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Notice of Preparation of an Environmental Impact Report

Date:	August 7, 2019
Case No.:	**2014.1036E**
Project Title:	**447 Battery Street**
Zoning:	Downtown Office (C-3-O) 200-S Height and Bulk District
Plan Area:	Downtown Plan
Block/Lot:	0206/002
Lot Size:	7,178 square feet [0.16-acre]
Project Sponsor	447 Partners, LLC Robert A. Canepa - (415) 291-3300 Rob@BluestoneAMC.com
Lead Agency:	San Francisco Planning Department
Staff Contact:	Rachel Schuett – (415) 575-9030 rachel.schuett@sfgov.org

INTRODUCTION

The project sponsor, 447 Partners, LLC, proposes to redevelop a 7,178-square-foot (0.16-acre) rectangular property at the northwest corner of Battery and Merchant streets, within San Francisco's Financial District neighborhood, with a large hotel and ground-floor retail. The project site is currently occupied by an approximately 144,000-square-foot, three-story building with five commercial tenants. The building's office and retail uses include a furniture rental store and wine bar. The 447 Battery Street Project (proposed project) would involve demolishing the existing building while retaining the existing building façade, as seen by the public; replacing the internal structure to bring it up to building and structural codes; and building an addition to create a new 18-story, 200-foot-tall hotel with a ground-floor lobby and restaurant (see Table 1). The hotel would have a total of 198 hotel rooms on 16 floors, with another restaurant on the 18th floor. Four below-grade basement levels would contain conference rooms, mechanical equipment, a loading area, and vehicle and bicycle parking. A new privately owned, publicly accessible open space (POPOs) would be provided along Merchant Street, in addition to private terraces for hotel guests and restaurant patrons. The proposed project would also include improvements to Merchant Street, as discussed below.

PROJECT DESCRIPTION

This section provides a description of the project location and site characteristics, the existing conditions, and the proposed project characteristics.

Table 1 Proposed Project Characteristics

Project Component	Area (gross square feet)
Commercial (hotel, lobbies, conference, restaurant)	122,148
Vehicle Parking[a]	13,680
Bicycle Parking	404
TOTAL[b]	143,449
Publicly-accessible Open Space	2,720
Common Open Space	2,203
Private Open Space	3,934
Project Component	**Amount**
Hotel Rooms (total)	198
Parking Spaces	
Auto[c]	24
Bicycle (class 1)	8
Bicycle (class 2)	19
Height of Building	200 feet (up to 220 feet inclusive of elevator/stair penthouse, parapet, and various rooftop elements) [d]
Number of Stories	18

Source: Heller Manus Architects, 2019.

a. Includes garage circulation space in the basement levels.

b. Includes mechanical uses not listed in this table.

c. Includes two Americans with Disabilities Act–compliant accessible spaces.

d. Consistent with the Planning Code Height and Bulk designations for the project site, the building height is 200 feet, with up to 20 feet for allowed for rooftop appurtenances.

Project Location

The approximately 7,178-square-foot (0.16-acre) project site (Assessor's Block 0206, Lot 002) is at the northwest corner of Battery and Merchant streets, on a block bounded by Washington Street to the north, Battery Street to the east, Clay Street to the south, and Sansome Street to the west (see Figure 1). Merchant Street, an east–west street that divides the block in two, forms the southern boundary of the project site.

Streets surrounding the project site include one or two lanes and are not considered major arterials. Battery, Washington, and Sansome streets are all two lane-roadways; Merchant Street is a one-lane road. The nearest major thoroughfares are Columbus Avenue to the west, Market Street to the south, and The Embarcadero to the west. However, both Battery Street and Sansome Street support important functions related to circulation by serving as major routes for regional traffic into and out of the Financial District

(particularly commuters residing in the East Bay and North Bay) as well as local traffic from residents living in neighborhoods northwest of downtown. Regional roadways that serve the project site are I-80, I-280, and U.S. 101, all three of which have on- and off-ramps within 0.5 mile of the project site.

The project site is connected to the transit network by numerous San Francisco Municipal Railway (Muni) stations. Muni bus routes 1, 10, 12, 30X, 41, and 82X all operate within a couple blocks of the project site. In addition, subsurface Muni lines have entrances along Market Street, the closest of which are the Embarcadero (0.3 mile south) and Montgomery (0.4 mile south) stations; these are served by the J, K, T, L, M, and N Muni Metro light-rail lines. Bay Area Rapid Transit, which provides regional public transit service, is also at the Embarcadero and Montgomery stations on Market Street. Regional public transit service is also provided by the Alameda–Contra Costa Transit District; the Golden Gate Bridge, Highway & Transportation District; the San Mateo County Transit District; and Caltrain.

Existing Conditions

The project site is generally flat, with an elevation of approximately 1 to 2 feet, San Francisco City Datum.[1] The site is rectangular in shape, with approximately 74 feet of frontage on Battery Street and approximately 97 feet of frontage on Merchant Street.

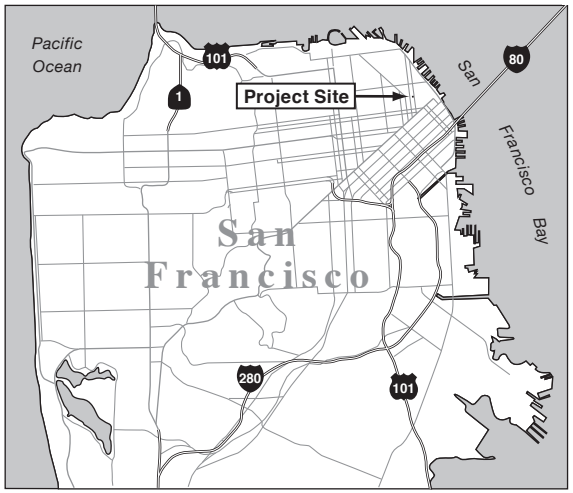
The project site is currently developed with an approximately 144,000-square-foot, three-story, 45-foot-tall building that occupies the entire lot. The building was constructed in 1907 and is considered to be an historic resource.[2] The building was originally occupied by a small Bay Area coffee producer, the Jones-Thierbach Company (1912 to 1966).[3] After the company vacated, the property was converted to an office and retail building in 1967. The building's current office and retail uses include a furniture rental store and wine bar on the ground floor. The second and third floor tenants are technology companies.

