



SAN FRANCISCO PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report

Date: March 6, 2019
Case No.: 2017-004557ENV
Project Title: 550 O'Farrell Street
Zoning: RC-4 (Residential-Commercial, High Density)
80-T-130-T Height and Bulk District
North of Market Residential Special Use District No. 1
Block/Lot: 0318/009
Lot Size: 11,808 square feet
Project Sponsor: Kabir Seth, Sandhill O'Farrell, LLC – (510) 590-8456
Kabir@presidiobay.com
Lead Agency: San Francisco Planning Department
Staff Contact: Jennifer Barbour McKellar – (415) 575-8754
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INTRODUCTION

The San Francisco Planning Department has prepared this Notice of Preparation (NOP) of an Environmental Impact Report (EIR) in connection with the project listed above. The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the project's significant adverse effects, and to describe and analyze possible alternatives to the proposed project. The San Francisco Planning Department is issuing this NOP to inform the public and responsible and interested agencies about the proposed project and the intent to prepare an EIR. This NOP is also available online at: <http://www.sf-planning.org/sfceqadocs>. The comments received during the public scoping process will be considered during the preparation of the EIR for this project.

PROJECT OVERVIEW

The project site is located at 550 O'Farrell Street, between Leavenworth Street and Jones Street, in the Downtown/Civic Center neighborhood of San Francisco. A public parking garage currently occupies the rectangular, approximately 11,800-square-foot (sf) project site (Assessor's Block 0318, Lot 009). The project sponsor, Sandhill O'Farrell, LLC, proposes to demolish the existing, approximately 35,400-sf, two-story-over-basement parking garage and construct an approximately 102,600-sf, 13-story-over-basement mixed-use building. The proposed project would include 113 residential dwelling units (25 percent of which would be affordable inclusionary units), a 1,500-sf ground-floor retail unit, and basement-level and ground-level parking accommodating 23 vehicles and 108 class 1 bicycle parking spaces. The class 1 bicycle parking spaces would be provided in two bicycle storage rooms; eight class 2 bicycle parking

spaces would be installed on the sidewalk along the site's O'Farrell Street frontage.¹ Four new street trees would also be added along the O'Farrell Street frontage.

PROJECT LOCATION AND SITE CHARACTERISTICS

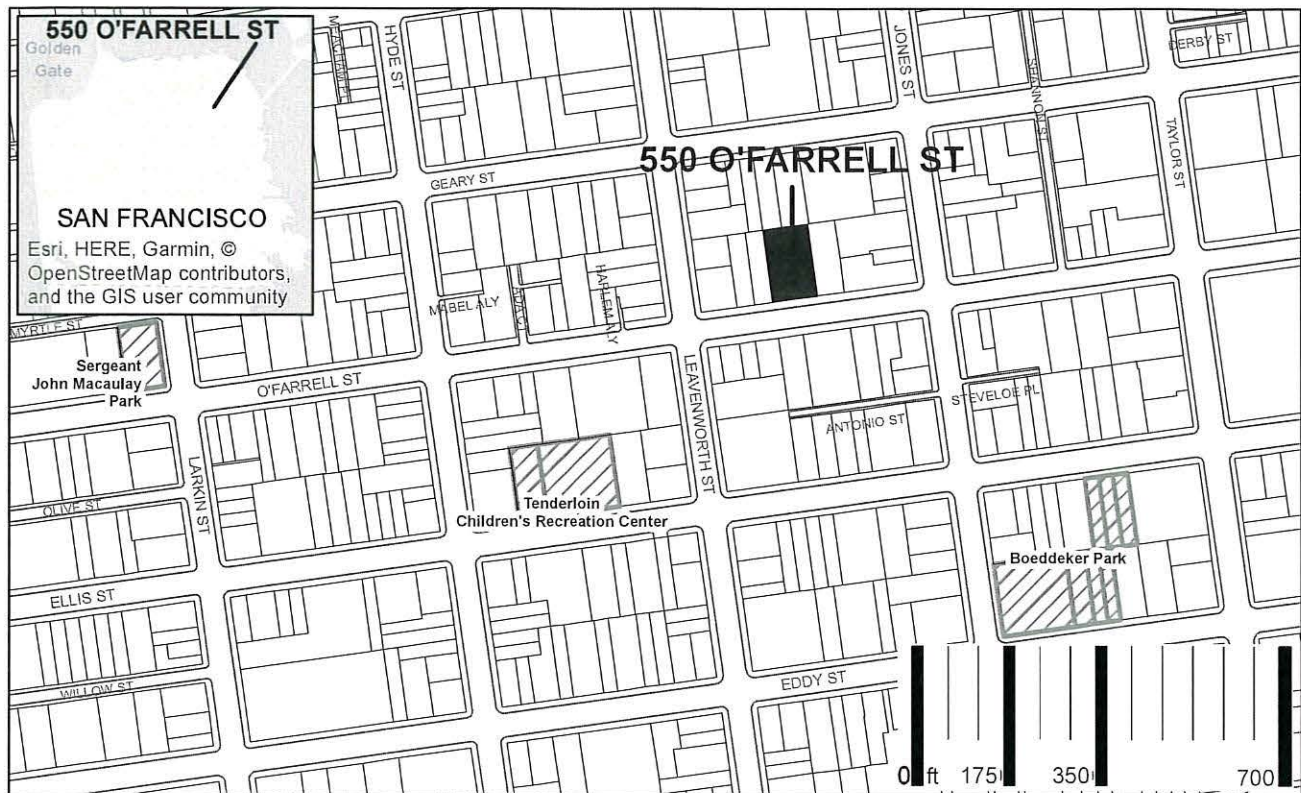
The project site is located on the north side of O'Farrell Street on the block bounded by O'Farrell Street to the south, Geary Street to the north, Jones Street to the east, and Leavenworth Street to the west (see **Figure 1: Project Location**). The project site is within an RC-4 (Residential-Commercial, High Density) zoning district, 80-T-130-T height and bulk district, and the North of Market Residential Special Use District No. 1. The height limit in the 80-T-130-T height and bulk district is 130 feet, but a conditional use authorization is required for the construction of a building exceeding a height of 80 feet. The "T" bulk designation limits the bulk of buildings above the setback height established pursuant to Planning Code section 132.2 to a maximum length dimension of 110 feet and a maximum diagonal dimension of 125 feet, unless a conditional use authorization exception is granted for greater bulk. The O'Farrell Street sidewalk slopes down from west to east with elevations (based on the San Francisco 2013 Vertical Datum) along the front of the building varying between 105 feet and 101 feet. The adjacent properties fronting Geary Street to the north of the site are at higher grades because the site vicinity slopes up to the north.

The project site consists of an 86-foot-wide by 138-foot-deep rectangular lot, currently developed as a public parking garage (see **Figure 2: Project Site and Surrounding Uses**). The existing two-story-over-basement parking garage is approximately 35,400 sf in size and approximately 40 feet tall. An approximately 11.5-foot-deep partial basement level extends under the sidewalk along O'Farrell Street. Two existing, approximately 26- to 28-foot-wide curb cuts provide access to the garage from O'Farrell Street. The existing building, constructed in 1924, is located in the Uptown Tenderloin National Register Historic District and has been previously determined to be eligible for listing on the California Register of Historical Resources as a contributory building to the historic district² (see **Figure 3: Existing Building Photograph and Building Section**).

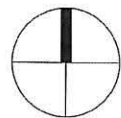
As shown in Figure 2, four adjacent properties border the site (one to the east, one to the west, and two to the north). A two-story hotel building over ground-floor retail, at 570 O'Farrell Street, occupies the site to the west. A six-story apartment building, at 540 O'Farrell Street, occupies the site to the east. The adjacent properties to the north include a five-story apartment building at 655 Geary Street and a vacant lot containing the brick rubble remains of a demolished structure at 650 Geary Street.

¹ San Francisco Municipal Code section 155.1 defines class 1 Bicycle Parking Spaces as "Spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees." Class 2 Bicycle Spaces are "Bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

² Carey & Co. Inc., *Historic Resource Evaluation—Part 1. 550 O'Farrell Street, San Francisco California*, September 1, 2017. This document (and all other documents cited in this report, unless otherwise noted) is available at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2017-004557ENV.



