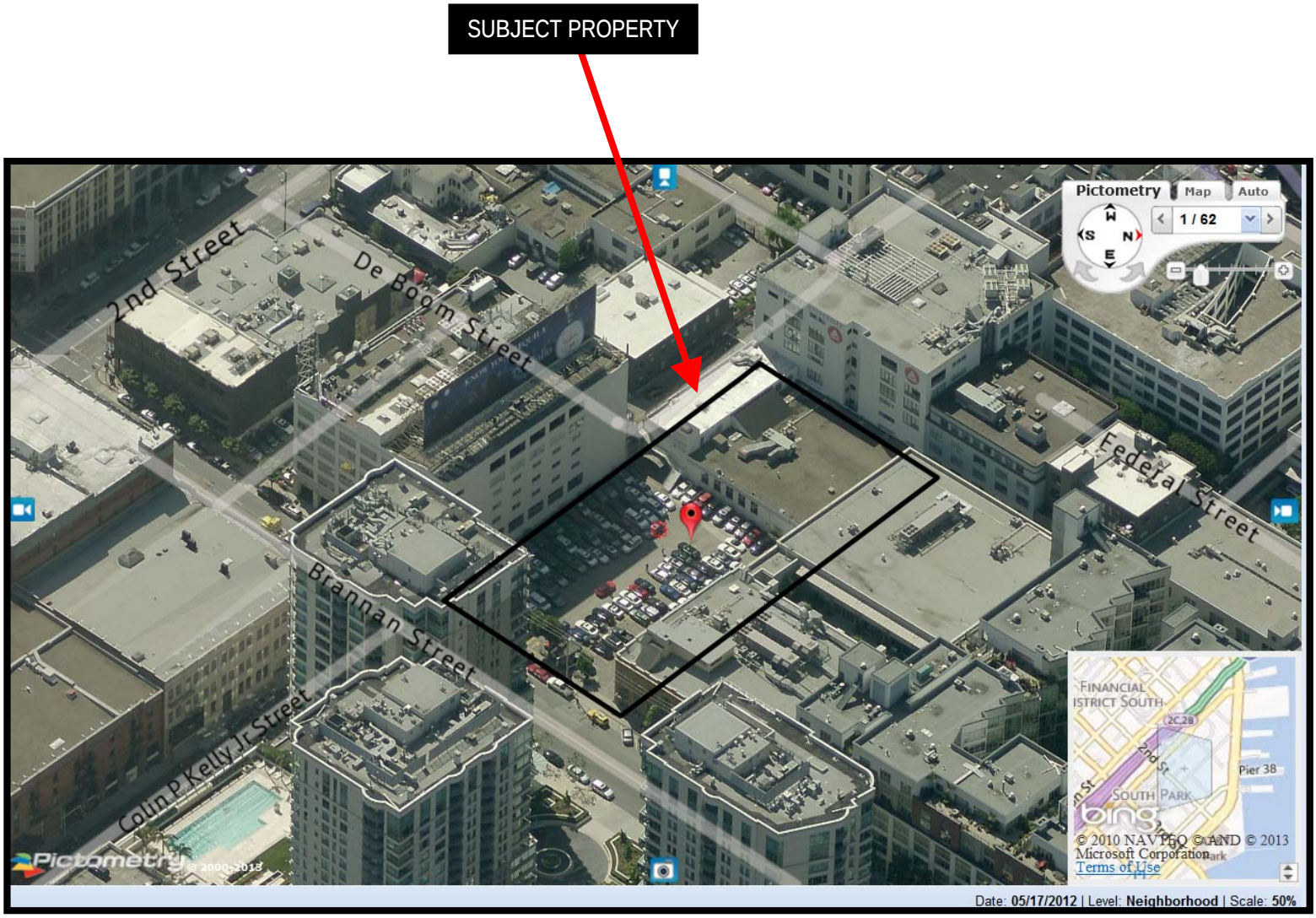
Zoning Map



Certificate of Appropriateness Hearing
Case Number 2012.0799A
270 Brannan Street

SAN FRANCISCO
PLANNING DEPARTMENT

Aerial Photo



Aerial Photo

SUBJECT PROPERTY

Site Photo

270 Brannan St, View along Brannan Street

Site Photo

270 Brannan St, View down De Boom Street

SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

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DATE:	June 27, 2013
TO:	Steve Shanks, SKS Investments
FROM:	Rich Sucré, Historic Preservation Technical Specialist,
	(415) 575-9108
REVIEWED BY:	Architectural Review Committee of the Historic Preservation Commission
RE:	**Meeting Notes - Review and Comment at the June 19, 2013 ARC-HPC Hearing for 270 Brannan Street, Case No. 2012.0799ABX**

At the request of the Planning Department, the Architectural Review Committee (ARC) was asked to review and comment on the proposed project at 270 Brannan Street, which involves infill new construction within the South End Landmark District.

Currently, the proposed project is undergoing environmental review pursuant to the California Environmental Quality Act (CEQA).

ARC RECOMMENDATIONS/COMMENTS

Compatibility of New Construction with Landmark District:
Overall, the ARC concurs with the staff determination that the new construction appears generally compatible with the surrounding landmark district and its character-defining features. In particular, the ARC found the massing, form and materials to be appropriate and compatible with the surrounding landmark district. In particular, the ARC commented on the success and design of the De Boom street façade, as related to the surrounding district.

Brannan Street Entrance:
The ARC recommends refinement of the main entryway on Brannan Street to better emphasize the entrance and/or provide for more regularity above or a more vertical element above the main entryway.

Ground Floor Storefront Bulkhead:
The ARC concurs with the staff recommendations regarding strengthen the ground floor storefront, in particular the bulkhead. The ARC recommends that the project architect conduct further study of the ground floor storefront and bulkhead, in order to reinforce and strengthen the building's base and relationship to the surrounding historic district.

Windows & Terracotta Screens
The ARC recommends refinement and additional study of the proportion of the windows and terracotta tile rain screen to better relate to the regular rhythm of the window openings found within the surrounding landmark district.

Garage:
The ARC recommends maintaining the current design of the new garage door opening (approximately 24'-2" tall), and does not propose any revisions.

Window Jamb Details:
The ARC recommends incorporating Option C of the window jamb details into the proposed project. This option includes a chamfered terracotta tile return, which would wrap the corner of the vertical bays.

Cornice:
The ARC recommends strengthen the cornice line of the proposed project. The project architect may consider incorporating terracotta below the metal cornice to strengthen the roofline.

Future Review:
The ARC appreciates the opportunity to review the proposed project at 270 Brannan Street, and welcomes future review of the proposed project.

San Francisco Planning Code

SEC. 6. FEATURES.

(a) **Features of Existing Buildings.**

1. Overall Form and Continuity.Building height is generally within a six-story range, and many of the oldest structures are one or two stories in height.

2. Scale and Proportion.The buildings are of typical warehouse design, large in bulk, often with large arches and openings originally designed for easy vehicular access. There is a regularity of overall form. The earlier brick structures blend easily with the scaled-down Beaux Arts forms of the turn of the century and the plain reinforced concrete structures characteristic of twentieth-century industrial architecture.

3. Fenestration.The earliest structures have few windows, expressing their warehouse function. They are varied in size, rhythmically spaced, deeply recessed, produce a strong shadow line, and relate in shape and proportion to those in nearby buildings. Larger industrial sash windows began to be incorporated in structures built from the 1920s and onward. Door openings are often massive to facilitate easy access of bulk materials.

4. Materials.Standard brick masonry is predominant for the oldest buildings in the district, with reinforced concrete introduced after the 1906 fire, although its widespread use did not occur until the 1920s. Brick and stone paving treatments on Federal and First and De Boom Streets respectively are extant as well as Beltline Railroad Tracks which run throughout the District.

5. Color.Red brick is typical, with some yellow and painted brick. Muted earth tones predominate in shades of red, brown, green, gray and blue.

6. Texture.Typical facing materials give a rough textured appearance. The overall texture of the facades is rough grained.

7. Detail.Arches are common at the ground floor, and are frequently repeated on upper floors. Flattened arches for window treatment are typical. Cornices are simple and generally tend to be abstract versions of the more elaborate cornices found in downtown commercial structures from the nineteenth century. Most of the surfaces of the later buildings are plain and simple reflecting their function. Some of the earlier brick work contains suggestions of pilasters, again highly abstracted. Where detail occurs, it is often found surrounding entryways.

(b) **Standards for New Construction and Alterations.**

1. Facade Line Continuity.Facade line continuity is historically appropriate. Therefore, setbacks at lower floors and arcades, not generally being features of the South End Historic District, are generally not acceptable.

2. Fenestration and Design Elements for New Construction.In areas with a concentration of buildings characterized by a high proportion of mass to void and deeply recessed openings, vertical orientation and limited fenestration, the design of new construction should relate to those elements. In areas characterized by buildings with industrial style fenestration, new construction should relate to those design elements.

3. Signs.

(A) **Principal Signs.** Only one sign will be allowed per establishment per street frontage. A flush sign with lettering intended to be read from across the street is permitted. On brick surfaces, signs should be mounted with a minimum number of penetrations of the wall, and those penetrations only in the mortar joints.

(B) **Secondary Signs.** One per establishment per street frontage. A secondary sign is intended to be viewed close-up and consists of: (a) Lettering on a door or window which contains only the name and nature of the establishment, hours of operation and other pertinent information. (b) A projecting sign not exceeding two square feet in area used in conjunction with a principal flush sign.

(c) **Exterior Changes Requiring Approval.** Any exterior change within the South End Historic District shall require a Certificate of Appropriateness pursuant to the provisions of Article 10 when such work requires a city permit. In addition, a Certificate of Appropriateness shall be required for cleaning masonry surfaces with abrasives and/or treatment of such surfaces with waterproofing chemicals. Sandblasting and certain chemical treatments detrimental to older brick will not be approved.

(Added by Ord. 104-90, App. 3/23/90)

SEC. 7. ADDITIONAL PROVISIONS FOR CERTIFICATES OF APPROPRIATENESS.

The procedures, requirements, controls and standards in Sections 1006 through 1006.8 of Article 10 of the City Planning Code shall apply to all applications for Certificates of Appropriateness in the South End Historic District. In addition the following provisions shall apply to all such applications; in the event of any conflict or inconsistency between the following provisions and Article 10, those procedures, requirements, controls and standards affording stricter protection to landmarks, landmark sites and the Historic District shall prevail.

(a) **Character of the Historic District.** The standards for review of all applications for the Certificate of Appropriateness are set forth in Section 1006.7 of Article 10. For purposes of review pursuant to these standards, the character of the historic district shall mean the exterior architectural features as well as the historic brick and stone paving materials described in Section 6 of this ordinance.

(b) **New Construction.** New construction on vacant sites should conform to the general profile of the District, especially as to scale, sculptural qualities of facade and entrance detailing, fenestration patterns and materials described in Section 6 of this ordinance.

(c) **Masonry, Brickwork and Stonework.** A Certificate of Appropriateness shall be required for painting previously unpainted masonry, brick or stone exterior surfaces, for cleaning such surfaces with abrasives and/or treatment of such surfaces with waterproofing chemicals. Sandblasting and certain chemical treatment detrimental to masonry will not be approved.

(d) **Alterations.** It is recognized that certain alterations to the exteriors of buildings within the Historic District may be necessary in order to accommodate adaptive reuse of, and to provide sufficient light and air in, such buildings. Substantial alterations to principal facades, as defined in Planning Code Section 102.21, should be discouraged. Substantial alterations to non-principal facades, not originally intended to be viewed from the street, may be appropriate, provided such alterations maintain the character of the historic district.

(e) 200 Brannan Street, Lot 24 within Assessor's Block 3774 is a site proposed for high-density mixed-income housing within the Rincon Point-South Beach Redevelopment Project Area Plan. The subject property is a donut-shaped group of buildings of different dates behind a single unifying wall and the continuous facade wall which runs along the First and Brannan Streets is the contributory element of the site and adaptive reuse of the subject property is acceptable.

(Added by Ord. 104-90, App. 3/23/90)

SEC. 8. SIGNIFICANCE OF INDIVIDUAL BUILDINGS TO THE HISTORIC DISTRICT.

The history of each parcel within the Historic District is documented on the survey worksheets (Appendix A to the South End Historic District Case Report No. 89.065L). This classification of buildings in the South End Historic District is delineated in Case Report No. 89.065L. Each building is designated as one of the following:

1. Contributory.This category identifies buildings which date from the Historic District's period of significance and retain their historic integrity. These structures are of the highest importance in maintaining the character of the Historic District.

2. Contributory - Altered.This category identifies buildings which date from the historic district's period of significance but have had their historic integrity compromised by inappropriate alterations. Appropriate restoration of such buildings is encouraged. If a building in this category were to be appropriately restored, the category designation may be amended by the L.P.A.B. to "Contributory."

3. Noncontributory.This category identifies buildings which are outside the Historic District's period of significance or are so significantly altered that they have lost their integrity. A Certificate of Appropriateness shall not be required for demolition of a noncontributory building. Construction of new buildings on a demolished building site, additions to, and major alterations of noncontributory buildings should be compatible with the character of the Historic District, and would require a Certificate of Appropriateness in order to ensure compatibility with the character of the historic district.

(Added by Ord. 104-90, App. 3/23/90)

SEC. 9. PAINT COLOR.

Nothing in this legislation shall be construed as authorization to regulate paint colors used within the District.

(Added by Ord. 104-90, App. 3/23/90)

SEC. 10. ADDITIONS.

Additions to existing buildings and new infill construction proposed within the South End Historic District must reflect an understanding of the relationship of the proposal with the contributing buildings within the district. Additions shall be reviewed for compatibility with the historic building and the district while infill construction shall be reviewed for compatibility with the overall district. Neither should directly imitate nor replicate existing features. For additions,

every effort should be made to minimize the visibility of the new structure within the district. Infill construction should reflect the character of the district, including the prevailing heights of contributing buildings without creating a false sense of history. Property owners should consult early in the process with a Planning Department Historic Preservation Technical Specialist when developing a proposal.

Additions will be reviewed on a case-by-case basis and any proposed addition should be located in an inconspicuous location and not result in a radical change to the form or character of the historic building. A vertical addition may be approved, depending on how the addition impacts the building and its relative visibility from the surrounding public rights-of-way within the district. The Planning Department evaluates all proposals for properties identified under Article 10 of the Planning Code for compliance with the Secretary of the Interior's Standards (36 C.F.R. § 67.7 (2001)). Based on these Standards, Department staff uses the following criteria when reviewing proposals for vertical additions:

- The structure respects the general size, shape, and scale of the features associated with the property and the district and the structure is connected to the property in a manner that does not alter, change, obscure, damage, or destroy any of the character-defining features of the property and the district.

- The design respects the general historic and architectural characteristics associated with the property and the district without replicating historic styles or elements that will result in creating a false sense of history.

- The materials are compatible with the property or district in general character, color and texture.

As part of the Planning Department review process, the project sponsor shall conduct and submit an analysis that illustrates the relative visibility of a proposed vertical addition from within the district. As part of this analysis, sightline cross-sections and perspective drawings illustrating the proportionality and scale, as well as the visible extent of the addition from prescribed locations should be submitted.

When a district provides an opportunity for new construction through existing vacant parcels or by replacing non-contributing buildings, a sensitive design is of critical importance. Historic buildings within the district should be utilized and referenced for design context. Contemporary design that respects the District's existing character-defining features without replicating historic designs is encouraged. The Department uses the following criteria when reviewing proposals for infill construction:

- The structure respects the general size, shape, and scale of the character-defining features associated with the district and its relationship to the character-defining features of the immediate neighbors and the district.

- The site plan respects the general site characteristics associated with the district.

- The design respects the general character-defining features associated with the district

- The materials are compatible with the district in general character, color, and texture.

(Added by Ord. 298-08, File No. 081153, App. 12/19/2008)

SOUTH END HISTORIC DISTRICT

270 BRANNAN STREET

SAN FRANCISCO, CA

HISTORIC RESOURCE EVALUATION

[12210]

Prepared for

SKS Investments

PAGE & TURNBULL

imagining change in historic environments through design, research, and technology

MARCH 4, 2013

FINAL

TABLE OF CONTENTS

I. INTRODUCTION

This Historic Resource Evaluation (Part 2) has been prepared at the request of SKS Investments for a proposed project at 270 Brannan Street (APN 3774-026) in San Francisco's South of Market neighborhood. The property consists of a paved surface parking lot and a building that was constructed in 1963 of CMU (concrete masonry units). The property is not considered a historic resource, but is a non-contributing property within the South End Historic District.

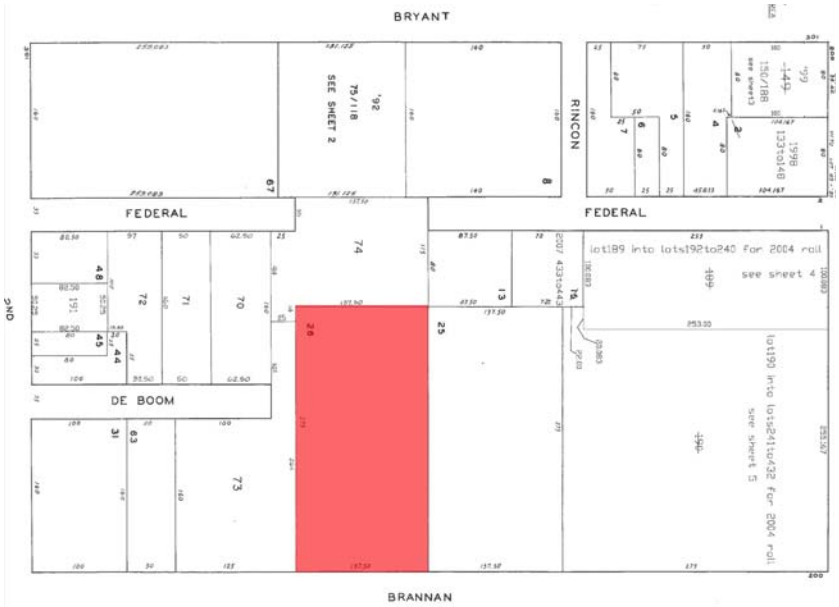

Figure 1. Assessor's Parcel Map of Block 3774, showing 270 Brannan Street in red. Source: San Francisco Property Information Map; edited by author.

METHODOLOGY

This report follows the general outline provided by the San Francisco Planning Department for Historic Resource Evaluation Reports. Because the property itself has previously been determined not to be a historic resource, Page & Turnbull received direction from San Francisco Planning Department Preservation staff to produce the second part of a Historic Resource Evaluation and analyze any potential impacts of the proposed project upon the surrounding South End Historic District. Consequently, this Historic Resource Evaluation does not include a building description, historic context statement, or evaluation of the property's significance. The proposed project shall be evaluated using guidelines provided in Article 10 of the San Francisco Planning Code within the framework of the *Secretary of the Interior's Standards for the Treatment of Historic Properties: Standards of Rehabilitation*.

Page & Turnbull conducted a site visit on January 22, 2013, but did not perform additional research on the history of this property.

II. SUMMARY OF HISTORIC STATUS

270 Brannan Street was included in the City of San Francisco's SoMa Historic Resource Survey, which was conducted in 2007-2008 and adopted in 2010. The building was not age-eligible (under 45 years of age) at the time of survey. Consequently, California Department of Parks & Recreation (DPR) 523A (Primary Record) and 523B (Building, Structure, or Object Record) forms were not written for the property. The San Francisco Property Information Map explains, "This building or vacant lot does not meet the minimum age requirements to be assessed for the California or National Registers." 270 Brannan Street was assigned a California Historic Resource Status Code of "6Z", which means that it was found ineligible for the National Register, California Register, or local designation through survey evaluation. The Preliminary Project Assessment (PPA) written by San Francisco Environmental Planner Rachel A. Schuett (dated 19 August 2012) confirmed the adopted survey finding. In addition, Rich Sucre, San Francisco Preservation Technical Specialist, has concurred with the adopted survey finding both verbally and in writing to the project sponsor and Page & Turnbull.

270 Brannan Street is also a non-contributing resource within the boundaries of the South End Historic District, which is a designated historic district under Article 10 of the San Francisco Planning Code and a National Register Historic District.

Figure 2. 270 Brannan Street, looking northwest.
Source: Page & Turnbull, January 2013.

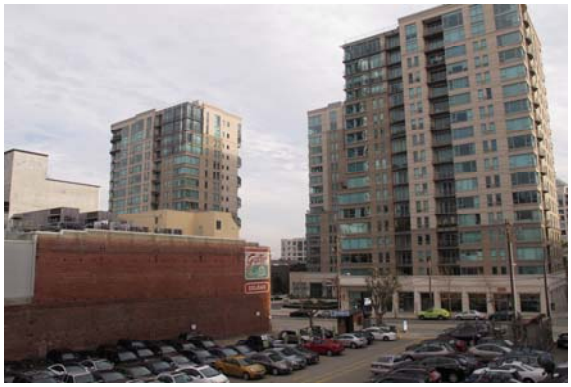

Figure 3. Looking southeast over property.
Source: Page & Turnbull, January 2013

Figure 4. Looking east over property.
Source: Page & Turnbull, January 2013

IV. CONTEXT & RELATIONSHIP

270 Brannan Street is located on the north side of Brannan Street between 2nd and Delancey streets. The building is set back at the north end of the property, and is fronted by a large surface parking lot. Three- to six-story brick and concrete buildings rise on all sides. The other buildings on the block were constructed between 1907 and 2006. Concentrations of development occurred during the 1910s, 1920s, 1950s, and 2000s. Today, the subject block contains primarily commercial/office uses in older buildings, and condominiums in the newer buildings.

Figure 5. 230-250 Brannan Street to the east of the subject property, looking north.
(Source: Page & Turnbull, January 2013)

Figure 6. 274 Brannan Street to the west of the subject property, looking west.
(Source: Page & Turnbull, January 2013)

Figure 7. South side of Brannan Street, looking southwest from 270 Brannan.
(Source: Page & Turnbull, January 2013)

Figure 8. South side of Brannan Street, looking east from 270 Brannan.
(Source: Page & Turnbull, January 2013)

The subject property is visible from the adjacent buildings on the same block of Brannan Street and also from De Boom Street and Federal Street, dead-end alleys to the west. The building at 270 Brannan Street abuts the end of De Boom Street. The street is at a higher elevation than Brannan Street, so it abuts the second story of the building. The property is not visible from the east leg of Federal Street off Delancey Street because other multi-story buildings block the view. However, the property would be visible from their rear windows. Most of the buildings surrounding 270 Brannan Street are contributing resources to the South End Historic District. The district's significance, character-defining features, and recommendations for new construction are described in the section below.

Figure 9. Street view of Brannan Street from 2nd Street, looking northeast. 270 Brannan is between the tall white building (274 Brannan) and the brick building beyond.
(Source: Page & Turnbull, January 2013)

Figure 10. 75 Federal Street from De Boom Street, looking northeast.
(Source: Page & Turnbull, January 2013)

Figure 11. Unnamed alley between De Boom Street and Federal Street, with the wall of 270 Brannan abutting the street on the right, looking northwest. 58-60 Federal Street (Academy of Art) visible behind the subject property.
(Source: Page & Turnbull, January 2013)

Figure 12. Unnamed alley between De Boom Street and Federal Street, with the wall of 270 Brannan abutting the street on the left, looking southeast. The back of 274 Brannan visible at the end of the street.
(Source: Page & Turnbull, January 2013)

Figure 13. The east leg of Federal Street, looking southwest from Delancey Street.
(Source: Page & Turnbull, January 2013)

Figure 13. The east leg of Federal Street, looking southwest. The subject property is located behind the buildings on the left (41 and 51 Federal Street)
(Source: Page & Turnbull, January 2013)

SOUTH END HISTORIC DISTRICT

The South End Historic District was designated as a local historic district by the Board of Supervisors of the City and County of San Francisco in March 1990. It was listed in the National Register of Historic Places in November 2008 under Criterion A (Events) and Criterion C (Design & Construction). For both registers, the historic district is significant for the same reasons, with a period of significance spanning the years 1867-1935.

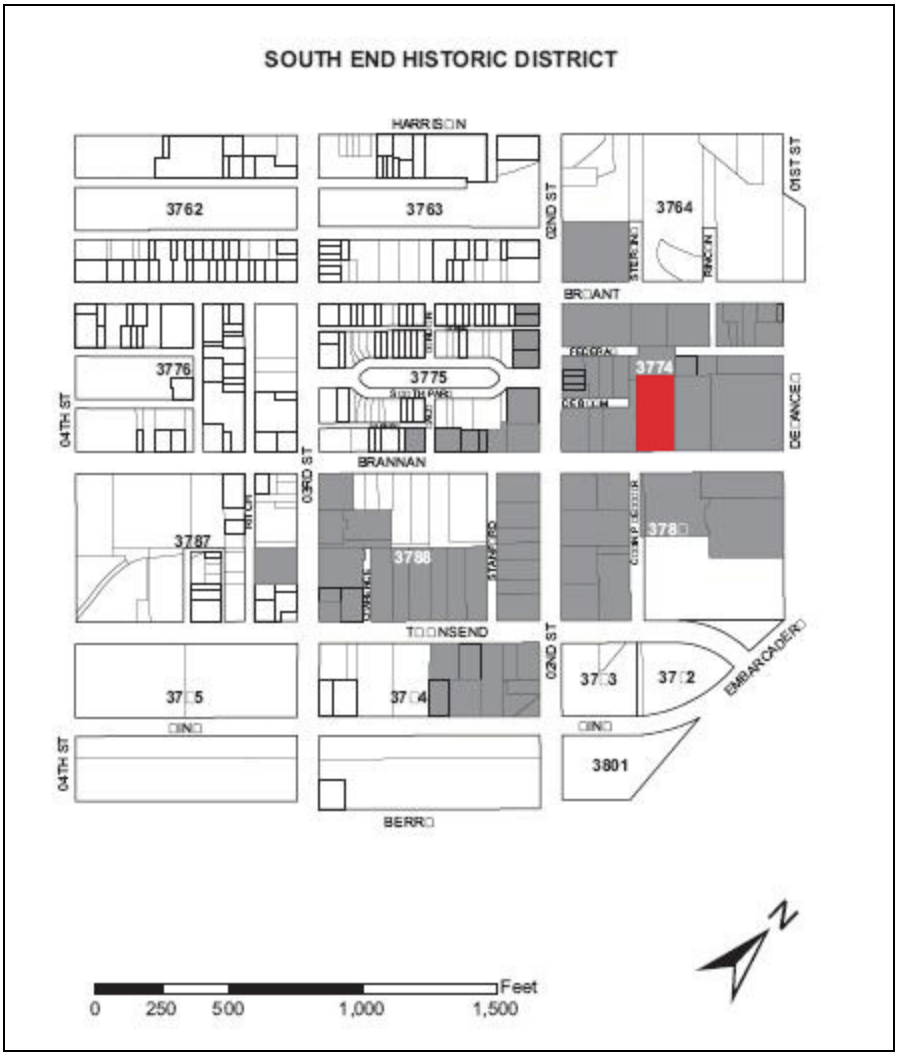

Figure 1. South End District (shaded in gray). 270 Brannan Street is in red. Source: Article 10, Appendix I (1990); edited by author.

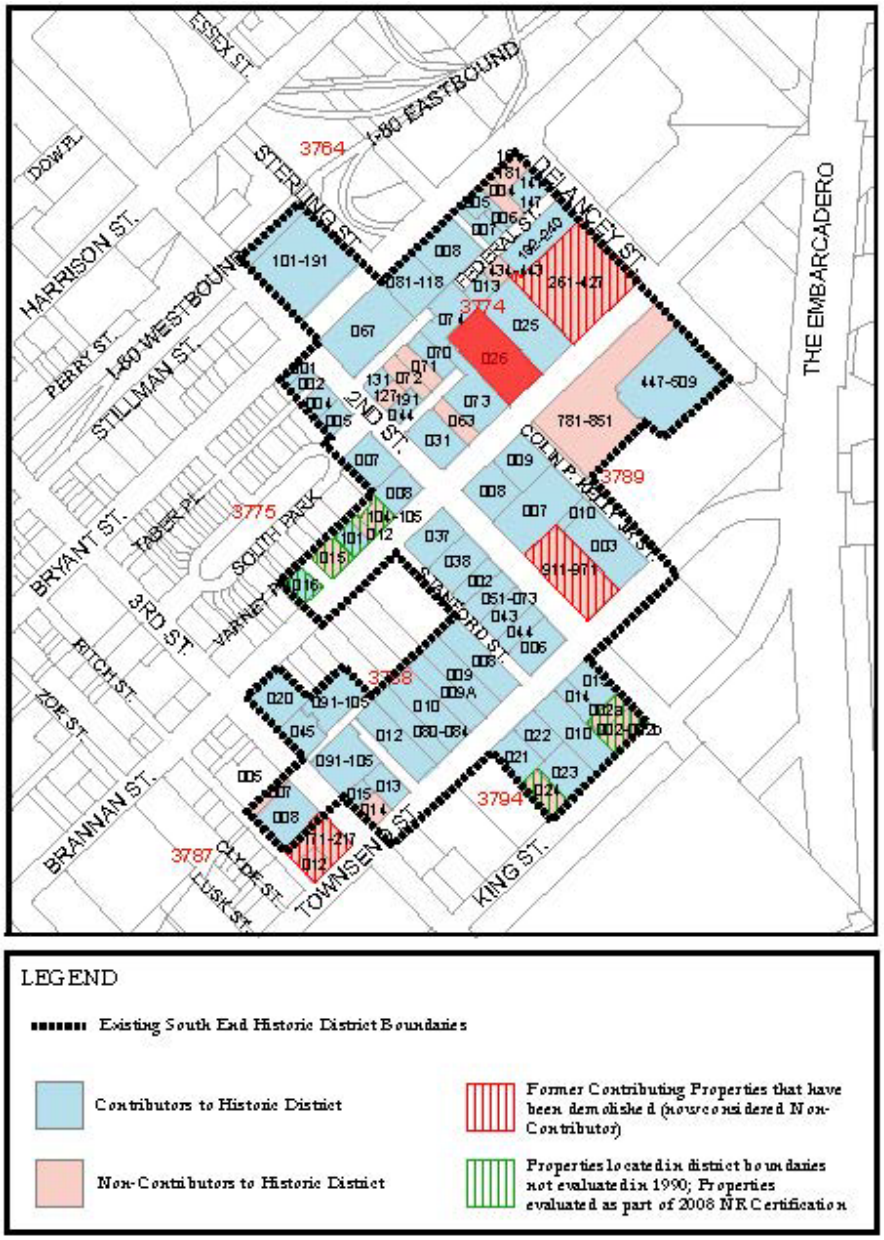

Figure 2. National Register Certification Update (2008) to South End Historic District Case Report (1990). 270 Brannan Street is in red.
Source: Page & Turnbull, National Register Certification: South End Historic District (26 June 2008); edited by author.

The Statement of Significance in Article 10 of the San Francisco Planning Code reads:

> History of the area: For decades after the 1849 Gold Rush, San Francisco was the principal seaport and connection with the outside world for California and the West Coast. San Francisco's expansion and transformation into one of the most important cities in North America is attributable to the eminence of its port which, because of its sheltered location and deep water, became one of the best-suited on the Pacific Ocean.

The development of warehouses over a 120-year period along the southern waterfront provides a benchmark from which to view architectural and technological responses to the rapid changes of growing industrial nation state and city. The interdependence of architecture and history can be seen from a look at the evolution of warehouse forms along the southern waterfront. Unlike most other areas of the San Francisco waterfront, the South End District contains an extraordinary concentration of buildings from almost every period of San Francisco's maritime history. Several street fronts - such as Second, Third and Townsend - are characterized by solid walls of brick and reinforced concrete warehouses. With this harmony of scale and materials, the South End Historic District is clearly a visually recognizable place.

One-story warehouses were common in the nineteenth century but rare in the early twentieth due to the increasing cost of land. Two of the oldest warehouses in the historic district are one story in height: Hooper's Warehouse (1874) and the California Warehouse (1882). Their horizontal orientation is accentuated through the use of strong cornice lines with decorative brick patterns.

Multi-story buildings have been more common along the southern waterfront since the turn of the century. After 1906, almost all new warehouses were constructed to be at least three stories in height, and several warehouses on Second and Townsend Streets reached six stories. The invention of the forklift in the 1930s eliminated advantages which multi-story buildings enjoyed over single-story structures. Since 1945, almost all warehouses constructed in the United States have been one story in height. Many multi-story warehouses and industrial buildings have been converted to other uses or are vacant because they have become obsolete for most warehouse or industrial functions.

South End's period of historical significance, 1867 to 1935, comprises the era during which the waterfront became a vital part of the City's and nation's maritime commerce. The buildings of the South End Historic District represent a rich and varied cross-section of the prominent local architects and builders of the period. Four buildings remain from the nineteenth century; another four were constructed in the six-year interval preceding the 1906 earthquake. The majority of the buildings were erected between 1906 and 1929, a period during which trade along the waterfront increased dramatically.

Several events shaped this part of San Francisco. The building of Long Bridge in 1865 on the line of Fourth Street south to Point San Quentin or the Potrero district, opened up opportunities for new industrial development in the southern part of the city. The Second Street cut of 1869, through fashionable Rincon Hill, allowed access from downtown to the southern waterfront. The completion of the transcontinental railroad in 1869 (and the eventual extension of railway lines into the area) was the single most important event to impact the district. The fire of 1906 and the opening of the Panama Canal in 1914 were further impetuses to warehouse construction in this area, as were the seawall and the Belt Line Railway.

Prominent figures in San Francisco history have been associated with the district. William Ralston, founder of the Bank of California, builder of the Palace Hotel, and financier of San Francisco and the West, owned property in the district and was a major force in politically engineering the Second Street cut

in 1869. William Sharon, a U.S. Senator from Nevada in 1875 - 1881, acquired much of Ralston's estate and also co-owned and built the California Warehouse on the corner of Second and Townsend for Haslett and Bailey in 1882.

William P. Aspinwall founded the internationally important Oriental Warehouse (Pacific Mail Steamship Company) in this district during the Gold Rush. John Hooper built Hooper's South End Grain Warehouse at Japan and Townsend Streets in 1874 for California's lucrative grain trade. Hooper was a member of a family known particularly for its lumber trade, with large land holdings just south of the South End Historic District.

The leading warehouse firms in San Francisco were those of the Haslett and Lamb families. Samuel Haslett, a native of Ireland, came to San Francisco in the 1870s and became a partner with J.W. Cox at the Humboldt Warehouse on Rincon Point. Haslett's sons continued the business after his death, and Samuel Haslett IV is now president of the firm. Once nationally known in warehousing, the Hasletts built or are associated with seven warehouses in the district. George Lamb founded the South End Warehouse Company in 1905, and later co-founded the drayage and hauling firm of King and Company. South End operated six warehouses in the area at various times.

Charles Lee Tilden (1857 - 1950) built 111 - 113 Townsend, a Haslett warehouse, and the Overland warehouse at Third and Townsend Streets. Tilden, a highly successful business entrepreneur, also founded the East Bay Regional Park system in 1934. Charles Norton Felton (1828 - 1914), Senator, Congressman, and early developer of oil in California, is associated with warehouses at 275 Brannan Street and 601 Second Street.

The proposed historic district is an important visual landmark for the City as a whole. The large number of intact masonry warehouses which remain to this day are reminders of the maritime and rail activities which helped to make San Francisco a great Turn-of-the-Century Port City. The warehouse district, because of its distinct building forms, is identifiable from many parts of San Francisco and the greater Bay Area. Additional historical information may be found in the South End Historic District Case Report No. 89.065L.[1]

The character-defining features of the South End Historic District and guidelines for new construction are described in Article 10, Appendix I, Section 6 as the following:

Features of Existing Buildings

1. Overall Form and Continuity. Building height is generally within a six-story range, and many of the oldest structures are one or two stories in height.

2. Scale and Proportion. The buildings are of typical warehouse design, large in bulk, often with large arches and openings originally designed for easy vehicular access. There is a regularity of overall form. The earlier brick structures blend easily with the scaled-down Beaux Arts forms of the turn

[1] San Francisco Planning Code, Article 10, Appendix I, Sec. 5. Statement of Significance. Website accessed 21 January 2013 from: http://www.amlegal.com/nxt/gateway.dll/California/planning/article10preservationofhistoricalarchite?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$sync=1.

of the century and the plain reinforced concrete structures characteristic of twentieth-century industrial architecture.