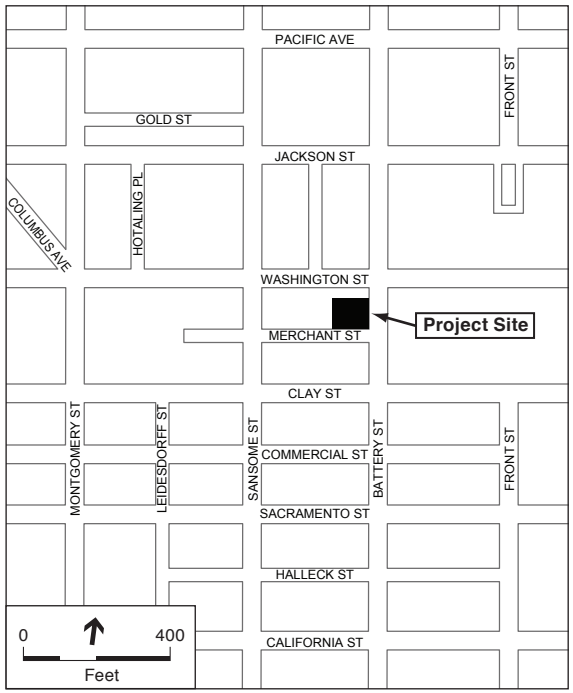
Two buildings adjoin the project site: a seven-story office building to the north with ground-floor retail space (401–423 Washington Street) and a three-story building to the west with a ground-floor restaurant (424 Merchant Street). Adjacent to the project site, across Merchant Street, is an 11-story hotel with ground-floor commercial uses (424 Clay Street and 425 Battery Street). To the east, across Battery Street, is an adjacent two-story parking garage and Maritime Plaza. West of the project site, at Sansome and Merchant streets, is San Francisco Fire Department Station 13.

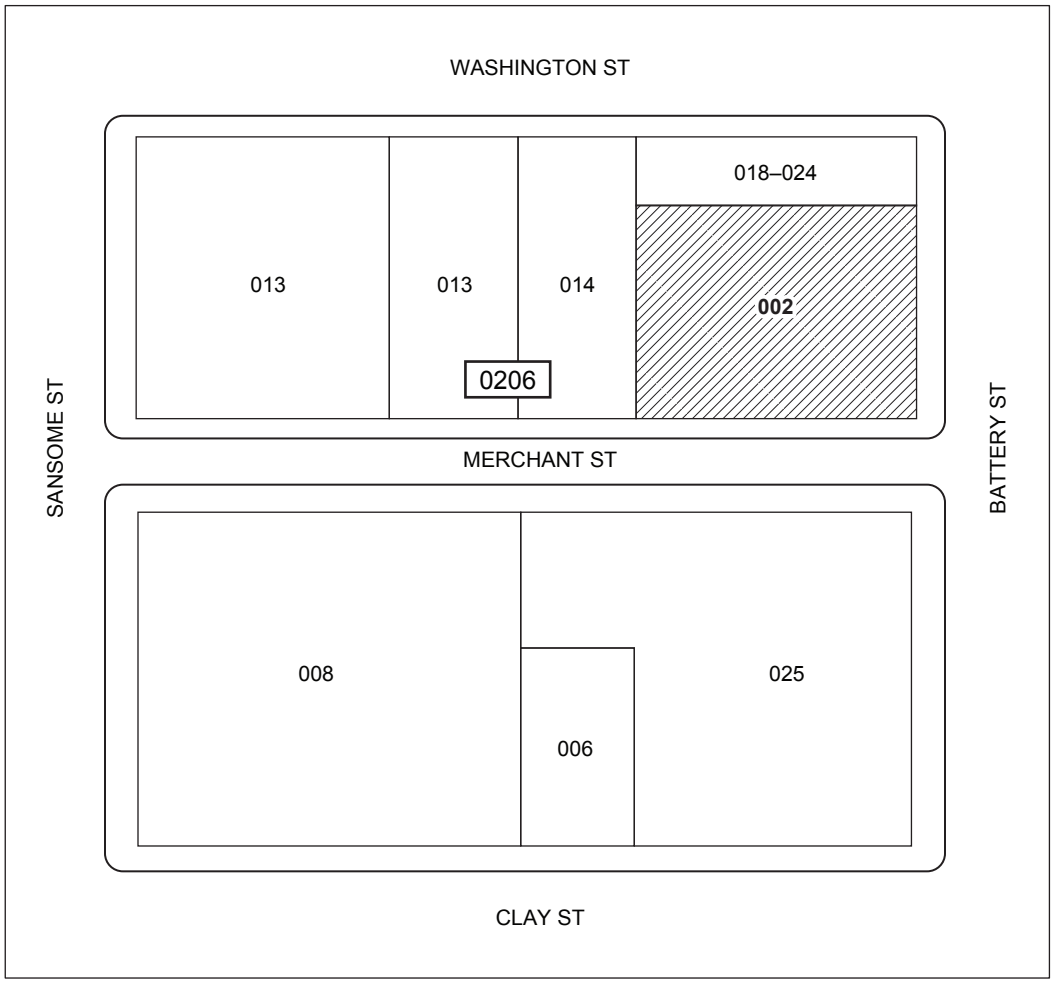
1 San Francisco City Datum establishes the city's zero point for surveying purposes at approximately 11.3 feet above the current 1988 North American Vertical Datum. Because tides are measured from mean lower low water (about 3.1 feet below mean sea level), an elevation of 0 feet San Francisco City Datum is approximately 8.2 feet above mean sea level.