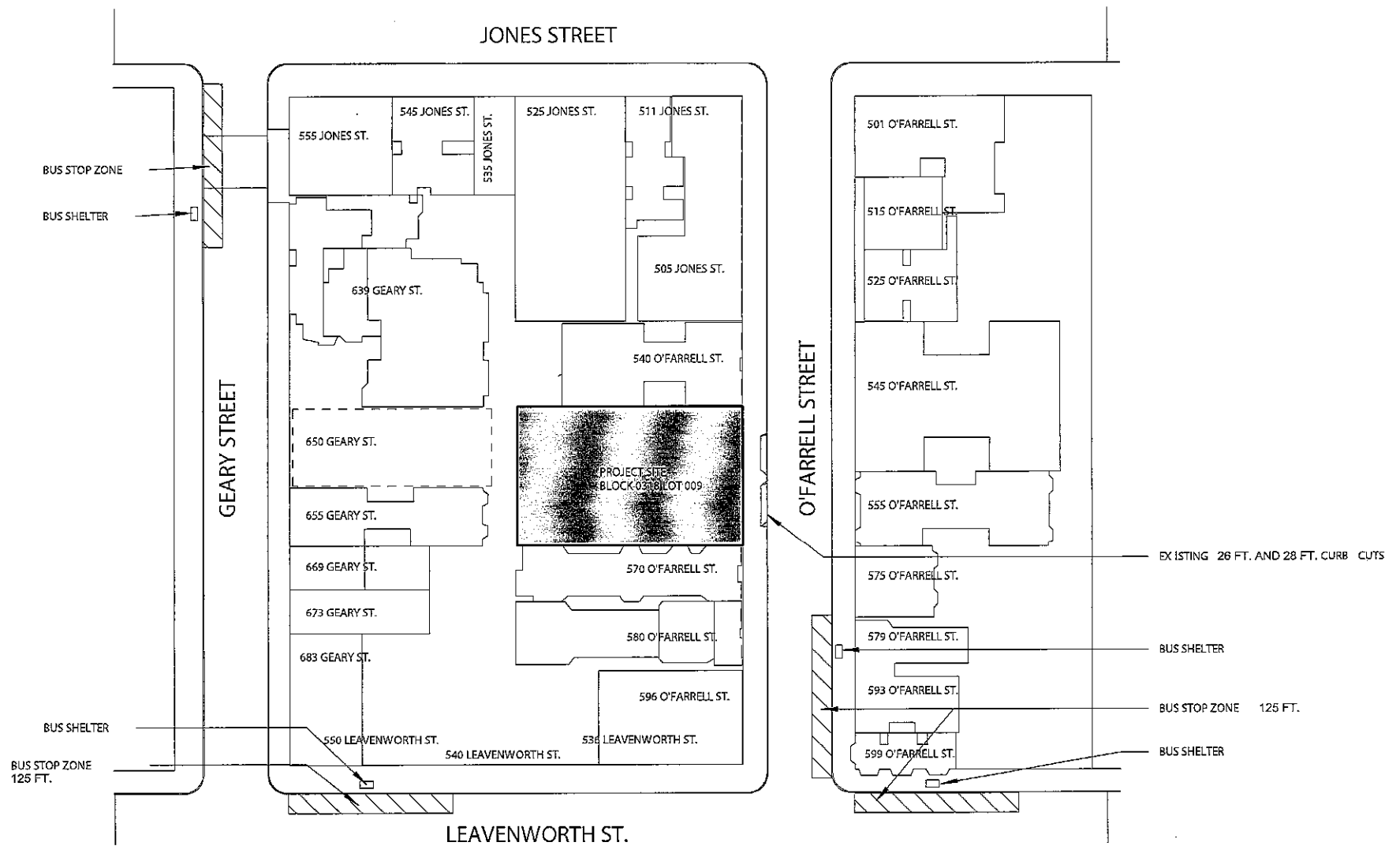
source: City and County of San Francisco Planning Department



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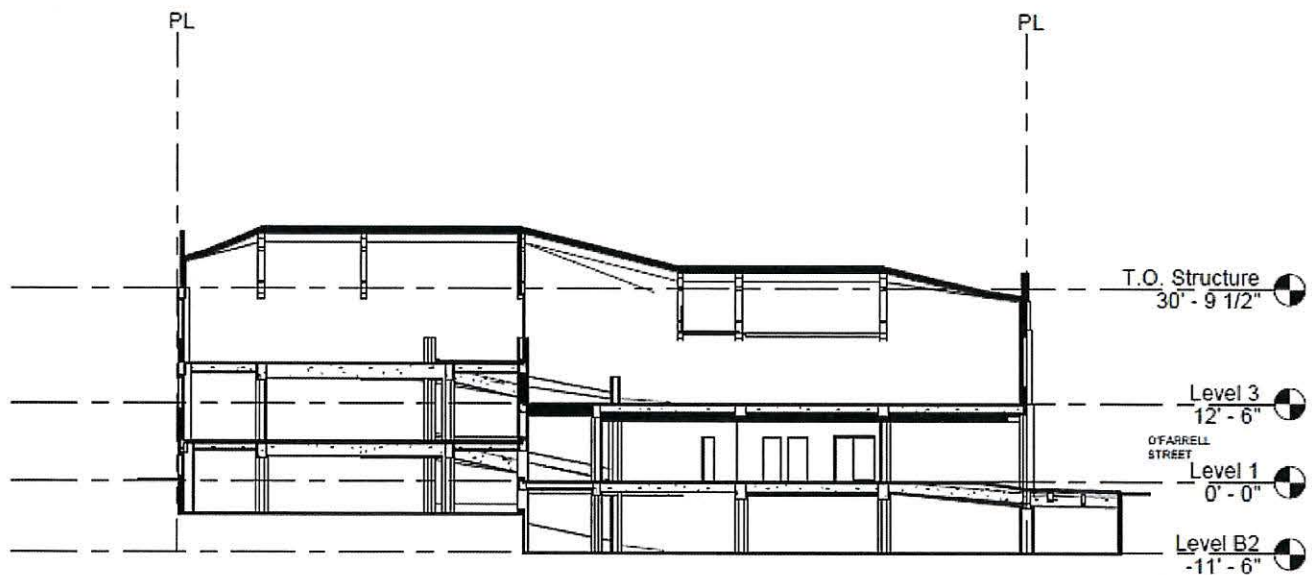
Figure 1: Project Location



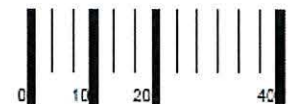
SOURCE: BRICK INC.

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Figure 2: Project Site and Surrounding Uses



SOURCE: BRICK INC.



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Figure 3: Existing Building Photograph and Building Section

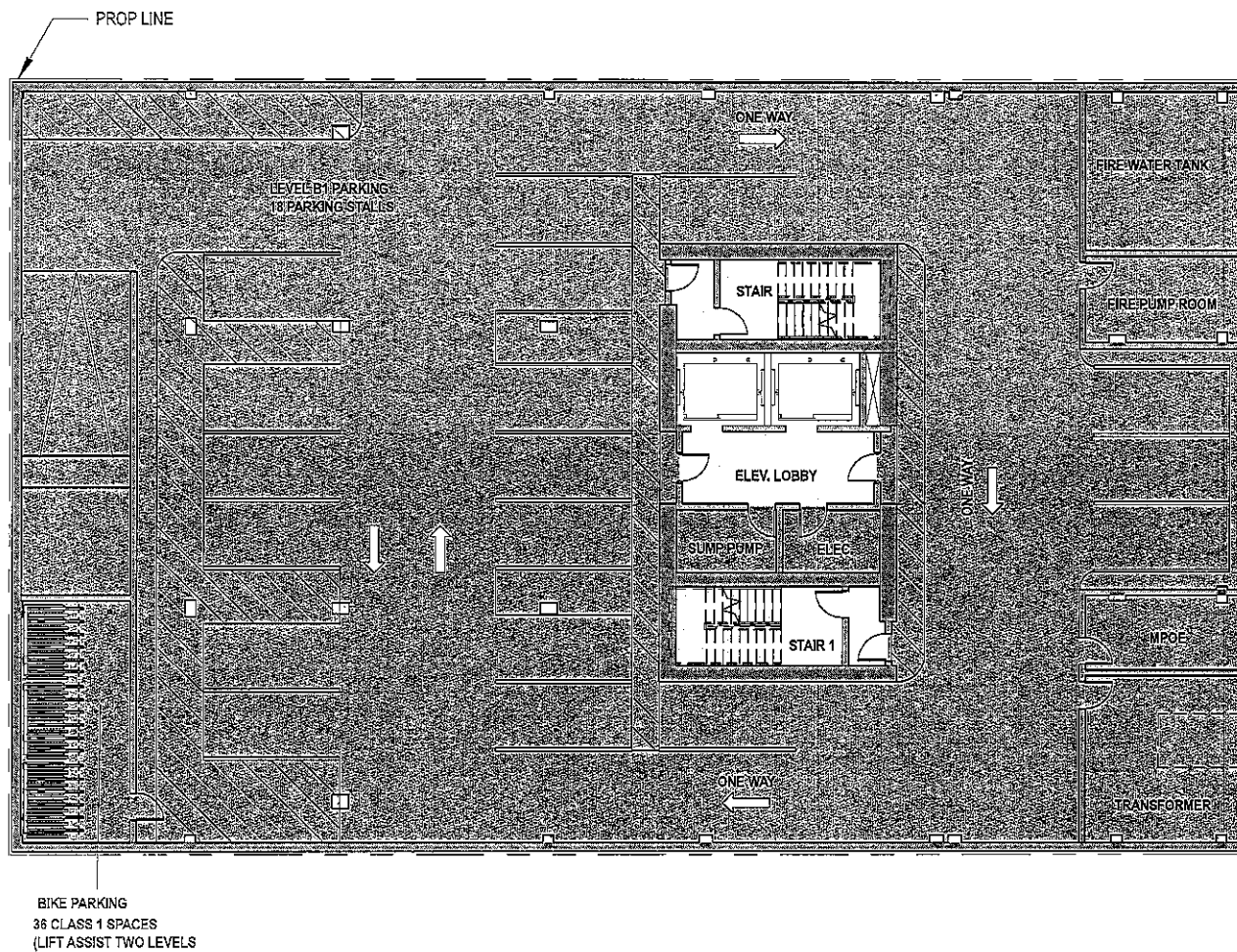
PROPOSED PROJECT

The project sponsor proposes to demolish the existing building and construct an approximately 102,600-sf, mixed-use building with 113 dwelling units, approximately 1,500 sf of ground-floor retail space and basement- and ground-level parking accommodating 23 vehicle parking spaces and 108 class 1 bicycle parking spaces (see **Figures 4 through 9**). The proposed project would also include eight class 2 bicycle parking spaces along the O'Farrell Street frontage. The residential uses would occupy approximately 91,200 gross square feet (gsf) of the proposed building. The dwelling unit mix would include 83 one-bedroom units, 6 two-bedroom units, and 24 three-bedroom units; 25 percent of the total units (or 29 units) would be affordable inclusionary units.