3. Fenestration. The earliest structures have few windows, expressing their warehouse function. They are varied in size, rhythmically spaced, deeply recessed, produce a strong shadow line, and relate in shape and proportion to those in nearby buildings. Larger industrial sash windows began to be incorporated in structures built from the 1920s and onward. Door openings are often massive to facilitate easy access of bulk materials.

4. Materials. Standard brick masonry is predominant for the oldest buildings in the district, with reinforced concrete introduced after the 1906 fire, although its widespread use did not occur until the 1920s. Brick and stone paving treatments on Federal and First and De Boom Streets respectively are extant as well as Beltline Railroad Tracks which run throughout the District.

5. Color. Red brick is typical, with some yellow and painted brick. Muted earth tones predominate in shades of red, brown, green, gray and blue.

6. Texture. Typical facing materials give a rough textured appearance. The overall texture of the facades is rough grained.

7. Detail. Arches are common at the ground floor, and are frequently repeated on upper floors. Flattened arches for window treatment are typical. Cornices are simple and generally tend to be abstract versions of the more elaborate cornices found in downtown commercial structures from the nineteenth century. Most of the surfaces of the later buildings are plain and simple reflecting their function. Some of the earlier brick work contains suggestions of pilasters, again highly abstracted. Where detail occurs, it is often found surrounding entryways.

The National Register Certification Form adds to this list the following: "arched entries on many buildings, a preponderance of steel, multi-lite industrial sash windows, unfinished board-formed concrete walls on later warehouses, integral rail slips, exterior wall-mounted fire escapes, and distinctive parapet detailing."[2]

Standards for New Construction and Alterations

1. Facade Line Continuity. Facade line continuity is historically appropriate. Therefore, setbacks at lower floors and arcades, not generally being features of the South End Historic District, are generally not acceptable.

2. Fenestration and Design Elements for New Construction. In areas with a concentration of buildings characterized by a high proportion of mass to void and deeply recessed openings, vertical orientation and limited fenestration, the design of new construction should relate to those elements. In areas characterized by buildings with industrial style fenestration, new construction should relate to those design elements.[3]

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[2] Page & Turnbull, National Register Certification: South End Historic District (26 June 2008) 9.

[3] San Francisco Planning Code, Article 10, Appendix I, Sec. 6. Features.

Further guidance related to the development of new projects within the South End Historic District state that "New construction on vacant sites should conform to the general profile of the District, especially as to scale, sculptural qualities of façade and entrance detailing, fenestration patterns and materials described in Section 6 of this ordinance.[4] Article 10, Appendix I, Section 10 explains,

> Infill construction should reflect the character of the district, including the prevailing heights of contributing buildings without creating a false sense of history […]
>
> When a district provides an opportunity for new construction through existing vacant parcels or by replacing non-contributing buildings, a sensitive design is of critical importance. Historic buildings within the district should be utilized and referenced for design context. Contemporary design that respects the District's existing character-defining features without replicating historic designs is encouraged. The Department uses the following criteria when reviewing proposals for infill construction:
>
> The structure respects the general size, shape, and scale of the character-defining features associated with the district and its relationship to the character-defining features of the immediate neighbors and the district.
>
> The site plan respects the general site characteristics associated with the district.
>
> The design respects the general character-defining features associated with the district.
>
> The materials are compatible with the district in general character, color, and texture.[5]

[4] San Francisco Planning Code, Article 10, Appendix I, Sec. 7(b) and Sec. 10.
[5] San Francisco Planning Code, Article 10, Appendix I, Sec. 10.

V. PROJECT IMPACTS

This section analyzes the project-specific impacts of the proposed project at 270 Brannan Street on the environment, as required by the California Environmental Quality Act (CEQA). Article 10 of the San Francisco Planning Code outlines character-defining features and standards for new construction within the South End Historic District. The property is a non-contributing resource within a historic district, and is not considered a historic resource. Consequently, the analysis will focus on potential impacts to the surrounding historic district, which is considered the historic resource.

CALIFORNIA ENVIRONMENT QUALITY ACT (CEQA)

The California Environment Quality Act (CEQA) is state legislation (Pub. Res. Code §21000 et seq.), which provides for the development and maintenance of a high quality environment for the present-day and future through the identification of significant environmental effects.[6] CEQA applies to "projects" proposed to be undertaken or requiring approval from state or local government agencies. "Projects" are defined as "…activities which have the potential to have a physical impact on the environment and may include the enactment of zoning ordinances, the issuance of conditional use permits and the approval of tentative subdivision maps."[7] Historic and cultural resources are considered to be part of the environment. In general, the lead agency must complete the environmental review process as required by CEQA. In the case of the proposed project at 270 Brannan Street, the City of San Francisco will act as the lead agency.

According to CEQA, a "project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment."[8] Substantial adverse change is defined as: "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired."[9] The significance of an historical resource is materially impaired when a project "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance" and that justify or account for its inclusion in, or eligibility for inclusion in, the California Register.[10] Thus, a project may cause a substantial change in a historic resource but still not have a significant adverse effect on the environment as defined by CEQA as long as the impact of the change on the historic resource is determined to be less-than-significant, negligible, neutral or even beneficial.

CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT CEQA REVIEW PROCEDURES FOR HISTORIC RESOURCES

As a certified local government and the lead agency in CEQA determinations, the City and County of San Francisco has instituted guidelines for initiating CEQA review of historic resources. The San Francisco Planning Department's "CEQA Review Procedures for Historical Resources" incorporates the State's CEQA Guidelines into the City's existing regulatory framework.[11] To facilitate the review process, the Planning Department has established the following categories to establish the baseline

[6] State of California, California Environmental Quality Act, http://ceres.ca.gov/topic/env_law/ceqa/summary.html, accessed 31 August 2007.
[7] Ibid.
[8] CEQA Guidelines subsection 15064.5(b).
[9] CEQA Guidelines subsection 15064.5(b)(1).
[10] CEQA Guidelines subsection 15064.5(b)(2).
[11] San Francisco Planning Department, *San Francisco Preservation Bulletin No. 16: City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources* (October 8, 2004).

significance of historic properties based on their inclusion within cultural resource surveys and/or historic districts:

- **Category A – Historical Resources is divided into two sub-categories:**

  - **Category A.1 – Resources listed on or formally determined to be eligible for the California Register**. These properties will be evaluated as historical resources for purposes of CEQA. Only the removal of the property's status as listed in or determined to be eligible for listing in the California Register of Historic Resources by the California Historic Resources Commission will preclude evaluation of the property as an historical resource under CEQA.

  - **Category A.2 – Adopted local registers, and properties that have been determined to appear or may become eligible, for the California Register.** These properties will be evaluated as historical resources for purposes of CEQA. Only a preponderance of the evidence demonstrating that the resource is not historically or culturally significant will preclude evaluation of the property as an historical resource. In the case of Category A.2 resources included in an adopted survey or local register, generally the "preponderance of the evidence" must consist of evidence that the appropriate decision-maker has determined that the resource should no longer be included in the adopted survey or register. Where there is substantiated and uncontroverted evidence of an error in professional judgment, of a clear mistake or that the property has been destroyed, this may also be considered a "preponderance of the evidence that the property is not an historical resource."

- **Category B - Properties Requiring Further Consultation and Review.** Properties that do not meet the criteria for listing in Categories A.1 or A.2, but for which the City has information indicating that further consultation and review will be required for evaluation whether a property is an historical resource for the purposes of CEQA.

- **Category C - Properties Determined Not To Be Historical Resources or Properties For Which The City Has No Information indicating that the Property is an Historical Resource.** Properties that have been affirmatively determined not to be historical resources, properties less than 50 years of age, and properties for which the City has no information.[12]

270 Brannan Street was designated a California Historic Resource Code of 6Z by the San Francisco Planning Department during the SoMa Historic Resource Survey. Consequently, 270 Brannan Street is classified under **Category C – Properties Determined Not To Be Historical Resources or Properties For Which The City Has No Information indicating that the Property is an Historical Resource.** It is therefore <u>not</u> considered by the City and County of San Francisco to be a historic resource under CEQA.

[12] San Francisco Planning Department, "San Francisco Preservation Bulletin No. 16 – CEQA and Historical Resources" (May 5, 2004) 3-4.

PROPOSED PROJECT DESCRIPTION

The following description of the proposed project is based on 50% SD architectural drawings assembled by Pfau Long and dated November 2, 2012, as well as supplemental diagrams and renderings (no date) provided by Pfau Long on February 2, 2013. The proposal intends to demolish the existing non-historic two-story building and construct a new five-story building that occupies the entire site. The building will be constructed of reinforced concrete.

Site Plan

The front portion of the building on Brannan Street will be five stories-over-basement in height. Where the adjacent topography rises toward the rear of the property, the building will be seven stories, though two will be below the elevation of De Boom Street. There will be a stair shaft enclosure above the roofline at the west end of the five-story portion, and stair and elevator shafts on the seven-story portion. A large outdoor court will separate the two sections at center-east. Two setbacks of 10 feet, one at each portion of the building, will exist at the upper floors of the east facade, creating balconies. The second through seventh floors at the rear of the building will be set back 15 feet from the north edge of the property and the neighboring building at 58-60 Federal Street.

Landscape Design

The landscape is designed by Meyer + Silberberg Land Architects. The street frontage will feature five street trees (species unidentified) with decomposed granite at the base of the trees, cobblestone paving along the immediate street frontage between the trees, and concrete paving set back between the cobblestone and building façade.

The courtyard will feature stone paving with six planters and two Ipe wood seating platforms to the south. A diagonal furnishing spine of Ipe wood decking will feature seating platforms and tables, some of which project southward. The north edge of the courtyard will feature a seatwall enclosing a bioswale planter. A precast concrete cistern will be located at the northeast corner, and a green screen will stand at the eastern edge of the courtyard to block the view of the adjacent building's brick wall. A glass atrium roof will slant down from west to east, and will channel rainwater to the cistern at the northeast corner.

Exterior

The primary façade will face south on Brannan Street. It will be clad in terracotta brick veneer in a palette of brick and earth tones in red, orange, cream, and gray hues (specific color combination to be decided). It will contain a roll-up metal garage door at the east end and a pedestrian entrance with fully glazed double doors under a flat canopy at the west end. The first and second floors will be fully glazed, as per Planning Code which requires designs to activate the street. Horizontal ceramic baguettes in earth tones will span the glass and partially screen the second floor level. The lower two levels will create a plinth upon which the terra-cotta clad upper portion of the facade will rest. The third and fourth floors will feature nine aluminum-sash windows (including three clusters of two), and the fifth floor will feature nine windows that are placed at irregular intervals, with two clusters of two. The windows will have operable casements.

The east façade will abut 230-50 Brannan to the fourth floor. Above that, it will feature concrete walls with the two 10-foot setbacks. Staggered balconies will project inside the setbacks on the fifth through seventh floors.

The north façade will feature pre-cast concrete panels in staggered textures.

The west façade of the seven-story portion will be about as tall as the adjacent building at 274 Brannan. The two lower floors will be below grade at De Boom Street, and the building will be accessible from De Boom Street at the third floor level. It will be clad in the same terracotta brick as the primary façade. It will feature a pair of fully glazed doors to the south, under a series of decorative horizontal ceramic baguettes. A secondary stair exit will be located at the north end, and there will be six rows of windows on the third through fifth floors. The sixth and seventh floors will be fully glazed, but rustication will still be expressed in a pattern of projected and recessed portions of the windows, as well as horizontal metal baguettes.

The walls surrounding the courtyard will feature pre-cast concrete panels and vertical columns of rectangular windows on the north and south walls. The glass atrium roof will not touch the building's walls, but will be suspended by cables.

The roof of the five-story portion will be flat and will feature a roof deck made of pavers or another lighter color material (not wood). The roof of the rear seven-story portion will have a flat roof.

Interior

A basement garage will be located under the front five-story section. Automobile access will be provided from an entrance at the east end of the primary façade on Brannan Street. The basement will contain 16 parking spaces, which will include two ADA accessible spaces, four van spaces, and 10 standard parking spaces. The basement will also contain storage rooms, a trash room, 33 bicycle parking spaces in two locations, men's and women's locker rooms, mechanical and electrical rooms, and an elevator lobby.

The ground floor will contain a lobby to the west with adjacent circulation, lounge, and restroom. The lobby will lead to the outdoor court. Open office space will exist through the remainder of the building.

The second through fifth floors will contain circulation (elevators and stairs) and restrooms at the center-west side of the building, and secondary egress stairs near the northwest and southwest corners. A portion of the front (south) end of the second floor will be open to the office space on the ground floor. The remainder of the floor space on all four floors will be occupied by office space.

At the sixth floor, a roof deck will be located above the five-story front section of the building. It will be accessible from the center-west circulation core. Open office space will occupy the rear portion of the building. The seventh floor will contain circulation at the same center-west location and office space in the rear portion. Staggered balconies will project into the east light well on both floors.

SECRETARY OF THE INTERIOR'S STANDARDS FOR THE TREATMENT OF HISTORIC PROPERTIES

The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (*Secretary's Standards*) provide guidance for working with historic properties. The *Secretary's Standards* are used by Federal agencies and local government bodies across the country (including the San Francisco Historic Preservation Commission) to evaluate proposed rehabilitative work on historic properties. The *Secretary's Standards* are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. Compliance with the *Secretary's Standards* does not determine whether a project would cause a substantial adverse change in the significance of an historic resource. Rather, projects that comply with the *Secretary's Standards* benefit from a regulatory presumption under CEQA that they would have a less-than-significant adverse impact on an historic resource. Projects

that do not comply with the *Secretary's Standards* may or may not cause a substantial adverse change in the significance of an historic resource.

The *Secretary's Standards* offers four sets of standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

> **Preservation**: The *Standards for Preservation* "require retention of the greatest amount of historic fabric, along with the building's historic form, features, and detailing as they have evolved over time."
>
> **Rehabilitation**: The *Standards for Rehabilitation* "acknowledge the need to alter or add to a historic building to meet continuing new uses while retaining the building's historic character."
>
> **Restoration**: The *Standards for Restoration* "allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods."
>
> **Reconstruction**: The *Standards for Reconstruction* "establish a limited framework for re-creating a vanished or non-surviving building with new materials, primarily for interpretive purposes."[13]

Typically, one set of standards is chosen for a project based on the project scope. In this case, the proposed project scope includes the new construction within a designated historic district. With the historic resource being considered the district as a single entity, the *Standards for Rehabilitation* will be applied.

Standards for Rehabilitation

The following analysis applies each of the *Standards for Rehabilitation* to the proposed project at 270 Brannan Street. This analysis is based upon design documents dated November 2, 2012, as well as supplemental diagrams and renderings (no date) provided by Pfau Long on February 2, 2013, which are included as an attachment to this report **(See Appendix).**

Rehabilitation Standard 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

The existing use on the site is commercial. The proposed project would construct an office building, and commercial offices are a predominant use throughout the South End Historic District.

Distinctive materials and features of the contributing resources within the historic district will not be altered by the new construction because the development will not touch the adjacent buildings. Spaces and spatial relationships will change, but the largely open lot of 270 Brannan is not indicated to be a character-defining feature of the South End Historic District. Its subsequent infill by a building that occupies the full lot will therefore not affect character-defining spaces and spatial relationships. Furthermore, the massing and scale of the new building will respond to surrounding topography and building heights—particularly 274 Brannan to the west and 58-60 Federal Street to

[13] Kay D. Weeks and Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings* (Washington, D.C.: U.S. Department of the Interior, 1995), 2.

the north. Because the scale is comparable to buildings within the historic district, the proposed project will reinforce spaces and spatial relationships that characterize the historic uses of the district.

As designed, the proposed project will be in compliance with Rehabilitation Standard 1.

Rehabilitation Standard 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.*

As proposed, the project will retain the historic character of the South End Historic District. The contributing resources within the historic district will not be altered. Thus, there will not be a loss of existing distinctive materials or alteration of features that characterize the district.

Based on the character-defining features outlined in Article 10 (see section above), the proposed new construction will be compatible with the materials and features of surrounding contributing buildings. It will maintain overall form and continuity by building within the average six-story range (note: the adjacent topography rises toward the back of the lot, making the rear seven-story section only five stories from street level at De Boom Street). The project will be compatible with scale and proportion by building to the lot lines as one large bulk and using large openings at the ground floor level. The tripartite division of the primary façade will reduce the visual sense of height, as well. The project will be compatible with typical fenestration throughout the district by varying the size and rhythmic spacing between windows. The windows will be marginally recessed and will relate in shape and proportion to the multi-light rectangular windows in other buildings within the district. The design will maintain the materials palette by using concrete, ceramic baguettes, and terracotta veneer, as well as stone paving treatment as part of the street front landscape design. The terracotta will maintain a modularity of cladding, similar to the brick found throughout the historic district. It will maintain the characteristic colors in the district by referencing red brick in the façade veneers on Brannan and De Boom Streets. Texture will be addressed through the brick-like textures of the veneer and use of ceramic baguettes and rhythmic projections to break up smooth glazed areas. Details will be simple, in keeping with the industrial buildings of later periods that reflected their function in a straight-forward manner.

Regarding the Standards for New Construction and Alterations that are outlined in Article 10 (see section above), the proposed project at 270 Brannan Street will maintain a façade line continuity that is historically appropriate, since it meets the street frontage like the adjacent buildings at 274 and 230-50 Brannan Street. There will be no great setbacks at the ground floor; only a minor one at the west end for the entrance. 270 Brannan Street is surrounded by buildings with a higher proportion of void to mass since many are concrete buildings from the 1920s and 1950s and feature large industrial windows. Thus, the amount of fenestration, which is primarily in the appearance of punched openings on the upper floors, coincides with the aesthetic of the surrounding contributing buildings within the district.

In conclusion, the proposed design reflects the character of the district by meeting the prevailing height of contributing buildings; respecting the general size, shape, and scale of the character-defining features associated with the district; and using materials that are compatible with the district in general character, color, and texture.

As designed, the proposed project will be in compliance with Rehabilitation Standard 2.

Rehabilitation Standard 3: *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

The proposed project will not create a false sense of history. While using a materials palette that is consistent with the surrounding buildings in the South End Historic District, the new construction will be built using modern materials and will be recognized as a physical record of its time, place, and use. The changes will not create a false sense of historical development within the South End Historic District.

As designed, the proposed project will be in compliance with Rehabilitation Standard 3.

Rehabilitation Standard 4: *Changes to a property that have acquired significance in their own right will be retained and preserved.*

Because the proposed project at 270 Brannan Street is not an individual historic resource and is a non-contributing resource within the South End Historic District, the project does not affect any properties within the district that may have acquired significance in their own right.

As designed, the proposed project will be in compliance with Rehabilitation Standard 4.

Rehabilitation Standard 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

The proposed project will not affect distinctive materials, features, finishes, and construction techniques that characterize the South End Historic District. This is primarily because construction of the proposed project on a non-contributing site will not affect any nearby contributing resources to the historic district such that their materials, features, finishes, and construction techniques would be impacted.

As described under Standards 1 and 2, the complex will maintain an aesthetic relationship to the industrial and commercial character of the district. Most notably, the scale is consistent with the adjacent buildings, particularly to the west and north, and the concrete and brick cladding and muted earth-tone colors are consistent with buildings throughout the district. As described in Standard 2, the building features punched fenestration appearance on the upper floors of the primary façade and floors three through five of the west facade, which is compatible with the punched openings of windows in the historic district, as well as similar textures and simple details. All of these features will reinforce the characteristic materiality that represents industrial/commercial buildings in the district.

As designed, the proposed project will be in compliance with Rehabilitation Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

The proposed project does not involve the replacement of deteriorated or missing features on any resources within the South End Historic District.

As designed, the proposed project will be in compliance with Rehabilitation Standard 6.

Rehabilitation Standard 7: *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

The proposed project does not entail the cleaning or repair of historic materials.

As designed, the proposed project will be in compliance with Rehabilitation Standard 7.

Rehabilitation Standard 8: *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measure will be undertaken.*

The proposed project includes excavation work to build a subterranean auto garage in the front portion of the lot. If any archaeological material should be encountered during this project, construction should be halted and proper mitigation undertaken.

As designed, the proposed project will comply with Rehabilitation Standard 8.

Rehabilitation Standard 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale, proportion, and massing to protect the integrity of the property and environment.*

The proposed project includes the demolition of the existing non-historic building and the construction of a new building on the site. As described in Standards 1, 2, and 5, the project will be compatible with the historic materials, features, size, scale, proportion, and massing of the surrounding contributing resources in the South End Historic District. The new work will be differentiated from the historic buildings in the South End Historic District through the use of modern materials and new construction methods.

As designed, the proposed project will be in compliance with Rehabilitation Standard 9.

Rehabilitation Standard 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The proposed project includes the demolition of an existing non-historic and non-contributing building and new construction within the South End Historic District. Because it is not a contributing resource, whether the new building is retained or removed in the future, neither condition would impair the essential form and integrity of the surrounding South End Historic District.

As designed, the proposed project will be in compliance with Rehabilitation Standard 10.

ANALYSIS OF PROJECT-SPECIFIC IMPACTS

As the above analysis demonstrates, the project as currently designed is in compliance with the *Secretary of the Interior's Standards for Rehabilitation* with regard to compatibility with the adjacent South End Historic District. The proposed project would not cause an effect on the eligibility of surrounding historic resources.

ANALYSIS OF CUMULATIVE IMPACTS

CEQA defines cumulative impacts as follows:

> "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.[14]

The proposed project at 270 Brannan Street does not cause any cumulative impacts. No contributing resources to the historic district will be altered or demolished as a result of this project. No other known current projects or potential projects in or near the South End Historic District involve contemporary construction that would add to a cumulative impact.

[14] CEQA Guidelines, Article 20, subsection 15355.

VI. CONCLUSION

Originally designed in 1963, the building at 270 Brannan Street has been found through previous documentation not to be a historical resource. However, as a non-contributing property within the boundaries of the South End Historic District, the proposed project is subject to review by the San Francisco Planning Department.

The proposed project at 270 Brannan Street includes the demolition of the existing building and construction of a new office building on the site. The project complies with *Secretary of the Interior's Standards for Rehabilitation* with regard to any impacts on the adjacent South End Historic District because the new project is compatible with the character of the historic district. Therefore, the significance of the historic district will not be impaired by the proposed project.

VII. REFERENCES CITED

PUBLISHED WORKS

California Office of Historic Preservation. *Technical Assistant Series No. 7: How to Nominate a Resource to the California Register of Historic Resources.* Sacramento, CA: California Office of State Publishing, 4 September 2001.

San Francisco Planning Department. *San Francisco Preservation Bulletin No. 16: City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources.* San Francisco: October 2004.

Weeks, Kay D. and Anne E. Grimmer. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings.* Washington, D.C.: U.S. Department of the Interior, 1995.

PUBLIC RECORDS

Sanborn Fire Insurance Company maps

San Francisco Planning Code, Article 10, Appendix I: South End Historic District.

INTERNET SOURCES

State of California. *California Environmental Quality Act.* Web site accessed 31 August 2007 from: http://ceres.ca.gov/topic/env_law/ceqa/summary.html.

VIII. APPENDIX

DRAWINGS OF PROPOSED PROJECT

Please refer to the attached 50% SD drawing set assembled by Pfau Long and dated November 2, 2012, as well as supplemental diagrams and renderings (no date) provided by Pfau Long on February 2, 2013.

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SAN FRANCISCO
PLANNING DEPARTMENT

Certificate of Determination
EXEMPTION FROM ENVIRONMENTAL REVIEW

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Case No.:	2012.0799E
Project Title:	**270 Brannan Street**
Zoning/Plan Area:	Mixed Use Office (MUO) Zoning District South End Historic District 65-X Height and Bulk District East SoMa Subarea of the Eastern Neighborhoods Rezoning and Area Plan
Block/Lot:	3774/026
Lot Size:	37,813 square feet
Project Sponsor	Dan Kingsley, SKS Investments – (415) 421-8200
Staff Contact:	Jeanie Poling – (415) 575-9072 jeanie.poling@sfgov.org

PROJECT DESCRIPTION:

The project site is located on the north side of Brannan Street on the block surrounded by Brannan, Delancey, Bryant, and 2nd Streets in the South of Market neighborhood. The site contains a 15-foot-tall, one-story 17,350-square-foot (sf) office building that was constructed in 1962, and a surface parking lot for 84 vehicles. The proposed project would demolish the existing building and parking lot and construct a seven-story 65-foot-tall, 210,000 sf building containing 189,000 sf of office space, approximately 5,000 sf of private open space via an internal atrium, and below-grade parking for 12 passenger vehicles, four service vehicles, and 36 bicycles. The project site is located within the South End Historic District but is not a contributor to the district. The project would require approval for office space allocation per Planning Code Section 321, large project authorization per Planning Code Section 329, and a Certificate of Appropriateness per Planning Code Section 1006.

EXEMPT STATUS:

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

DETERMINATION:

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

Sarah B. Jones
Environmental Review Officer

August 22, 2013
Date

cc: Dan Kingsley, SKS Investments, LLC, Project Sponsor
Rich Sucré, Current Planning Division
Exclusion/Exemption
Supervisor Jane Kim, District 6
Virna Byrd, M.D.F.
Other Interested Parties

PROJECT DESCRIPTION (continued):

Project Location

The project site is located on the north side of Brannan Street in the eastern portion of the South of Market neighborhood. The project site (Assessor's Block 3774, Lot 026) is within the block bounded by Brannan Street to the south, Delancey Street to the east, Bryant Street to the north, and 2nd Street to the west.[1]

The rectangular-shaped project site is 137.5 feet wide by 275 feet long. The existing 17,350 sf building is located at the north side of the lot, and the approximately 23,000 sf surface parking lot is on the south side of the lot, fronting Brannan Street. Two curb cuts along Brannan Street provide vehicle access to the project site. Two ficus trees exist on the project site along the Brannan Street property line – one approximately 10 feet tall and the other approximately 30 feet tall The office building on the project site was constructed in 1962 and is currently occupied by a computer/advertising graphics firm.

Two 35-foot-wide alleys run east-west within the project block: De Boom Street runs from Second Street to an unnamed north-south private alley along the western frontage of the project site, and Federal Street runs between Second Street and Delancey Street, interrupted mid-block by a five-story building at 58-60 Federal Street, currently occupied by the Academy of Art University, which abuts the north side of the project site. (See Figure 1, Project Vicinity, page 5). Adjacent to the project site to the west is a six-story office building (274 Brannan – the Hawley Building), and adjacent to the project site to the east is a three-story office building (230-250 Brannan Street – the former Gallo Salami Building).

The project site is along the original shoreline of the San Francisco Bay, and approximately two-thirds of the property (the southeast portion) is on landfill. The northwest corner of the site is 25 feet higher in elevation than the southwest corner of the site.

The project site is within the MUO (Mixed Use-Office) Zoning District, the South End Historic District, and the 65-X Height and Bulk District. Land uses on the project block on the north side of Brannan Street include three- to six-story office/commercial and production, distribution, and repair (PDR) uses, an eight-story residential use, and a surface parking lot. Within the project block are also three- to eight-story residential uses, and two- to seven-story office/retail, and PDR uses. East of the project block approaching the Embarcadero are three- and four-story residential uses in the development known as Bayside Village/South Beach. West of the project block are one- to six-story office, PDR, retail, and residential uses surrounded South Park. South of the project block are two- to 12-story residential and commercial uses approaching AT&T Park, which is two blocks south and one block west of the project site. North of the project block across Bryant Street is an eastbound on-ramp onto the I-80 freeway, which is further to the north of the project site.

Project Characteristics

The proposed project entails demolition of the existing office building and parking lot, and construction of a new seven-story, 210,000 sf office building that would occupy the entire parcel, with the exception of

[1] In the South of Market area, streets that run in the northwest/southeast direction are generally considered north-south streets, whereas streets that run in the southwest/northeast direction are generally considered east-west streets. This convention is used throughout this document.

a 15-foot setback at the rear (north side) of the lot separating the new office building from the existing Academy of Art building at 58-60 Federal Street. The building would measure 65 feet tall from Brannan Street, would step up due to the project site's elevation change, and would measure 65 feet tall from the unnamed north-south private alley at the end of De Boom Street.[2] The new building would include 189,000 sf of office space, approximately 5,000 sf of private open space via an internal atrium, and below-grade parking for 12 passenger vehicles, four service vehicles, and 36 bicycles.

The main pedestrian entrance of the proposed building would be on the west side of the Brannan Street frontage. A secondary pedestrian entry would be accessed from the private north-south alley fronting De Boom Street, and would enter the third floor of the proposed building, due to the site's elevation change. As part of the proposed project, the project sponsor would obtain an irrevocable easement from the owner of 274 Brannan Street to encumber the unnamed north-south private alley (which measures approximately 25 feet wide by 101 feet long) and make it publicly accessible. An existing back-up generator associated with the 274 Brannan Street office building that is located in the unnamed north-south private alley would be relocated to a former train tunnel under the alley to create the pedestrian entry from De Boom Street. The garage would be accessible via a new 10-foot-wide curb cut on the east side of the Brannan Street frontage (see Figures 2 to 14, pages 6 to 18).

The basement would fill the southern half (Brannan Street frontage) of the project site and would include parking for 12 vehicles, four service vehicles, and 36 bicycles, showers, storage, trash, and mechanical rooms. The ground floor would contain a lobby and waiting area adjacent to Brannan Street and an approximately 5,000 sf atrium, which would feature an architectural glass roof, landscaping, and common area seating. A typical floor would include two separate office suites of approximately 13,000 sf each, which would be connected in the middle by the building's core, which would contain the elevators, restrooms, and mechanical infrastructure. The top two floors would contain one 13,000 square foot office suite each served by the building core. At the lower roof (above the fifth floor at the southern half of the site), the building would accommodate a 5,000 sf roof deck that would cover approximately 40 percent of the lower roof.

The proposed project would include four new trees along the Brannan Street frontage of the project site and public right-of-way improvements such as sidewalk bulbouts and extensions.

Project Construction

Construction phases would consist of demolition, below-grade construction, superstructure construction, exterior wall construction and glazing, and building interior and finishes. Project construction is anticipated to begin in mid-2014 and last approximately 15 months. Demolition of the existing building at the rear of site would be completed in approximately four to six weeks. Foundation work would last about two months. Due to the presence of fill material on the southern portion of the site, either soil improvements or pile foundations would support the southern half of the building. To minimize noise, the project team would use soil mixing as a method to improve soils in lieu of the more disruptive pile

[2] On August 7, 2013, the Zoning Administrator determined that by making the unnamed north-south alley a publicly accessible right-of-way, by means of an easement that the project sponsor is obtaining from the underlying property owner, the building height can be measured from De Boom Street.

driving process. Soil mixing blends the existing soil with cement to improve its bearing capacity. A few clusters of drilled (not driven) micropiles under the building's shear walls would also be installed as required by the building's seismic resisting system. All other foundations in the building would be shallow spread footings. No pile driving would occur during project excavation or construction. Excavation would be limited to one level below grade over less than half of the site footprint (approximately 11,000 cubic yards) and would be completed in a few weeks using conventional excavators and trucks. No rock blasting/cutting would be required. The building superstructure would be constructed over four months and would consist of conventional concrete columns and slabs and post-tensioned shear walls. Construction equipment to be used during this phase would include a tower crane, concrete pump trucks, and concrete delivery trucks. Installation of the building exterior skin will start towards the third month of superstructure and be completed in about three months. The anticipated date of occupancy is the fall of 2015. The estimated construction cost is $38 million.

Project Approvals

The proposed project would require the following approvals: office space allocation per Planning Code Section 321 (Planning Commission), large project authorization per Planning Code Section 329 (Planning Commission), Certificate of Appropriateness for new construction within a historic district per Planning Code Section 1006 (Historic Preservation Commission), approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) (Department of Public Works), and approval of demolition and building permits (San Francisco Department of Building Inspection).

REMARKS:

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 (1) 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 (4) are previously identified in the underlying 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 determination evaluates the potential project-specific environmental effects peculiar to the project at 270 Brannan Street described above, and incorporates by reference information contained within the programmatic Final EIR, *Eastern Neighborhoods Rezoning and Area Plans Final EIR* (Eastern Neighborhoods FEIR – Case No. 2004.0160E; State Clearinghouse No. 2005032048). The Community Plan Exemption Checklist (Attachment A) identifies the potential environmental impacts of the proposed project and indicates whether any such impacts are addressed in the Eastern Neighborhoods FEIR.

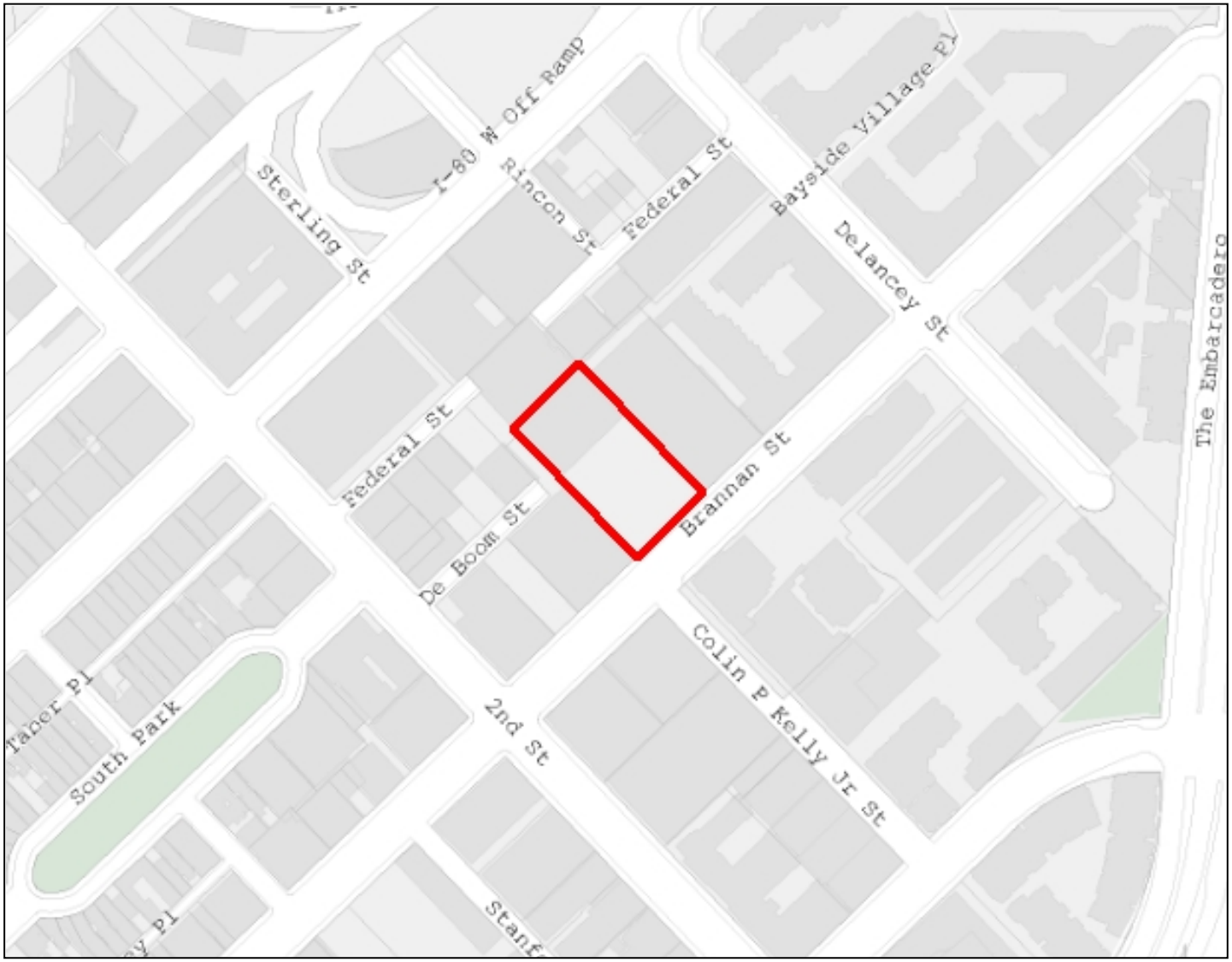

Figure 1: Project Vicinity

San Francisco Planning Department, 2013.