2 San Francisco Planning Department, *447 Battery Street Historic Resource Evaluation Response*, December 17, 2017.

3 Page & Turnbull, *447 Battery Street, San Francisco Historic Resource Evaluation, Part I*, August 19, 2016.







Project Site
002 Lot Numbers
0206 Assesor's Block

0 100
Feet

Source: Heller Manus Architects 2019.

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Figure 1
Project Location

The area surrounding the project site is a densely built area with land uses primarily consisting of neighborhood-serving retail uses on the ground level, with commercial space above. Parking, residential, hotel, office, and institutional facilities are also present in the area. The nearest residential buildings include the 21-story mixed-use building at 550 Battery Street (the Gateway apartments and townhomes) and a 23-story mixed-use residential building northeast of the project site. The nearest hotels are the Club Quarters Hotel at 424 Clay Street and Le Méridien at 333 Battery Street, immediately south of the project site, and the Hilton at 750 Kearny Street, two blocks west of the project site. Although the project site is adjacent to three- and seven-story buildings, the area includes high-rise buildings as well, such as the Transamerica Pyramid, the second tallest building in San Francisco, and the 21-story mixed-use building at 550 Battery Street.

Vegetation in the immediate vicinity of the project site is generally limited to street trees. Nearby public parks and open spaces include Maritime Plaza, Transamerica Redwood Park, Sydney G. Walton Square, Sue Bierman Park, Empire Park, Portsmouth Square Plaza, St. Mary's Square, Market/Battery Plaza, and One Bush Plaza.

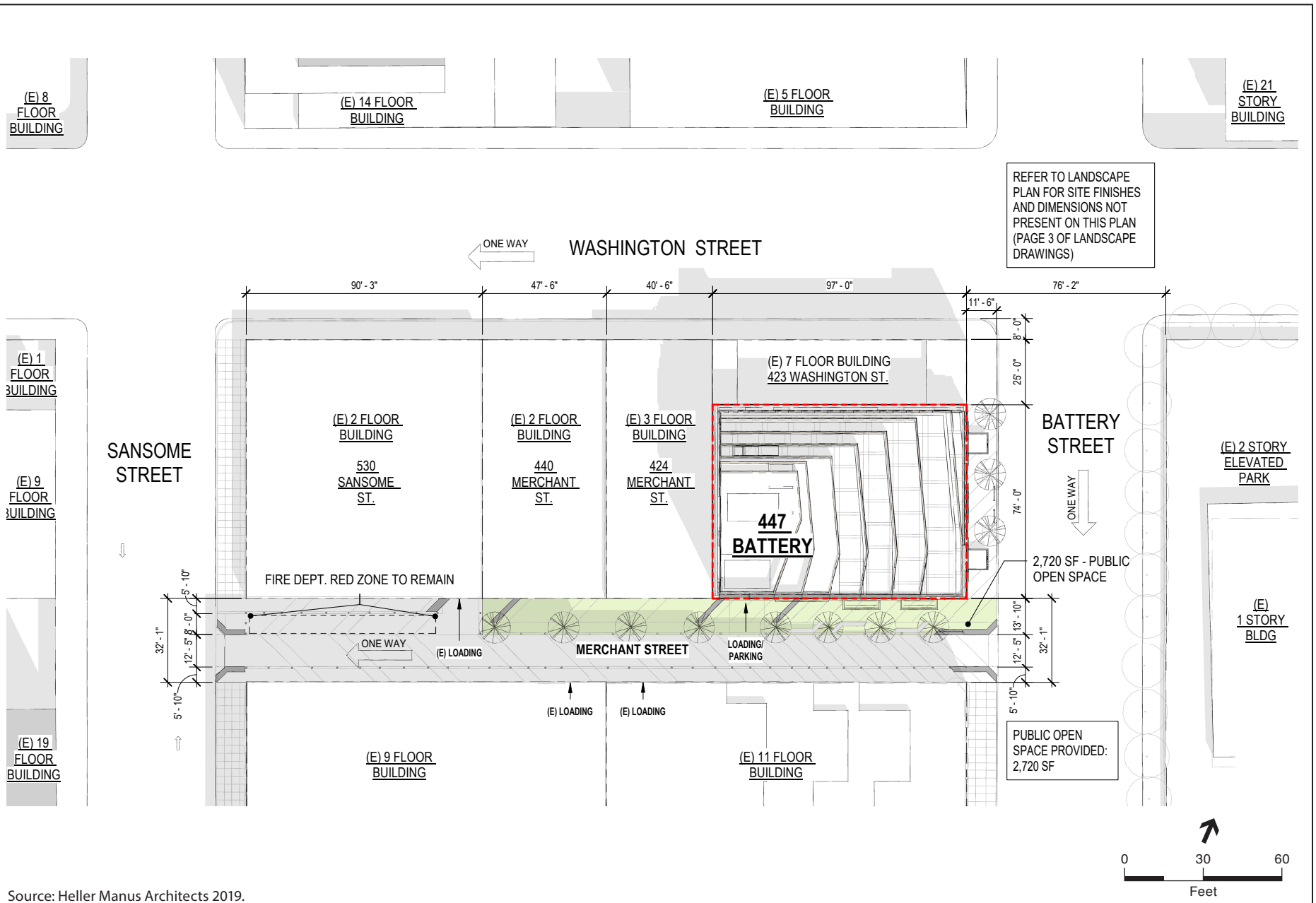
The proposed project is within San Francisco's Financial District neighborhood and the Downtown Area Plan area, as identified in the San Francisco General Plan. The project site is also within a C-3-O (Downtown Office) zoning district and a 200-S height and bulk district. This height district allows for a building height of 200 feet. Regarding this bulk district, the bulk controls for the lower tower are a maximum length of 160 feet, a maximum floor size of 20,000 square feet, and a maximum diagonal dimension of 190 feet. The bulk controls for the upper tower are a maximum length of 130 feet, a maximum average floor size of 12,000 square feet, a maximum floor size for any floor of 17,000 square feet, and a maximum average diagonal measure of 160 feet.