The proposed building would be 13 stories tall, reaching 130 feet in height (146 feet in height to the top of the elevator penthouse). The building's parapet wall would be 2 feet in height, the mechanical and stair penthouse would be 10 feet in height, and the elevator penthouse would be 16 feet above the roofline, respectively (see **Figures 10 through 14**). Parapets and mechanical, stair, and elevator penthouses are exempt from overall building height limits pursuant to Planning Code section 260(b)(1)(F). The basement and first floor levels of the proposed building would occupy the entire site, while the upper floors would be set back approximately 34 feet from the rear property line.

The basement level of the proposed building would include 18 vehicle parking spaces, a bicycle storage room with 36 class 1 bicycle parking spaces, and mechanical space (see **Figure 4: Proposed Basement Level Plan**). The ground floor (level 1) would contain a retail space, residential lobby, leasing office, mechanical space, and a garage area containing five vehicle parking spaces (including one car share space) and a bicycle storage room with 72 class 1 bicycle parking spaces (see **Figure 5: Proposed Site Plan and Proposed Ground Floor (Level 1) Plan**). The retail space, located in the southeast corner of the ground floor, and the residential lobby would be accessed from separate entrances fronting O'Farrell Street. Eight class 2 bicycle parking spaces would be provided on the sidewalk on O'Farrell Street.

The 113 residential units would be located on floors 2 through 13. Level 2 would include nine residential units (seven one-bedroom and two three-bedroom units) and a common open space courtyard of 1,900 sf with attached indoor amenity space (see **Figure 6: Proposed Level 2 Plan**). The remaining 104 units (one-, two-, and three-bedroom units) would be located on levels 3 through 13 (see **Figure 7: Proposed Levels 3-9 Plan**, and **Figure 8: Proposed Levels 12-13 Plan (Levels 10-11 Similar)**). The roof level would include approximately 3,400 sf of common residential open space and a mechanical penthouse (see **Figure 9: Proposed Roof Plan**). A diesel-powered combustion engine backup generator equipped with best available control technology for emissions control would be installed on the roof within the enclosed mechanical penthouse structure. The generator would supply emergency power for exit lighting, fire alarm, fire pumps, smoke-control systems, and other loads such as security systems. **Table 1, Project Characteristics**, summarizes project uses and dimensions.



SOURCE: BRICK INC.

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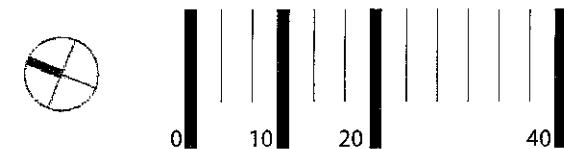
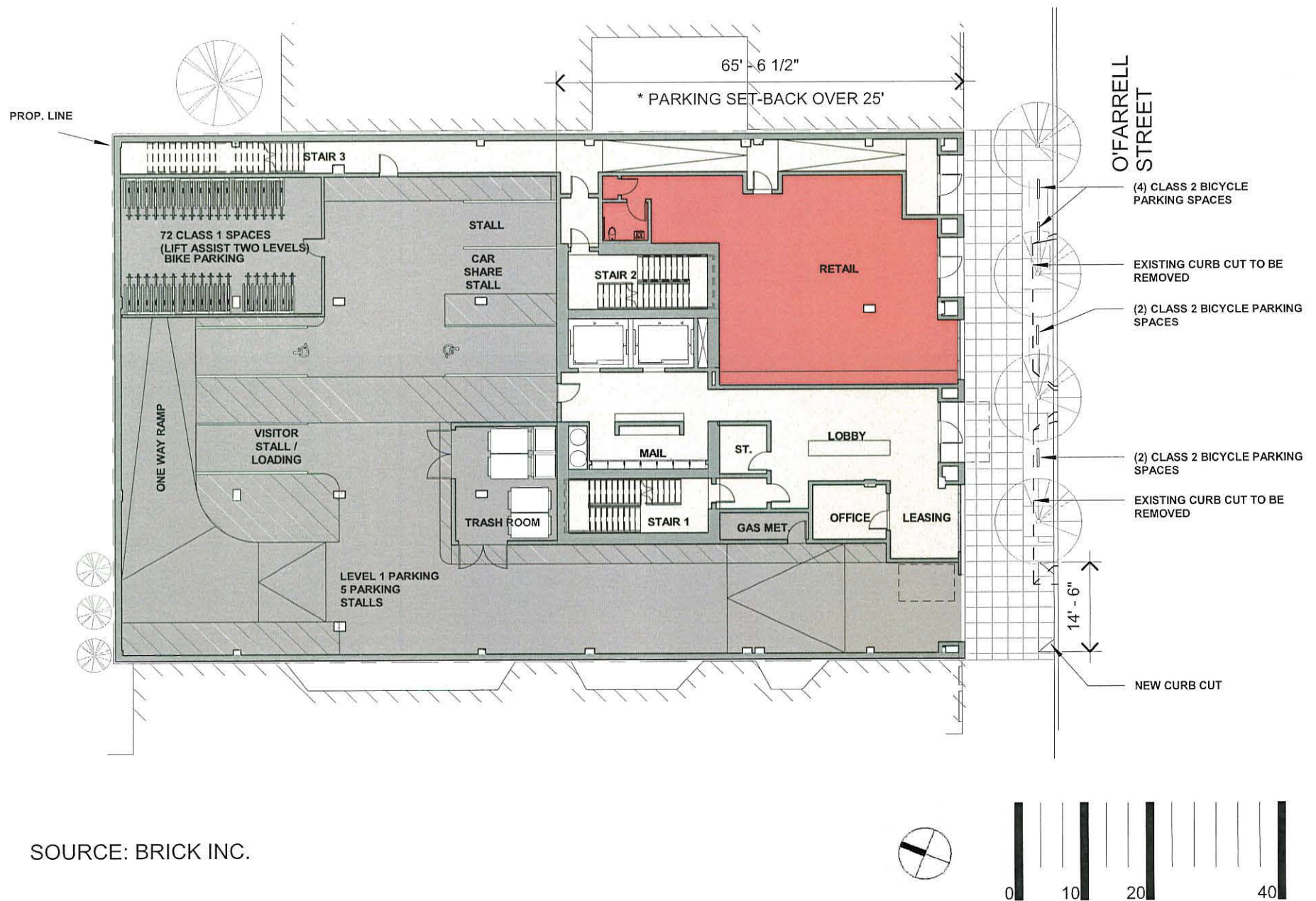