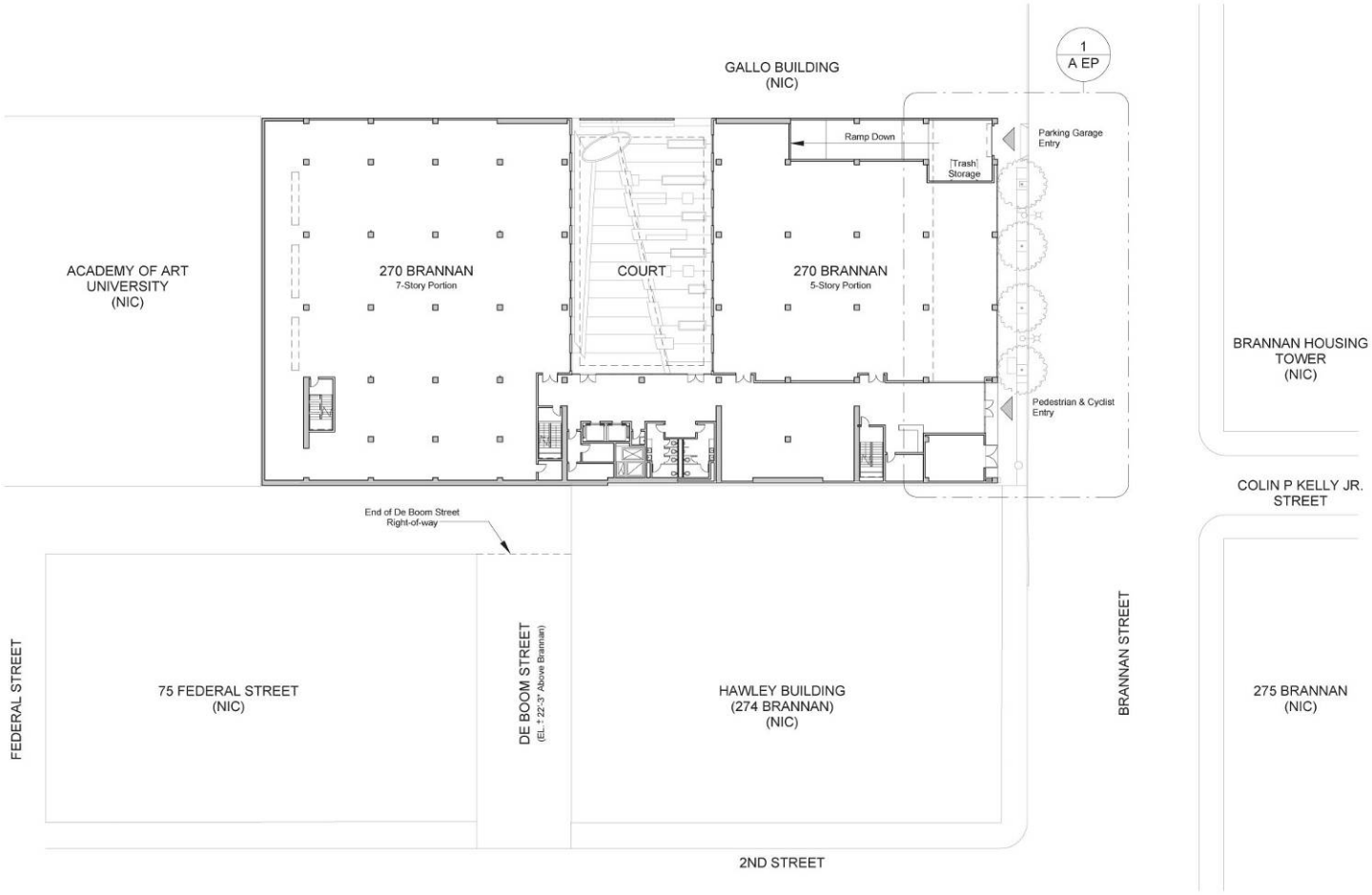

Figure 2: Site Plan

Pfau Long Architecture, 2013.

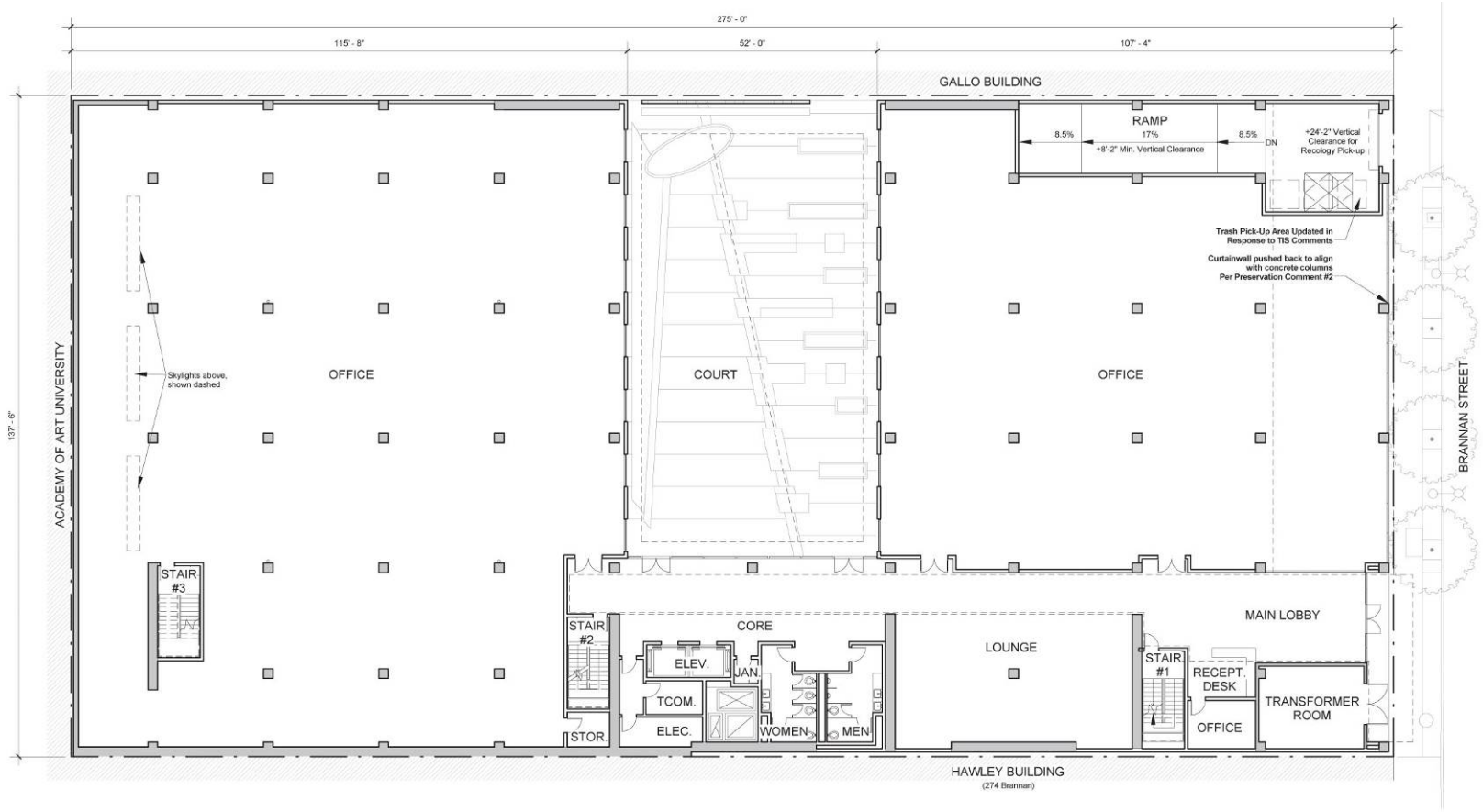

Figure 3: Ground Floor Plan

Pfau Long Architecture, 2013.

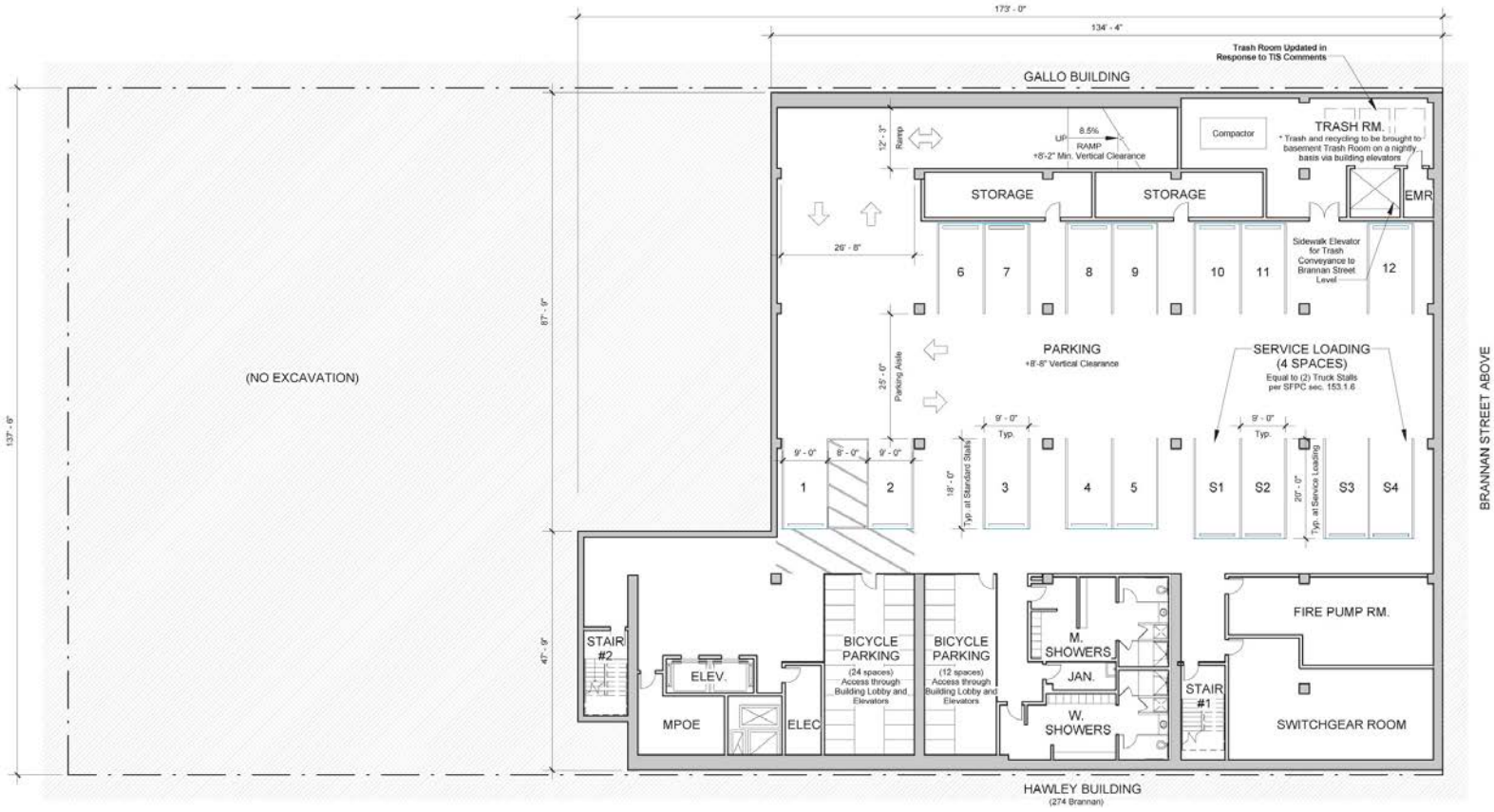

Figure 4: Basement Floor Plan

Pfau Long Architecture, 2013.

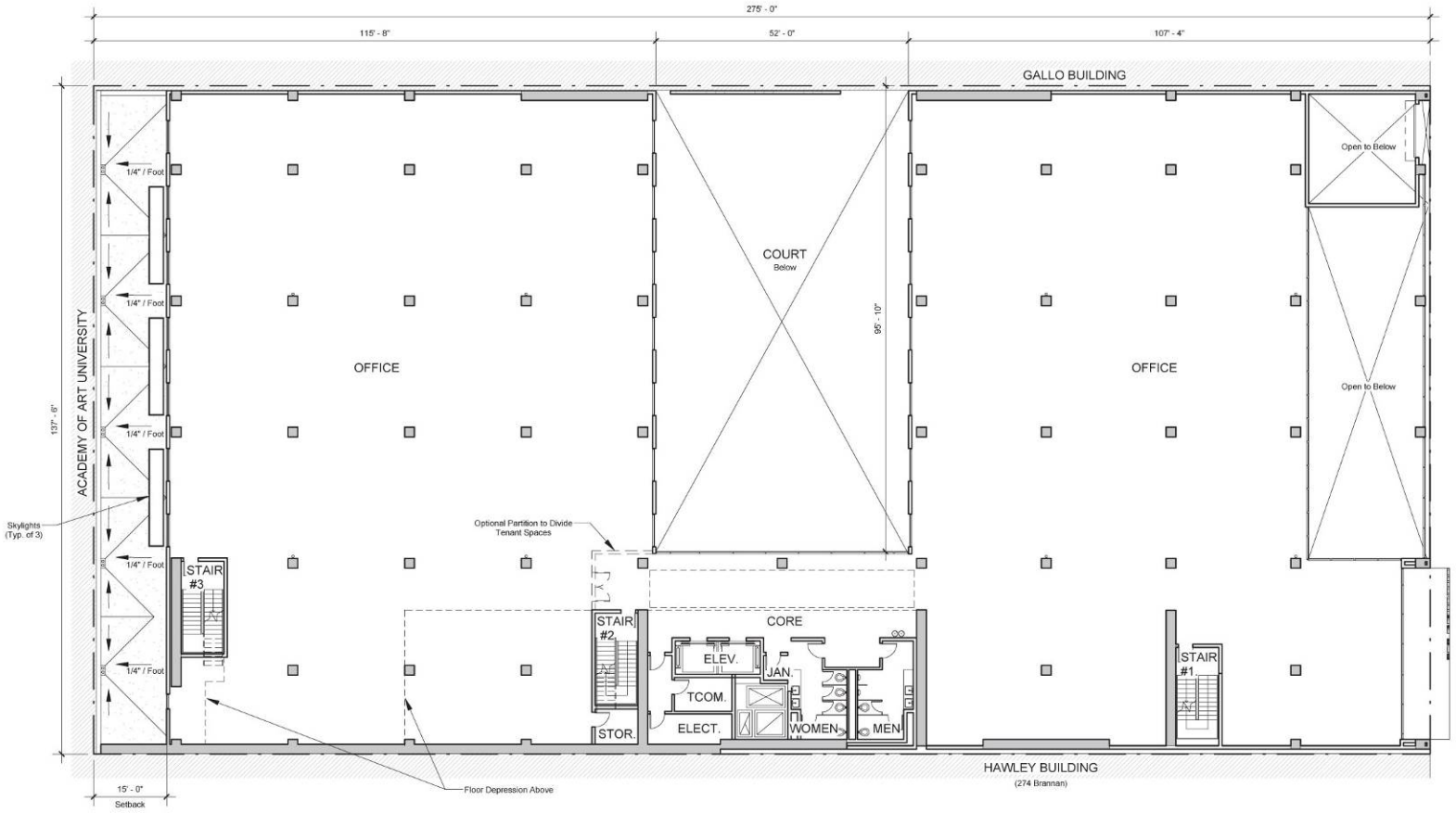

Figure 5: Second Floor Plan

Pfau Long Architecture, 2013.

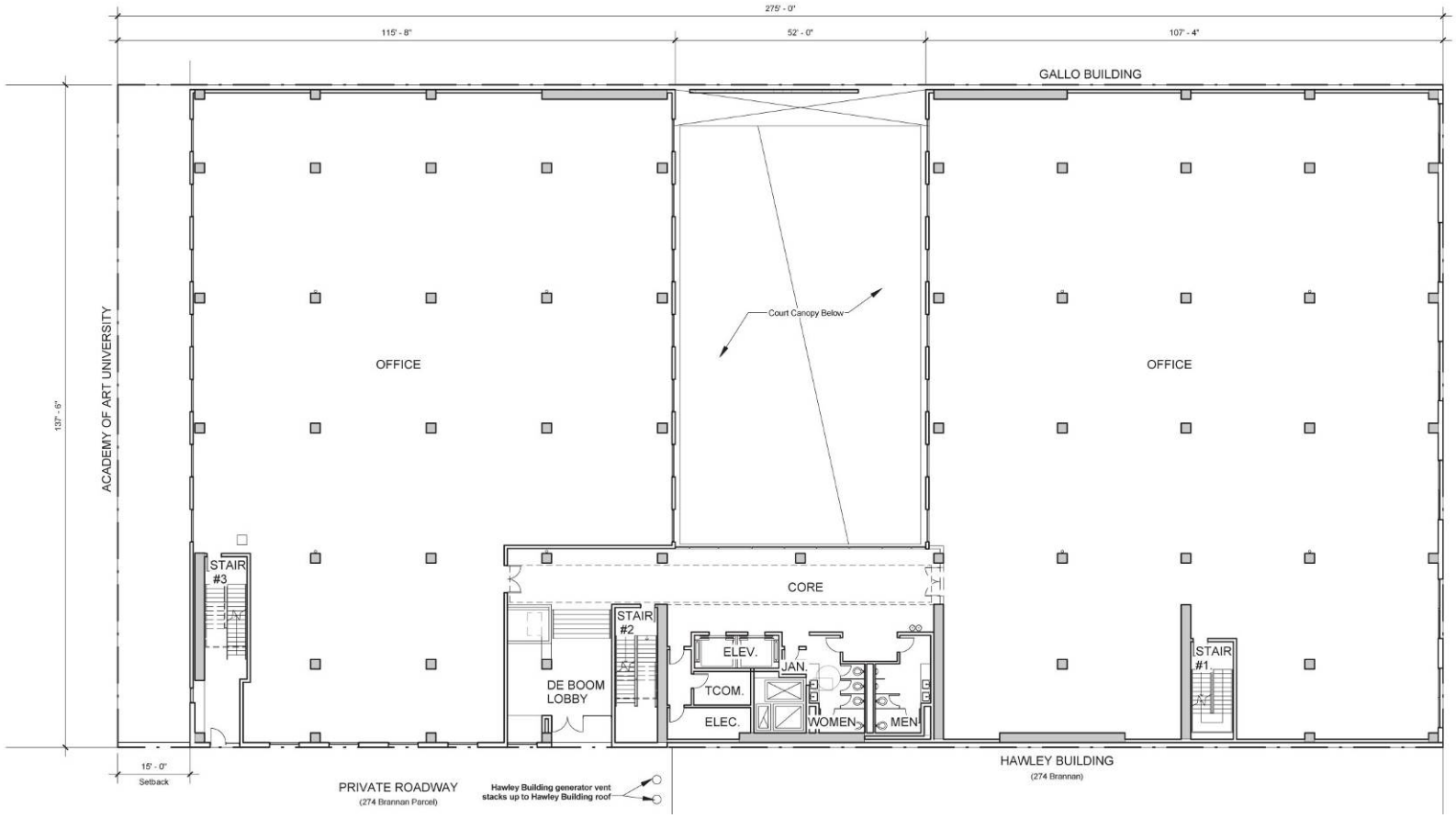

Figure 6: Third Floor Plan

Pfau Long Architecture, 2013.

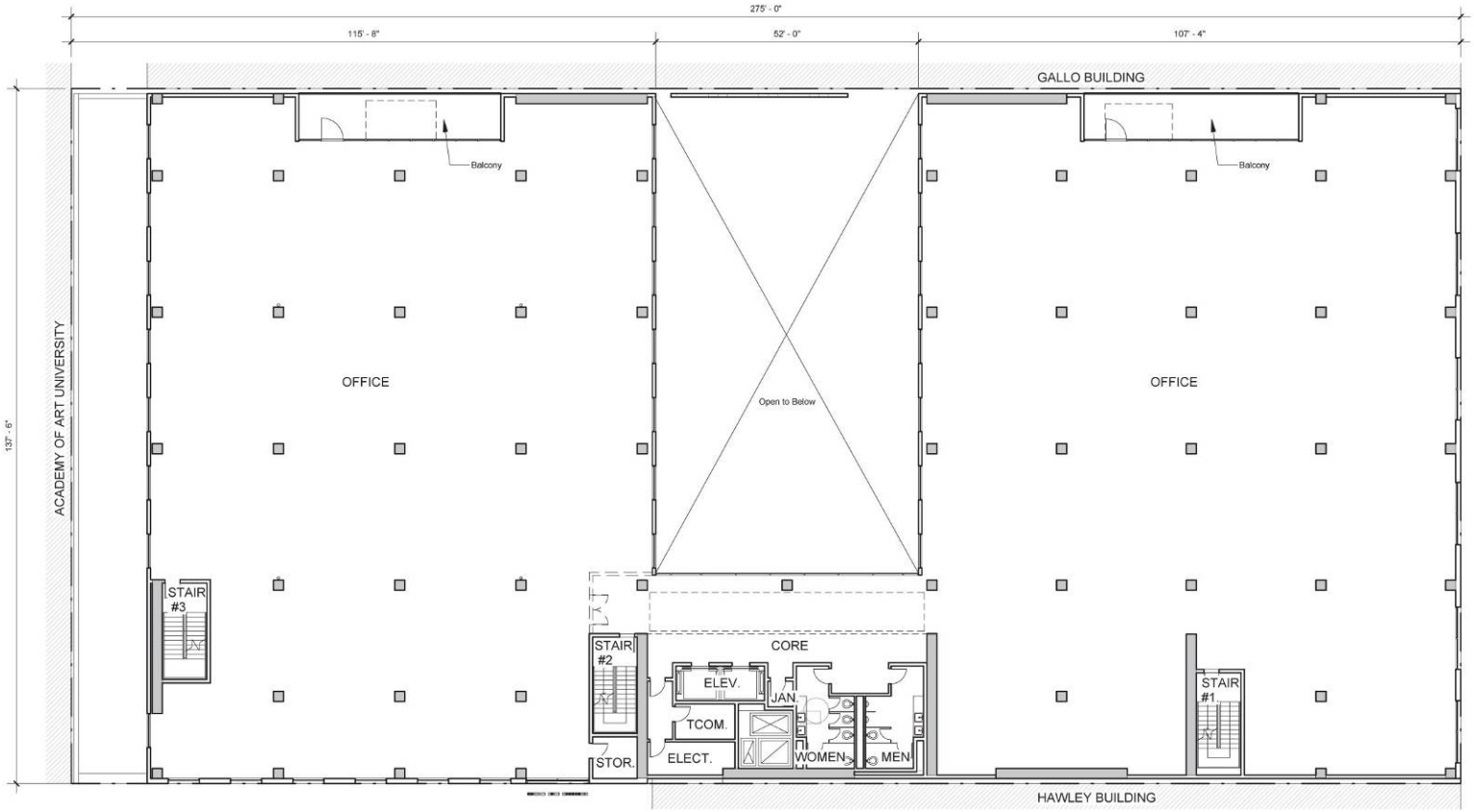

Figure 7: Fourth Floor Plan

Pfau Long Architecture, 2013.

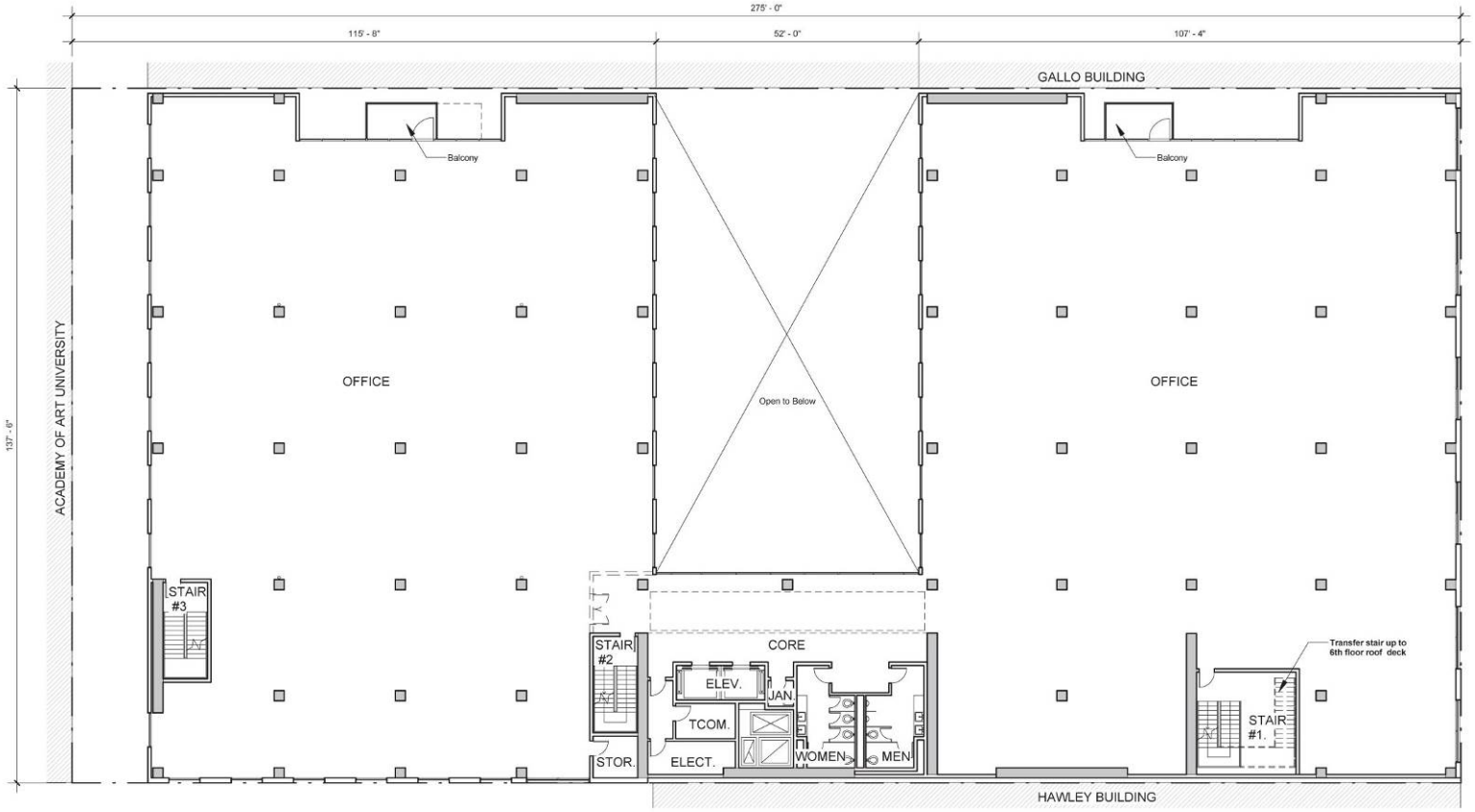

Figure 8: Fifth Floor Plan

Pfau Long Architecture, 2013.

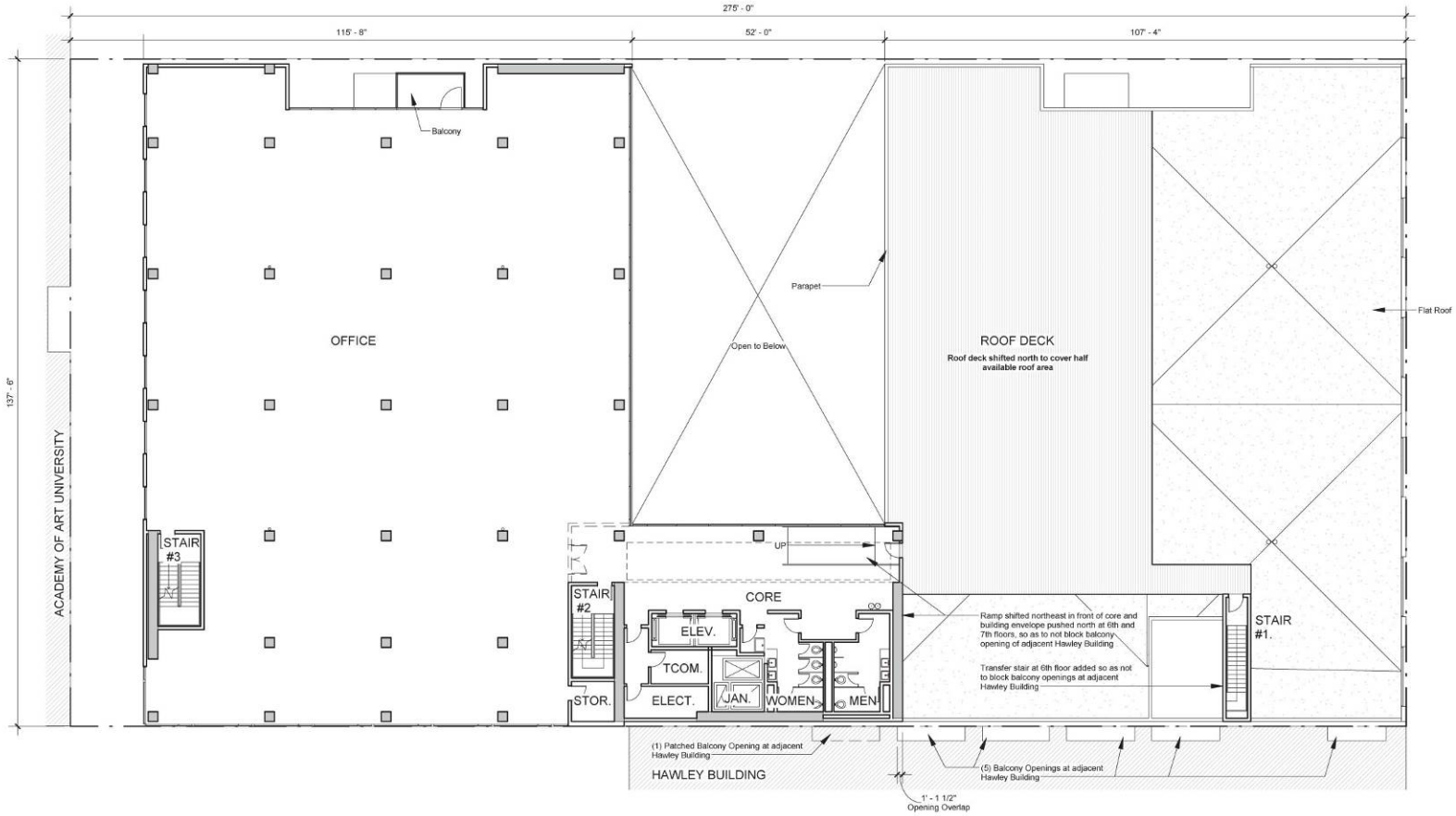

Figure 9: Sixth Floor Plan

Pfau Long Architecture, 2013.

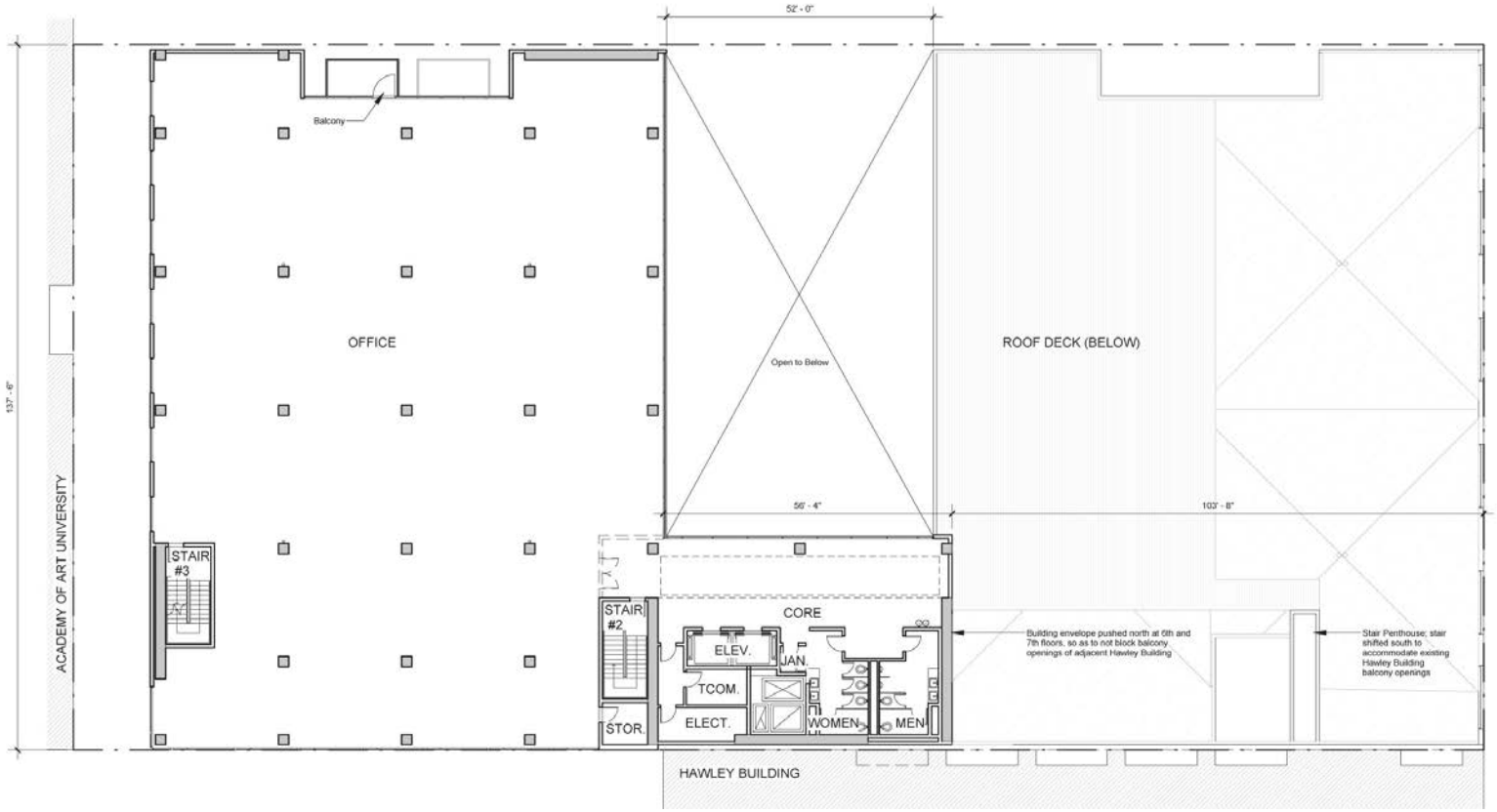

Figure 10: Seventh Floor Plan

Pfau Long Architecture, 2013.

Figure 11: Brannan Street Elevation

Pfau Long Architecture, 2013.

Figure 12: De Boom Street Elevation

Pfau Long Architecture, 2013.

Figure 13: North Setback Elevation

Pfau Long Architecture, 2013.