The project site is not within a historic district. The Washington-Broadway Special Use District and the Jackson Square Special Use District are directly north of the project site. Waterfront Special Use District 3 is three blocks north of the project site. In addition, the project site is one block southeast of the Jackson Square Historic District, two blocks northeast of the Commercial-Leidesdorff Conservation District, and two blocks north of the Front-California Conservation District.

Proposed Project Characteristics

The proposed project would involve retaining the existing building façade, as seen by the public. The interior would be reconfigured to comply with the current building code and accommodate an additional 143,449 gross square feet of space at the project site. Ultimately, the proposed project would consist of an 18-story, 200-foot-tall hotel. The hotel would have 198 rooms on 16 floors, with a lobby and restaurant on the ground floor and mezzanine and another restaurant on the 18th floor.

The proposed project would have frontages on Battery and Merchant streets, as shown in **Figure 2**. Landscaping would be provided on Battery and Merchant streets, while loading would be provided on Merchant Street.



Source: Heller Manus Architects 2019.

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447 Battery Street Project
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Figure 2
Proposed Site Plan

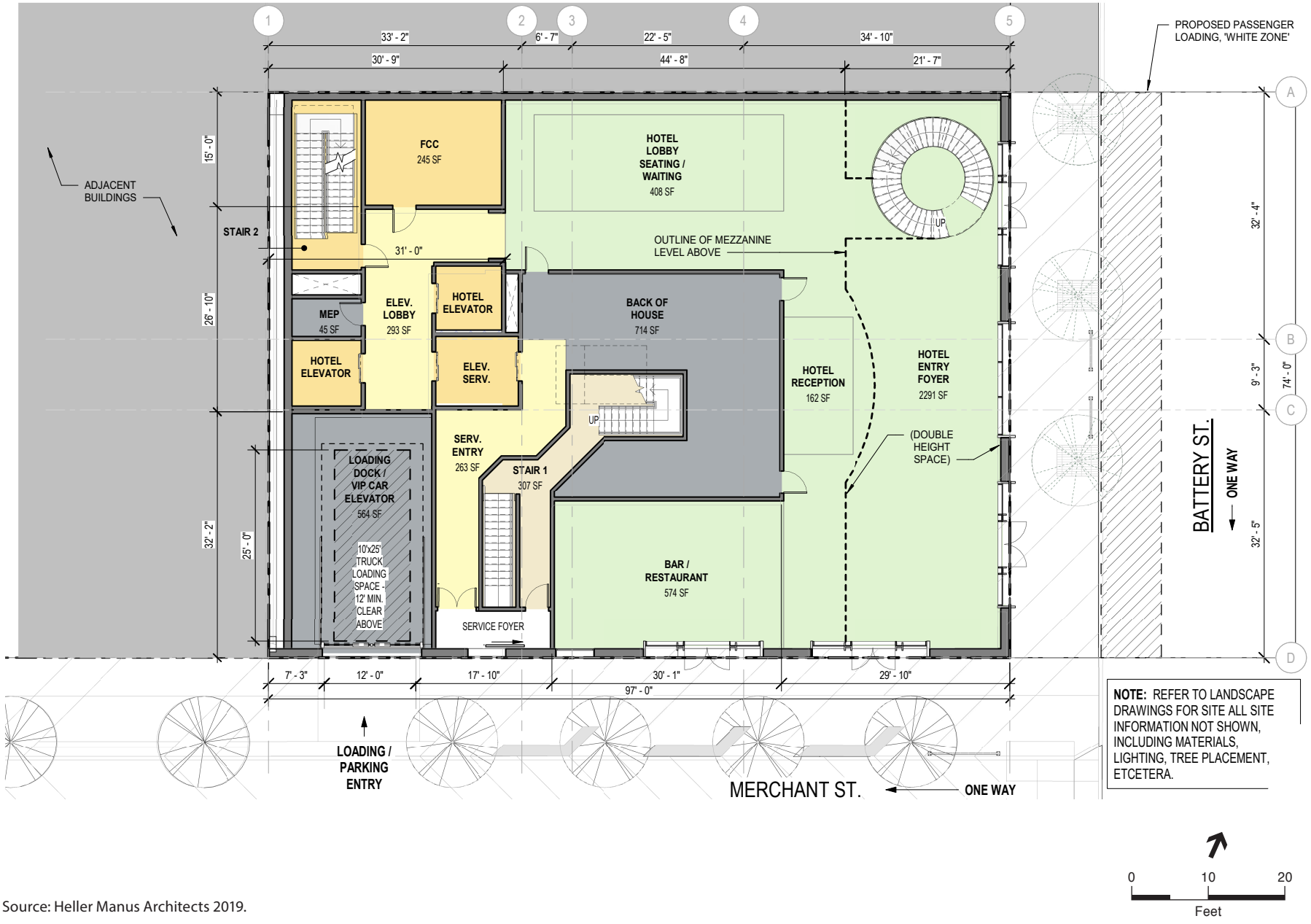
The proposed project would be a total of 143,499 square feet of development, including 122,148 square feet of commercial uses (hotel, lobbies, conference, and restaurant), 13,680 square feet of vehicle parking uses, and 404 square feet of bicycle parking uses. The proposed project would provide 2,720 square feet of POPOs along Merchant Street, 2,203 square feet of required commercial open space, and 3,934 square feet of terrace space. In addition, 24 vehicle parking spaces, eight class 1 bicycle parking spaces, and 19 class 2 bicycle parking spaces would be provided.