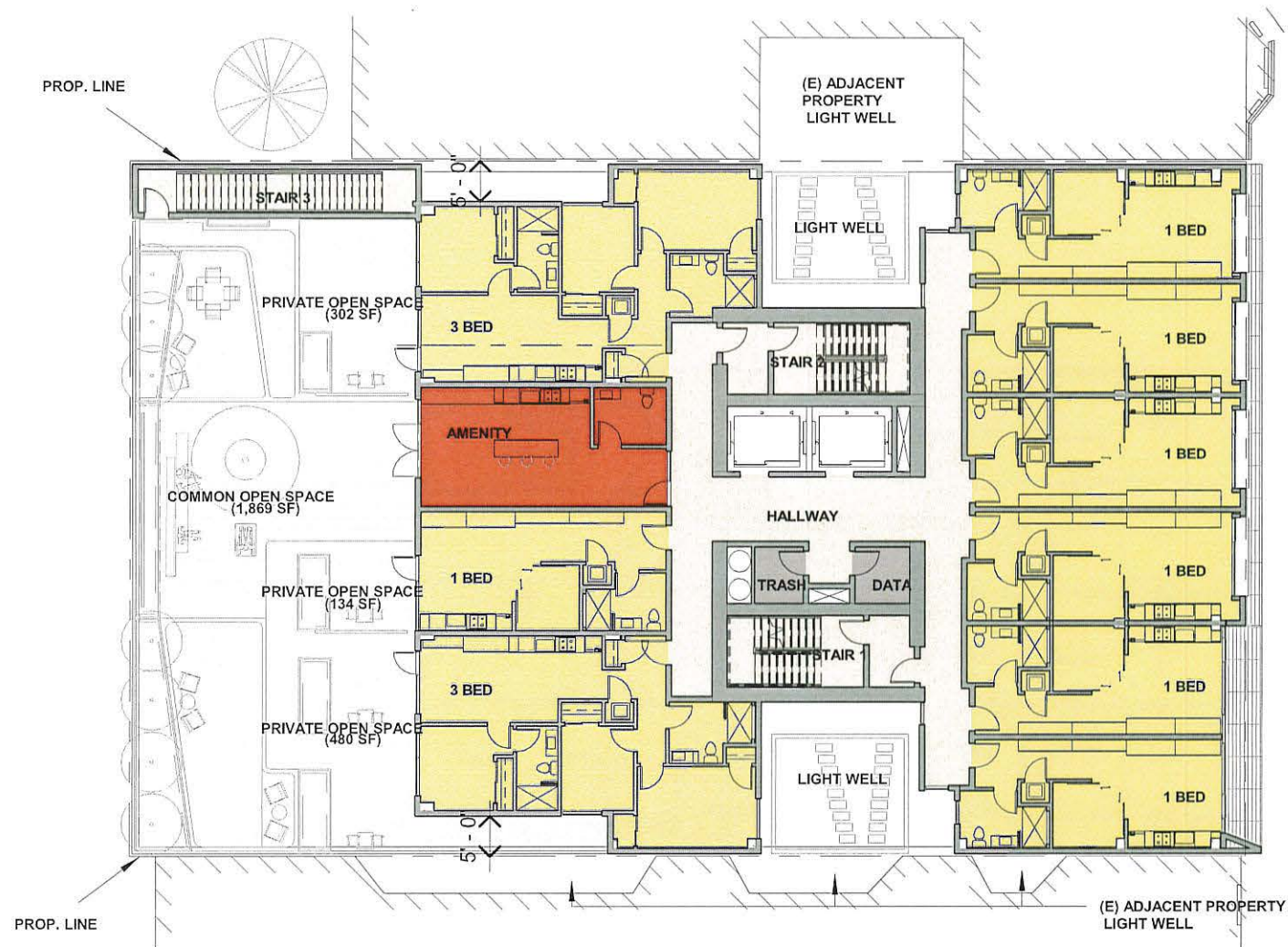
Figure 4: Proposed Basement Level Plan



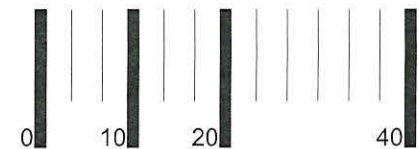
SOURCE: BRICK INC.

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Figure 5: Proposed Site Plan and Proposed Ground Floor (Level 1) Plan

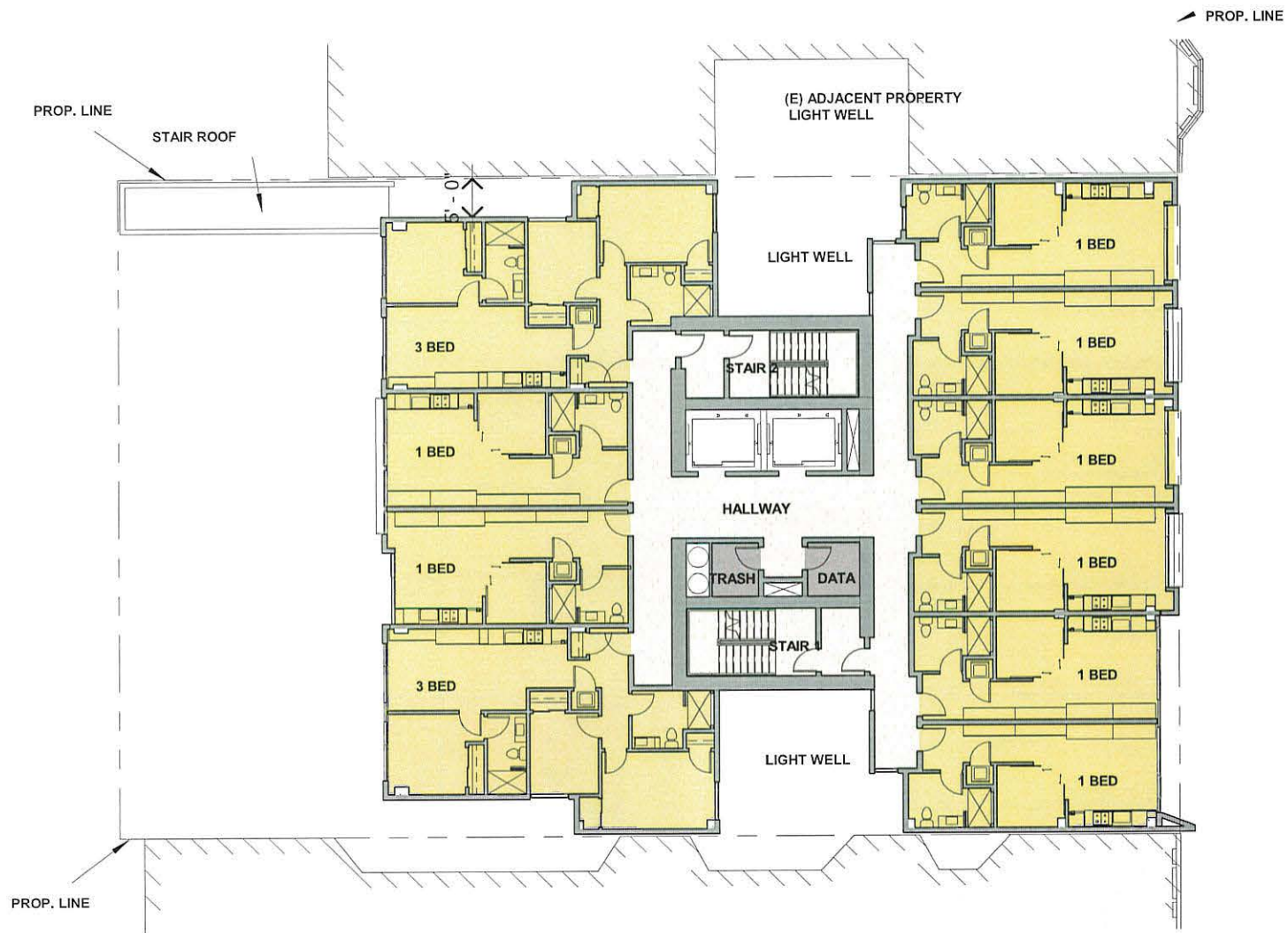


SOURCE: BRICK INC.



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Figure 6: Proposed Level 2 Plan



SOURCE: BRICK INC.

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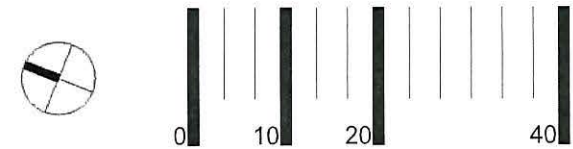
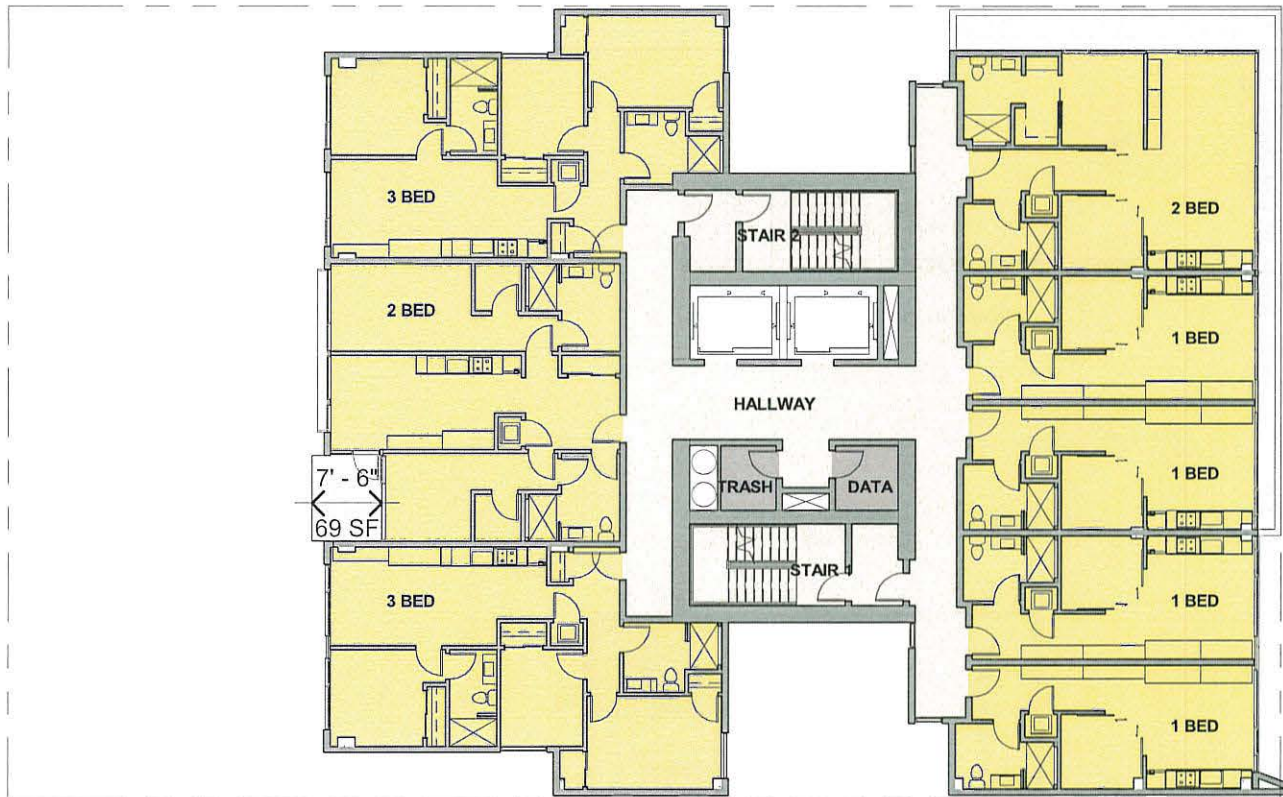
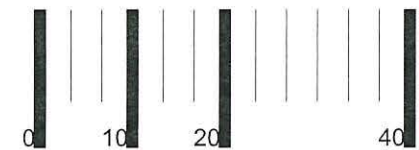