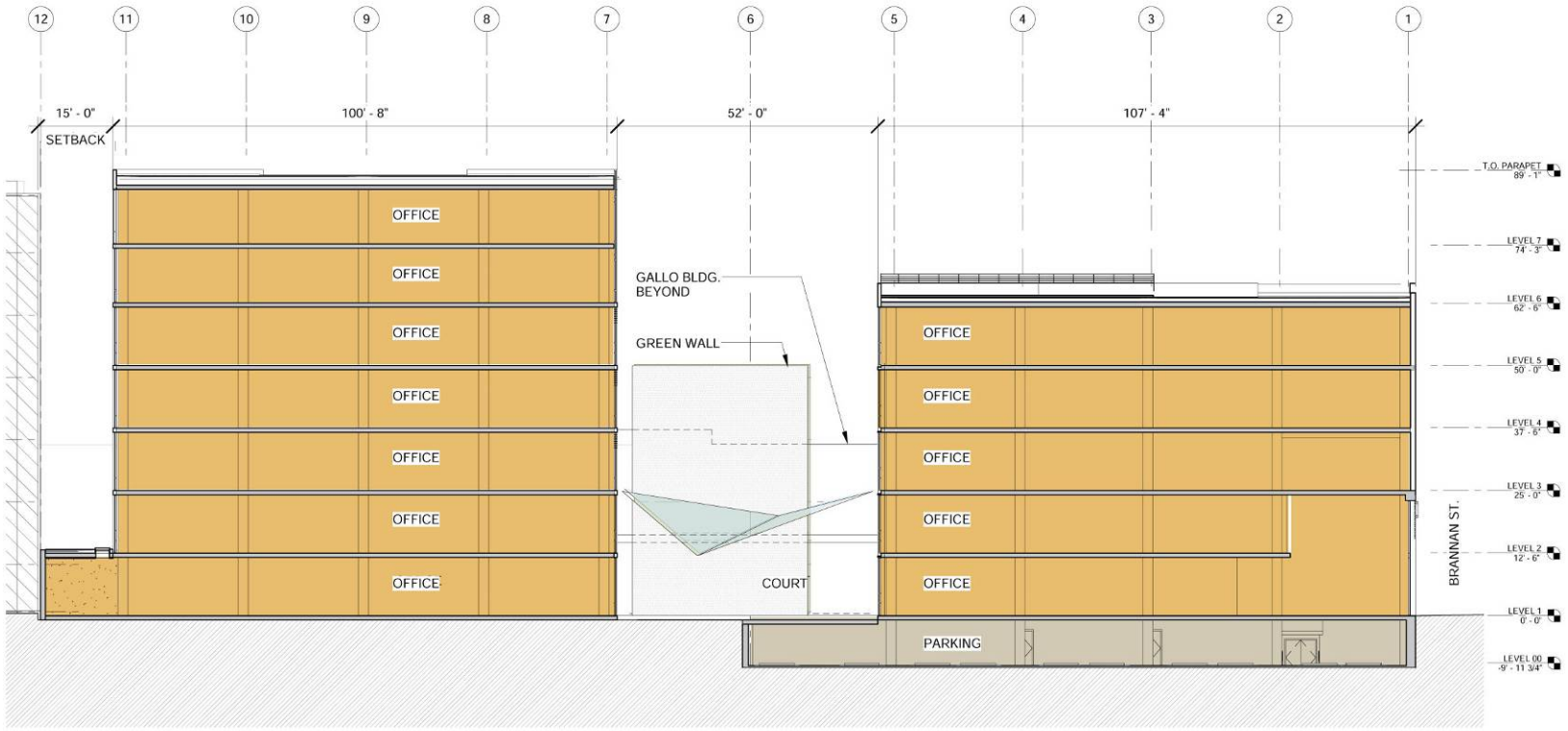

Figure 14: North-South Building Section

Pfau Long Architecture, 2013.

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new significant 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 four mitigation measures contained in the Eastern Neighborhoods FEIR that would be applicable to the proposed project at 270 Brannan 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 FEIR identified significant unavoidable impacts related to land use, transportation, historic architectural resources, and shadow, and addressed these impacts 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 proposed project at 270 Brannan 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. The Eastern Neighborhoods FEIR considered the incremental impacts of the proposed 270 Brannan Street project. The proposed project would not result in any other new or substantially more severe impacts than were identified in the Eastern Neighborhoods FEIR.

Potential Environmental Effects

The following discussion demonstrates that the 270 Brannan Street project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods FEIR, including project-specific impacts related to land use and planning, historic architectural resources, archeological resources, transportation, noise, air quality, greenhouse gas emissions, shadow, and hazards and hazardous materials.

Land Use and Planning

Eastern Neighborhoods. The Eastern Neighborhoods project rezoned much of the city's industrially zoned land. Its goals 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 Eastern Neighborhoods rezoning 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 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 unavoidable impact on land use due to the cumulative loss of PDR use in the Eastern Neighborhoods Plan Area.

The Eastern Neighborhoods FEIR included one mitigation measure 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. This measure is not applicable to the proposed project, which is not in Western SoMa.

Proposed Project. The existing use on the project site is office, and the proposed use is office use. While the proposed project would not convert existing PDR space to non-PDR space, it would contribute to the significant unavoidable impact on land use due to the cumulative loss of PDR use in the Eastern Neighborhoods Plan Area. The proposed project would preclude an opportunity for PDR on the project site, given that light PDR uses are allowed in the MUO Zoning District. Furthermore, the incremental loss in PDR opportunity is considerable due to the size of the project site (0.9 acre) and its ability to potentially accommodate PDR uses. As a result, the proposed project would contribute considerably to the cumulative land use impact.

The proposed project at 270 Brannan Street falls within the East SoMa Subarea of the Eastern Neighborhoods Plan Area of the San Francisco General Plan. The project site is within the Mixed Use Office (MUO) Zoning District, which is designed to encourage office uses; thus, the proposed project is consistent with uses permitted within the MUO District. The Citywide and Current Planning Divisions of the Planning Department have additionally determined that the proposed project falls within general use categories and height and bulk districts per the East SoMa Area Plan of the San Francisco General Plan [3] [4]

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

[3] Adam Varat, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 270 Brannan Street,* May 31, 2013. This document is on file and available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

[4] Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning, 270 Brannan Street,* July 5, 2013. This document is on file and available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

Historic Architectural Resources

Eastern Neighborhoods. 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. Eastern Neighborhoods FEIR Mitigation Measure K-1, Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area, required certain projects to be presented to the Landmarks Preservation Advisory Board (now the Historic Preservation Commission). This mitigation measure is no longer relevant, because the Showplace Square/Northeast Mission historic resource survey was completed and adopted by the Historic Preservation Commission on June 15, 2011. Mitigation Measure and K-2 amended Article 10 of the Planning Code to reduce potential adverse effects to contributory structures within the South End Historic District, and Mitigation Measure and K-3 amended Article 10 of the Planning Code to reduce potential adverse effects to contributory structures within the Dogpatch Historic District (Central Waterfront). Mitigation Measure K-3 does not apply to the proposed project because it is not located within the Dogpatch Historic District.

Proposed Project. The project site is located within the South End Historic District. Eastern Neighborhoods Mitigation Measure K-2 pertains to vertical additions and new construction in the South End Historic District, noting that sensitive design is of critical importance. Designers should look to the historic buildings within the district for design context. Contemporary design that respects the District's existing character-defining features without replicating historic designs is encouraged. The Department uses the following criteria when reviewing proposals for infill construction: The structure respects the general size, shape, and scale of the character-defining features associated with the district and its relationship to the character-defining features of the immediate neighbors and the district; the site plan respects the general site characteristics associated with the district; the design respects the general character-defining features associated with the district; and the materials are compatible with the district in general character, color, and texture. The following discussion demonstrates compliance with Eastern Neighborhoods Mitigation Measure K-2.

The project site is located within the boundaries of the South End Landmark District and is adjacent to two contributing resources (274 Brannan Street and 230-250 Brannan Street). The existing office building and parking lot on the project site are non-contributing resources within the South End Landmark District. Based on its location within in a locally designated historic district, the project site is considered a Category A historical resource for purposes of CEQA review. Preservation Planning staff evaluated the project and a reviewed historic resource evaluation prepared by a qualified consultant,[5] and presented its findings in a memo,[6] summarized below.

The proposed project includes new infill construction within a historic district. Rehabilitation Standards #9 notes that new additions, exterior alterations, or related new construction should not destroy historic materials, features, and spatial relationships that characterize the property, and that the new work be differentiated from the old and be compatible with the historic materials, features, size, scale and

[5] Page & Turnbull, *270 Brannan Street Historic Resource Evaluation, San Francisco, California* (March 4, 2013; Prepared for SKS Investments. This document is on file and available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

[6] Rich Sucré, San Francisco Planning Department, *Historic Resource Evaluation Response, 270 Brannan Street*, July 10, 2013. This document is on file and available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

proportion, and massing to protect the integrity of the property and its environment. The proposed project would not destroy or damage any contributing elements to the South End Landmark District. The proposed project has been designed to be compatible with several elements of the historic district, including the district's massing, form, scale, materials, and features, yet is differentiated by the nature of the project's construction, use, and detailing.

The overall form of the proposed project is organized into two distinct masses, which accommodates for the site's steep upslope so that the building rises to 65 feet along Brannan Street and 65 feet along De Boom Street. A private atrium (approximately 52 feet wide) would separate the two masses. The project's overall form would be boxy and rectangular in character, which would relate strongly to the boxy and rectangular form and mass of the district's contributing resources, which are primarily brick masonry or reinforced concrete warehouses. As is similar among the surrounding warehouses, the proposed project would incorporate a tripartite façade organization with a base, shaft and cornice, which is illustrated by the proposed project's double-height glazed ground floor, three-story mass detailed with alternating vertical bays of terracotta tile cladding and aluminum-sash windows, and a simple slightly projecting painted metal angle, which would function as a cornice. The proposed project would incorporate a terracotta tile cladding and sunscreen, which would provide for a compatible relationship to the brick masonry materials of the surrounding warehouses. The terracotta tile would feature variations in color, tone, and hue, which would be consistent with the variations in tone and hue found within the surrounding district's brick masonry, albeit in a contemporary material and finish.

Along Brannan Street, the proposed project would include a double-height ground floor and a four-story mass (approximately 65 feet), which would provide an appropriate scale and massing relative to the adjacent contributing resources – the six-story 274 Brannan Street and the three-story 230-250 Brannan Street buildings. The double-height ground floor of the proposed project would strongly relate to the adjacent ground-floor height at 274 Brannan Street, as well as the overall district's taller ground floor heights, which were originally constructed to accommodate for loading and industrial uses on the ground-floor level. Also on this façade, the proposed project would provide a regularized façade pattern with alternating vertical bays of terracotta tile and aluminum-sash fenestration. This façade pattern would be reflective of and compatible with the fenestration and façade pattern of the District's contributing resources, which are typically defined by deeply recessed fenestration organized into a regularized or grid pattern. The proposed project would provide a similar recessed fenestration pattern, as evidenced by the seven-inch setback from the terracotta tile to the aluminum-sash fenestration.

Along De Boom Street, the proposed project would offer a more contemporary façade expression, as opposed to Brannan Street façade, which would be more referential to the characteristics found within the District. However, the De Boom Street façade would incorporate characteristics that draw from the surrounding district, including the use of the terracotta tile cladding, vertical bay modulation, deeply recessed fenestration, and modulations in scale and form, as evidenced by the shift in materials between the bottom three floors and the upper two floors. Ultimately, the De Boom Street façade would achieve compatibility with the district but would be differentiated in overall design and form.

Overall, the project would be consistent with the *Secretary of the Interior Standards for Rehabilitation* (Secretary's Standards). The proposed project appears to comply with Rehabilitation Standard #9, and would offer a contemporary infill project within a designated historic district that would appropriately draw from historic references in a contemporary manner. The proposed project would be compatible

with the South End Landmark District and would be in compliance with the Secretary of the Interior's Standards for Rehabilitation.

For the above reasons, the proposed project would not result in significant impacts on historical resources that were not identified in the Eastern Neighborhoods FEIR.

Archeological Resources

Eastern Neighborhoods. The Eastern Neighborhoods FEIR identified potential archeological impacts related to the Eastern Neighborhoods program and identified three archeological mitigation measures that would reduce impacts on 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 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 applies to properties in the Mission Dolores Archeological District and requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

Proposed Project. No archeological assessment report has been previously prepared for the project site; thus Eastern Neighborhoods FEIR Mitigation Measure J-2 is applicable to the proposed project. A preliminary archeological sensitivity study must prepared by a qualified archeological consultant having expertise in California prehistoric and urban historical archeology, and based on the study, a determination shall be made if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level. The Planning Department's in-house archeologist conducted a preliminary archeological review of the project site in conformance with the study requirements of Mitigation Measure J-2. The results are summarized as follows.[7]

No prehistoric deposits, indicating the occupation or use by prehistoric populations, has yet been documented along the former stretch of beach ("South Beach") that formerly stretched out between Rincon and Steamboat Points, nor at these two at one-time prominent points of land that projected into the bay. Given the proximity of the many prehistoric settlements located a short distance inland, it is reasonable to assume that the protected beach area may have been used at times prehistorically for the launching of fishing and sea mammal expeditions and for processing of procured shellfish. In the mid-1850s, an Overseas Chinese fishing camp was established along the southern stretch of South Beach containing at least 28 structures (largely or completely residents) with approximately 12 timber piers or jetties extending from the beach front. These fishermen employed a fleet of around 25 locally Chinese-constructed sampans (fishing boats). The village was occupied by Chinese immigrants who initiated commercial fishing in California and constructed this first Chinese fishing camp having abandoned Gold mining in the gold country because of the inequitable mining taxes imposed there on Chinese miners.

[7] San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review: Checklist, 270 Brannan Street,* July 11, 2013. This document is on file and available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

Newspaper accounts of the early Chinese village years report a population of around 150 men but within a few years the fishing camp may have had a population of 225 to 280 residents. The southern portion of the Rincon Point Chinese fishing camp was located within the north-northwestern portion of the project site. In 1855 this included four structures (collective-men houses) and six timber jetties/piers. By the end of the 1860s, the Overseas Chinese fishing village was no longer on the site, having probably relocated to the south in the Hunters Point area, and the whole South Beach cove had been filled in conjunction with the construction of the new large facilities of the Pacific Mail Docks. By the late 1880s, the project site had been completely developed. De Boom Street was a through street connecting First and Second Streets. The project site between this interior street and Brannan Street contained the Producer's Marble Co. marble works consisting largely of an open work/storage yard but with several large structures (marble warehouse, marble storage). Along the eastern edge, fronting on De Boom Street, were two two-story dwellings. The north side of De Boom Street within the project site was residential, consisting of five two-story dwellings and one one-story residence. By the end of the century, the marble works had taken over the entire project site. De Boom Street stubbed at the project site and the residences formerly along De Boom Street were gone. The expanded marble works operated under the Vermont Marble Company, and the new facilities included different multi-story buildings allowing for apparently more refined work including the staging of mill polishing. Five men slept on the premises, testifying to a heavy production schedule and need for security.

Exposition of the natural/human formation of the current project site is constrained by the absence the results of any on-site soils sampling. But the general outline of the evolution of the site's landscape is clear from the historical cartographic record and geotechnical and archeological studies conducted within the project vicinity. The project site straddles the former South Beach shoreline: the southern approximately two-thirds portion of the project site was formerly submerged within San Francisco Bay. A section of the former beach stretching between Rincon and Steamboat Points and the bluff overlooking it occupied the northeastern-northern portion of the site. During the 1860s the bayside portion of the project site had been filled in and much of the Brannan Street frontage of the project site block was occupied by buildings. The documentary record indicates that no substantial soils disturbance has occurred within the project site since it has largely been occupied by a marble works yard with an open work/storage yard and industrial storage and work shed structures. The residential development that occurred along the north side of De Boom Street and along the eastern edge of the project site prior to the late 1880s may have resulted in shallow disturbance for foundations, but there is no indication of basement levels and in any event such impacts would have been largely if not completed limited to historic fill deposits.

As discussed above, the project site is subject to Eastern Neighborhoods FEIR Mitigation Measure J-2, which requires a project-specific archeological sensitivity assessment. A preliminary archeological review (PAR)[8] was conducted to serve as the project-specific archeological sensitivity assessment. Implementation of the archeological recommendations of this PAR would result in the reduction of any potential effects of the proposed project to legally significant archeological resources to a less-than-significant level. The PAR notes that the potential of the project to adversely affect archeological

[8] San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review: Checklist, 270 Brannan Street,* July 11, 2013. This document is on file and available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

resources would be avoided by implementation of the Planning Department's standard archeological mitigation measure for archeological testing. (See Project Mitigation Measure 1, page 37.)

For the above reasons, the proposed project would not result in significant cultural resource impacts that were not identified in the Eastern Neighborhoods FEIR.

Transportation

Eastern Neighborhoods. The Eastern Neighborhoods FEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership and identified 11 transportation mitigation measures, including intelligent traffic management, enhanced transportation funding, and parking management to discourage driving. Even with mitigation, however, it was anticipated that the significant adverse cumulative traffic impacts 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.

Proposed Project – Trip Generation. Using the guidance in the Transportation Impact Analysis Guidelines for Environmental Review, October 2002 (Transportation Guidelines),[9] a project-specific transportation study[10] was prepared, which is summarized below. On the basis of the proposed and existing land use types, the proposed project would generate 3,1*07* net new daily person-trips and 264 net new PM peak-hour person trips. These 264 net new PM peak-hour person trips were projected to be by the following modes: 101 by auto, 125 by transit, *29* walk trips, and 8 trips by other modes, including bicycle.

Proposed Project – Traffic. The proposed project would generate about 62 new vehicle-trips during the weekday PM peak hour (three inbound and 59 outbound). The proposed project's vehicle trips would travel through the intersections in the project vicinity. 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. Table 1 presents the resulting LOS and corresponding delay at each study intersection.

Overall, the proposed project would result in minor changes to the average delay per vehicle at the study intersections, and all intersections would operate at the same service levels as under existing conditions (LOS D or better) during the PM peak hour; thus, all study intersections would continue to operate satisfactorily. Similarly, project-related traffic would operate similar to existing traffic patterns and would not introduce any new hazardous traffic operating conditions. As such, the project impact to traffic conditions would be less than significant.

[9] This document is available at *http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=6753*.

[10] ESA, *270 Brannan Street Office Project, Transportation Impact Study,* July 2013. This study is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799!.

Table 1
Weekday PM Peak-Hour Intersection Levels of Service

Intersection	Control	Existing		Existing Plus Project		Cumulative (2035)	
		Delay[a]	LOS[b]	Delay	LOS	Delay	LOS
Brannan St/The Embarcadero	Signalized	23.7	C	23.7	C	24.0	C
Brannan St/Delancey St[c]	Unsignalized	13.9 westbound	B	14.0 eastbound	B	13.9 westbound	D
Brannan St/Second St	Signalized	16.1	B	17.0	B	27.0	C
Brannan St/Third St	Signalized	48.6	D	54.9	D	**>80 (v/c=1.92)**	**F**
Brannan St/Fourth St	Signalized	39.3	D	40.9	D	**>80 (v/c=1.09)**	**F**
Second St/Harrison St	Signalized	14.2	B	14.3	B	17.7	B
Second St/Bryant St	Signalized	12.8	B	12.8	B	16.4	B
Second St/Townsend St	Signalized	15.4	B	15.4	B	18.0	B
Second St/King St	Signalized	27.7	C	27.9	C	30.1	C
Third St/King St	Signalized	**73.3 (v/c=0.87)**	**E**	**74.5 (v/c=0.88)**	**E**	**>80 (v/c=1.19)**	**F**

Notes:
Bold indicates unacceptable LOS E or F.
v/c = volume to capacity.
a, Delay reported as seconds per vehicle.
b. Level of service for signalized intersections is based on average intersection delay.
c. The LOS and delay for this all-way-stop-controlled, unsignalized intersection represents conditions for the worst (most congested) approach, with the worst approach identified.

The Eastern Neighborhoods FEIR identified significant and unavoidable cumulative (2025) impacts at nine intersections relating to weekday PM peak hour traffic conditions. The project site is not located near any of the nine intersections and would not contribute trips at these intersections.

Under 2035 cumulative conditions, three of the ten study intersections would operate at LOS F, as compared to one intersection operating at LOS E under Existing conditions.[11] The proposed project contributions at the three intersections projected to operate at LOS F under 2035 Cumulative conditions were calculated using project-generated vehicle trips.

- At the intersection of Brannan Street and Third Street**,** the proposed project would add 18 vehicles trips during the PM peak hour. The proposed project would not add any vehicles to the eastbound left-turn critical movement, but would add nine vehicles to the westbound through movement, which represents 0.9 percent of the PM peak hour westbound through volume of 961 vehicles. The project contribution to these poorly operating movements would not be considerable, and therefore the contribution of the project to the overall intersection LOS F conditions would not be considered significant.

[11] Growth rates for study intersections for future year 2035 cumulative conditions were based on the travel demand forecasting effort conducted by the Planning Department for the Eastern Neighborhoods Rezoning and Community Plan EIR.

- At the intersection of Brannan Street and Fourth Street**,** the proposed project would add 10 vehicles trips during the PM peak hour. The proposed project would not add any vehicles to the southbound through critical movement, but would add nine vehicles to the westbound through movement, which represents 1.0 percent of the PM peak hour westbound through volume of 871 vehicles. The project contribution to these poorly operating movements would not be considerable, and therefore the contribution of the project to the overall intersection LOS F conditions would not be considered significant.
- At the intersection of Third Street and King Street, the proposed project would add 26 vehicles trips during the PM peak hour. The proposed project would not add any vehicles to the eastbound left-turn critical movement, but would add 16 vehicles to the westbound through movement, which represents 1.7 percent of the PM peak hour westbound through volume of 946 vehicles. The project contribution to these poorly operating movements would not be considerable, and therefore the contribution of the project to the overall intersection LOS F conditions would not be considered significant.

Because the proposed project would not result in considerable contribution to the poor operating conditions, project impacts at these intersections would be considered less than significant, and the proposed project would not result in any significant cumulative transit impacts that were not identified in the Eastern Neighborhoods FEIR.

It should be noted that the proposed project would be subject to the Section 163 of the Planning Code, which requires the project sponsor to establish a transportation management program to minimize the transportation impacts of added office employment in the downtown and South of Market area, by facilitating the effective use of transit, encouraging ridesharing, and employing other practical means to reduce commute travel by single-occupant vehicles.

Proposed Project – Transit. Muni provides transit service within the vicinity of the project site, including the 10 Townsend which stops within one block of the project site; the 12 Folsom, N Judah and T Third lines that stop within a quarter-mile of the project site; and the 30 Stockton and 45 Union-Stockton, which stop within a third of a mile from the project site.

Regarding regional transit, the project site is 0.6 mile from the Caltrain station, 0.9 mile of the Montgomery Street BART station, 0.7 mile from the Transbay Terminal/AC Transit and Samtrans service, and 1.0 mile from the Ferry Building /Golden Gate Transit service. The proposed project would generate 125 new PM peak hour transit trips, chiefly by Muni. Based on the screenline analysis conducted in the transportation study, this amount of new PM peak hour transit trips would not be 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. In addition, the proposed project would not substantially affect t transit conditions during baseball games and other events at AT&T Park because the peak hour of activity associated with the proposed project's office use would not coincide with peak periods of congestion associated with AT&T Park events.

It should be noted that the proposed project would be subject to the Transit Impact Development Fee ("TIDF"). The TIDF attempts to recover the cost of carrying additional riders generated by new

development by obtaining fees on a square footage basis. TIDF funds may be used to increase revenue service hours reasonably necessary to mitigate the impacts on non-residential development on public transit.

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 the Preferred Project having significant impacts on seven lines. The project site is not located near any of the seven lines. The proposed project would not contribute considerably to these conditions as its minor contribution of PM peak hour transit trips would not be a substantial proportion of the overall transit volume generated by Eastern Neighborhood projects. The proposed project would not contribute considerably to cumulative transit conditions, and thus the proposed project would not result in any significant cumulative transit impacts.

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

For the above reasons, the proposed project would not result in significant transportation-related impacts that were not identified in the Eastern Neighborhoods FEIR.

Noise

Eastern Neighborhoods. 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, and office uses. In addition, the Eastern Neighborhoods FEIR noted that the project would incrementally increase traffic-generated noise on some streets in the project area and result in construction noise impacts from pile driving and other construction activities. With implementation of six noise mitigation measures cited in the FEIR, area plan–related noise impacts were found to be less than significant.

Proposed Project Construction. Project construction would occur for approximately 15 months, including approximately four to six weeks of demolition and two months of foundation work. During construction, occupants of the nearby properties could be disturbed by construction noise and vibration. To minimize noise and vibration, the project team would use soil mixing as a method to improve soils in lieu of the more disruptive pile driving process. Soil mixing blends the existing soil with cement to improve its bearing capacity. A few clusters of drilled (not driven) micropiles under the building's shear walls would also be installed as required by the building's seismic resisting system. All other foundations in the building would be shallow spread footings. Construction equipment would include excavators, a tower crane, concrete pump trucks, and concrete delivery trucks. No rock blasting/cutting would be required.

Eastern Neighborhoods FEIR Mitigation Measures F-1 involves pile driving within proximity to noise-sensitive uses (e.g., residences). The proposed project would not involve pile driving; thus, this mitigation measure would not apply to the proposed project.

Mitigation Measure F-2 requires individual projects that include particularly noisy construction procedures in proximity to sensitive land uses to submit a site-specific noise attenuation measures under the supervision of a qualified acoustical consultant to the Department of Building Inspection prior to commencing construction to ensure that maximum feasible noise attenuation would be achieved. Based on the proximity of sensitive receptors (adjacent to the project site in the Academy of Art building and 130 feet away from residents at 200 Brannan Street), Mitigation Measure F-2, Construction Noise, from the Eastern Neighborhoods EIR would apply to the proposed project (see Project Mitigation Measure 2, page 40). With implementation of this mitigation measure, impacts related to construction noise would be less than significant.

In addition, all construction activities for the proposed project (approximately 15 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code), which requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of DPW authorizes a special permit for conducting the work during that period.

The San Francisco Department of Building Inspection is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 AM to 5:00 PM). The Police Department is responsible for enforcing the Noise Ordinance during all other hours.

Proposed Project Operations. Eastern Neighborhoods FEIR Mitigation Measures F-3, F-4, and F-6 include additional measures for individual projects that include new noise-sensitive uses. The proposed project use as office would not include a new noise-sensitive use; therefore these mitigation measures are 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 proposed project site vicinity to submit an acoustical analysis that demonstrates the proposed use would comply with the General Plan and the Noise Ordinance. The Noise Ordinance does not allow for a noise level more than 8 dBA above the local ambient at any point outside of the property plane for commercial properties and states no fixed noise source may cause the noise level measured inside any sleeping or living room in any dwelling unit located on residential property to exceed 55 dBA between the hours of 7 AM and 10 PM with windows open. Typical residential building construction will generally provide exterior-to-interior noise level reduction performance of no less than 15 dB when exterior windows are open. The project site is located within the vicinity of residential uses and the proposed project would generate new sources of noise, primarily from mechanical equipment on the new building. Therefore,

pursuant to Mitigation Measure F-5, a site survey and noise measurements were conducted to demonstrate that the proposed project would comply with the General Plan and the Noise Ordinance.[12]

The noise report identifies sensitive receptors located within 900 feet of the project site, the closest being the Academy of Art College adjacent to the project site. The report notes that ambient noise levels at the interior of the block range from 54 to 60 dBA between 7:00 AM and 7:00 PM, and that the lowest ambient noise level at the interior of the block is 49 dBA, occurring between 1:00 AM and 5:00 AM. The noise study also demonstrates that the maximum noise levels from the proposed project's rooftop equipment must not exceed 62 bBA at the Academy of Art Building, and for equipment operating between 7:00 PM and 7:00 AM, maximum noise levels must not exceed 57 dBA at the nearest sensitive receptor. The report concludes that rooftop equipment noise can be designed to meet the San Francisco Noise Ordinance and that the noise sources associated with the proposed project would not adversely affect nearby sensitive receptors. Thus, the noise study demonstrates compliance with FEIR Mitigation Measure F-5.

Furthermore, the proposed project would not double traffic volumes in the project vicinity, according the project-specific transportation study,[13] which would be necessary to produce an increase in ambient noise levels barely perceptible to most people (3 decibel increase). Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity.

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

Air Quality

Eastern Neighborhoods. 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. These significant impacts would conflict with the applicable air quality plan at the time, the *Bay Area 2005 Ozone Strategy.* 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 publication of 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

[12] Charles M. Salter Associates, Inc. *270 Brannan Street, San Francisco, CA – Environmental Noise Study*, July 3, 2013. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

[13] ESA, *270 Brannan Street Office Project, Transportation Impact Study,* July 2013. This study is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.079E.

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.

Mitigation Measure G-2 involves new residential development near high-volume roadways. Mitigation Measure G-3 involves uses generating substantial DPM emissions, including warehousing and distribution centers, commercial, industrial, and Measure G-4 involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations.

Proposed Project. Construction activities from the proposed project would result in dust, primarily from ground-disturbing activities. The proposed project would be subject to and would be required to 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.

Also subsequent to publication of the Initial Study, the Bay Area Air Quality Management District (BAAQMD), the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), provided updated 2011 BAAQMD *CEQA Air Quality Guidelines* (Air Quality Guidelines),[14] which provided new methodologies for analyzing air quality impacts, including construction activities. The Air Quality Guidelines provide screening criteria for determining whether a project's criteria air pollutant emissions may violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. If a project meets the screening criteria, 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. The proposed project meets the screening criteria provided in the BAAQMD Air Quality Guidelines for construction-related criteria air pollutants.

For determining potential health risk impacts, San Francisco has partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco and identify portions of the City that result in additional health risks for affected populations ("hot spots"). Air pollution hot spots were identified based on two health-based criteria:

(1) Excess cancer risk from all sources > 100; and

(2) $PM_{2.5}$ concentrations from all sources including ambient >10$\mu g/m^3$.

Sensitive receptors[15] within these hot spots are more at risk for adverse health effects from exposure to substantial air pollutant concentrations than sensitive receptors located outside these hot spots. These locations (i.e., within hot spots) require additional consideration when projects or activities have the potential to emit TACs, including DPM emissions from temporary and variable construction activities.

[14] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011.

[15] The BAAQMD considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) Residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. Bay Area Air Quality Management District (BAAQMD), *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, page 12.

Construction activities from the proposed project would result in DPM and other TACs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction would be expected to last approximately 15 months. Diesel-generating equipment would be required for approximately nine months.

The project site is not located within an identified hot spot. However, the remainder of Mitigation Measure G-1 that deals with maintenance and operation of construction equipment is applicable to the proposed project because the proposed project would include the use of construction equipment. Compliance with the Construction Emissions Minimization measures would reduce to a less-than-significant level impacts from construction vehicles and equipment. In accordance with the Eastern Neighborhoods FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 3 (see page 41).

Mitigation Measure G-2 requires new residential development near high-volume roadways and/or warehousing and distribution centers to include an analysis of DPM and/or TACs, 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 construct a new 210,000 sf building with 189,000 sf of office use, and it is not expected to generate substantial DPM emissions or, according the project-specific transportation study,[16] 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 construct a new 210,000 sf building with 189,000 sf of office use, and according to the project-specific transportation study, would not generate more than 10,000 vehicle trips per day or 1,000 truck trips per day, but would include a new stationary sources (i.e., backup diesel generator), items that would emit TACs as part of everyday operations. The project site is located 130 feet from the nearest residential use (to the east at 200 Brannan Street). However, new backup diesel generators are required to comply with BAAQMD Regulation 2, Rule 5 New Source Review for Toxic Air Contaminants. Regulation 2, Rule 5 requires new sources that result in an excess cancer risk greater than one in one million and/or a chronic hazard index greater than 0.20 to implement the best available control technology to reduce emissions. Furthermore, the project site is not located within an identified hot spot; therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. Therefore, Mitigation Measure *G*-4 is not applicable to the proposed project.

[16] ESA, *270 Brannan Street Office Project, Transportation Impact Study,* July 2013. This study is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799!.

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 Air Quality Guidelines for operational-related criteria air pollutants.

The Eastern Neighborhoods FEIR stated that with implementation of Mitigation Measures G-2, G-3, and G-4, the Area Plan would be consistent with the *Bay Area 2005 Ozone Strategy*, the applicable air quality plan at the time. Subsequent to the certification of the FEIR, the *2010 Clean Air Plan* was adopted by the BAAQMD and it updates the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the California Clean Air Act to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. Consistency with the *2010 Clean Air Plan* is determined by whether or not the proposed project would result in significant and unavoidable air quality impacts or hinder implementation of control measures (e.g., excessive parking or preclude extension of transit line or bicycle path). As stated above, the proposed project would not result in significant and unavoidable air quality impacts and the proposed project does not include elements that would hinder implementation of control measures. Therefore, the proposed project would not conflict with an applicable air quality plan.

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

Greenhouse Gas Emissions

Regulatory Framework. 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 prepared guidelines which provided new methodologies for analyzing air quality impacts, including greenhouse gas (GHG) emissions. The following analysis is based on the findings in the Eastern Neighborhoods FEIR and incorporates BAAQMD's methodology for analyzing GHG emissions as well as other amendments to the CEQA Guidelines related to GHGs.

Eastern Neighborhoods. 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 CO_2E per service population,[17] respectively.[18] The Eastern Neighborhoods FEIR concluded

[17] SP= Service Population. Service population is the equivalent of total number of residents + employees.

[18] 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

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.

Proposed Project. The proposed project would replace a one-story, 17,350 sf office building and an 84-space parking lot with a seven-story, 65-foot-tall, 210,000 sf building with 189,000 sf of office space and below-grade parking for 12 vehicles, four service vehicles, and 36 bicycles. 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 15 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 East SoMa Area Plan analyzed under the Eastern Neighborhoods FEIR.

As discussed above, the BAAQMD prepared new guidelines and 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.[19] 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 (Assembly Bill) 32 goals, and also serve as a model from which other communities can learn."[20] San Francisco's collective policies and programs have resulted in a 14.5 percent reduction in GHG emissions compared to 1990 levels.[21]

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

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the Eastern Neighborhoods Rezoning EIR and provides an analysis of the emissions using a service population metric.

[19] 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.

[20] 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.

[21] San Francisco Department of Environment (DOE), "San Francisco Community-Wide Carbon Emissions by Category." Excel spreadsheet provided via email between Pansy Gee, DOE and Wade Wietgrefe, San Francisco Planning Department. June 7, 2013.

renovations/alterations for private projects and municipal projects are required to comply with San Francisco's ordinances that reduce GHG emissions.

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 was determined to be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions.*[22]

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

Shadow

Eastern Neighborhoods. 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).[23] The potential for new shadow impacts and the feasibility of mitigation for potential new shadow impacts of unknown development proposals could not be determined in the FEIR; thus, the FEIR determined shadow impacts to be significant and unavoidable, and no mitigation measures were identified.

Proposed Project. The proposed project would involve construction of a 65-foot-tall building. Therefore, a shadow analysis was conducted pursuant to Planning Code Section 295.[24] The shadow analysis found that the proposed project would not cast any net new shadow on any property under the jurisdiction of

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[22] San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist*, June 15, 2013. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

[23] Section 295 of the Planning Code provides that new structures above 40 feet in height that would cast additional shadows on properties under the jurisdiction of or designated to be acquired by the Recreation and Parks Department can only be approved by the Planning Commission.

[24] San Francisco Planning Department, *270 Brannan St. Initial Shadow Study*, August 1, 2012. This study is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

the Recreation and Parks Commission, including South Park which is approximately 550 feet west of the project site. The shadow analysis also found the proposed project would not shade any private parks, but would shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

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

Hazards and Hazardous Materials

Eastern Neighborhoods. The Eastern Neighborhoods rezoning resulted in a reduction in the amount of previously zoned industrial (PDR) land. Some land previously zoned for industrial purposes no longer allows any PDR uses, and the number of nonconforming businesses would be expected to gradually decline, potentially replaced by residential, commercial, or open space uses. Development under the Eastern Neighborhoods rezoning may involve demolition or renovation of existing structures that may contain hazardous building materials 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 Mitigation Measure L-1, Hazardous Building Materials, to reduce this impact to less than significant.

Proposed Project. A Phase I Environmental Site Assessment and soil and groundwater investigations were performed at the project site.[25] Thirteen soil and bedrock samples were collected and analyzed for constituents of concern. The soil and groundwater characterization report recommends additional soil sampling to determine the extent of soil that may require disposal as a Class I hazardous waste if excavated, and also recommended that a soil management plan be prepared to manage lead containing soils at the site in a manner consistent with the planned commercial use, is protective of human health, and is in compliance with regulatory requirements.

The project site is located within the Maher area, which is identified by the Department of Public Health (DPH) as an area bayward of the original high tide line where past industrial uses and fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in soils and groundwater. Adopted in 1986, the Maher Ordinance requires analyzing soil for hazardous wastes within the Maher area when over 50 cubic yards of soil are to be disturbed. Prior to project development, a site mitigation plan must be submitted to the Department of Public Health to investigate subsurface conditions. The project sponsor has enrolled in the Maher Ordinance program, and thus is in compliance with San Francisco Health Code, Article 22A. The project proponent must comply with Article 22A prior to applying or gaining a building permit from the Department of Building Inspections, and thus environmental impacts related to hazardous materials would be less than significant.