The ground floor would include the hotel lobby, a restaurant/bar, a loading dock/car elevator, and a fire command center (see **Figure 3**). Pedestrian access would be from Battery and Merchant streets. The mezzanine level would include a restaurant, a kitchen, and dining areas; the eastern portion of the mezzanine level would be open to the ground floor. For security, the building would include a camera system and valets for the entry.

The four basement levels would include one level for ancillary hotel uses, one level for mechanical uses, and two levels for loading or parking (see **Figures 4 through 7**). Basement Level 1 would include a conference center, gym, and spa areas for use by hotel guests. Basement Level 2 would include mechanical uses, such as electric generators, a fuel pump room, building storage, and maintenance areas as well as a room for bicycle parking, showers, and lockers. Basement Level 3 would be used for loading and accessed from the loading dock/car elevator at Merchant Street, discussed in more detail in the "Parking, Loading, and Bicycle Facilities" section, below. Basement Level 4, the parking level, would provide 22 valet parking spaces (in stackers), and two valet Americans with Disabilities Act– (ADA-) compliant accessible spaces, also accessed from the loading dock/car elevator at Merchant Street. The total depth of the basement would be approximately 50 feet.

Floors 2 through 17 of the building would contain 198 hotel rooms. Floors 2 through 8 would each contain 13 hotel rooms, Floors 9 through 14 would each contain 14 hotel rooms, Floor 15 would contain 11 hotel rooms, Floor 16 would contain eight hotel rooms, and Floor 17 would contain four hotel rooms (see **Figures 8** and **9**). The hotel rooms would vary in size from 300 square feet to 628 square feet, offering a mix of 157 regular rooms and 31 suites. Floor 18 would include a restaurant and bar. Floors 15 through 18 would each include a private terrace, facing either Battery Street or Washington Street or facing west toward Sansome Street.

The proposed structure would be approximately 200 feet in height to the roof, with a mechanical penthouse extending up to 20 feet above the roof height, for a total height of 220 feet (see **Figure 10**).
The building would be designed in a contemporary architectural style, employing glass and limestone as the primary building materials. For the primary façades on Merchant and Battery streets, the proposed design would feature large glass storefronts that would be articulated by a glass overhang. The existing brick façade would be retained for the ground floor and mezzanine, with a glass façade used for Floors 3 through 18.



Source: Heller Manus Architects 2019.

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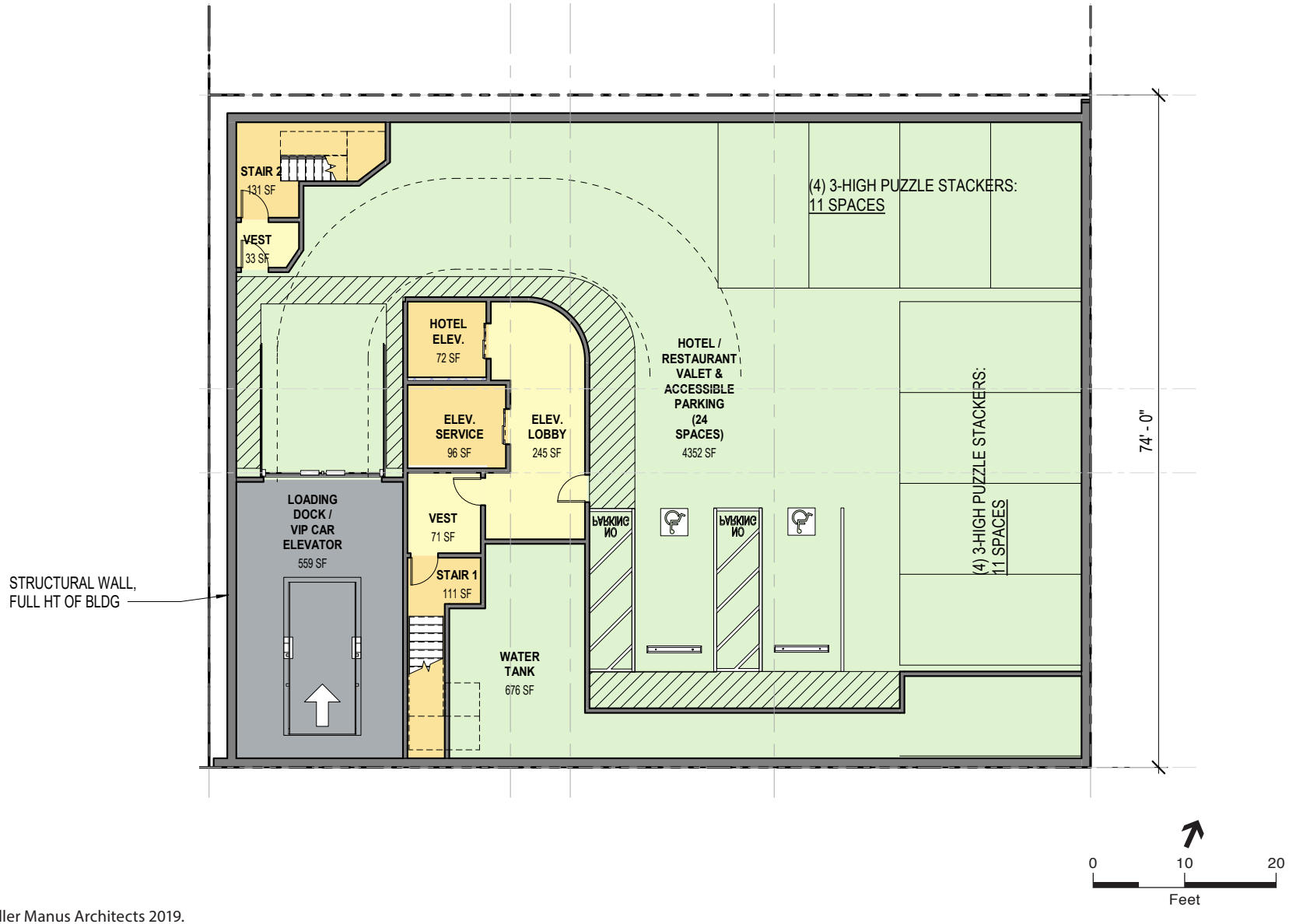
Figure 3
Proposed Ground Floor Plan



Source: Heller Manus Architects 2019.