Figure 7: Proposed Levels 3-9 Plan



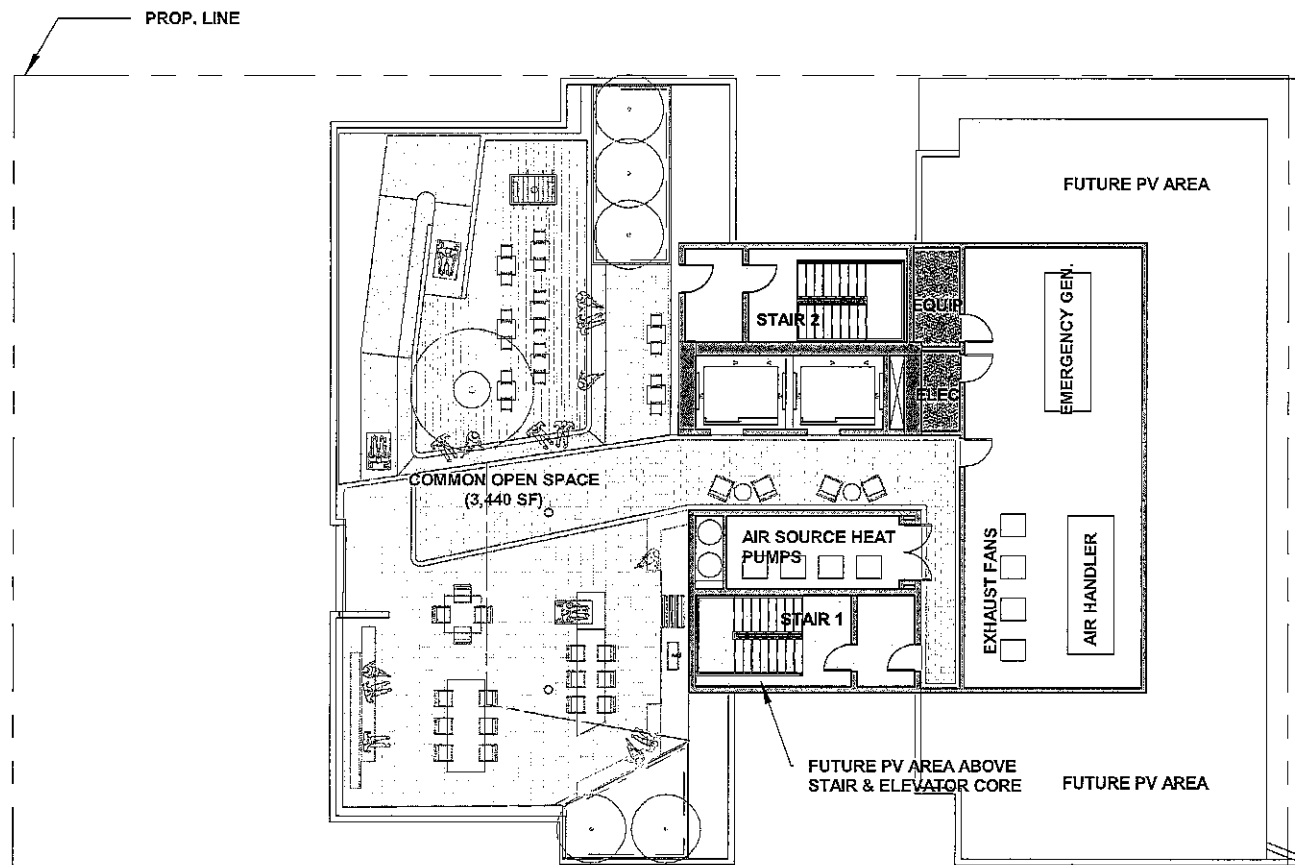
SOURCE: BRICK INC.



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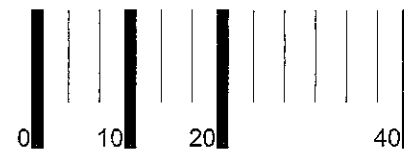
Figure 8: Proposed Levels 12-13 Plan (Levels 10-11 Similar)



PV – POTENTIAL PHOTOVOLTAIC PANELS

PRELIMINARY HVAC SYSTEM EQUIPMENT LIST AT ROOF:

- (2) STAIR PRESSURIZATION FANS
- (4) GENERAL EXHAUST FANS
- (1) AIR HANDLER UNIT
- (1) EMERGENCY GENERATOR



SOURCE: BRICK INC.

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Figure 9: Proposed Roof Plan

Table 1: Project Characteristics

Project Use/Space	Project Totals
Lot Size	11,800 sf
Residential	91,200 gsf
Common residential open space	5,300 sf (excluded from gsf)
Private residential open space	1,200 sf (excluded from gsf)
Retail	1,500 gsf
Parking (23 spaces)	14,600 gsf
Other (residential lobby/mechanical)	2,300 gsf
Total	102,600 gsf
Dwelling Units	113
Height of building ¹ (feet)	130 feet (146 feet to top of elevator penthouse)
Number of stories	13
Bicycle parking spaces	108 class 1 and 8 class 2 spaces
Source: Sandhill O'Farrell, LLC	
Notes:	
¹ Parapets, and mechanical, stair and elevator penthouses are exempt from building heights pursuant to Planning Code section 260(b)(1)(F).	

Proposed Building Form and Design

The building design would include articulated front and rear elevations and light wells along the side elevations. The building exterior would be constructed with precast concrete, metal paneling, and stone cladding. See **Figure 10: Proposed South (O'Farrell Street) Elevation**; **Figure 11: Proposed North Elevation**; **Figure 12: Proposed East Elevation**; and **Figure 13: Proposed West Elevation**; **Figure 14: Proposed Building Section**, illustrates the overall vertical organization of building space.

The main elevation on O'Farrell Street would be organized in a vertical tripartite division intentionally similar to the surrounding contributory and non-contributory buildings within the Uptown Tenderloin Historic District. The base of the building would be clad in a dark grey stone. The middle section of the building would have deep inset punched windows organized into single and vertically paired doubles, creating an offset fenestration pattern. The top of the building would be set back from the middle section by 2.5 feet, capped with a cornice element that would fold into the western wall.

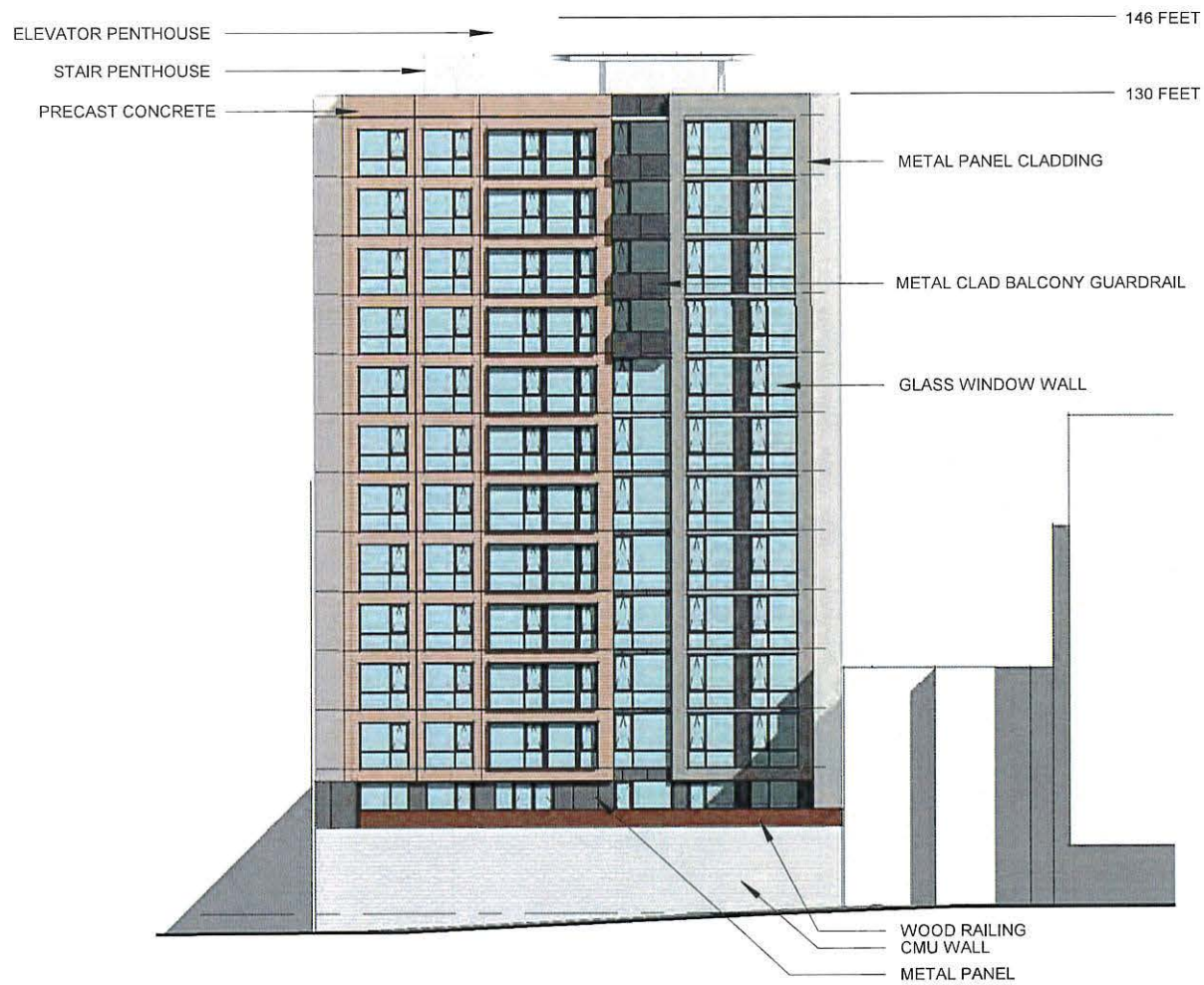
The rear, north elevation of the building would be two volumes with large punched window openings with balconies near the top of the building. The east and west sides of the building would include light wells opposite the light wells on adjacent buildings. The building core would be constructed of panel-formed concrete and the concrete would be exposed to the exterior at the side elevations.