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[25] AllWest Environmental, Inc. *Environmental Site Assessment, 270 Brannan Street, San Francisco, California 94107*, August 22, 2012; and S*oil and Groundwater Characterization, 270 Brannan Street, San Francisco, California 94107*, December 10, 2012. These documents are on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

The existing single-story 17,350 sf building on the project site would be demolished. Therefore, Eastern Neighborhoods Mitigation Measure L-1 would apply to the project (see Project Mitigation Measure 4 on page 41) Application of this mitigation measures would reduce any hazardous materials impact related to disposal of construction materials to a less-than-significant level.

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

Project Mitigation Measures

The following mitigation measures from the Eastern Neighborhoods EIR are applicable to the proposed project.

Project Mitigation Measure 1 – Archeological Testing (Mitigation Measure J-2 of the Eastern Neighborhoods FEIR). Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Consultation with Descendant Communities: On discovery of an archeological site[26] associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative[27] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from

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

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

the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report*. Description of proposed report format and distribution of results.
- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 2 – Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods FEIR). Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of 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. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and

- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

Project Mitigation Measure 3 – Construction Emissions Minimization (Mitigation Measure G-1 of the Eastern Neighborhoods FEIR). The City would also condition project approval such that each subsequent project sponsor would require the contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Project Mitigation Measure 4 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods FEIR). The project sponsor shall 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.

Public Notice and Comment

A "Notification of Project Receiving Environmental Review" was mailed on April 30, 2013, to community organizations, tenants of the affected property and properties adjacent to the project site, and those persons who own property within 300 feet of the project site. Commenters expressed concerns over the following environmental topics: light and glare from the proposed project affecting adjacent residences; the project's roof deck having views into adjacent residences; construction noise affecting adjacent residences; lack of adequate public transit serving the project site; and the loss of existing parking spaces on the project site. These concerns have been addressed in the aesthetics and transportation discussion in the attached checklist and the noise and transportation discussions above.

Conclusion

The Eastern Neighborhoods FEIR incorporated and adequately addressed all potential impacts of the proposed project at 270 Brannan Street. As described above, the 270 Brannan 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 270 Brannan 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.:	2012.0799E
Project Title:	**270 Brannan Street**
Zoning:	Mixed Use Office (MUO) Zoning District South End Historic District 65-X Height and Bulk District
Block/Lot:	3774/026
Lot Size:	37,813 square feet
Plan Area:	East SoMa Subarea of the Eastern Neighborhoods Area Plan
Staff Contact:	Jeanie Poling – (415) 575-9072 jeanie.poling@sfgov.org

A. PROJECT DESCRIPTION

The project site is located on the north side of Brannan Street on the block surrounded by Brannan, Delancey, Bryant, and 2nd Streets in the South of Market neighborhood.[1] The site contains a 15-foot-tall, one-story 17,350-square-foot (sf) office building that was constructed in 1962, and a surface parking lot for 84 vehicles. The proposed project would demolish the existing building and construct a seven-story, 65-foot-tall, 210,000 sf office building. The proposed building would include 189,000 sf of office space, an approximately 5,000-square-foot atrium, below-grade parking for 12 vehicles and four service vehicles to be accessed via Brannan Street, and 36 bicycle parking spaces. The project site is located within the South End Historic District but is not a contributor to the district.

The project would require approval for office space allocation per Planning Code Section 321, and large project authorization per Planning Code Section 329.

B. EVALUATION OF ENVIRONMENTAL EFFECTS

This community plan exemption checklist identifies the potential environmental impacts that would result from implementation of the proposed project and indicates whether any such impacts are addressed in the applicable programmatic final EIR (FEIR) for the plan area (i.e., the *Eastern Neighborhoods Rezoning and Area Plans FEIR*).[2] Topics found to be less than significant (LTS) in both the FEIR and for the proposed project are checked "LTS/No Impact" and are discussed in this checklist. Topics for which a significant impact was identified in the FEIR are checked "Sig. Impact Identified in FEIR" and are discussed in the Certificate of Determination to which this checklist is attached. The analysis in the Certificate considers whether the proposed

[1] In the South of Market area, streets that run in the northwest/southeast direction are generally considered north-south streets, whereas streets that run in the southwest/northeast direction are generally considered east-west streets. This convention is used throughout this document.

[2] San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Case No. 2004.0160E, certified January 19, 2009. This document is available for review.

project would contribute to the impact identified in the FEIR, and, if it would, the item is checked "Proj. Contributes to Sig. Impact Identified in FEIR."

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
1.	**LAND USE AND LAND USE PLANNING—Would the project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c)	Have a substantial impact upon the existing character of the vicinity?	☒	☐	☐	☒

Significant Impact Identified in 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. Please see the Certificate of Determination for a discussion of Topic 1c.

No Peculiar Impacts

The proposed replacement of a 17,350 sf office building with a 210,000 sf office building would not physically divide an established community, and would be consistent with land use plans, policies and regulations. Please see the Certificate of Determination for a discussion of Topic 1c.

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
2.	**AESTHETICS—Would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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?	☐	☐	☐	☒

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 that would adversely affect day or nighttime views in the area or that 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: one-to- 12-story office, residential, retail, and production, distribution, and repair (PDR) buildings. Public viewpoints in the project vicinity are dominated by these existing nearby buildings and AT&T Park, approximately 1,200 feet southwest of the project site.

The proposed project would replace a one-story, 17, 350 sf office building and an 84-space surface parking lot with a seven-story, 210,000 sf office building. Although the removal of the existing building and parking lot and construction of the new building would change the visual appearance of the project site, it would not substantially degrade the visual character or quality of the site or its surroundings. In addition, the new building would not be substantially taller than the existing development in the project vicinity. For example, three high-rise residential towers, on the other side of Brannan Street on the project block, are approximately 120 feet tall, which is approximately 55 feet taller than the proposed building at 270 Brannan Street; and the buildings adjacent to the project site to the west and north are 50 to 60 feet in height. Furthermore, the proposed project would not obstruct longer-range views from various locations in the project area and the City as a whole. The new building envelope and design meets Planning Code requirements for the Mixed Use Office (MUO) Use District.

The project includes a roof deck set back approximately 80 feet from the nearest window of the three-story adjacent residential to the east of the project site. Private views from this and other buildings could be affected by the project. Although some reduced private views would be an unavoidable consequence of the proposed project, any change in views would not exceed that commonly accepted in an urban setting. While this loss or change of views might be of concern to nearby property owners and tenants, it would not affect a substantial number of people and would not rise to a level considered to be a significant impact on the environment.

The new building would introduce a new source of light and glare. However, the proposed project would be subject to and would be required to comply with the City's Green Building

Code,[3] which requires all newly constructed non-residential buildings to design interior and exterior lighting such that zero direct-beam illumination leaves the building site, except for emergency lighting and lighting required for nighttime activity. Therefore, the new lighting would not adversely affect day or nighttime views in the area or substantially impact other people or properties because the lighting would not extend beyond the project site. Furthermore, Planning Commission Resolution No. 9212 (1981) established guidelines aimed at limiting glare from proposed buildings and the City's Standards for Bird-Safe Buildings requires that new structures do not create a substantial source of glare. The proposed project would be subject to and would be required to comply with this resolution and regulation.

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.

Topics:		*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
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)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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.

[3] Building Code, 2010 Edition, Section 13.C.5.106.8

An estimated 622 employees would occupy the proposed 210,000 sf office building.[4] The Eastern Neighborhoods FEIR indicated that with implementation of the area plan that Project Area employment would grow from about 17,660 to approximately 24,000 by 2030, with office growth representing nearly 60 percent of the total increase. The FEIR concluded that an increase in population in the Area Plan is expected to occur as a secondary effect of the proposed rezoning and that any population increase 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 proposed project would not induce substantial population growth and any increase in population would be within the scope of the 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 population and housing.

Topics:		*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
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*?	☒	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☒
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR identified potentially significant archeological resource impacts related to the greater potential for the disturbance of soils below the existing surface. 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. For a discussion of this topic, please see the Certificate of Determination.

[4] ESA, *270 Brannan Street Office Project, Transportation Impact Study,* July 2013. Table 3.5.This study is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799!.

No Peculiar Impacts

Please see the Certificate of Determination.

Topics:		*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
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?	☒	☐	☐	☒
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?	☒	☐	☐	☒
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?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
e)	Result in inadequate emergency access?	☐	☐	☐	☒
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?	☒	☐	☐	☒

Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR anticipated that growth resulting from the zoning changes would result in significant and unavoidable impacts on traffic and transit ridership. The Eastern Neighborhoods FEIR determined that the Plan would result in less-than-significant impacts to parking and loading, pedestrian and bicycle conditions, and construction.

No Peculiar Impacts

Topics 5c and 5d are not applicable to the proposed project. For a discussion of Topics 5a, 5b, 5e and 5f, please see the Certificate of Determination.

Parking Impacts. 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. While parking conditions change over time, a substantial deficit in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles, or pedestrians could adversely affect the physical environment. Whether a deficit in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial deficit in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts cause by congestion), depending on the project and its setting.

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 or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Polices, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, which provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

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. 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, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that 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, would reasonably address potential secondary effects.

The parking demand for the new uses associated with the proposed project was determined based on the methodology presented in the *Transportation Guidelines*. The proposed project would have a peak parking demand based on vehicle trip generation of about 242 long-term spaces and about 27 short-term spaces, for a total demand of about 269 spaces. The project would also result in the removal on an existing surface parking lot with space for about 130 vehicles. The parking demand of 269 spaces and removal of 130 spaces in the existing surface parking lot would not be accommodated within the parking supply of 12 parking spaces, resulting in a total shortfall of 387 spaces. There are 246 available on-street spaces and 98 available off-street spaces within the project vicinity. The parking shortfall and removal of the existing surface parking lot would mostly be accommodated within existing on-street and in nearby off-street parking facilities, but the net result would be a deficit of 43 parking spaces in the vicinity of the project. This deficit would not be considered substantial, and therefore the impact to parking would be less than

significant. It should be noted that the City's "Transit First" policy places an emphasis on encouraging alternative modes of transportation. In addition, SFMTA proposes to install parking meters (for short-term parking) along the remaining portion of building frontage, along Brannan Street.

Furthermore, the project site is located in a MUO Use District where under Section 151.1 of the *Planning Code*, the proposed project would not be required to provide any off-street parking spaces.

It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought. In many cases the Planning Commission does not support the parking ratio proposed by the project sponsor and the ratio is substantially reduced. In some cases, particularly when the proposed project is in a transit rich area, the Planning Commission does not support the provision of any off-street parking spaces.

Here, if no off-street parking spaces were provided, the proposed project would have an unmet demand of 399 spaces. As mentioned above, the unmet parking demand of 387 spaces could be accommodated by existing facilities, as could the unmet demand of 399 spaces that could occur if no off-street parking is approved by the Planning Commission as indicated by the number of unoccupied spaces in the project vicinity. Given that the unmet demand could be met by existing facilities and given that the proposed project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are provided, would not result in significant delays or hazardous conditions.

In summary, the proposed project would not result in a substantial parking deficit with or without the off-street parking currently proposed that would create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians. Therefore, impacts related to parking would be less than significant.

Loading Impacts. The proposed project would include four service vehicle spaces within the basement-level parking garage. Each service vehicle space would have a width of 9 feet and depth of 20 feet, and the garage would have a minimum vertical clearance of 9 feet. In addition, subject to SFMTA approval, the proposed project would include a 35-foot yellow zone along the Project's frontage on Brannan Street as a designated on-street commercial loading area to accommodate larger delivery vehicles. SFMTA proposes to install parking meters (for short-term parking) along the remaining portion of building frontage, along Brannan Street.

The proposed project would meet Planning Code Sections 152.1 and 153 requirements to provide two off-street freight loading spaces (or four service vehicle spaces), with each service vehicle space required to have a minimum width of eight feet, a minimum length of 20 feet, and a minimum vertical clearance of 7 feet. **T**he proposed project would generate a demand for two loading spaces during both the average and peak hour of loading activities. The loading demand would be accommodated on-site within the four service vehicle loading spaces.

Because only service vehicle loading spaces would be provided within the garage, and vertical clearance of 8'2" on the ramp, and 8'8" on the parking level, it is unlikely that trucks would access the parking garage. Access to the garage by service vehicles would be similar to vehicular access, and would be unconstrained. The 10-foot-wide access driveway (and 12-foot-wide ramp) would accommodate inbound or outbound traffic flow for autos and service vehicles, but not simultaneous two-way traffic. It should be noted that vehicles entering the garage would have to wait for vehicles exiting the garage to clear the ramp (and vice versa). However, the effect on traffic flow on Brannan Street is not expected to be substantial because on-site parking would be limited to building tenants, traffic flow during peak traffic periods would be predominantly inbound during the a.m. peak period, and outbound during the p.m. peak period, and the size of the parking garage is small; hence, conflicting (opposing) traffic flow would be minimal.

Pedestrian Impacts. Pedestrian trips generated by the proposed project would include walking trips to and from uses (restaurant/retail stores) proximate to the project site, plus walking trips to and from the local and regional transit operators, and to and from nearby parking facilities. Overall, the proposed project would add about 154 pedestrian trips (125 trips to/from transit and 29 walk/other trips) to the surrounding streets during the weekday p.m. peak hour. Pedestrians would primarily enter and exit the proposed project via Brannan Street, with secondary access via De Boom Street. The project-generated pedestrian trips would be dispersed throughout the study area, depending upon the origin/destination of each trip. It is anticipated that a majority of the new pedestrian trips during the weekday p.m. peak hour would be to and from the commercial uses on King and Townsend Streets west of the project site, and to and from the light rail stations on King Street, and the Caltrain terminal at Fourth Street and King Street. These new pedestrian trips could be accommodated on the existing sidewalks and crosswalks adjacent to the project site and would not substantially overcrowd the current pedestrian conditions along Brannan, Second or Third Streets. As sidewalks in the project vicinity are generally between 10 and 15 feet wide, and currently have low to moderate levels of pedestrian activity, pedestrian conditions would continue to remain acceptable.

Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to create potentially hazardous conditions for pedestrians or otherwise substantially interfere with pedestrian accessibility to the site and adjoining areas. Furthermore, the proposed project would eliminate an existing driveway on Brannan Street, reducing potential existing conflicts between pedestrians and vehicles. Overall, the proposed project on pedestrian circulation and access would be less than significant. While an impact to pedestrian circulation and access was not identified, the follow improvement measure would improve pedestrian conditions:

> **Project Improvement Measure 1 – Widen Sidewalk.** The north sidewalk of Brannan Street along the project frontage should be widened to 15 feet. This sidewalk widening would be consistent with the Better Streets Plan recommended sidewalk width. Because the existing Brannan Street travel lanes are overly wide, the sidewalk widening could be accomplished without any reduction in roadway capacity, or any removal of on-street parking or loading spaces.

Bicycle Impacts. The proposed project would include room for 36 bicycle parking spaces within the basement-level parking garage. In addition, the project would include at least four showers and eight lockers. Access to the bicycle parking spaces would be from Brannan Street (through the office lobby and elevator). ***T***he proposed project would comply with *Planning Code* Sections 155.3 and 155.4, which require 12 bicycle parking spaces, four showers, and eight lockers.

The project site is within convenient bicycling distance of downtown San Francisco and the Financial District and major transit hubs (Caltrain, the Ferry Building, and the Transbay Terminal). There are several bicycle routes nearby to the project site, including along Second Street, Townsend Street, and The Embarcadero. With the current bicycle and traffic volumes on the adjacent streets, bicycle travel generally occurs without major impedances or safety problems. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas, and therefore, the proposed project would have a **l**ess-than-significant bicycle impact.

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 nor result in any peculiar impacts related to emergency access that were not identified in the Eastern Neighborhoods FEIR related to emergency access.

Construction. The proposed project's construction activities would last approximately 15 months. Although construction activities would result in additional vehicle trips to the project site from workers, soil hauling, and material 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 construction.

While the proposed project's impacts during construction would be less than significant, City decision-makers may wish to consider the following improvement measure to further reduce these less-than-significant impacts.

> **Project Improvement Measure 2 – Construction Transportation Management Plan.** The project sponsor should develop and implement a Construction Management Plan (CMP), addressing transportation-related circulation, access, staging, and hours for deliveries.
>
> The CMP would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The CMP would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the San Francisco Municipal Transportation Agency (SFMTA), the Department of Public Works (DPW), or other City departments and agencies, and the California Department of Transportation. The CMP should include, but not necessarily limited to, the following:

- Identify construction traffic management best practices in San Francisco, as well as others that, although not being implemented in the City, could provide valuable information for the project. Management practices include, but are not limited to the following:
    - Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands
    - Identifying best practices for accommodating pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways.
    - Identifying best practices for accommodating bicyclists and bicycle facilities such as bicycle wayfinding signage or temporary detours.
    - Identifying ways to consolidate truck delivery trips, including a plan to consolidate deliveries from a centralized construction material and equipment storage facility.
    - Identify a route for construction-related trucks to utilize during construction.
    - Restricting deliveries and trucks trips to the project site during off-peak hours (generally 7 AM to 9 AM and 4 PM to 6 PM, but may include other times during Giants game days), where feasible.
- Require consultation with surrounding community, including business and property owners near the project site to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the project site.
- Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction activities, peak construction vehicle activities, (e.g. concrete pours), travel lane closures, and other lane closures.

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

Topics:		*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
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?	☒	☐	☐	☒
b)	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☒

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☒
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g)	Be substantially affected by existing noise levels?	☒	☒	☐	☐

Significant Impacts Identified in FEIR

For a discussion of Topics 6a, 6b, 6c, 6d, and 6g, please see the Certificate of Determination.

The Eastern Neighborhoods FEIR noted that the two airport-related criteria are not relevant because the Plan Area is located more than two miles from the San Francisco International Airport and not located near a private strip. Therefore, Topics 6e and f are not applicable.

No Peculiar Impacts

Please see the Certificate of Determination.

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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?	☐	☐	☐	☒
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☒

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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)?	☐	☐	☐	☒
d)	Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☒
e)	Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☒

Significant Impacts Identified in FEIR

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 and toxic air contaminants as part of everyday operations. These significant impacts would conflict with the applicable air quality plan at the time, the *Bay Area 2005 Ozone Strategy*. For a discussion of Topics 7a, 7b, 7c, 7d, and 7e, please see the Certificate of Determination.

No Peculiar Impacts

Please see the Certificate of Determination.

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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?	☐	☐	☐	☒
b)	Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

When the Eastern Neighborhoods project was initially analyzed in 2005, the initial study checklist did not contain a category concerning greenhouse gas emissions.

No Peculiar Impacts

For a discussion of this topic, please see the Certificate of Determination.

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

Significant Impact Identified in FEIR

Wind. 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 related 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.

Shadow. Please see the Certificate of Determination.

No Peculiar Impacts

Wind. The proposed project would replace a 15-foot-tall building and surface parking lot with a 65-foot-tall building. Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Furthermore, prevailing winds come from the west and northwest, and buildings to the west and northwest of the project site are approximately 50 to 60 feet in height, similar to the proposed project. For these reasons, the proposed project would not result in peculiar wind impacts that were not identified in the Eastern Neighborhoods FEIR.

Shadow. Please see the Certificate of Determination.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Physically degrade existing recreational resources?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR concluded that the rezoning would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project would replace a 17, 350 sf office building with a 210,000 sf office building As discussed further in Population and Housing above, this increase in office space would be among the space, and associated jobs, anticipated to be added in the Eastern Neighborhoods FEIR. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the FEIR related to recreational resources.

Topics:		*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
11.	**UTILITIES AND SERVICE SYSTEMS—Would the project:**				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods Initial Study analyzed growth projections and determined that the program's impacts on the provision of water, wastewater collection and treatment, and solid

waste collection and disposal would not be significant. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project would replace a 17, 350 sf office building and surface parking lot with a 210,000 sf office building. As discussed further in Population and Housing above, this increase in office space, and associated jobs, was anticipated to be added in the Eastern Neighborhoods FEIR. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the FEIR related to utility and service systems.

Topics:	*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
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?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods Initial Study analyzed growth projections and determined that the program's impacts on public services such as fire protection, police protection, and public schools would not be significant. No mitigation measures were identified in the FEIR. Impacts on parks are discussed under Question 9 above in in the shadow discussion in the certificate

No Peculiar Impacts

The proposed project would replace a 17, 350 sf office building and surface parking lot with a 210,000 sf office building. As discussed further in Population and Housing above, this increase in office space, and associated jobs, was anticipated to be added in the Eastern Neighborhoods FEIR. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the FEIR related to public services.

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods project area is 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, there is little in the way of landscaping or other vegetation, with the exception of the relatively few parks that exist. Because future development projects in the Eastern Neighborhoods would largely consist of new construction of housing in these heavily built-out former industrial neighborhoods, there would be little in the way of loss of vegetation or disturbance of wildlife other than common urban species. Therefore, the Eastern Neighborhoods Initial Study 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 37,813 sf project site is completely developed with an existing building and a paved parking lot. Two ficus trees on the project site adjacent to the Brannan Street frontage are defined by the

San Francisco Public Works Code as significant trees.[5] Prior to removal of these trees, the project sponsor would be required to obtain a tree removal permit from DPW. The proposed project includes the planting of four new trees along the Brannan Street frontage of the project site; in addition the project sponsor would pay an in-lieu fee for the additional three trees that are required but cannot be accommodated on site. Thus, the proposed project would thus comply with the Public Works Code. In addition, the proposed project would comply with landscaping and street tree requirements of Planning Code Section 138.1(c)(2), which may require sidewalk landscaping and other streetscape elements as identified in the Better Streets Plan, if it finds that such improvements are necessary to meet the goals and objectives of the San Francisco General Plan.

The proposed project would be subject to and would be required to comply with the City's Standards for Bird-Safe Buildings so that new building would not include a feature-related hazard to birds.

Given the conditions present on the project site, and compliance with current City regulations regarding trees, landscaping, and bird protection, the proposed project would not result in peculiar biological resource impacts that were not identified in the Eastern Neighborhoods FEIR.

Topics:	*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
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.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒

[5] San Francisco Public Works Code Article 16 Section 810A(a)(2) and (3) defines a significant tree as a tree on privately owned property with any portion of its trunk within 10 feet of the public right-of-way, and that satisfies at least one of the following criteria: (a) a diameter at breast height in excess of 12 inches, (b) a height in excess of 20 feet, or (c) a canopy in excess of 15 feet.

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
c)	Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f)	Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods Initial Study concluded that the project would indirectly increase the population that would be subject to an earthquake, including seismically induced groundshaking, liquefaction, and landslides. The Initial Study 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 risks but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the Eastern Neighborhoods Initial Study concluded that the program would not result in significant impacts with regard to geology, and no mitigation measures were identified in the FEIR.

No Peculiar Impacts

A preliminary geotechnical investigation was prepared for the proposed project.[6] The following discussion relies on the information provided in the preliminary geotechnical investigation. The project site straddles the historic shoreline of San Francisco Bay, and is partially within a zone of required investigation for earthquake-induced soil liquefaction. Soil boring data along the eastern portion of the project site indicate fill materials extending down 6.6 to 10.7 feet below ground surface; shallower fill materials are a heterogeneous mixture of gravel, sand, silt, and clay in a loose to medium dense condition. The western portion of the site (near De Boom Street) has previously been cut; it is not expected that fills extend in this area. However, localized pockets of fill could exist at unspecified locations throughout the site related to previous or existing site improvements such as foundations, basements, or underground cisterns/tanks. The logs of nearby borings generally show the fill and bay deposits are directly underlain by dense soil and/or bedrock. Groundwater measurements show groundwater elevations between 0 and 9 feet below ground surface.

6 A3GEO, *Preliminary Geotechnical Investigation Report, 270 Brannan Street Development, San Francisco, California*, August 10, 2012. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0799E.

The geotechnical investigation provides recommendations for the proposed project's construction and concludes that the proposed building could be supported by a shallow spread footings foundation on a structural mat. Due to the presence of fill material on the southern portion of the site, either soil improvements or pile foundations would be required support the southern half of the building. Excavation for the basement foundation may extend below the natural groundwater table; thus, temporary construction-phase groundwater control measures would be required. In addition, permanent groundwater and moisture control measures would be incorporated into the project design.

Based on the above-noted recommendations, the geotechnical investigation concluded that the project would not cause significant geology and soil impacts. The proposed project would be subject to the building permit review process. The Department of Building Inspection (DBI), through the process, reviews the geotechnical investigation to determine the adequacy of necessary engineering and design features to ensure compliance with all Building Code provisions regarding structure safety. Past geological and geotechnical investigation would be available for use by DBI during its review of building permits for the project site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed.

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

Topics:	*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
15. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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?	☐	☐	☐	☒
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☒
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?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods Initial Study evaluated population increases on the combined sewer system and the potential for combined sewer outflows, and concluded that programmatic effects related to hydrology and water quality would not be significant. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The project site contains a one-story building and a surface parking lot. The proposed project would construct a new building on the majority of the project site. Groundwater is estimated to be from 0 to 9 feet below ground surface. The proposed project's excavation has the potential to encounter groundwater, which could impact water quality. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge must contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Although dewatering may be required during construction, any effects related to lowering the water table would be temporary and would not be expected to substantially deplete groundwater resources.

The proposed project would not increase the amount of impervious surface area on the project site. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would be required to comply with Low Impact Design

approaches and stormwater management systems to comply with the Stormwater Design Guidelines. 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.

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

Significant Impact Identified in FEIR

The Eastern Neighborhoods 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. Furthermore, the FEIR noted that business that transport, use, or dispose of hazardous materials would comply with hazardous materials and waste regulations to minimize the risk for accidental releases. Finally, 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. For a discussion of topic 16b, please see the Certificate of Determination.

No Peculiar Impacts

Please see the Certificate of Determination.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the program 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 energy consumption, including Title 24 of the California Code of Regulations enforced by the San Francisco Department of Building Inspection. The project area does not include any natural resources routinely extracted, and the rezoning does not result in any natural resource extraction program. For these reasons, the Eastern Neighborhoods FEIR concluded that the program would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and mineral resources.

No Peculiar Impacts

The energy demand for the proposed project would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the San Francisco Department of Building Inspection. Therefore, the proposed project would not result in any impacts to energy resources that were not identified in the Eastern Neighborhoods FEIR.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

When the Eastern Neighborhoods project was initially analyzed in 2005, the initial study checklist did not contain a category concerning agricultural and forest resources.

No Peculiar Impacts

All of San Francisco is identified by the California Department of Conservation's Farmland Mapping and Monitoring Program as "Urban and Built-up Land" (Department of Conservation, 2002). In addition, no part of San Francisco falls under the State Public Resource Code definitions of forest land or timberland; therefore, these topics are not applicable to any project in San Francisco.

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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?	☒	☐	☐	☒
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.)	☒	☐	☐	☒
c)	Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

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 replace a one-story, 17, 350 sf office building and surface parking lot with a seven-story, 210,000 sf office building. As discussed in this checklist and the certificate to which it is attached, the proposed project would not result in any other new, peculiar environmental effects, or effects of greater severity than were already and disclosed in the Eastern Neighborhoods FEIR.

SKS

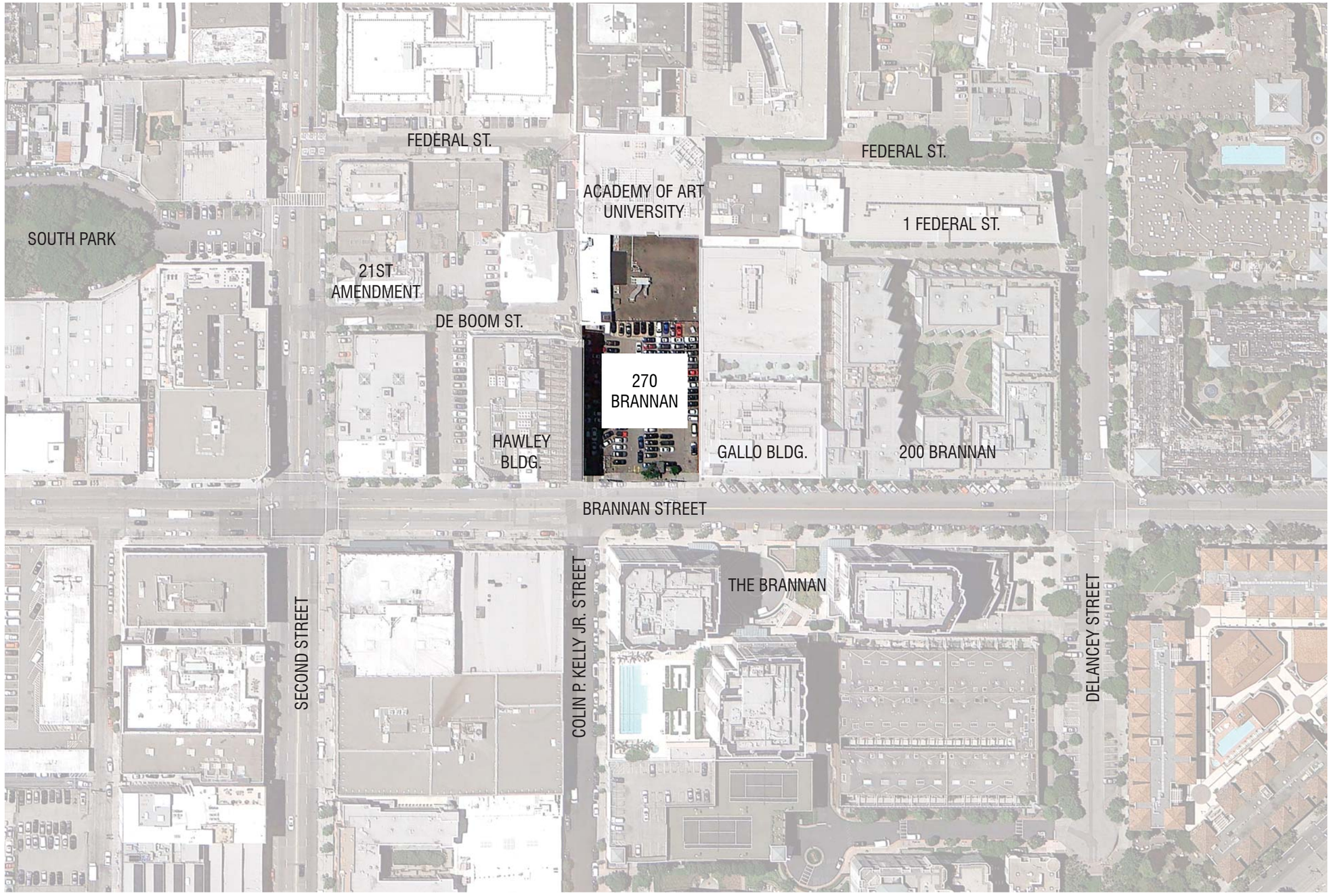
Responsible Innovative Development

270 BRANNAN STREET

South Beach Partners, LLC

PFAU LONG ARCHITECTURE

August 21, 2013



NOT TO SCALE

270 BRANNAN STREET

HISTORIC PLANNING COMMISSION 08.21.2013

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PFAU LONG ARCHITECTURE

HAWLEY BLDG. 270 BRANNAN GALLO BLDG.

BRANNAN STREET MONTAGE

270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

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PFAU LONG
ARCHITECTURE

1 HAWLEY BUILDING

2 270 BRANNAN ST.