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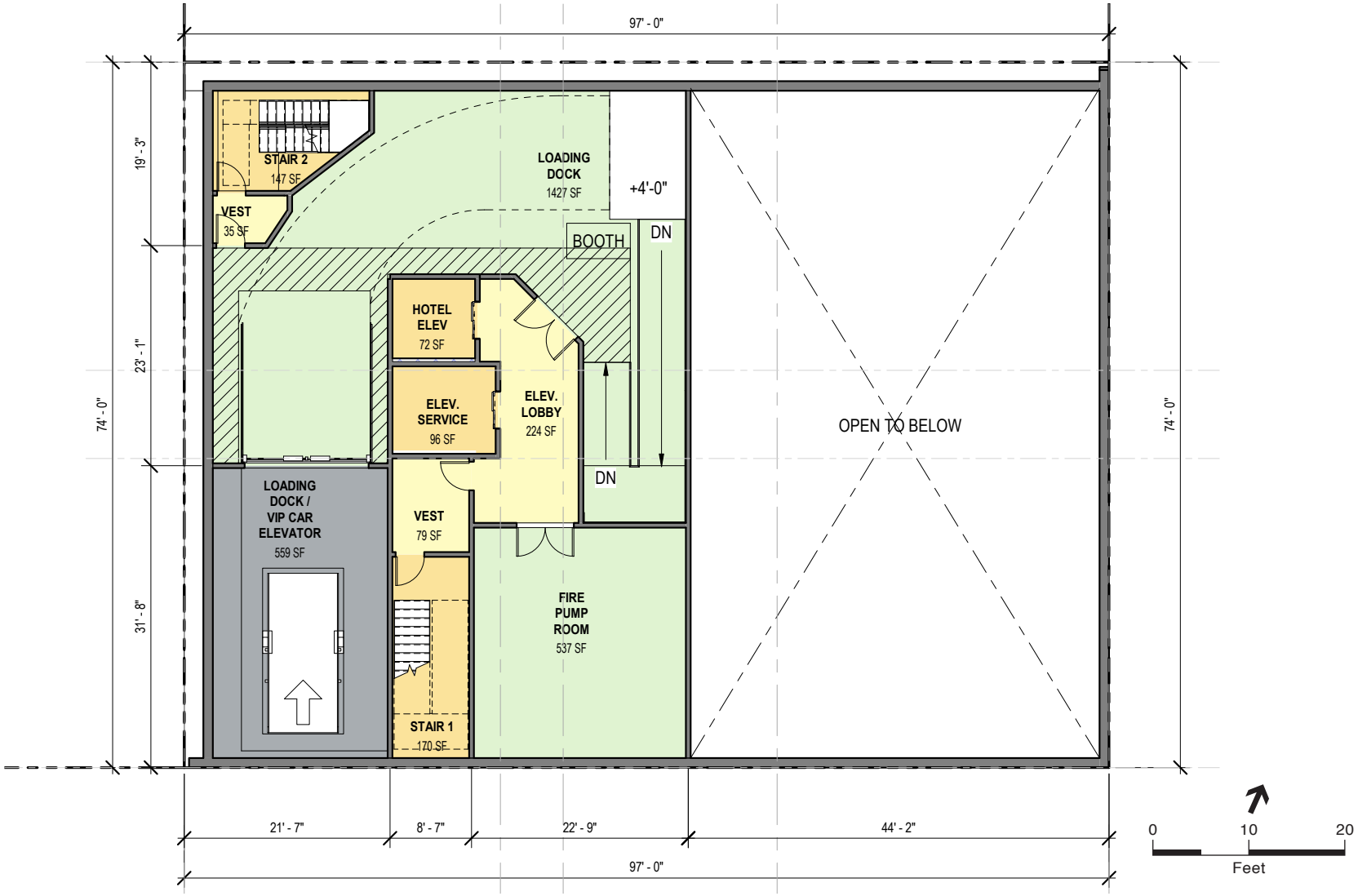
Figure 4
Proposed Basement Level 4 Plan



Source: Heller Manus Architects 2019.

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Figure 5
Proposed Basement Level 3 Plan

Source: Heller Manus Architects 2019.

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Figure 6
Proposed Basement Level 2 Plan

Source: Heller Manus Architects 2019.

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Figure 7
Proposed Basement Level 1 Plan

Source: Heller Manus Architects 2019.