SOURCE: BRICK INC.

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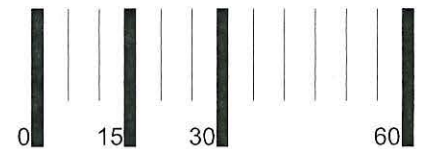
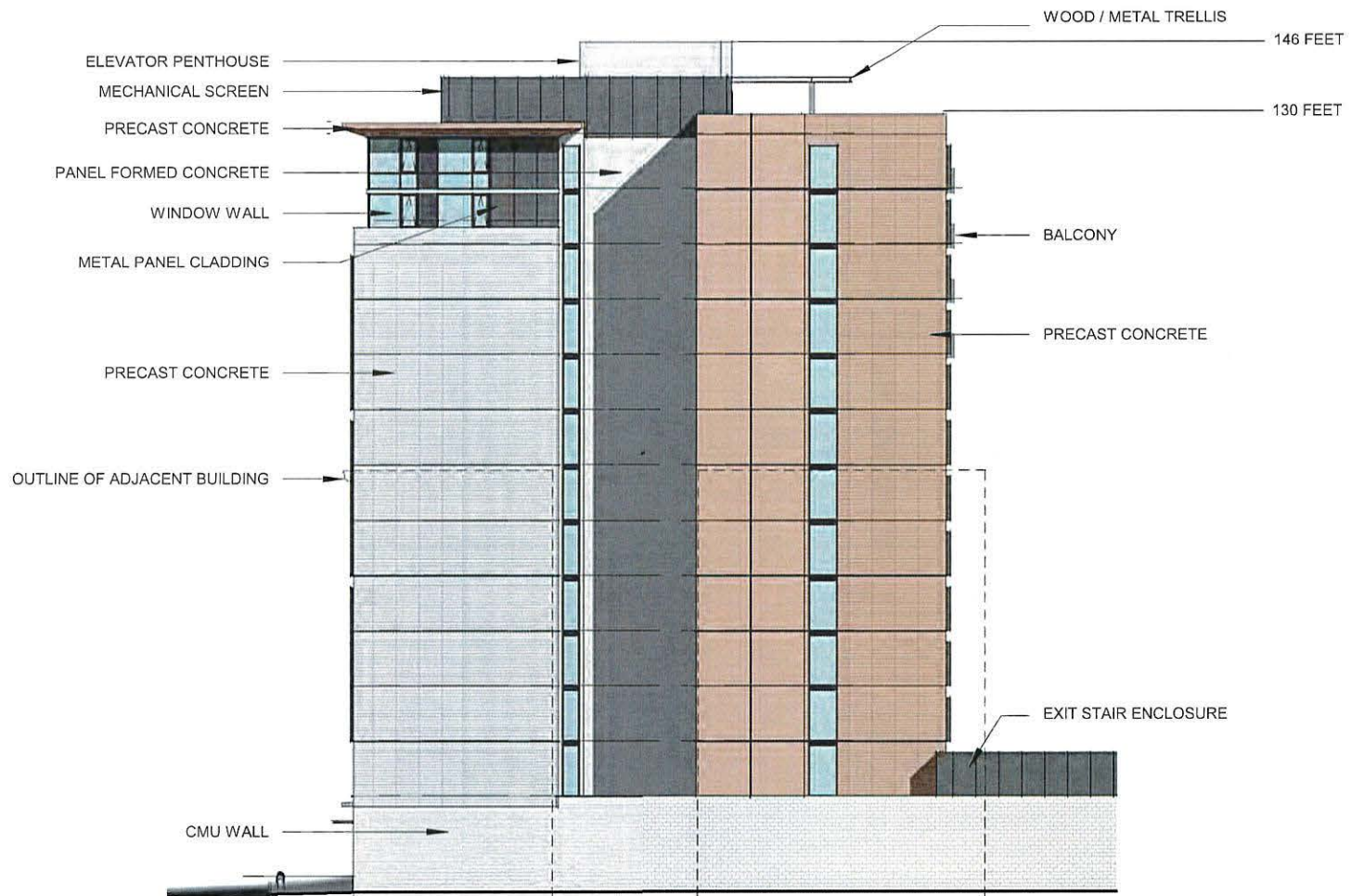
Figure 10: Proposed South (O'Farrell Street) Elevation



SOURCE: BRICK INC.

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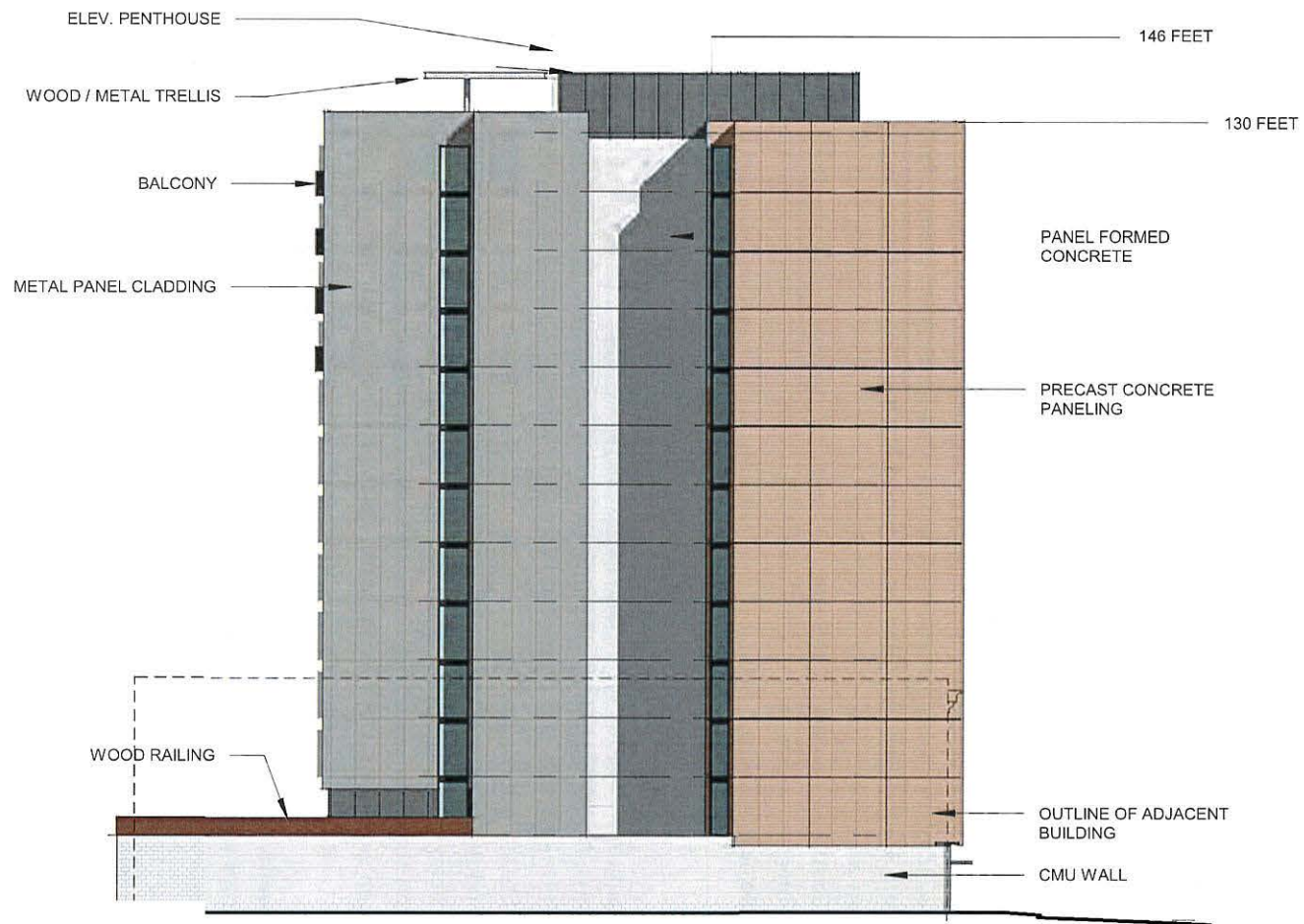
Figure 11: Proposed North Elevation



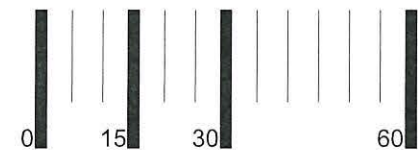
SOURCE: BRICK INC.