3 GALLO BUILDING

4 LOOKING WEST ON BRANNAN ST.

5 LOOKING EAST ON BRANNAN ST.

PHOTO KEY

270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

SITE VIEWS - BRANNAN STREET

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PFAU LONG ARCHITECTURE

1 DE BOOM LOOKING NORTHEAST

2 DE BOOM LOOKING NORTHEAST

3 EASEMENT LOOKING NORTHWEST

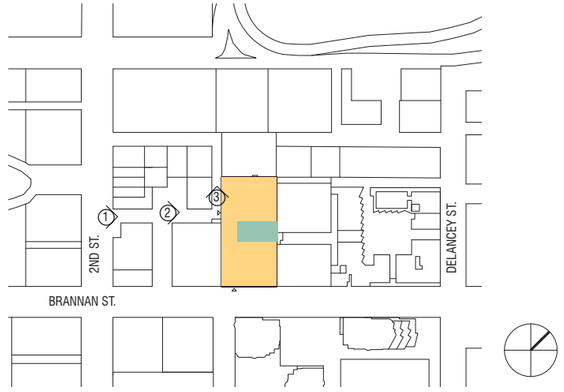

PHOTO KEY

SITE VIEWS - DE BOOM STREET

270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

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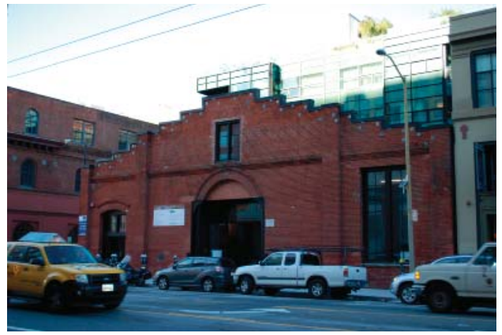







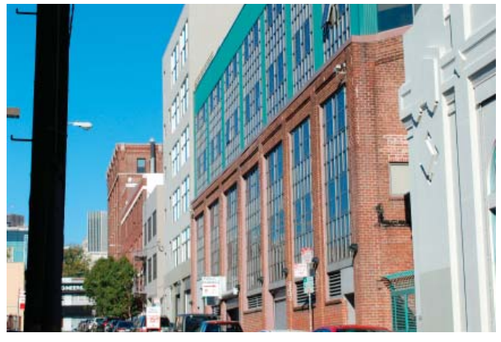



270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

NEIGHBORHOOD CONTEXT

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RENDERINGS

BRANNAN STREET LOOKING EAST

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BRANNAN STREET LOOKING WEST

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VIEW LOOKING NORTH FROM COLIN P. KELLY STREET

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BRANNAN STREET ENTRY

270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

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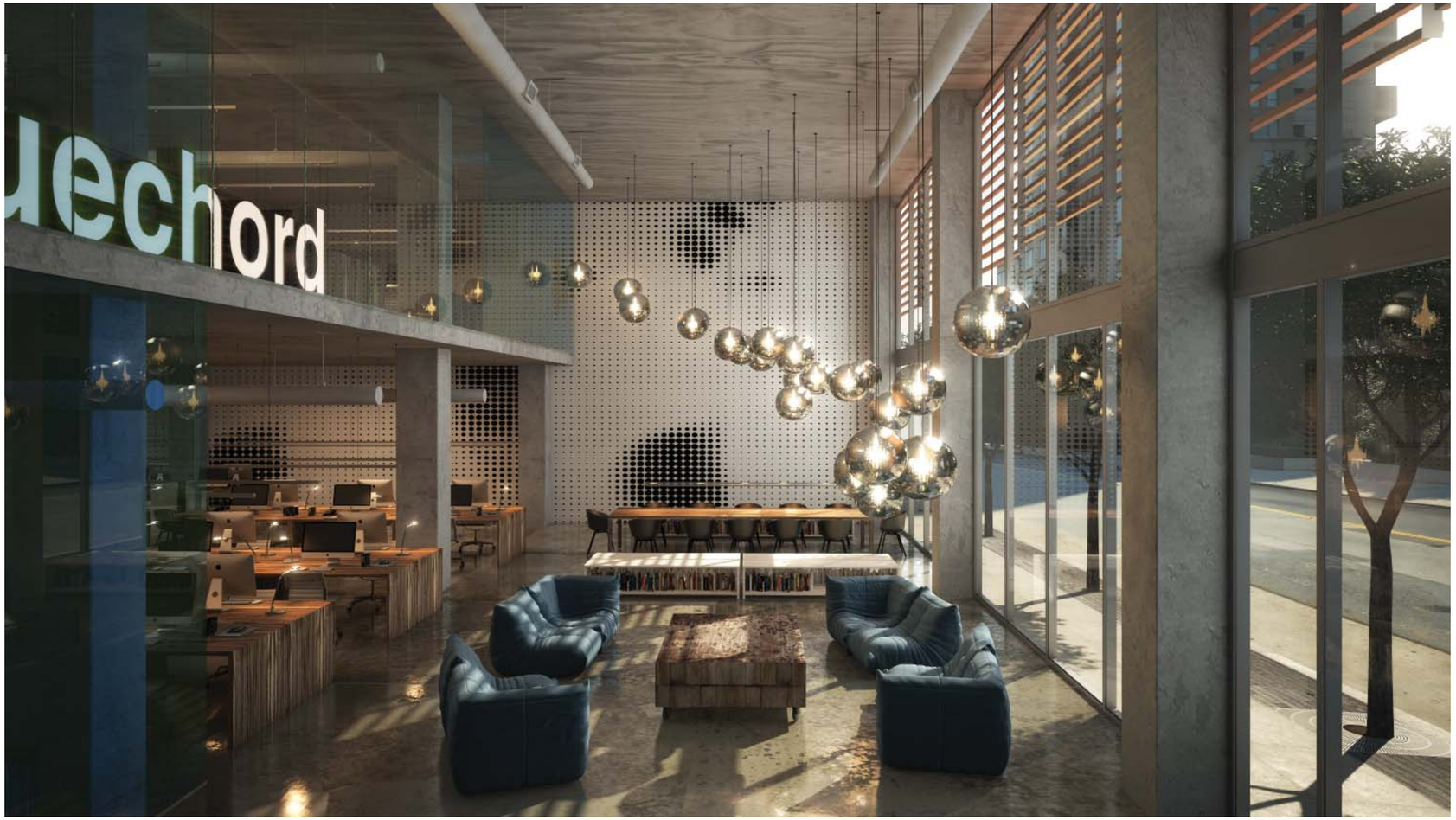
ARCHITECTURE



BRANNAN STREET DOUBLE HEIGHT SPACE

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HISTORIC PLANNING COMMISSION 08.21.2013

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270 BRANNAN STREET

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DE BOOM STREET APPROACH

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DE BOOM STREET ENTRY

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HISTORIC PLANNING COMMISSION 08.21.2013

COURTYARD LOOKING EAST

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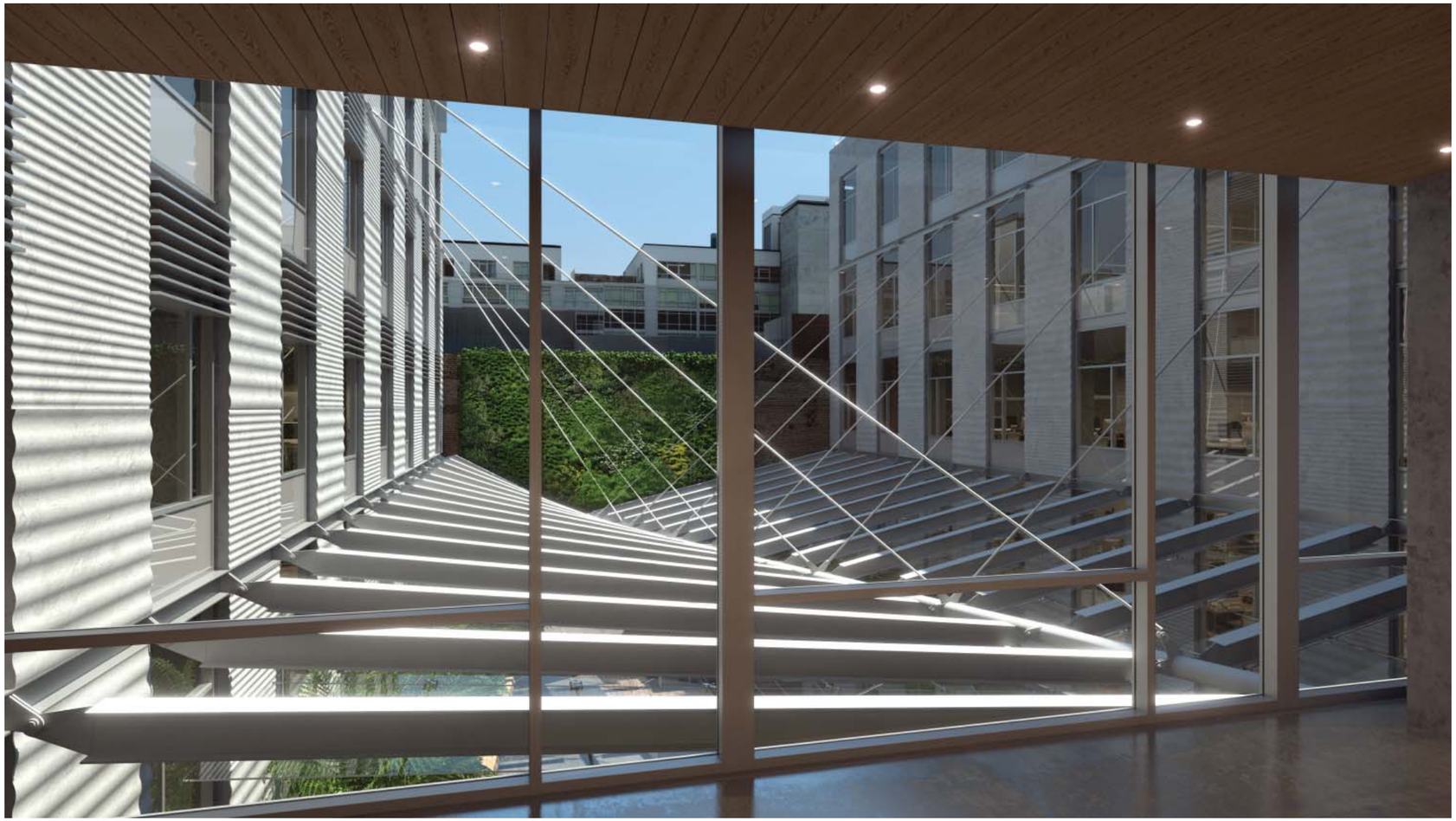

270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

CANOPY FROM THIRD FLOOR

SKS
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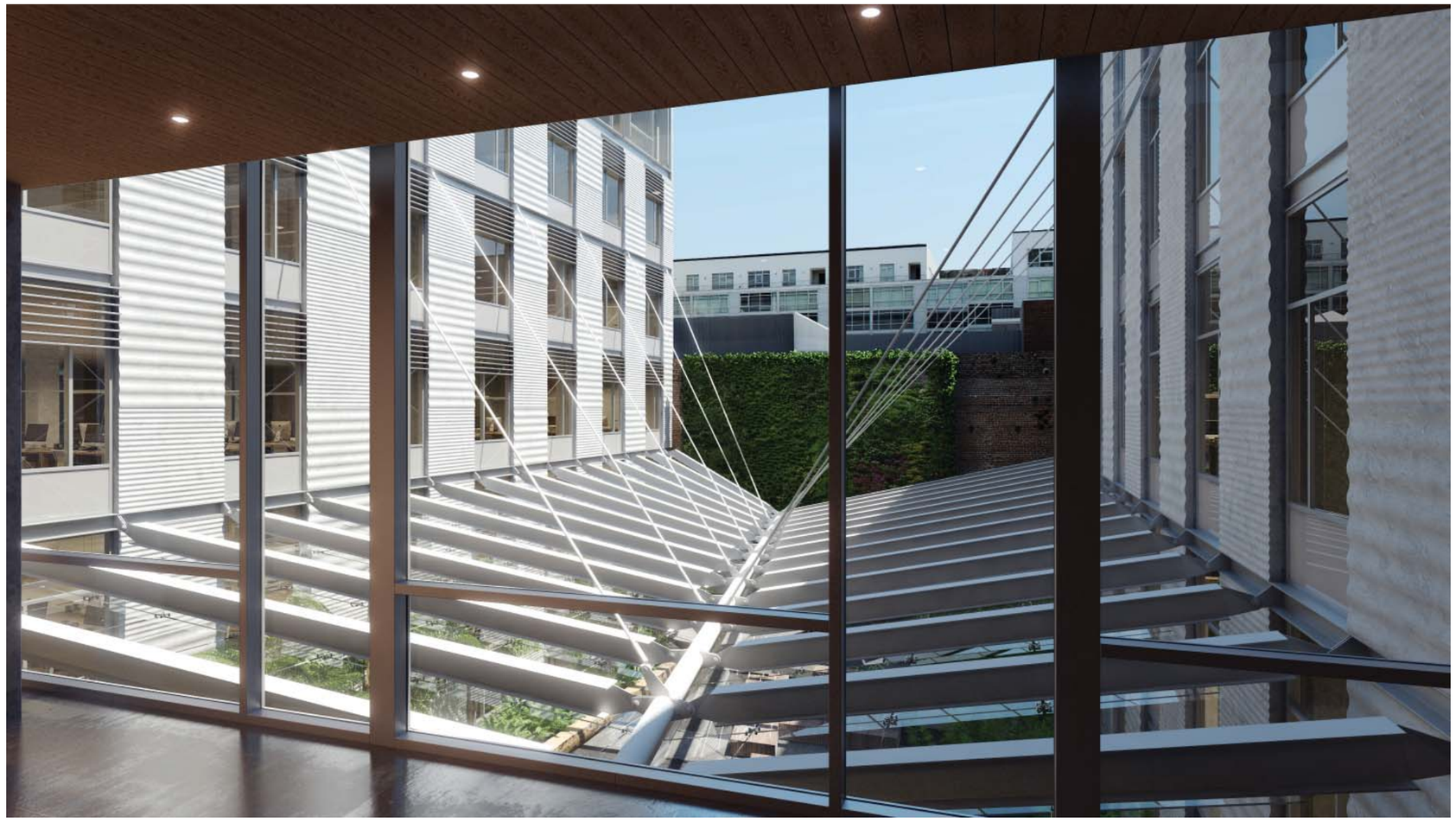
PFAU LONG
ARCHITECTURE



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CANOPY FROM THIRD FLOOR

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ARCHITECTURE

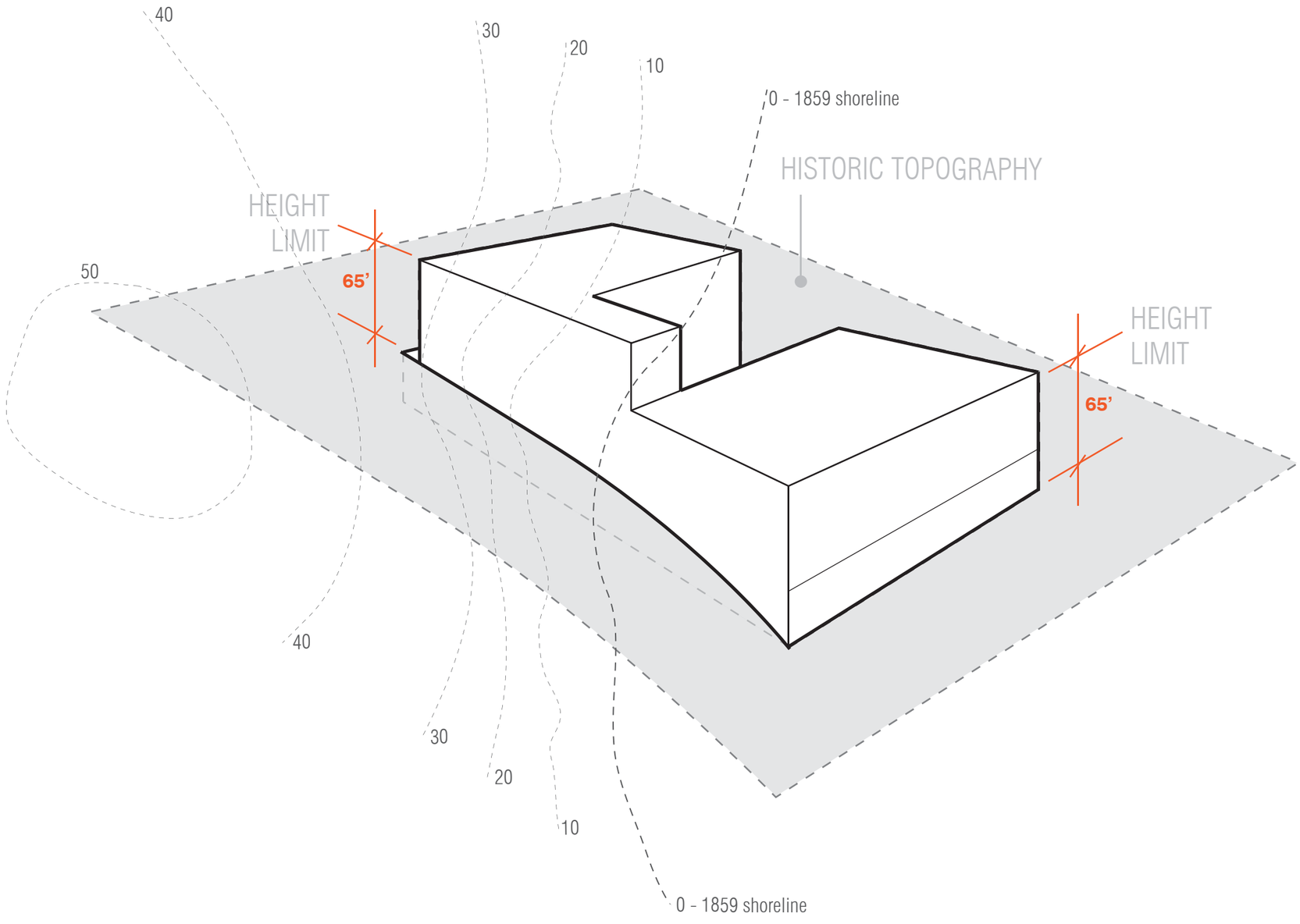
270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

ROOF DECK LOOKING NORTH

SKS
Responsible Innovative Development

PFAU LONG
ARCHITECTURE

CONCEPT



270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

HISTORIC TOPOGRAPHY

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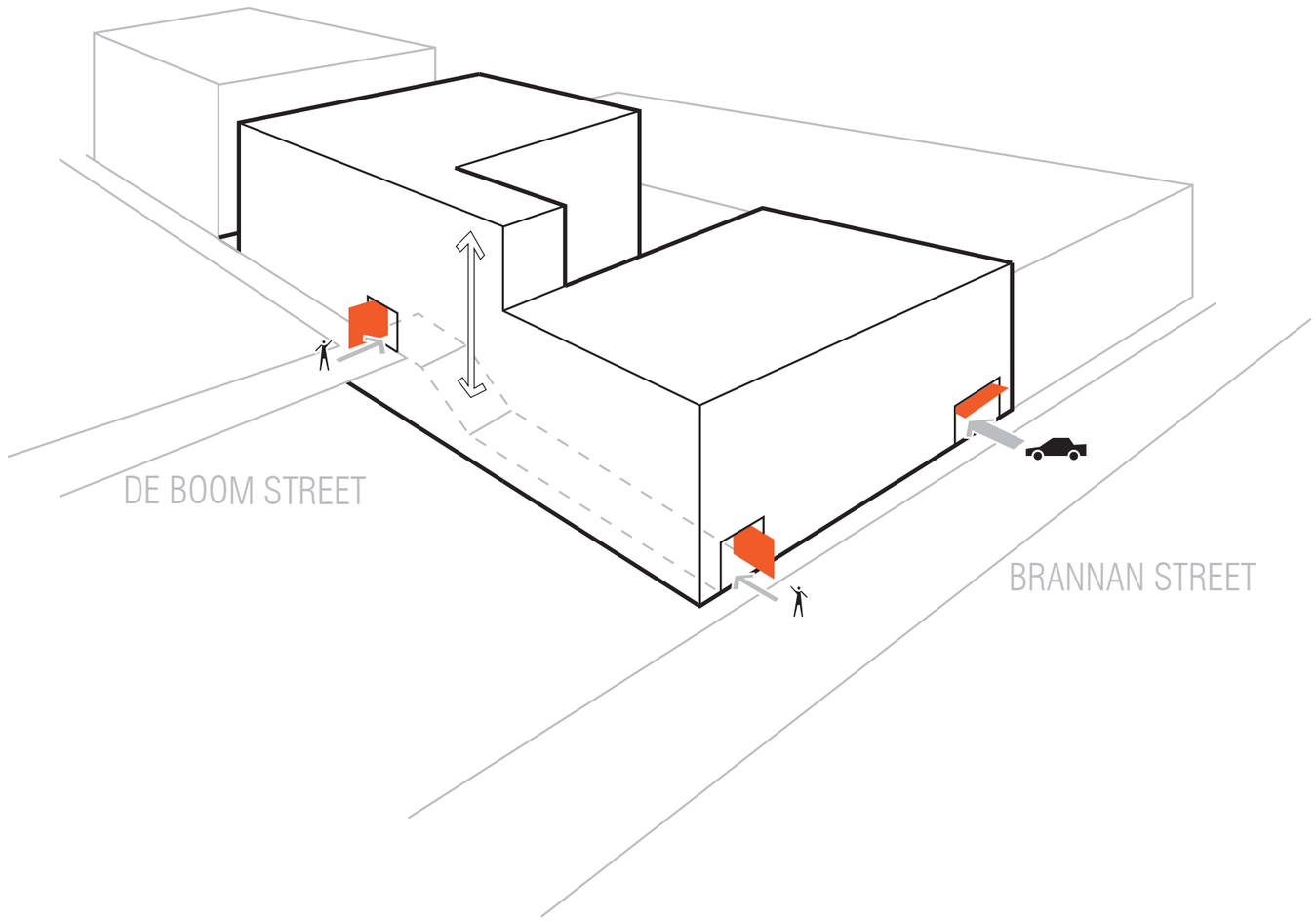

BUILDING ACCESS

270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

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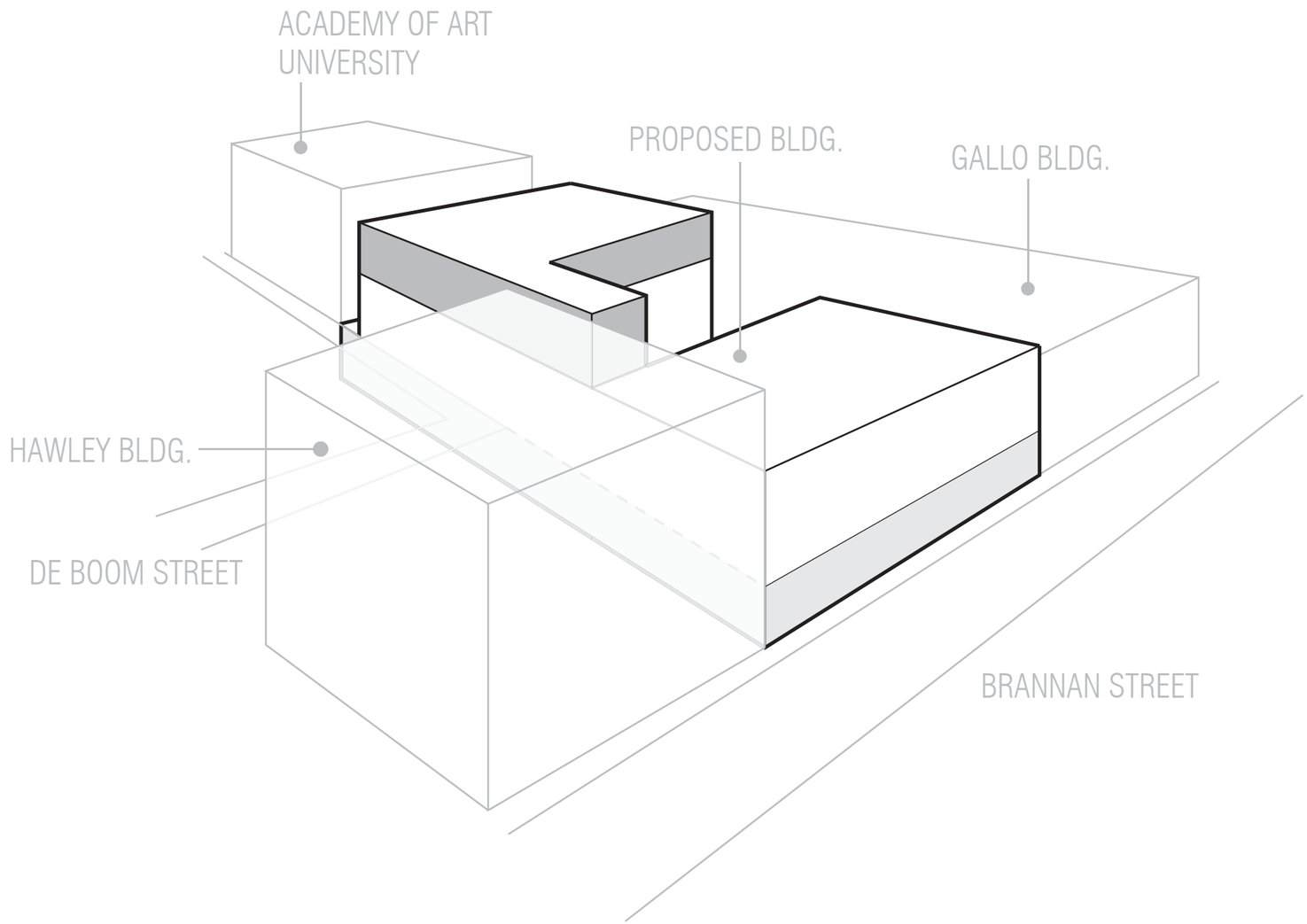
PFAU LONG
ARCHITECTURE



270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

RESPONDING TO CONTEXT

SKS
Responsible Innovative Development

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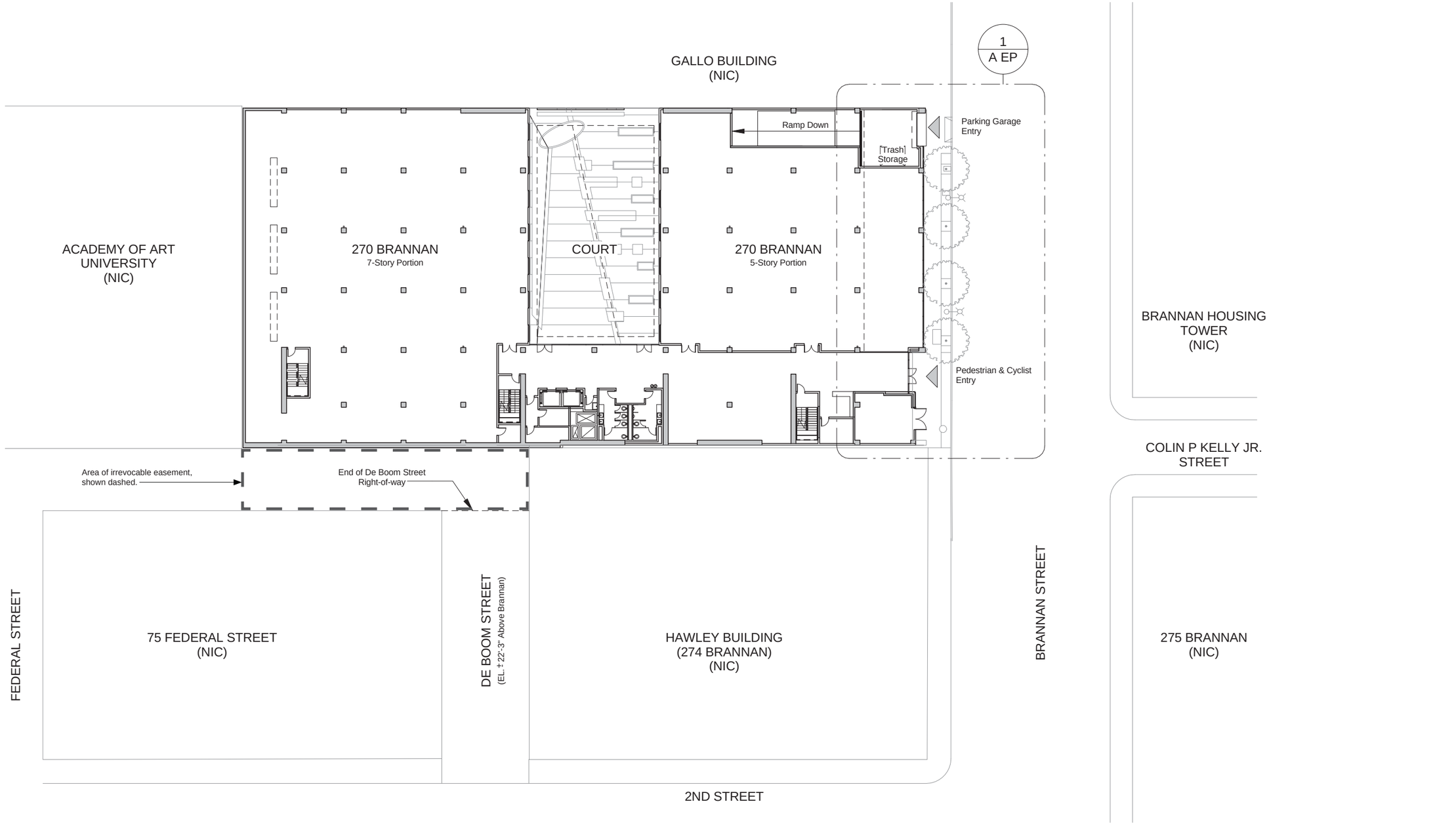
ARCHITECTURE

DRAWINGS



SITE PLAN
1" = 40'-0"

1

Project Name: 270 BRANNAN STREET	Project Number: 22009
Sheet Name: SITE PLAN	A
Date: 8/21/2013	

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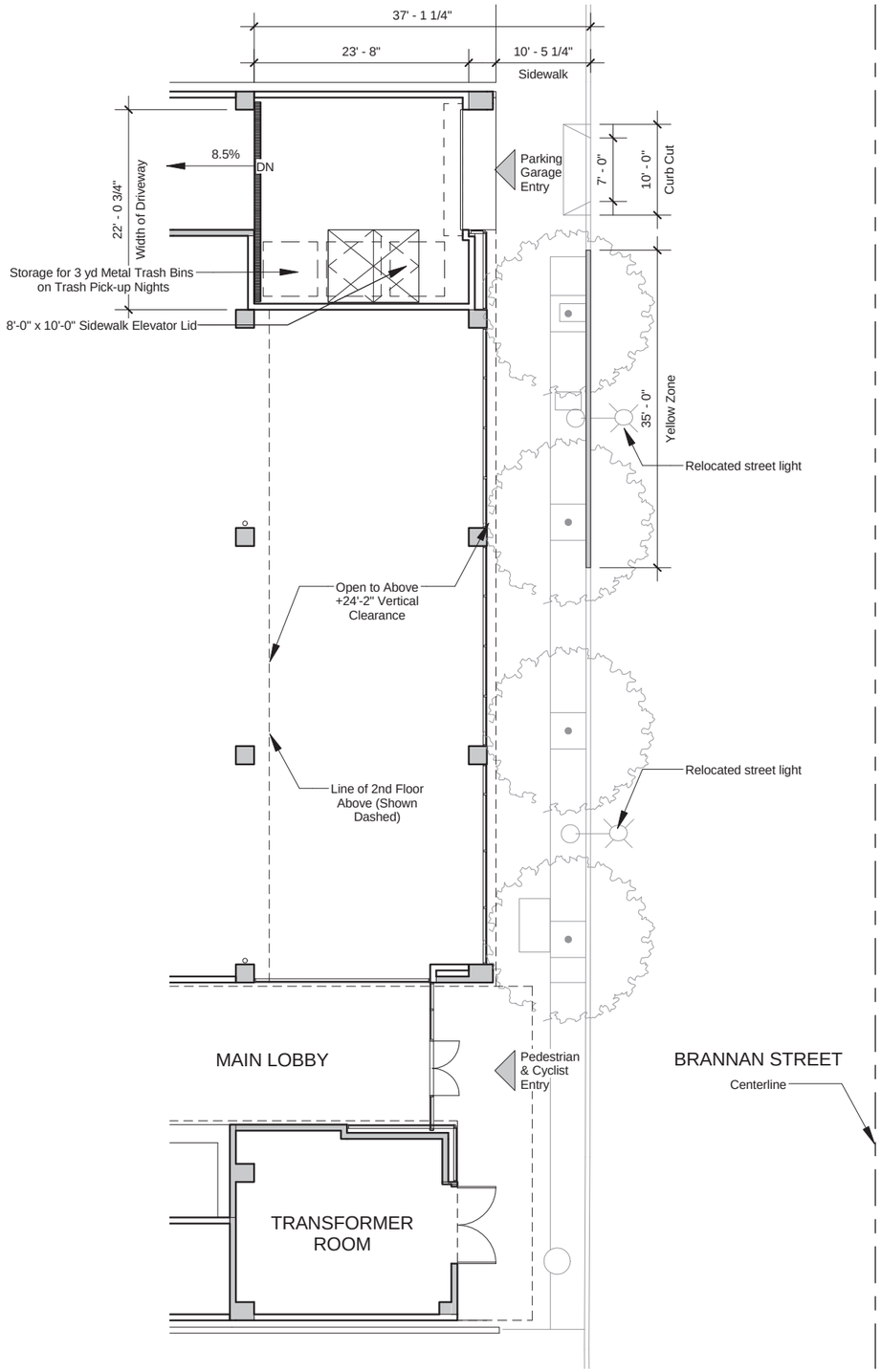

ENLARGED PLAN AT BRANNAN
1/16" = 1'-0"

1

Project Name
270 BRANNAN STREET

Project Number
22009

Sheet Name
ENLARGED PLAN AT BRANNAN STREET

A EP

Date
8/21/2013

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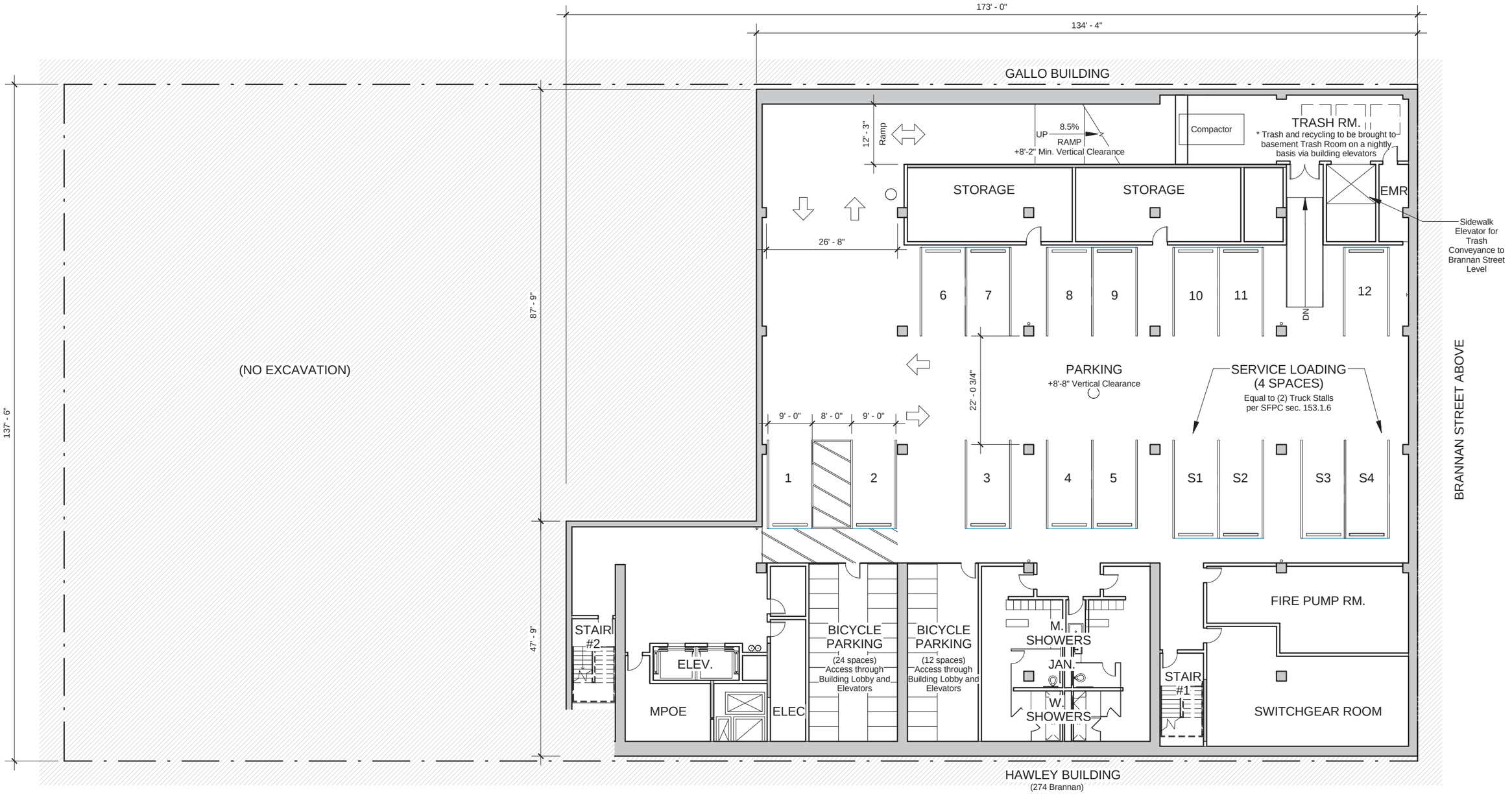

VEHICLE & BICYCLE PARKING TABLE

	Code Ref. Section	*Required*	*Provided*
Parking Area	SFPC sec. 151.1	13,230 sf (max)	10,000 sf
Accessible Parking	SFPC sec. 155.i; CBC 1129B	1	1
Accessible Van Parking	SFPC sec. 155.i; CBC 1129B	1	1
Service Loading	SFPC sec. 153.1.6	4	4
Bicycle Parking	SFPC sec. 155.4.e.3	12	36
Showers	SFPC sec. 155.3.c.3	4	4
Lockers	SFPC sec. 155.3.c.3	8	15

BASEMENT FLOOR PLAN
1" = 20'-0"

1

Project Name
270 BRANNAN STREET

Project Number
22009

Sheet Name
BASEMENT FLOOR PLAN

A 00

Date
8/21/2013

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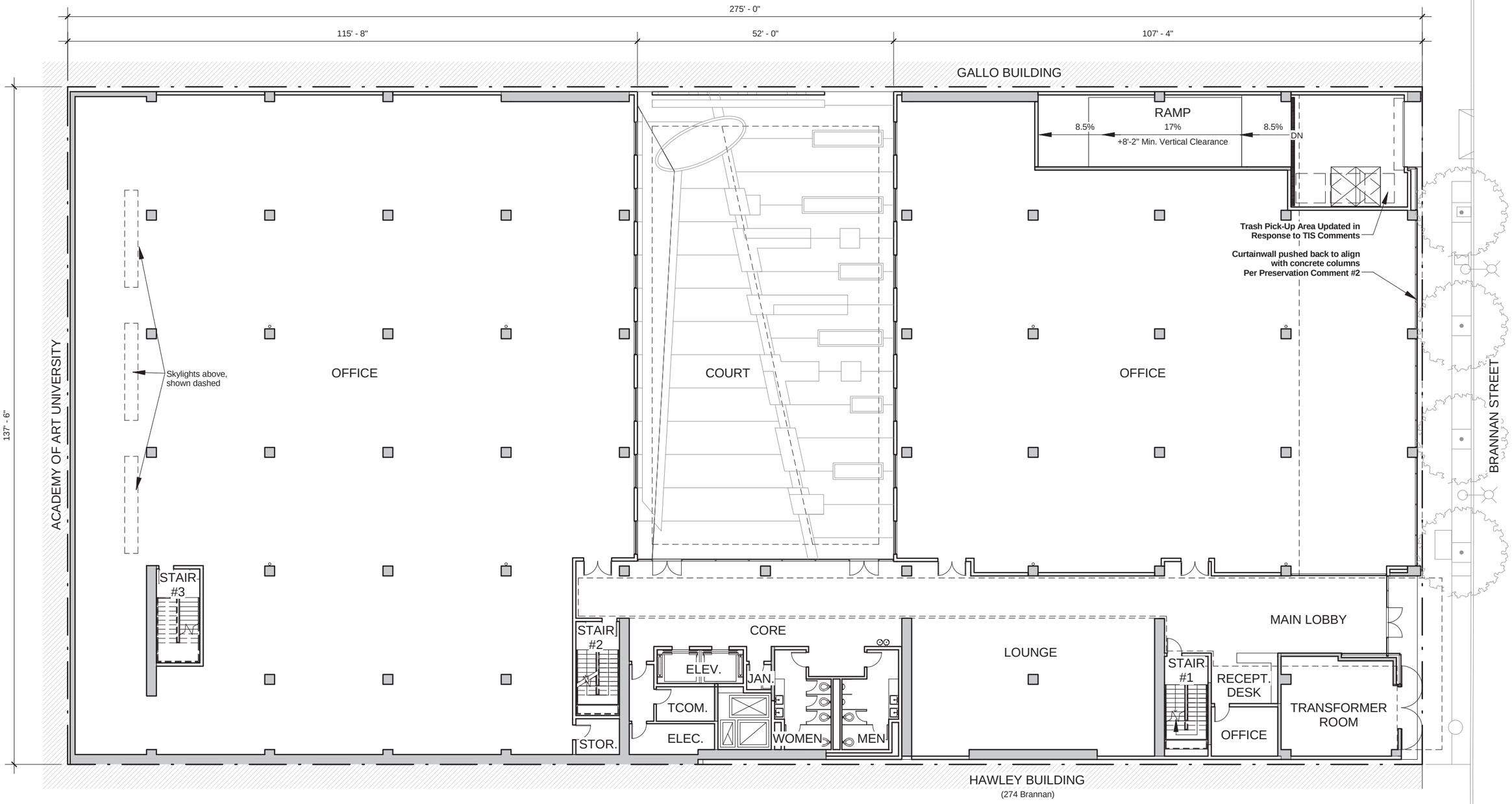