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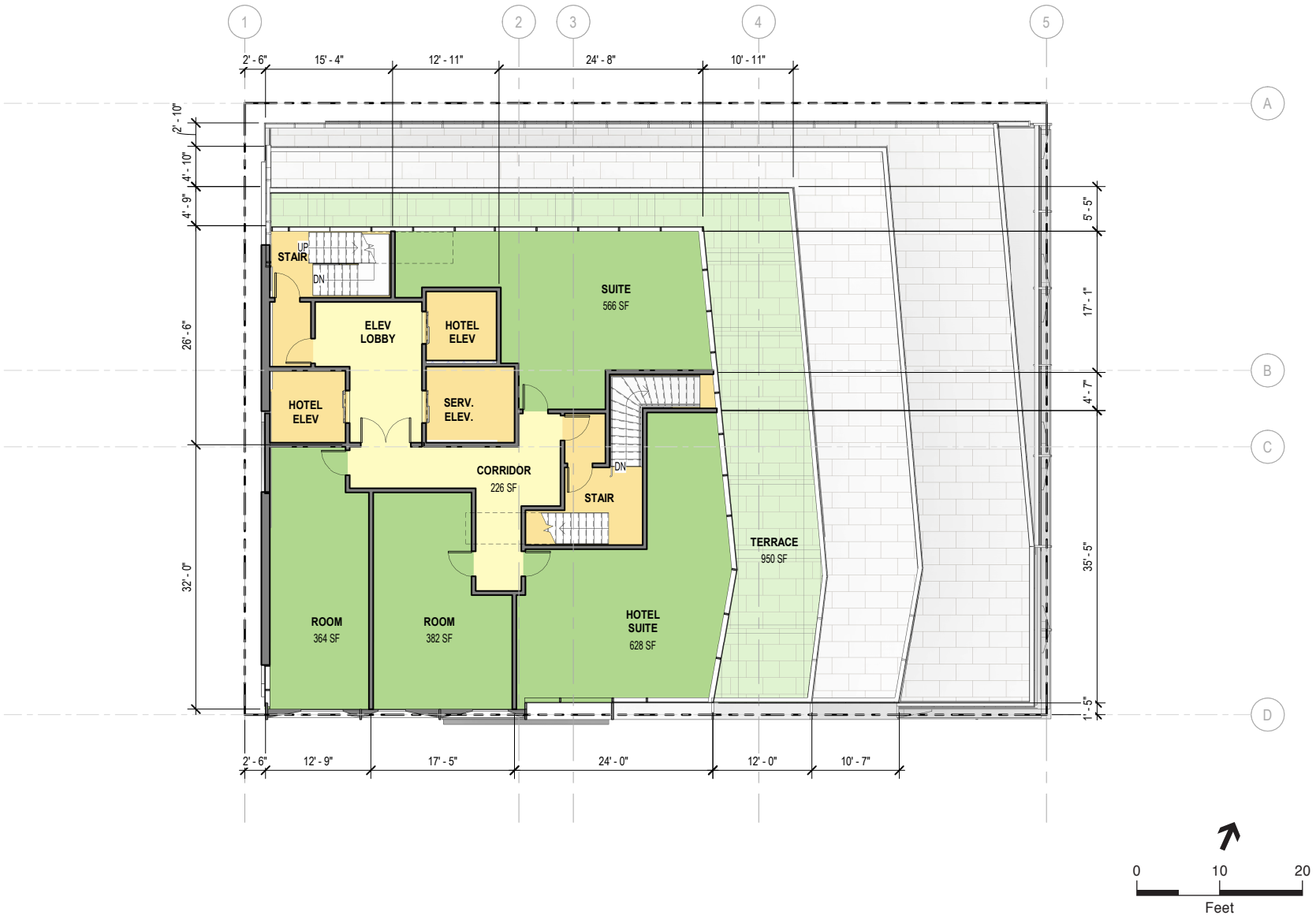
Figure 8
Proposed Level 2 Hotel Plan



Source: Heller Manus Architects 2019.

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447 Battery Street Project
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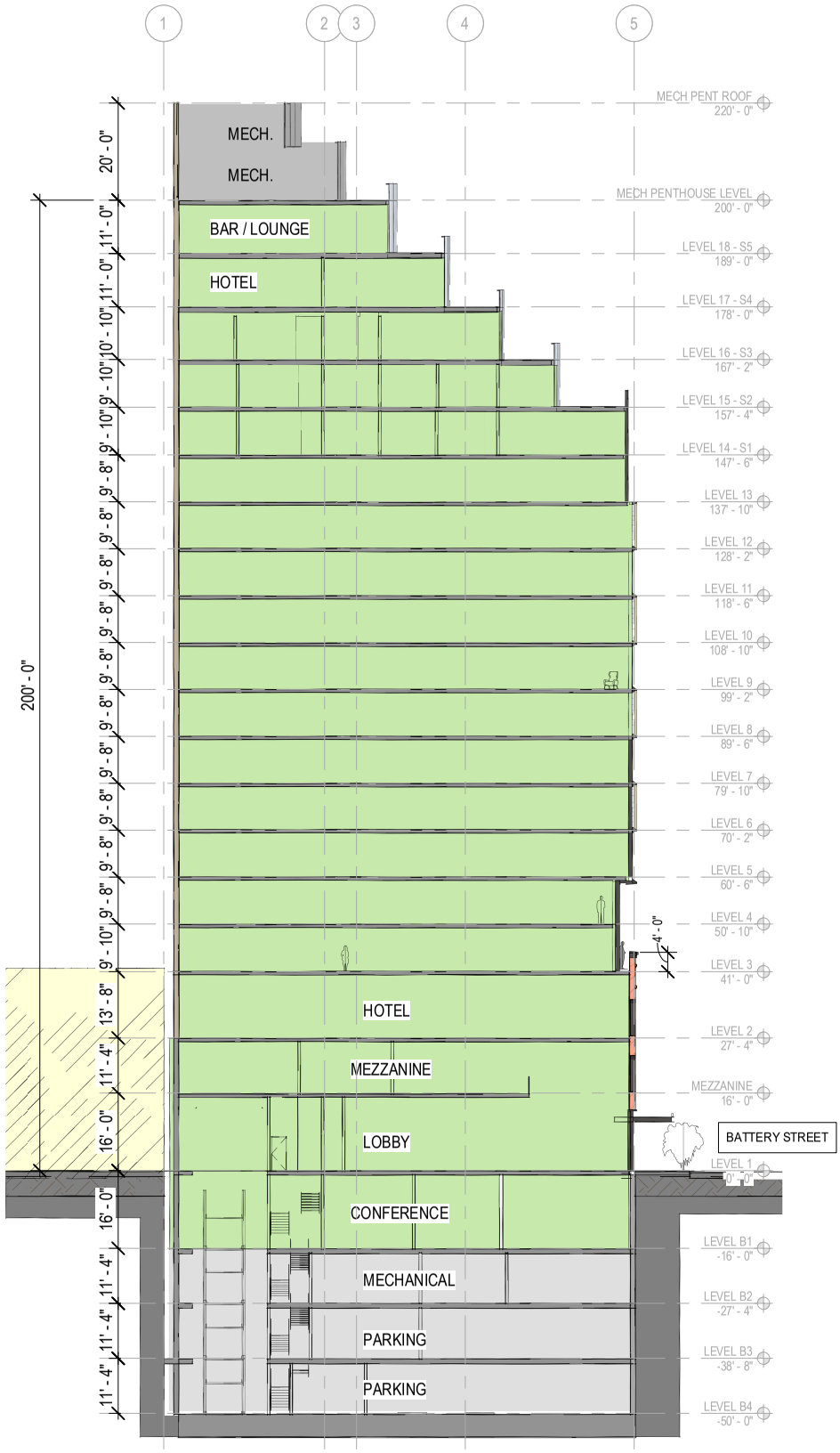
Figure 9
Proposed Level 17 Hotel Plan



Source: Heller Manus Architects 2019.