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Figure 12: Proposed East Elevation



SOURCE: BRICK INC.



Open Space and Landscaping

The proposed project would provide approximately 6,500 gsf of useable open space to the residential occupants, including 5,300 gsf of common open space and approximately 1,200 gsf of private open space. The common open space would consist of an approximately 1,900-sf terrace within the level 2 courtyard and an approximately 3,400-sf roof deck (see **Figure 6: Proposed Level 2 Plan**, and **Figure 9, Proposed Roof Plan**); these areas would include hardscape pavers, decking, planting areas, and shade trellises. The private open space would consist of three private decks within the level 2 courtyard and four private balconies at levels 10 through 13, serving a total of seven residential units (see **Figure 6, Proposed Level 2 Plan** and **Figure 8, Proposed Levels 12-13 Plan (Levels 10-11 Similar)**).

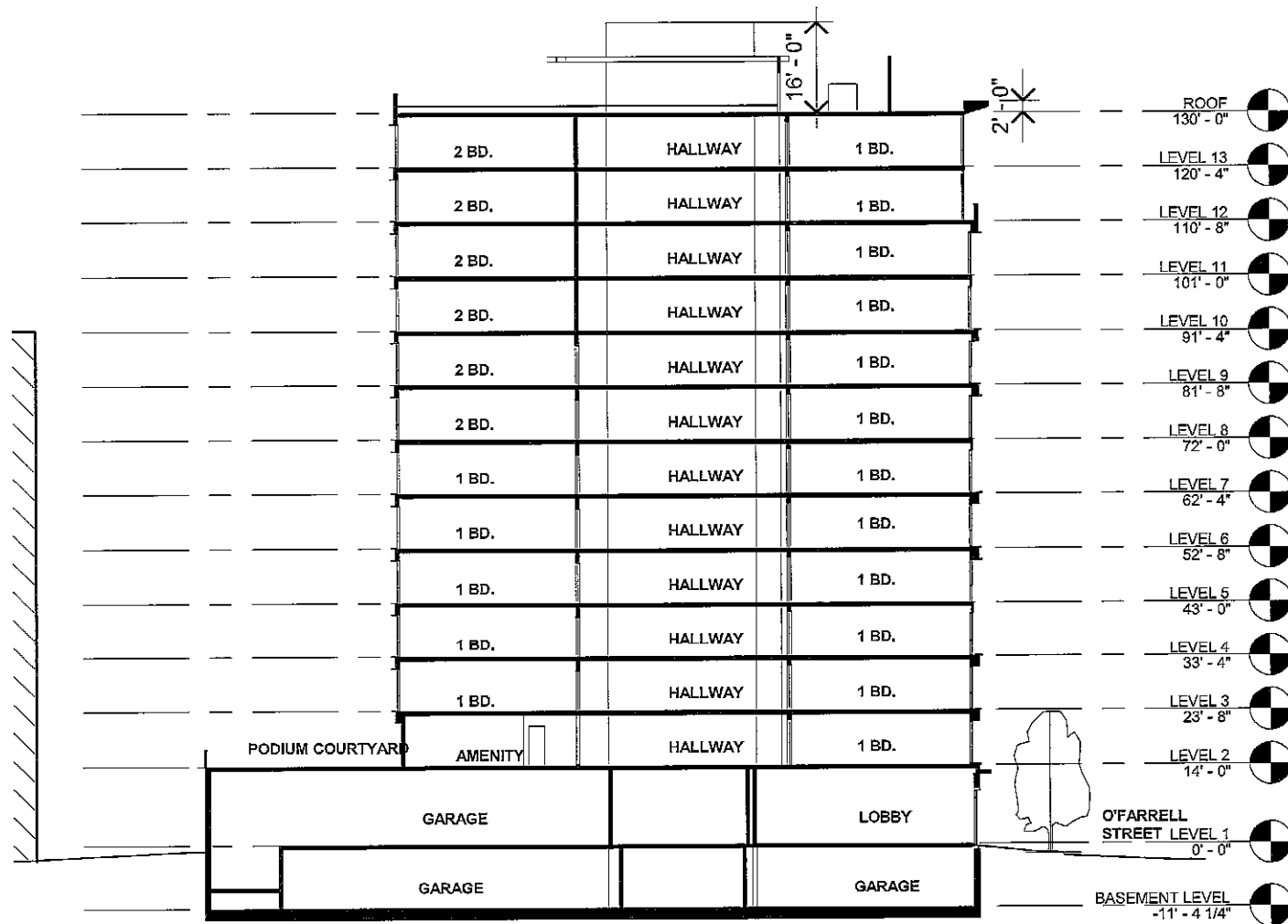
Access and Parking

Pedestrian access to the residential lobby and retail space would be from separate entrances along O'Farrell Street. As previously described, the proposed project would provide 23 vehicle parking spaces and 108 class 1 bicycle spaces distributed across the basement and ground levels (see **Figure 4, Proposed Basement Level Plan** and **Figure 5: Proposed Site Plan and Ground Floor (Level 1) Plan**). The parking garage would be accessed from a new 14.5-foot-wide curb cut on O'Farrell Street leading to a 10-foot-wide driveway located at the southwest corner of the site. Two existing approximately 26- to 28-foot-wide curb cuts on O'Farrell Street would be removed. Pedestrian access to the garage would be via elevators serving all floors of the new building.

Demolition and Construction

The proposed project would require excavation of the entire site to depths of approximately 11 feet (rear of building) and 4.5 feet (front of building) below existing basement grades (see **Figure 3: Existing Building Photograph and Building Section** and **Figure 14, Proposed Building Section**). This excavation would deepen the existing half basement, creating a full basement across the site, and remove enough soil for the installation of a new reinforced concrete mat slab foundation with grade beams. Total excavation depth would be about 16 feet below the existing sidewalk grade. Up to approximately 3,126 cubic yards of soil would be removed from the proposed project site, and below-grade excavation would require temporary shoring of excavation side walls. Up to 6,900 cubic yards of demolition debris would also be removed from the project site.

Minor reconstruction of sidewalks along the project frontages would also be necessary. As discussed above, two existing 26- to 28-foot-wide curb cuts along the O'Farrell Street frontage would be removed and replaced with a new 14.5-foot-wide curb cut to provide vehicle access to the parking garage levels. No trees would be removed to accommodate project construction; however, proposed project improvements include planting four street trees along O'Farrell Street.



SOURCE: BRICK INC.

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Figure 14: Proposed Building Section

The project sponsor anticipates that construction would begin in spring 2021, span approximately 21 months and be conducted in three phases: (1) demolition, (2) excavation and shoring, and (3) construction. Demolition would last approximately one month, excavation and shoring approximately 2 months, and construction approximately 18 months. Heavy construction equipment, such as front loaders, backhoes, drilling equipment, tractors, graders, and trucks would be used for the project. In addition, jackhammers, cranes, pumps, and generators (to a limited degree) would be used. Pile driving is not currently proposed as the proposed project would use a mat slab foundation system, which does not require pile driving. However, if piles were to be required, the project sponsor would implement torque-down piles that do not generate excessive noise or vibration. The project sponsor is also contemplating incorporating prefabricated volumetric modular construction techniques to reduce construction costs and the construction period. Proposed project construction would require the temporary removal of the sidewalk along O'Farrell Street, with pedestrian traffic redirected to a protected temporary sidewalk occupying the parking lane.

REQUIRED PROJECT APPROVALS AND PERMITS

The proposed 550 O'Farrell Street project would require the following approvals from the City and County of San Francisco:

Actions by the Planning Commission

- Approval of a conditional use authorization to construct a building exceeding a height of 50 feet in an RC zoning district (Planning Code section 253) and exceeding a height of 80 feet in an 80-T-130-T height and bulk district (Planning Code section 263.7)
- Approval of a conditional use authorization to exceed building bulk limits (Planning Code section 270); the project would seek to increase the maximum allowed diagonal dimension at the setback height established pursuant to Planning Code section 132.2 from 125 feet to 130 feet

Actions by Other City Departments and Government Agencies

- Approval of demolition, grading, and building permits (Department of Building Inspection)
- Approval of a request for curb cut, color curb, and on-street parking changes on O'Farrell Street (San Francisco Municipal Transportation Agency)
- Approval of a Stormwater Control Plan and project compliance with the Stormwater Design Guidelines (San Francisco Public Utilities Commission)
- Approval of project compliance with the Maher Ordinance prior to the commencement of any excavation work and approval of any soil mitigation plan as may be required (San Francisco Department of Public Health)
- Approval of a San Francisco Health Code article 38 ventilation plan prior to submitting plans for a mechanical permit (San Francisco Department of Public Health and Department of Building Inspection).