FIRST FLOOR PLAN
1" = 20'-0"

1

Project Name: 270 BRANNAN STREET	Project Number: 22009
Sheet Name: FIRST FLOOR PLAN	A 01
Date: 8/21/2013	

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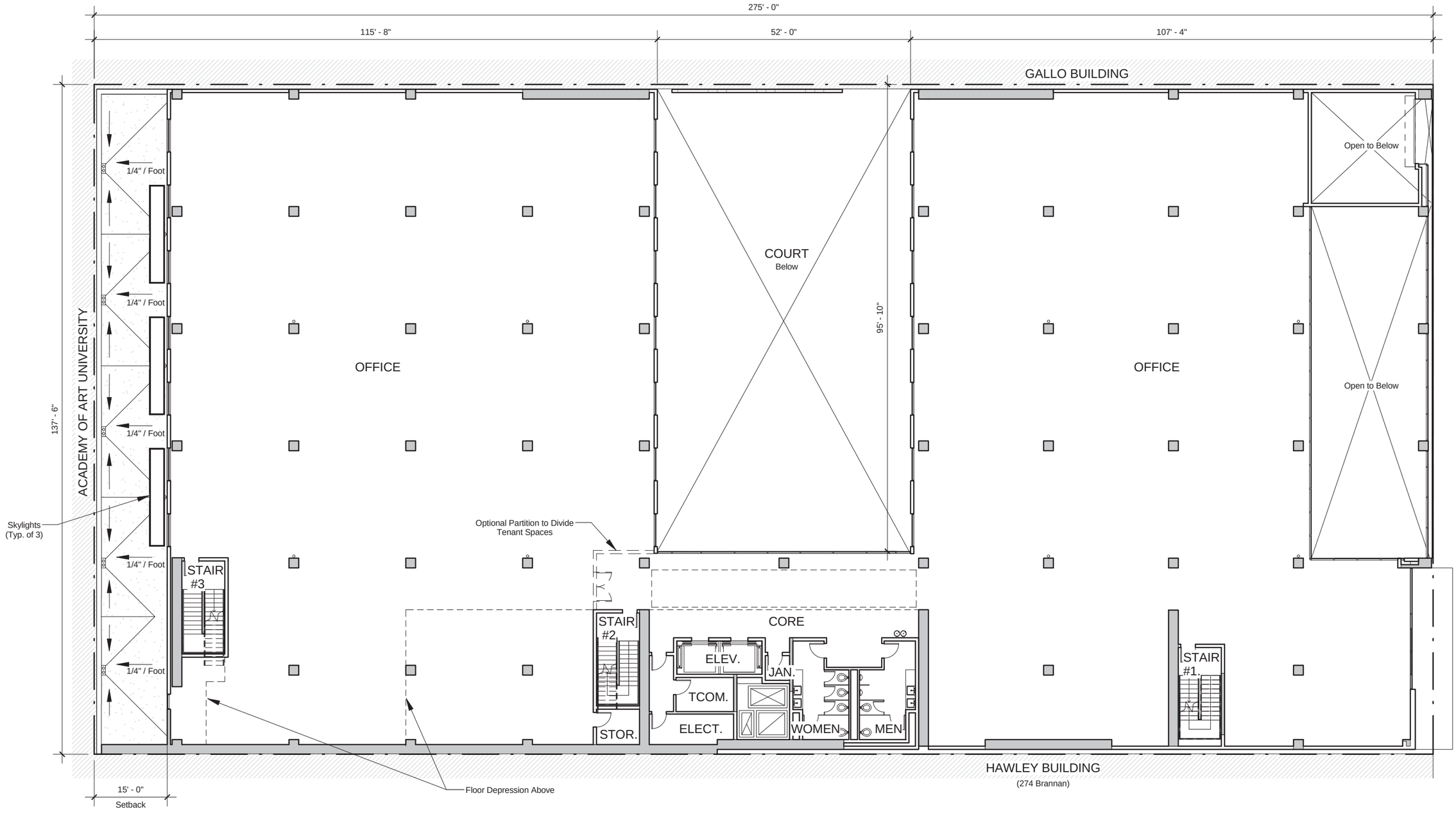

SECOND FLOOR PLAN
1" = 20'-0"

1

Project Name
270 BRANNAN STREET

Project Number
22009

Sheet Name
SECOND FLOOR PLAN

A 02

Date
8/21/2013

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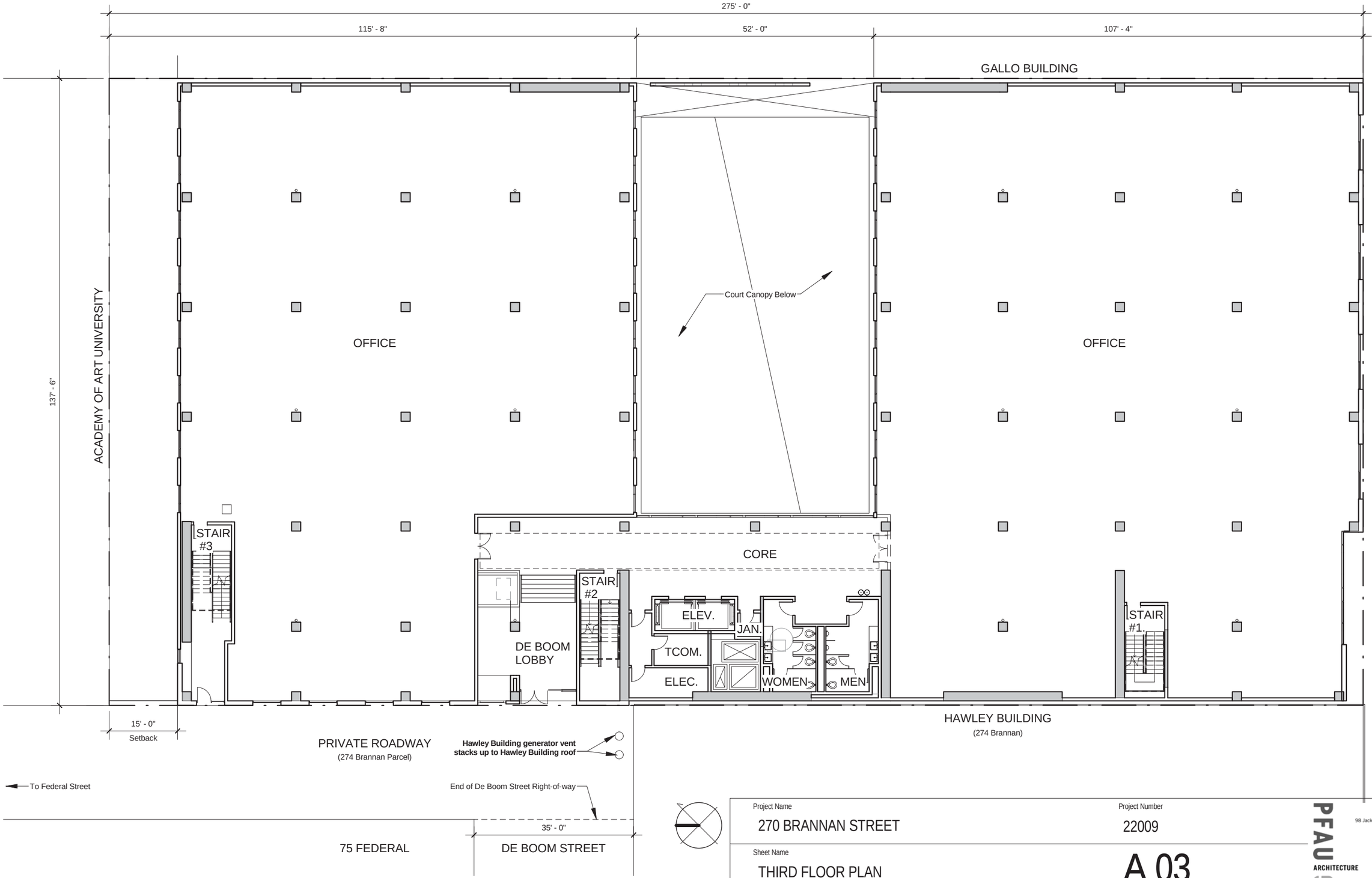

THIRD FLOOR PLAN
1" = 20'-0"

1

Project Name: 270 BRANNAN STREET	Project Number: 22009
Sheet Name: THIRD FLOOR PLAN	A 03
Date: 8/21/2013	

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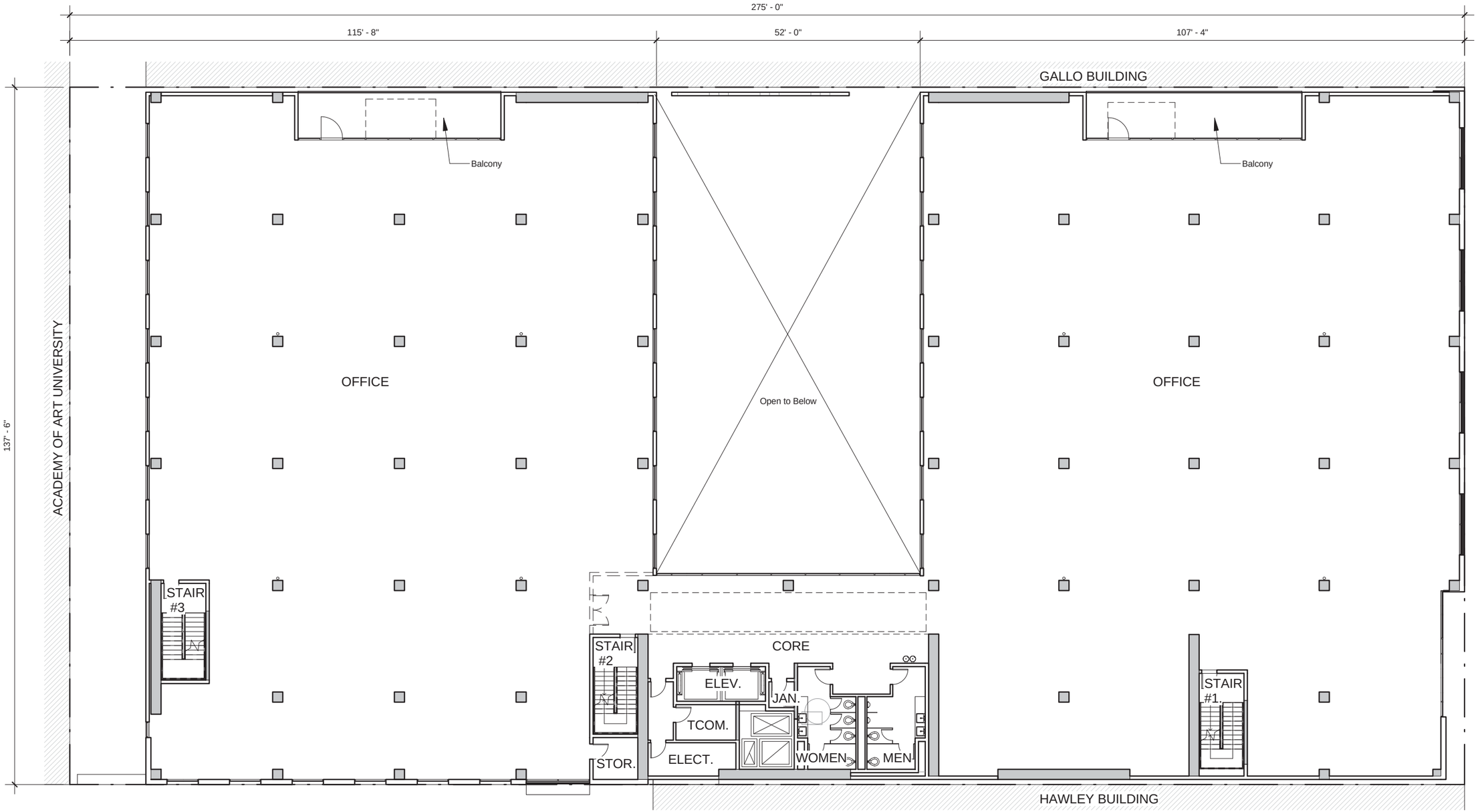

FOURTH FLOOR PLAN
1" = 20'-0"

1

Project Name
270 BRANNAN STREET

Project Number
22009

Sheet Name
FOURTH FLOOR PLAN

A 04

Date
8/21/2013

PFAU LONGNOT ARCHITECTURE
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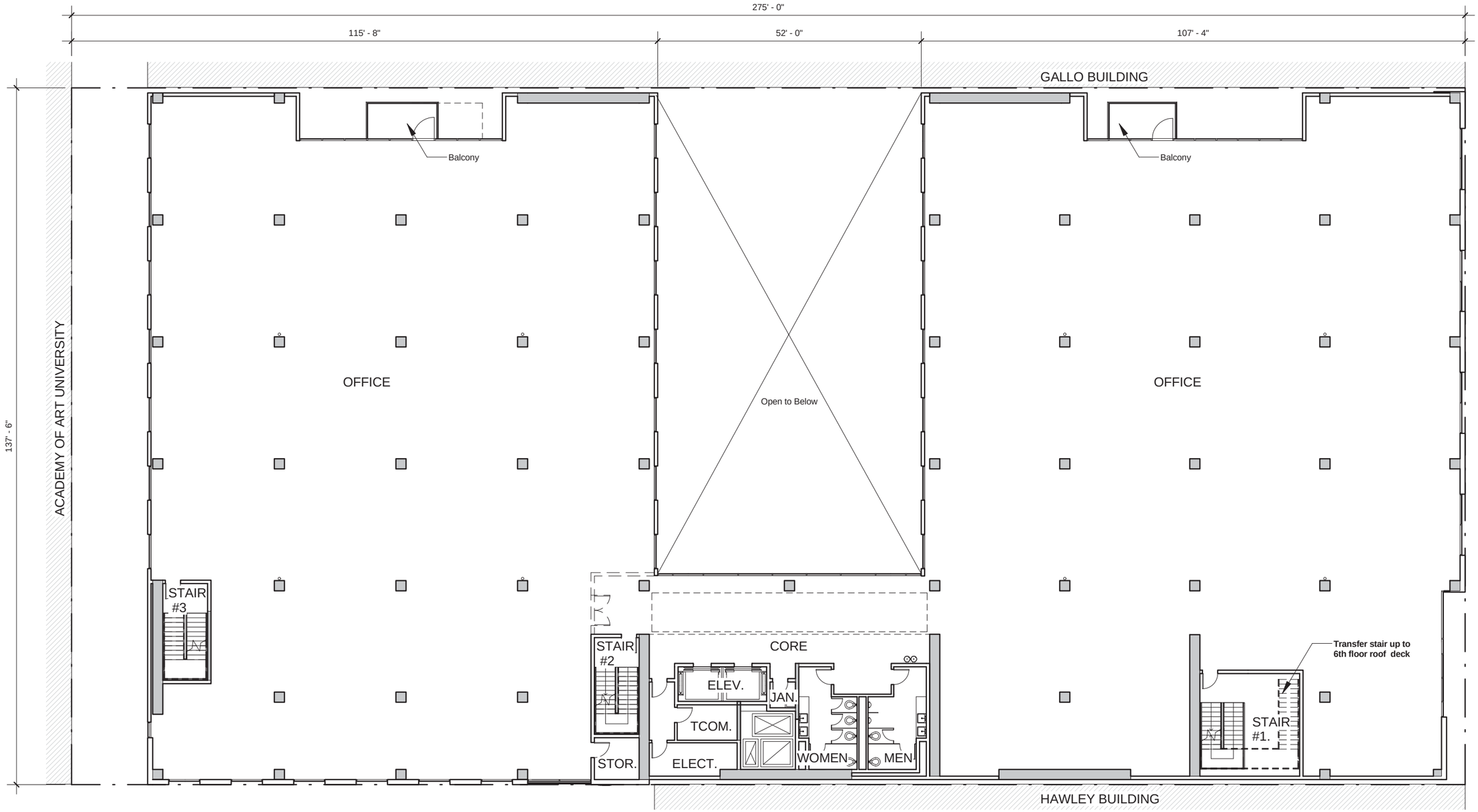
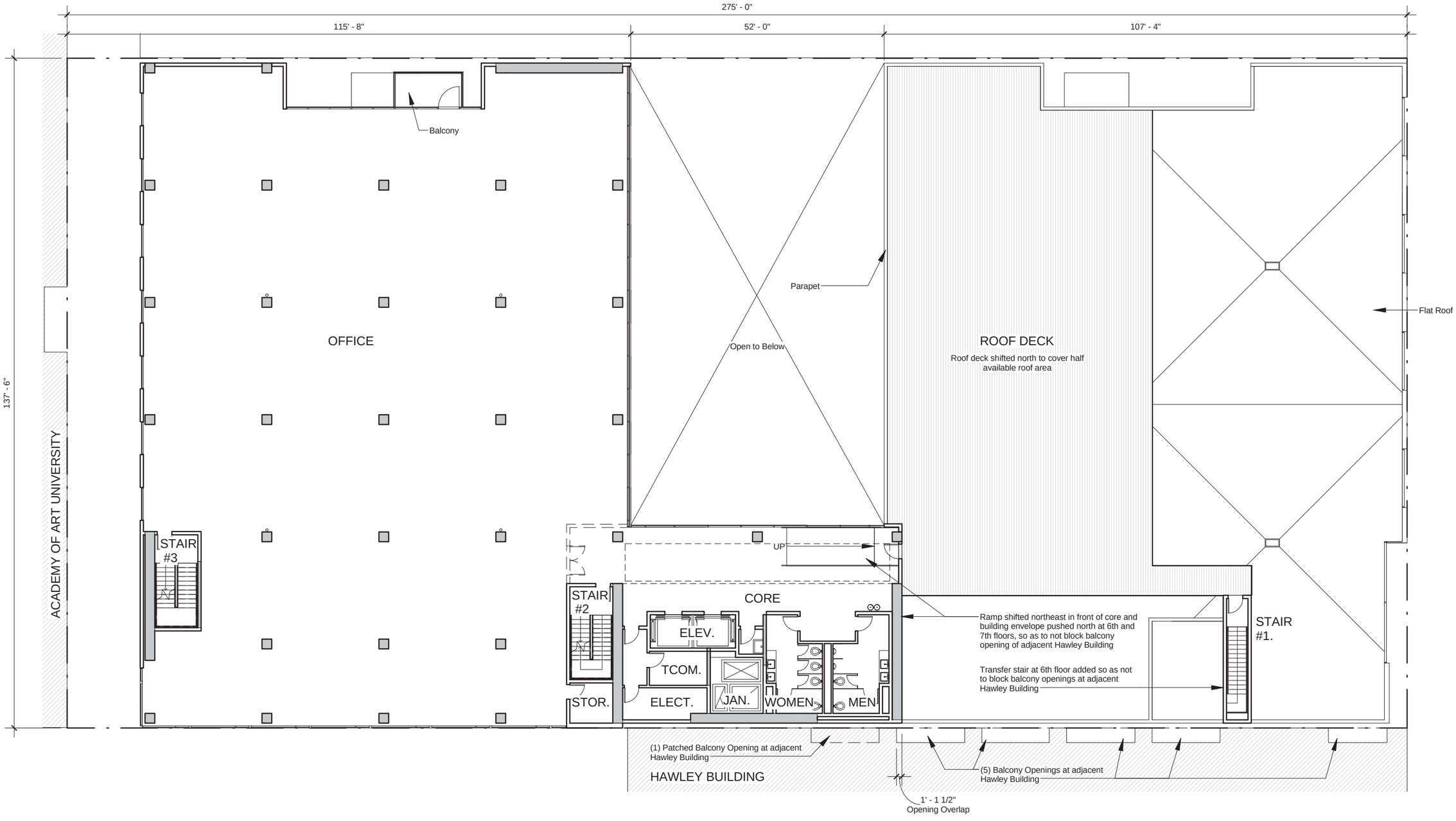


FIFTH FLOOR PLAN
1" = 20'-0"

1

Project Name: 270 BRANNAN STREET	Project Number: 22009
Sheet Name: FIFTH FLOOR PLAN	A 05
Date: 8/21/2013	

PFAU LONG ARCHITECTURE
98 Jack London Alley San Francisco CA 94107
415 908 6408 pfaulong.com



SIXTH FLOOR PLAN
1" = 20'-0"

1

Project Name: 270 BRANNAN STREET	Project Number: 22009
Sheet Name: SIXTH FLOOR PLAN	A 06
Date: 8/21/2013	

PFAU LONGNOL ARCHITECTURE
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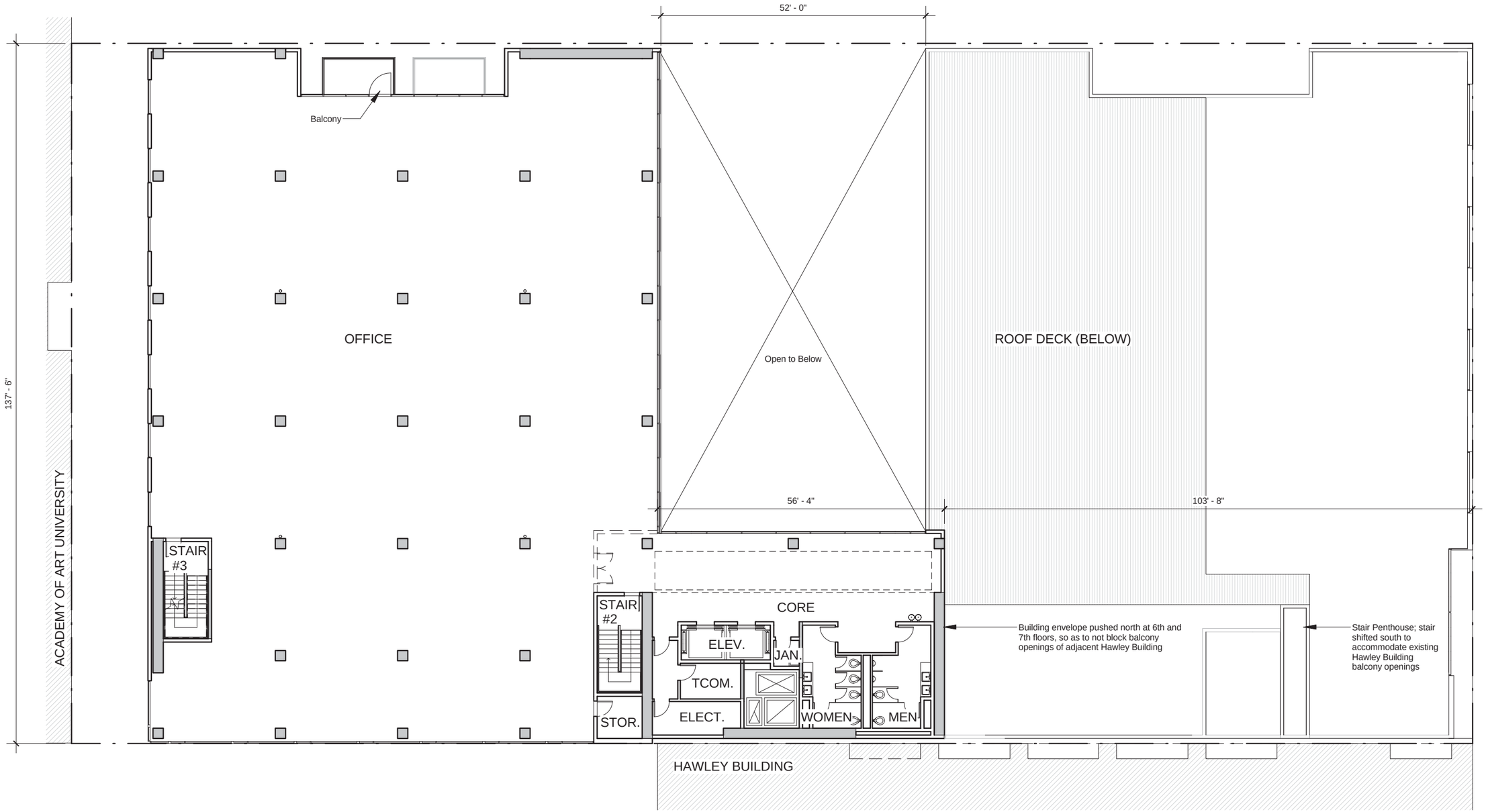

SEVENTH FLOOR PLAN
1" = 20'-0"

1

Project Name
270 BRANNAN STREET

Project Number
22009

Sheet Name
SEVENTH FLOOR PLAN

A 07

Date
8/21/2013

PFAU LONG ARCHITECTURE
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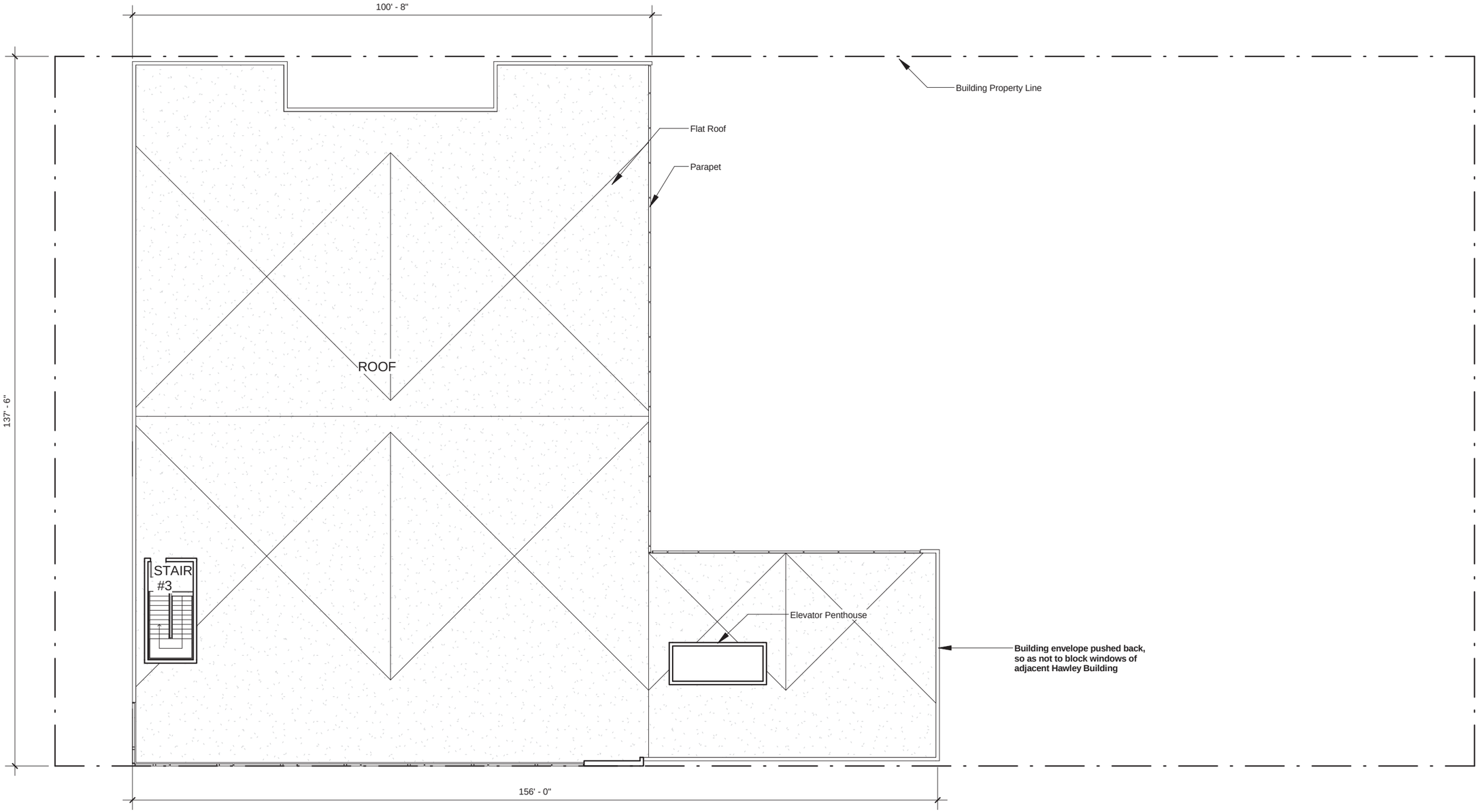

ROOF PLAN
1" = 20'-0"

1

Project Name
270 BRANNAN STREET

Project Number
22009

Sheet Name
ROOF PLAN

A 08

Date
8/21/2013

PFAU LONG ARCHITECTURE
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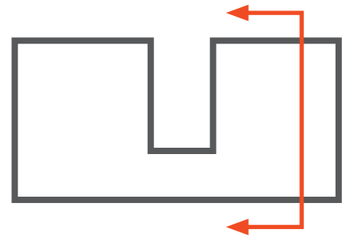
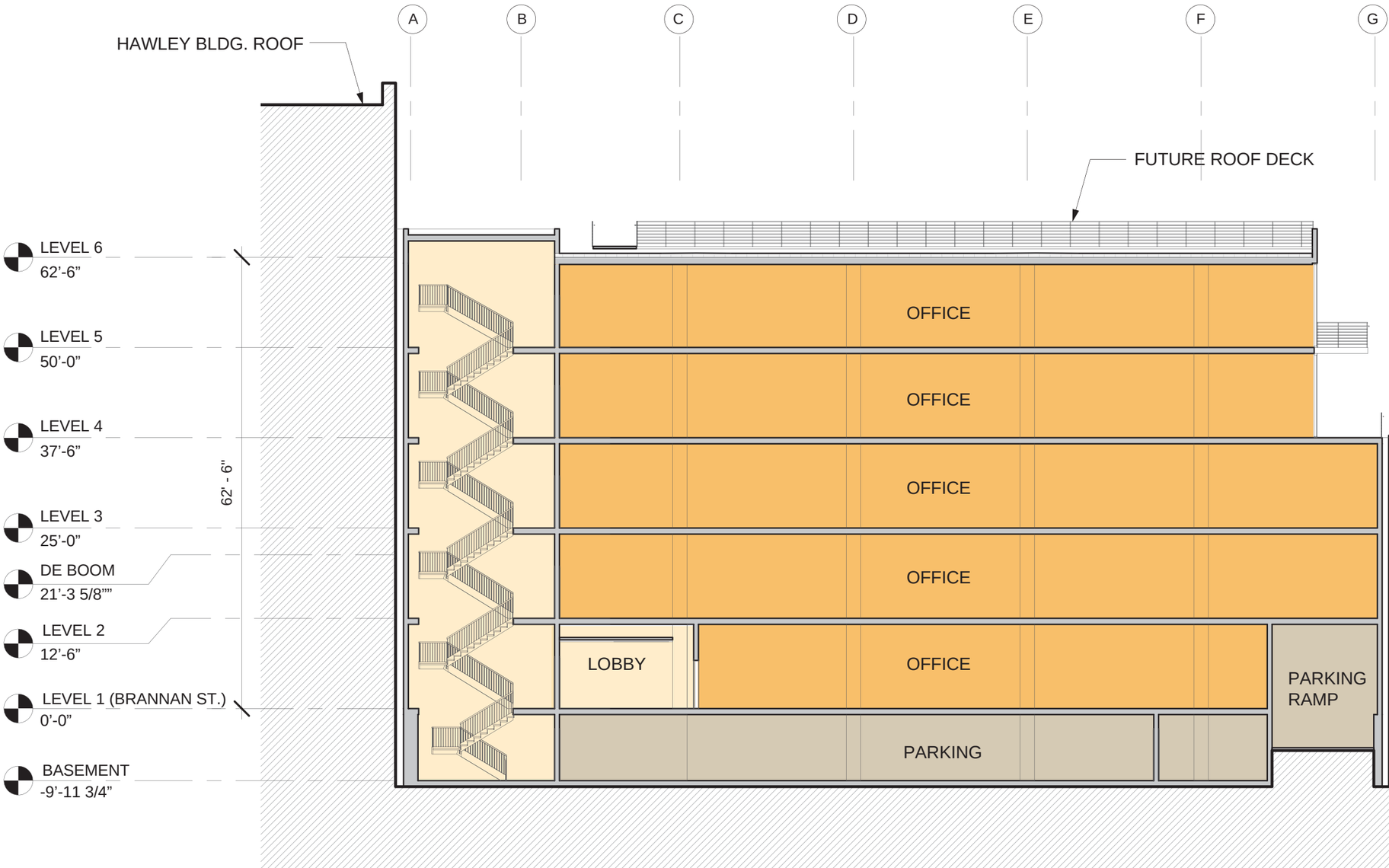




270 BRANNAN STREET

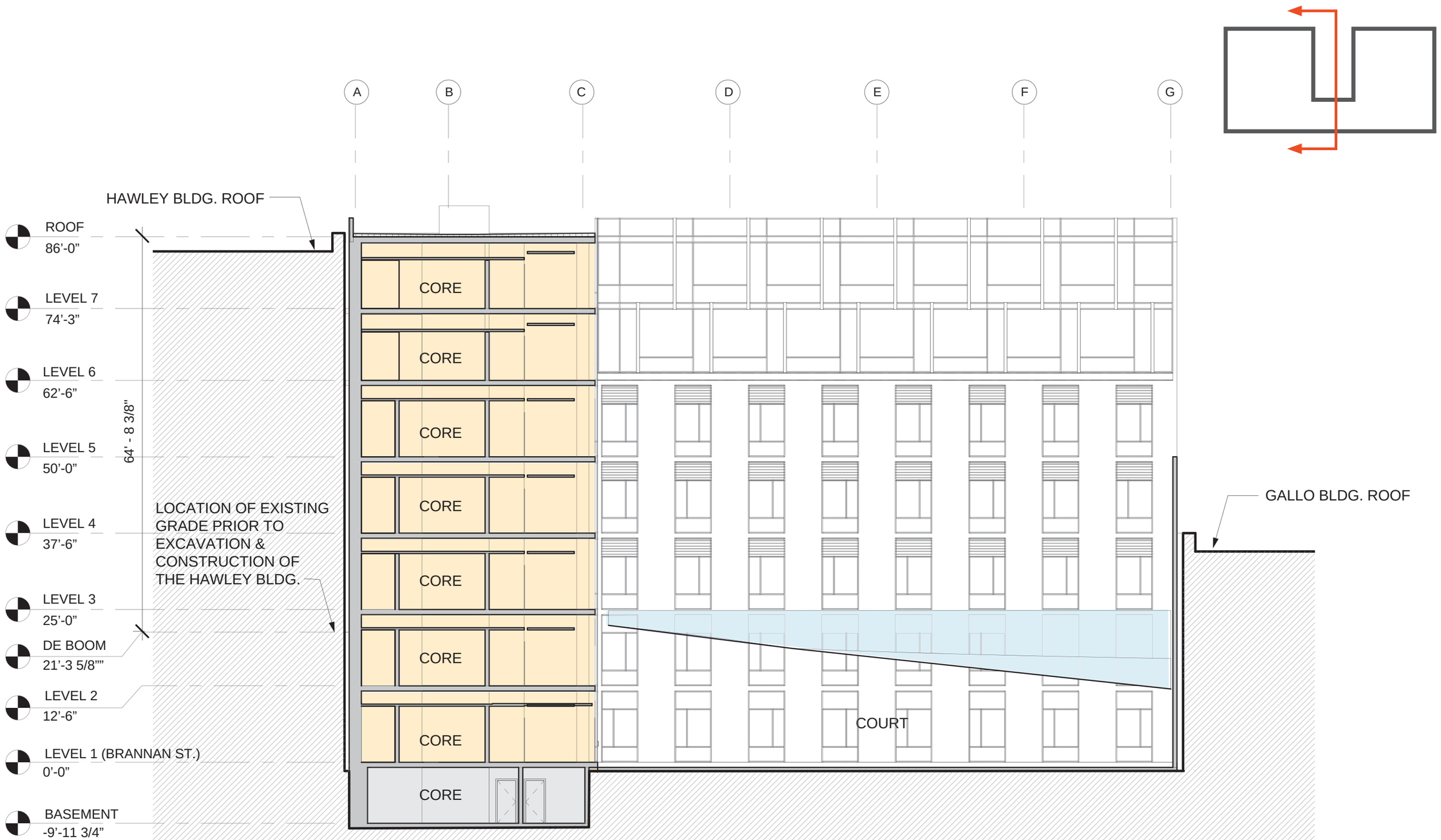
HISTORIC PLANNING COMMISSION 08.21.2013

SECTION ‘A’

SKS

Responsible Innovative Development

PFAU LONG ARCHITECTURE



270 BRANNAN STREET

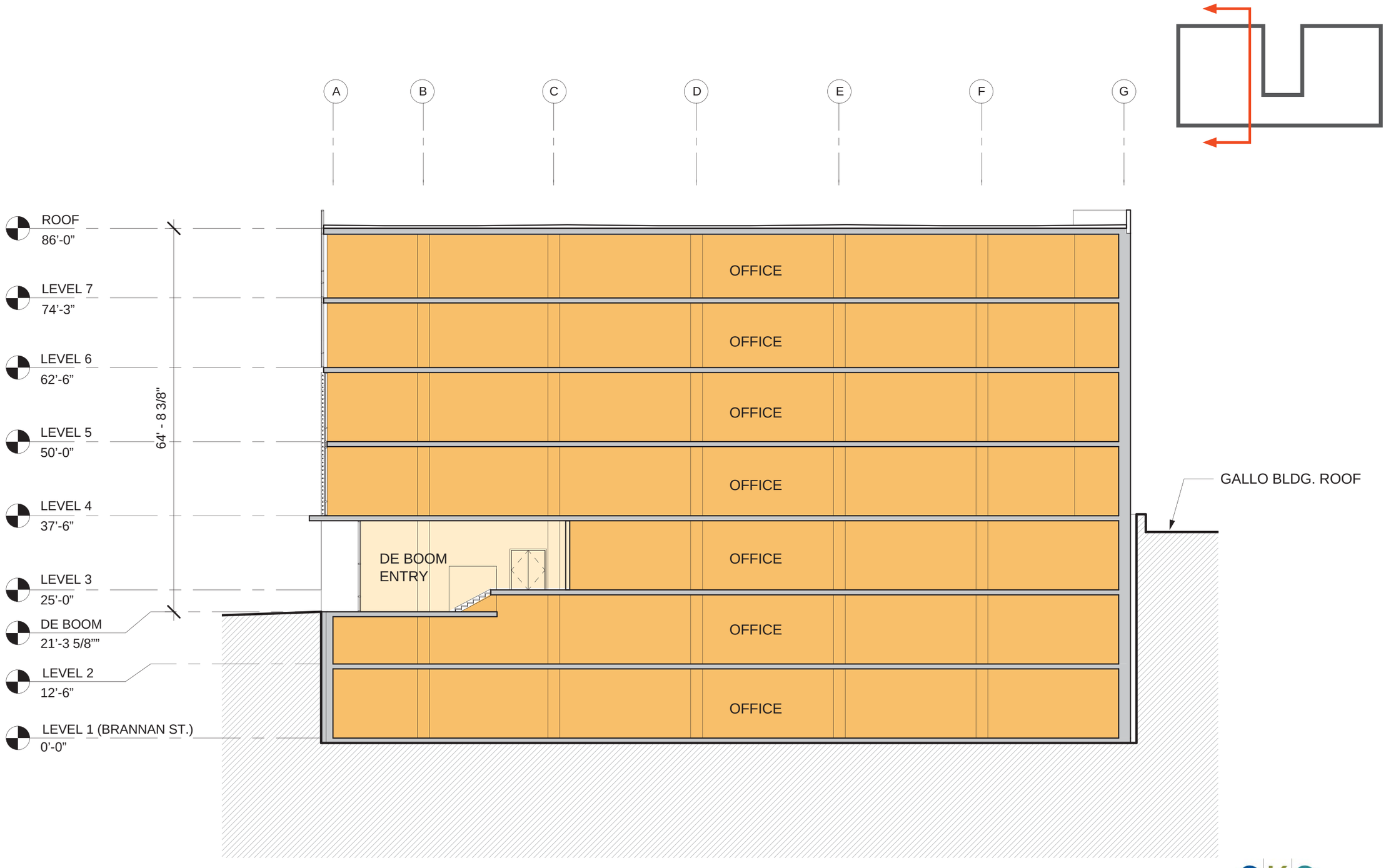
HISTORIC PLANNING COMMISSION 08.21.2013

SECTION ‘B’

SKS

Responsible Innovative Development

PFAU LONG ARCHITECTURE



270 BRANNAN STREET

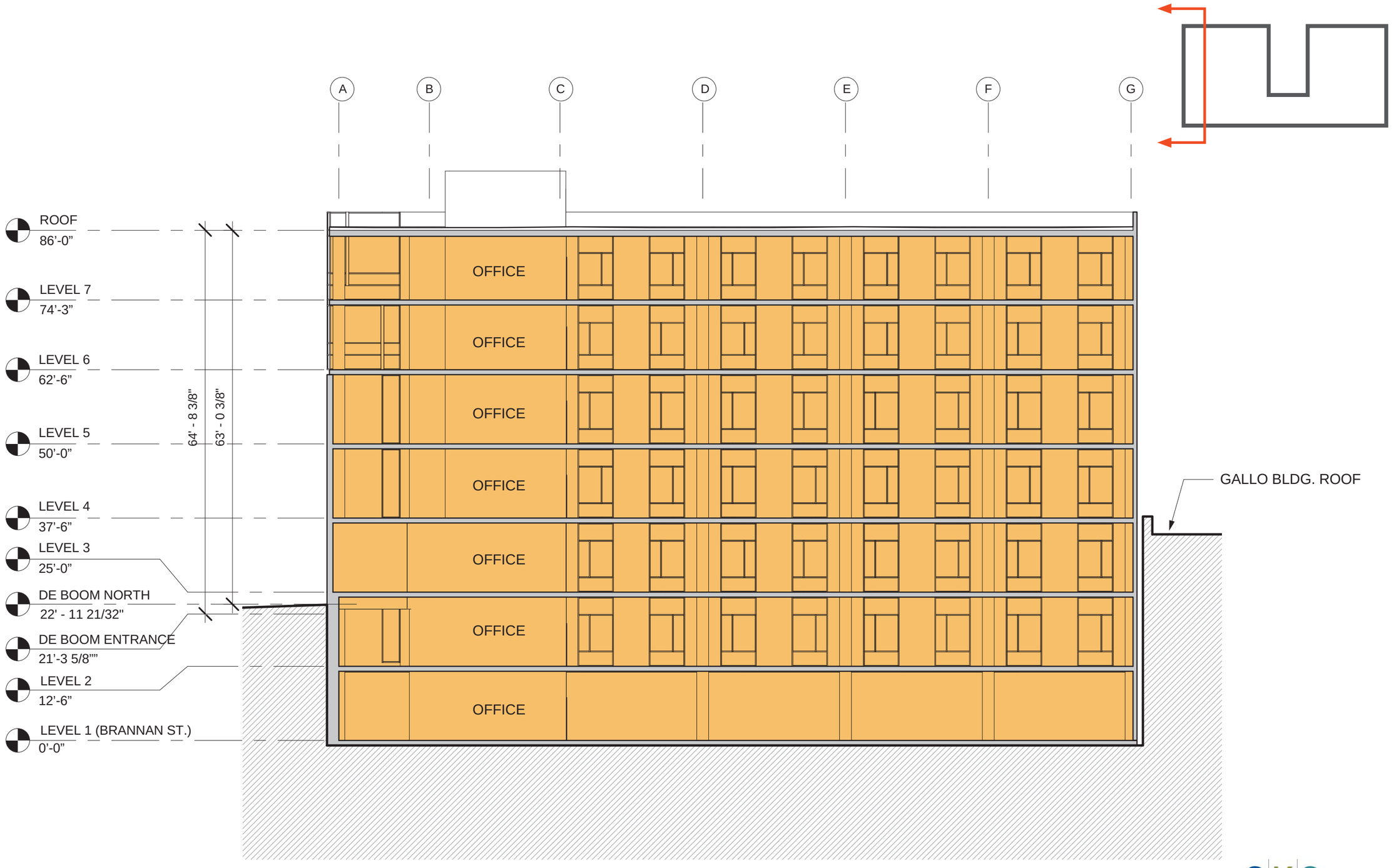
HISTORIC PLANNING COMMISSION 08.21.2013

SECTION ‘C’

SKS

Responsible Innovative Development

PFAU LONG ARCHITECTURE

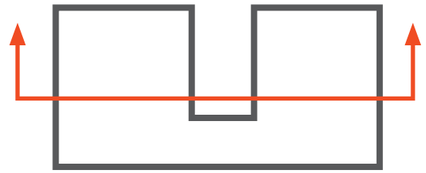


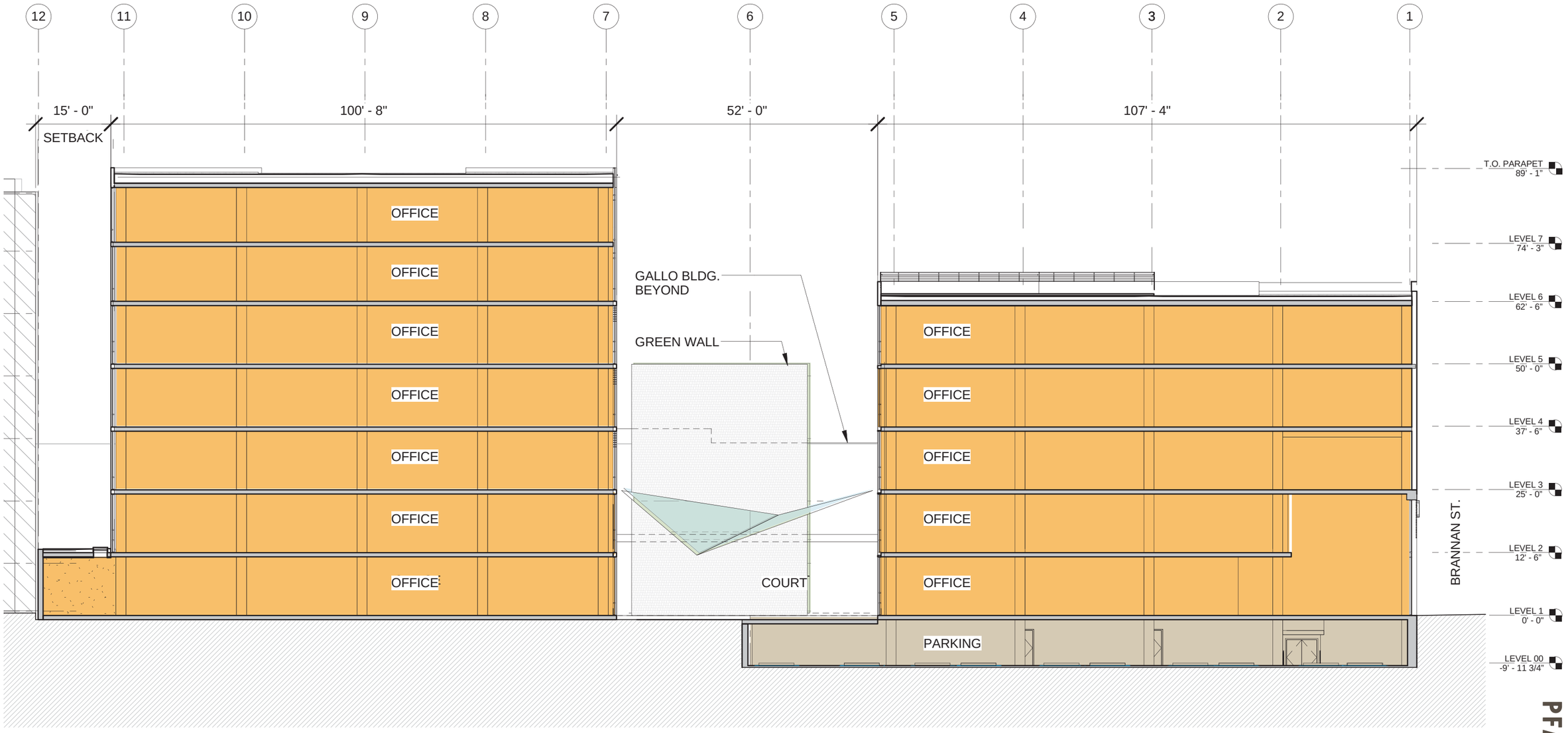
270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

SECTION ‘D’

SKS
Responsible Innovative Development

PFAU LONG ARCHITECTURE





270 BRANNAN STREET

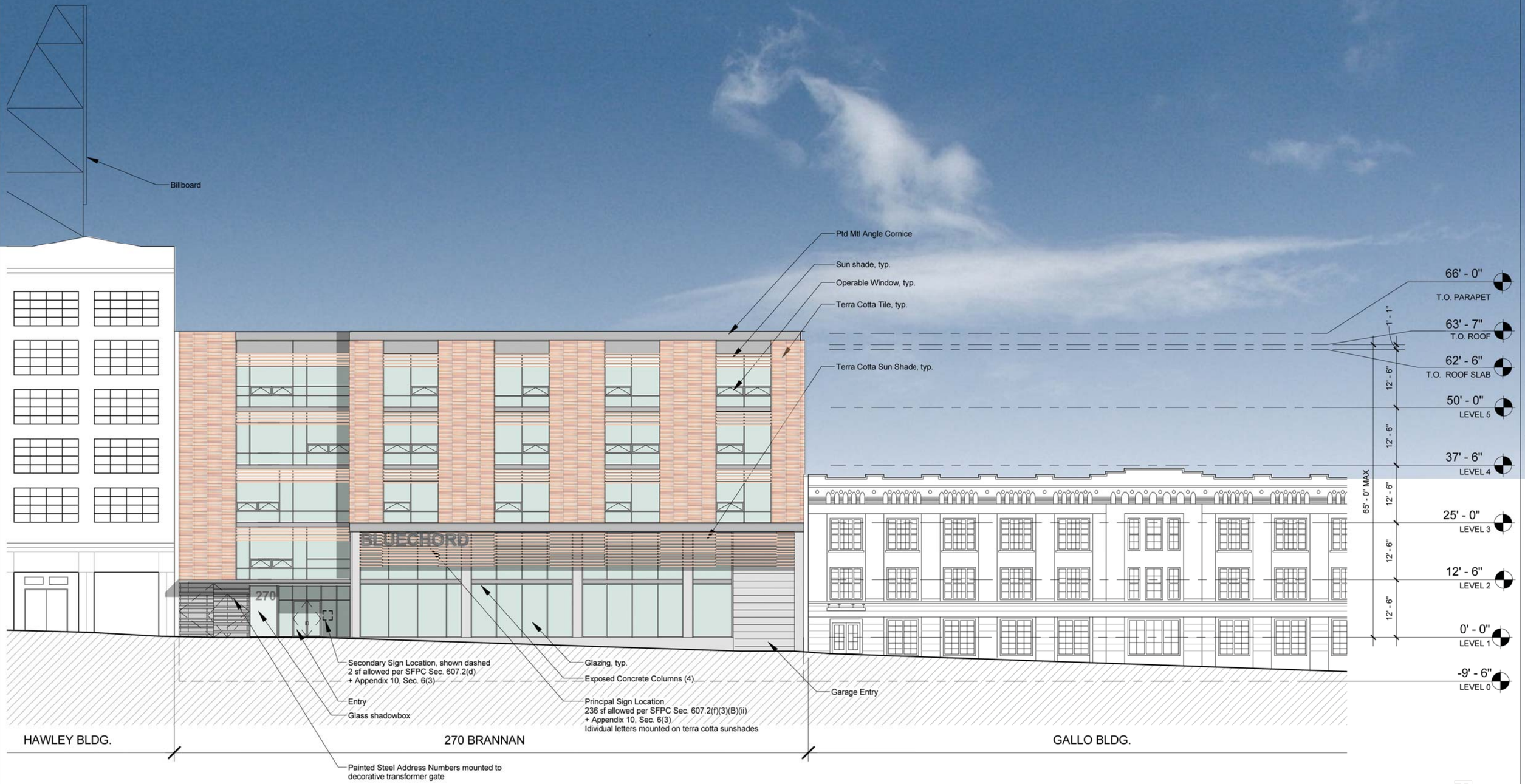
HISTORIC PLANNING COMMISSION 08.21.2013

SECTION 'E'

SKS

Responsible Innovative Development

PFAU LONG ARCHITECTURE



NOTE: ALL WINDOW SYSTEM FINISHES TO BE CLEAR ANODIZED ALUMINUM

BRANNAN STREET ELEVATION
1" = 20'-0"

1

Project Name
270 BRANNAN STREET

Project Number
22009

Sheet Name
BRANNAN STREET ELEVATION

A 09

Date
8/21/2013

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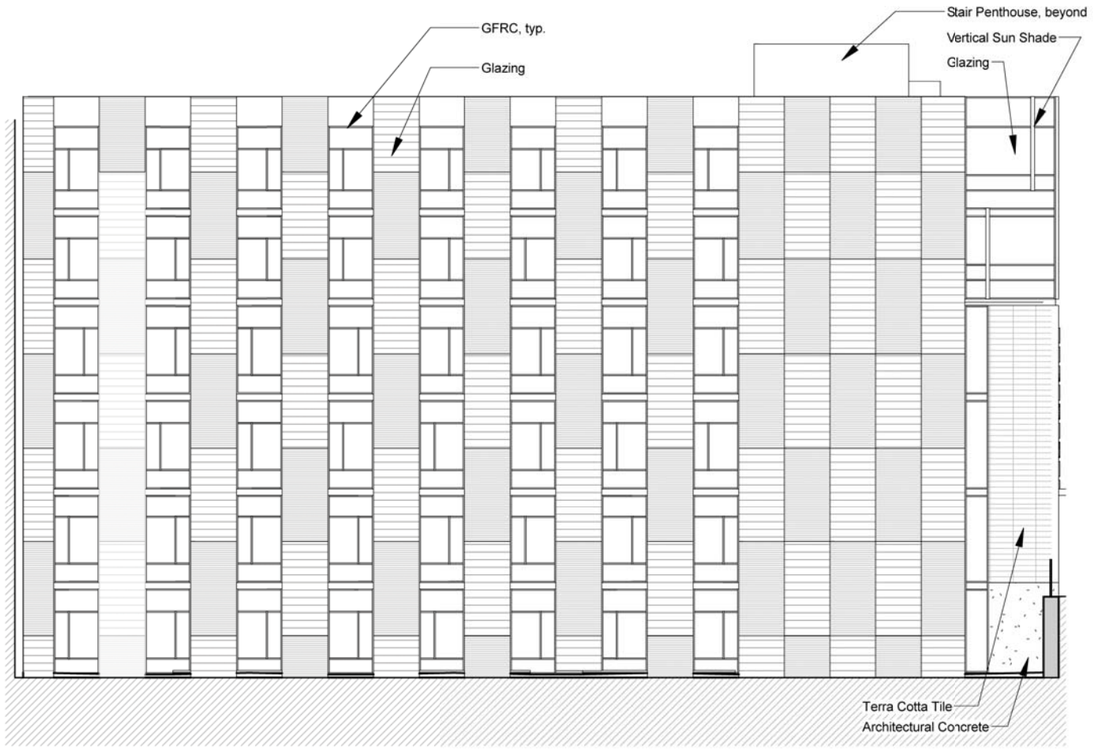
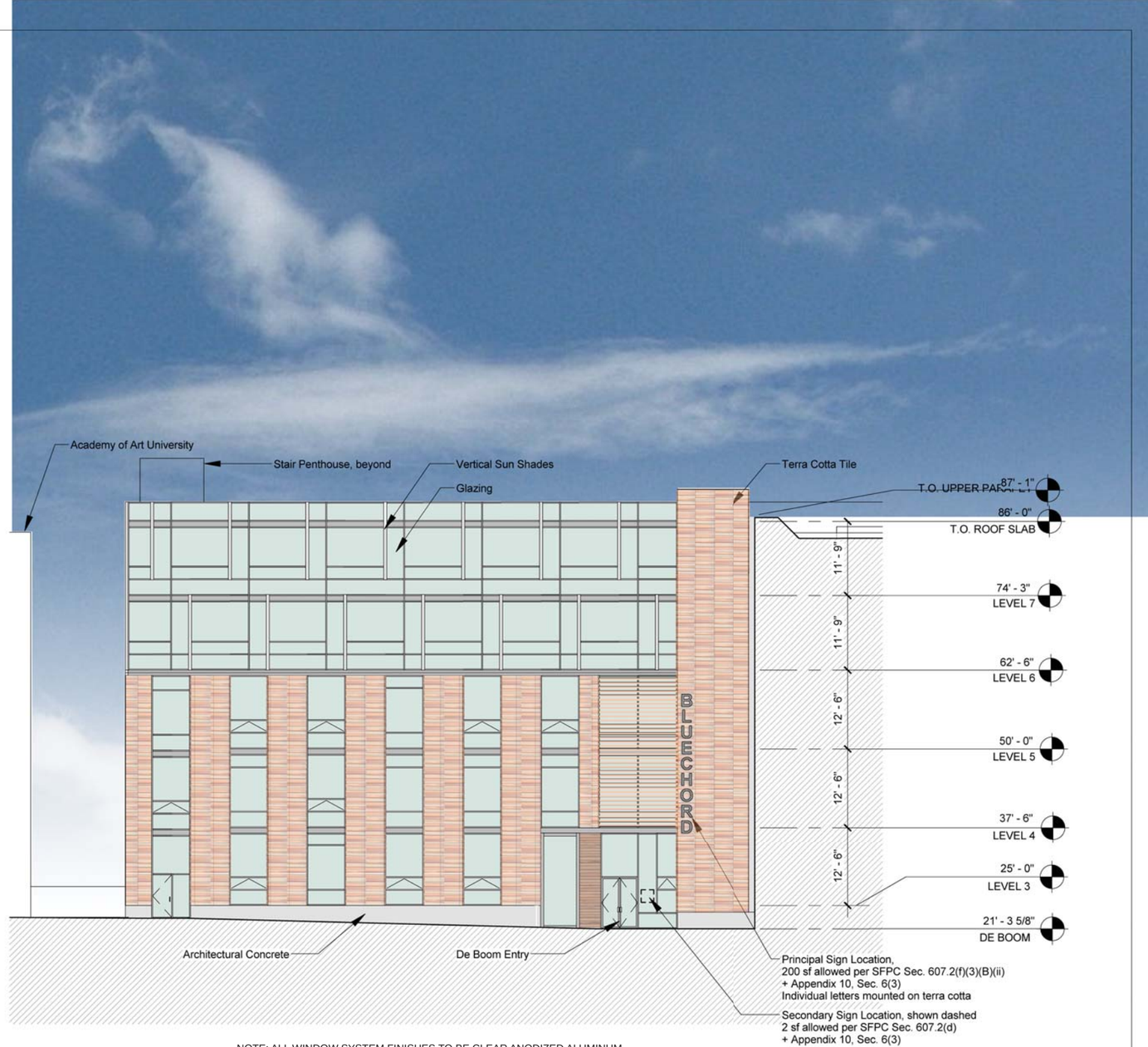


NORTH SETBACK ELEVATION
1" = 20'-0"

2



NOTE: ALL WINDOW SYSTEM FINISHES TO BE CLEAR ANODIZED ALUMINUM

Setback

DE BOOM ELEVATION
1" = 20'-0"

1

Project Name
270 BRANNAN STREET

Project Number
22009

Sheet Name
DE BOOM AND NORTH SETBACK ELEVATIONS

A 10

Date
8/21/2013

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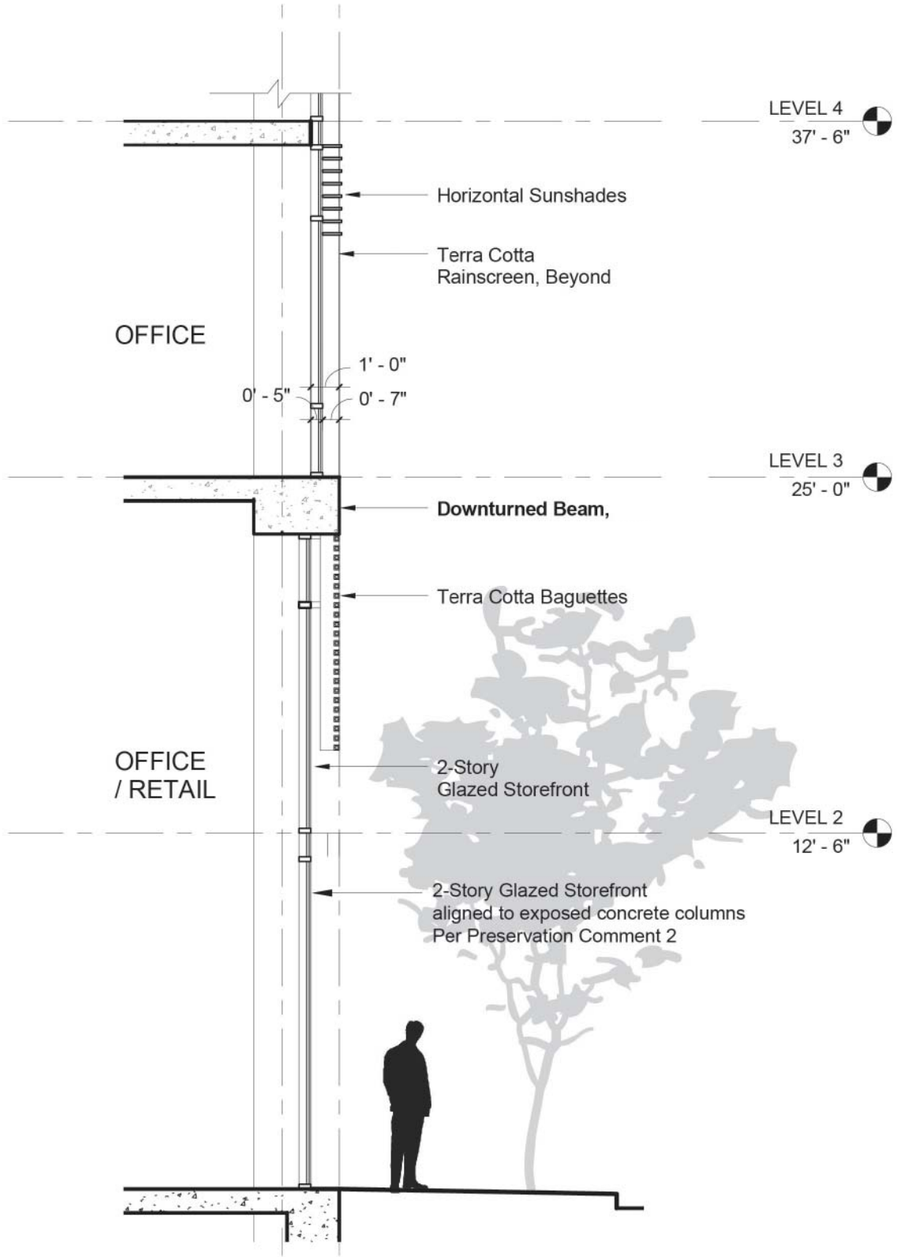
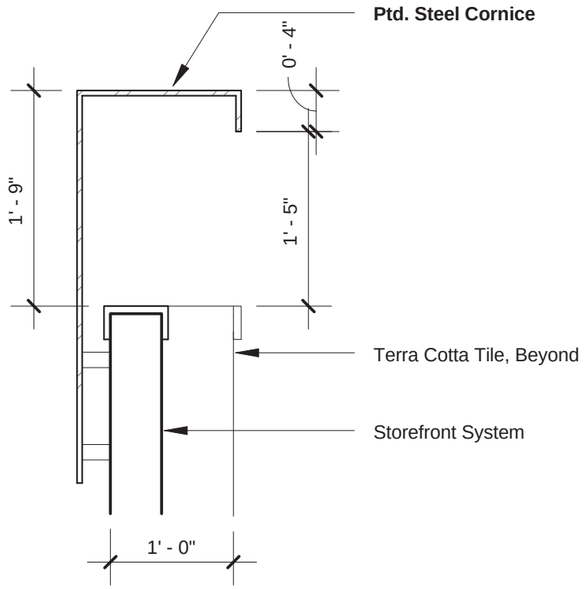
DETAIL SHOWING TILES & TRIM

ST. PAUL'S EPISCOPAL SCHOOL, OAKLAND

TERRA COTTA SUNSCREEN DETAIL



WALL SECTION AT BRANNAN STREET (n.t.s.)

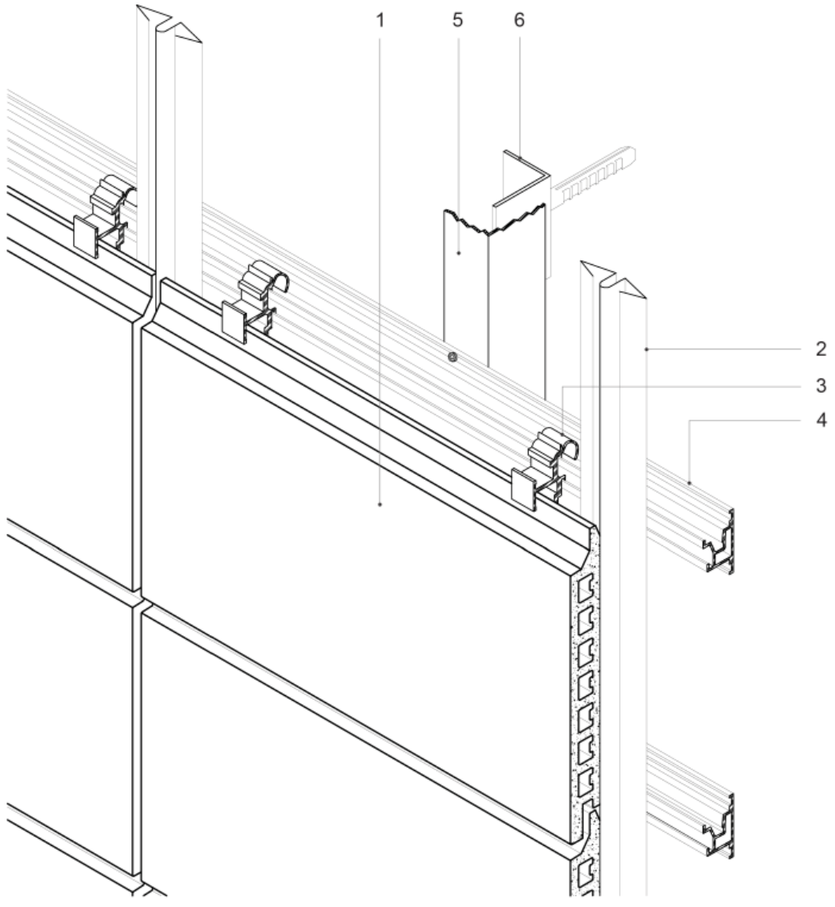


SECTION DETAIL AT PAINTED STEEL CORNICE ON BRANNAN STREET (n.t.s.)

270 BRANNAN STREET
HISTORIC PLANNING COMMISSION 08.21.2013

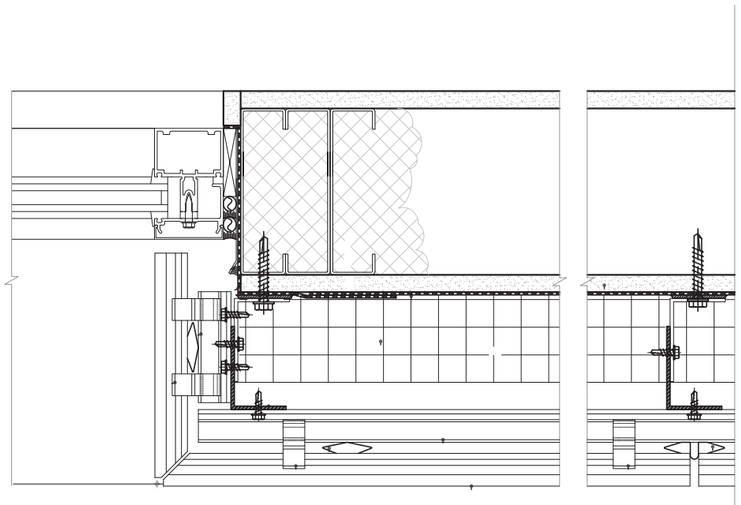
SKS
Responsible Innovative Development

PFAU LONG ARCHITECTURE



1. Terra Cotta Panel
2. Spacer
3. Terra cotta fastening aluminum clip
4. Horizontal substructure aluminum extrusion
5. Continuous aluminum angle
6. Non-continuous aluminum angle

ISOMETRIC DRAWING OF TERRA COTTA SYSTEM
* PER MOEDING TERRA COTTA DETAIL



ENLARGED DETAIL AT TERRA COTTA WINDOW JAMB - TILE OPTION
* PER MOEDING TERRA COTTA DETAIL

ARC Comment	Design Team Response
Compatibility of New Construction with Landmark District: Overall, the ARC concurs with the staff determination that the new construction appears generally compatible with the surrounding landmark district and its character-defining features. In particular, the ARC found the massing, form and materials to be appropriate and compatible with the surrounding landmark district. In particular, the ARC commented on the success and design of the De Boom street façade, as related to the surrounding district.	Thank you for the positive feedback.
Brannan Street Entrance: The ARC recommends refinement of the main entryway on Brannan Street to better emphasize the entrance and/or provide for more regularity above or a more vertical element above the main entryway.	Brannan Street façade revised to reinforce the main entry, in particular with a recess in the façade and increased glass area. The result is a more regular bay spacing and enhanced inflection at the entry.
Ground Floor Storefront Bulkhead: The ARC concurs with the staff recommendations regarding strengthen the ground floor storefront, in particular the bulkhead. The ARC recommends that the project architect conduct further study of the ground floor storefront and bulkhead, in order to reinforce and strengthen the building's base and relationship to the surrounding historic district.	Steel channel bulkhead added to ground floor storefront, along with a storefront lintel aligned with the adjacent canopy, mitigating the planning code requirement for double height space along Brannan Street and the desire to break down the scale of the double height storefront.
Windows & Terracotta Screens: The ARC recommends refinement and additional study of the proportion of the windows and terracotta tile rain screen to better relate to the regular rhythm of the window openings found within the surrounding landmark district.	Window bays revised to be more regular, as described above.
Garage: The ARC recommends maintaining the current design of the new garage door opening (approximately 24'-2" tall), and does not propose any revisions.	Design reverted to full height garage door as recommended.
Window Jamb Details: The ARC recommends incorporating Option C of the window jamb details into the proposed project. This option includes a chamfered terracotta tile return, which would wrap the corner of the vertical bays.	Design revised to tiled window jambs as recommended.
Cornice: The ARC recommends strengthen the cornice line of the proposed project. The project architect may consider incorporating terracotta below the metal cornice to strengthen the roofline.	Cornice strengthened as recommended. Currently there is a clear visual datum at the cornice line.
Future Review: The ARC appreciates the opportunity to review the proposed project at 270 Brannan Street, and welcomes future review of the proposed project.	The design team appreciates the ARC's feedback, and welcomes further discussion.


270 BRANNAN STREET