- Issuance of a certification of registration for a diesel backup generator (San Francisco Department of Public Health)
- Approval of a permit for the installation, operation, and testing of a diesel-powered backup generator (Bay Area Air Quality Management District)

SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES

The proposed project could result in potentially significant environmental effects. The Planning Department will prepare an initial study (IS) and focused environmental impact report (EIR) to evaluate the physical environmental effects of the proposed project in accordance with the California Environmental Quality Act (CEQA). These studies will assess both project-specific and cumulative impacts for all topics. As required by CEQA, the EIR will further examine those issues identified in the IS as having potentially significant and unavoidable effects, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce the environmental effect(s) to a less-than-significant level(s). The IS will be published as an appendix to the Draft EIR. The EIR also will evaluate a No Project Alternative, which will assume no change to the existing conditions on the project site, as well as additional project alternatives that could potentially reduce or avoid any significant environmental impacts associated with the proposed project.

It is anticipated that the EIR will include a focused assessment of impacts to historic architectural resources. Environmental impacts related to land use and planning, aesthetics, population and housing, subsurface cultural (archeological) resources and human remains, tribal cultural resources, transportation and circulation, noise, air quality, greenhouse gas emissions, wind, shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, paleontological resources, hydrology and water quality, hazards and hazardous materials, mineral resources, energy, agriculture and forestry resources, and wildfire are anticipated to be analyzed in the IS, unless significant impacts are identified that cannot be mitigated to a less-than-significant level, in which case, any such impacts analysis will be included in the EIR. The environmental issues to be addressed are described briefly below. The project meets all of the requirements of a transit-oriented infill development project under Division 13 (section 21099) of Public Resources Code (PRC); therefore, aesthetics and parking shall not be considered in determining if the project has the potential to result in significant environmental effects.

Land Use and Planning

The topic of Land Use and Planning will describe existing land uses on and near the project site and analyze whether the proposed project would physically divide an established community or result in land use conflicts within the Downtown/Civic Center neighborhood.

Aesthetics

The proposed project would be evaluated to determine whether it meets the criteria of Public Resources Code section 21099. If it does not meet section 21099 criteria, the IS would analyze the proposed project to determine if it would have substantial adverse effects on a scenic vista or scenic resources, conflict with applicable zoning and other regulations governing scenic quality or create a new source of substantial light or glare.

Population and Housing

The population and housing topic will analyze the potential for the proposed project to result in direct or indirect impacts related to population, employment and housing, and residential displacement.

Cultural Resources

The project site is currently occupied by a two-story-over-basement public parking garage that was constructed in 1924. The parking garage is located in the Uptown Tenderloin National Register Historic District and has been previously determined to be eligible for listing on the California Register of Historical Resources as a contributory building to the historic district. The proposed project would demolish the historic parking garage. The historic significance of the existing parking garage and the proposed project's impacts on the resource is the subject of a *historic resources evaluation*, prepared by a qualified consultant, and a *historic resources evaluation response* prepared by the Planning Department. The EIR will summarize applicable portions of these evaluations, describe the historical resource on the project site, and identify potential impacts on the historic resource. The IS will also analyze potential effects on subsurface cultural (archeological) resources, and on human remains, since the proposed project would involve excavation of the project site.

Tribal Cultural Resources

The IS will analyze potential effects on tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place or cultural landscape with cultural value to a California Native American tribe.

Transportation and Circulation

The proposed project would generate new traffic to and from the project site, as well as increases in transit ridership, pedestrian and bicycle activity, and loading demand. The transportation and circulation issues will be analyzed in accordance with the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002) and Planning Commission Resolution 19579 establishing vehicle miles traveled (VMT) as the appropriate transportation review standard. The IS will discuss transit conditions, VMT, traffic hazards, pedestrian and bicycle conditions, freight loading, emergency access, and construction-related transportation conditions; identify any significant impacts that could occur and identify appropriate mitigation measures that could reduce or eliminate those impacts. The IS transportation analysis will also evaluate the proposed project's contribution to cumulative effects of reasonably foreseeable development, transit improvements, and/or streetscape improvements in the project vicinity.

Noise

The topic of noise will include analysis of noise compatibility standards for residential and retail land uses, and discuss the long-term impacts of noise that could result from the proposed project. Short-term construction-related noise and vibration impacts also will be described, and the analysis will evaluate the potential for noise from the proposed project to adversely affect nearby sensitive land uses.

Air Quality

The topic of air quality will include analysis of consistency of the proposed project with applicable air quality plans and standards, the potential for the proposed project to result in emissions of criteria air pollutants and other toxic air contaminants that may affect sensitive populations, as well as the potential for the proposed project to result in sources of odor. The air quality analysis will include quantification of both construction-related and operational air pollutant emissions.

Greenhouse Gas Emissions

The topic of greenhouse gas emissions will include an analysis of the proposed project's consistency with the City's Greenhouse Gas Reduction Strategy and the degree to which the proposed project's greenhouse gas emissions could result in a significant effect on the environment.

Wind

The topic of wind will evaluate the potential of the project to alter wind in a manner that substantially affects public areas. The potential for the project to generate wind impacts is the subject of a *wind analysis*, prepared by a qualified consultant. The EIR will summarize applicable portions of this analysis and identify potential impacts on public areas.

Shadow

Based on a preliminary shadow fan analysis prepared by the Planning Department, no City parks or other publicly-accessible open space exists within the potential shadow area of the proposed project, and therefore no parks or open spaces would be affected by project shadow.

Recreation

The topic of recreation will include an analysis of whether the proposed project could physically degrade existing parks, recreation facilities, and open space, or require the construction of new parks or recreational facilities that could have a physical effect on the environment.

Utilities and Service Systems

The topic of utilities and service systems will include analysis of potable water and wastewater treatment capacity, and will discuss disposal of solid waste that may be generated by the proposed project. This topic will also include an assessment of whether the proposed project would be served by adequate water supply, wastewater treatment, stormwater, and solid waste disposal facilities, and whether the project would require the construction of new or modified utilities that could result in adverse environmental effects.

Public Services

The topic of public services will include analysis of whether the proposed project would require new or physically altered public services facilities (e.g., schools, police and fire protection, etc.), the construction of which could cause significant impacts on the physical environment.

Biological Resources

The topic of biological resources will include analysis of any substantial adverse effect on important biological resources or habitats, such as the movement of native resident or migratory bird species.

Geology and Soils

The topic of geology and soils will include an analysis related to the susceptibility of the project site to seismic activity, liquefaction, landslides, erosion, soil stability, and risks to life or property. The analysis will also explain whether or not the proposed project would substantially change the topography or any unique geologic or physical features of the site, or directly or indirectly destroy a unique paleontological resource or site.

Hydrology and Water Quality

The topic of hydrology and water quality will assess the potential for the proposed project to violate water quality standards or waste discharge requirements or result in adverse effects to groundwater supplies. The analysis will also consider the degree to which the proposed project could affect drainage patterns or create water runoff that could affect stormwater drainage systems. Finally, the analysis will consider the potential of the project to place housing within a flood hazard area.

Hazards and Hazardous Materials

The topic of hazards and hazardous materials will analyze the potential for the proposed project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or the emission or release of hazardous material into soils or groundwater, or interfere with an emergency response plan.

Mineral Resources

The topic of mineral resources will include analysis of potential project impacts on existing mineral resources.

Energy

The topic of energy resources will include analysis of potential project impacts on local and regional energy supplies. This section will summarize the proposed project's compliance with existing energy standards, and energy use efficiencies.

Agriculture and Forestry Resources

The topic of agricultural and forest resources will include analysis of potential project impacts on existing agricultural and forest resources.

Wildfire

The topic of wildfire will include analysis of potential risks from near state responsibility areas or lands classified as very high fire hazard severity zones.

Other CEQA Issues

The IS and EIR analyses will identify feasible mitigation measures intended to lessen or reduce significant environmental impacts of the proposed project, and the EIR will list any significant impacts that have been determined to be unavoidable.

ALTERNATIVES

Alternatives to be considered for this project will include, but will not be limited to, the No Project Alternative and one or more alternatives that adaptively reuse all or some of the historic structure at 550 O'Farrell Street. This determination is based upon the criteria of the State CEQA Guidelines, section 15126.6 (Consideration and Discussion of Alternatives to the Proposed Project).

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State CEQA Guidelines, sections 15064 (Determining Significant Effect) and 15065 (Mandatory Findings of Significance). The proposed project could have a substantial adverse impact on an historic resource, the 550 O'Farrell Street building, which is eligible for listing on the California Register of Historical Resources; this would be a significant effect on the environment under CEQA Guidelines section 15064.5.

PUBLIC SCOPING PROCESS

Written comments will be accepted until 5:00 p.m. on April 6, 2019. Written comments should be sent to Jennifer Barbour McKellar, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or emailed to jennifer.mckellar@sfgov.org.

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning environmental review of the proposed project, please contact Jennifer Barbour McKellar at (415) 575-8754.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Department's website or in other public documents.

Date

03/06/19

for



Lisa Gibson
Environmental Review Officer