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Figure 10
Proposed Cross Section (Facing North)

The proposed project would comply with the City and County of San Francisco's (City's) Green Building Code and meet Leadership in Energy and Environmental Design Gold requirements. Conceptual renderings were prepared by the project architect to illustrate how the proposed project would appear from different vantage points (see **Figures 11** and **12**). The vantage point in **Figure 11** is from the southeast, across Battery Street, at the western edge of Maritime Plaza. The vantage point in **Figure 12**, is from the east, across Battery Street, also at the western edge of Maritime Plaza but from the height of the tower (approximately 150 feet).

Open Space. The proposed project would include approximately 2,720 square feet of POPOs along Merchant Street. Street furniture, such as tables and benches, would be placed along the Merchant Street sidewalk in front of the proposed building, along with stone paving and new street trees from Battery Street to Sansome Street. The proposed 2,720 square feet of privately owned public open space would exceed the planning code open space requirement for proposed hotel and restaurant uses (2,203 square feet). In addition, approximately 3,934 square feet of terrace space would be provided on floors 15 through 18 for hotel and restaurant guests.

Parking, Loading, and Bicycle Facilities. The existing building contains no off-street parking spaces. The proposed project would create one new curb cut and add an approximately 10-foot-wide garage door along Merchant Street for the loading dock/car elevator, which would provide access to the loading and parking levels. As shown in **Figure 4**, the proposed project would add 24 valet parking spaces in Basement Level 4; 22 of the spaces would be in stackers, and two would be individually accessible ADA-compliant spaces. Car-share parking spaces would not be provided. Vehicle parking spaces would be available to hotel guests and restaurant patrons. Access to the parking spaces would be from the loading dock/car elevator on Merchant Street. The loading dock/car elevator would be sized for both trucks and vehicles. A truck or service van would back up into the loading dock/car elevator and be transported down to Basement Level 3. Once in Basement Level 3, the truck or service van would back up to the loading dock. After unloading, the truck or service van would depart through the loading dock/car elevator and exit at Merchant Street. For vehicles, a valet driver would take the vehicle from patrons on Merchant Street, then enter the loading dock/car elevator and be transported down to Basement Level 4. The valet driver would put the vehicle in an open parking spot until the vehicle is needed again, at which point the valet would take the vehicle up the loading dock/car elevator and back to Merchant Street to deliver it to the driver.

Eight class 1 bicycle parking spaces would be provided on Basement Level 2 in code-complaint, lift-assisted double-deck bicycle racks, as shown in **Figure 6**. The bicycle racks would have a manually operated system that would stack the bicycles on two tiers, with lift-assist top trays that would slide down to within inches of the ground, requiring minimal lifting of the bicycle to the tray. As shown in **Figure 3**, access to the bicycle spaces would be from the ground-level foyer on Merchant Street, located between the stairs and the loading dock/car elevator, or from the hotel reception area on Merchant or Battery streets where patrons would take an elevator to Basement Level 2.

Nineteen class 2 bicycle parking spaces would be provided in bike racks. One bicycle rack would be on Battery Street, and one bicycle rack would be on Merchant Street, as shown in **Figure 3**. These bicycle parking spaces would be available to hotel guests, restaurant patrons, and building employees. Access to the bicycle spaces would be from the lobby entry on Merchant Street or Battery Street.

Source: Heller Manus Architects 2019.

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447 Battery Street Project
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Figure 11
Visual Simulation from Southeast

Source: Heller Manus Architects 2019.

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Figure 12
Visual Simulation from East

Landscaping. No trees would be removed as part of the proposed project because none currently exist at the project site. As part of the proposed project, three new street trees would be planted on Battery Street, and eight new street trees would be planted on Merchant Street, as shown in **Figure 3**. The proposed tree types are London plane for Battery Street and Fastigiata ginkgo for Merchant Street. The sidewalks adjacent to the proposed building along Merchant and Battery streets would be replaced with decorative paving and curbs.

Foundation and Excavation. The proposed project's deep foundation is anticipated to require the use of auger pressure-grouted displacement piles, drilled shafts, auger cast piles, fundex piles, or torque-down piles. The proposed project would include excavation to a maximum depth of approximately 55 feet to accommodate the four subterranean levels and the building's foundation; approximately 15,000 cubic yards of material would be excavated.

Construction Schedule. Demolition and construction are estimated to take approximately 28 months, with six overlapping phases, including demolition (1 month), site preparation (2 months), grading/excavation (6 months), building construction (16 months), paving (2 months), and architectural coating work (1 month). Construction is expected to commence in December 2020.

REQUIRED APPROVALS

The proposed project would require approvals from several authorities, including those listed below.

Actions by the Planning Commission

- Approval of conditional use authorization from the Planning Commission under Planning Code section 303 to permit hotel uses.
- Approval of Downtown Project Authorization from the Planning Commission, per Planning Code section 309 for projects within a C-3 zoning district greater than 50,000 square feet in area or 75 feet in height and for granting exceptions to the requirements of certain sections of the planning code.

Actions by Other City Departments

- San Francisco Planning Department and Department of Building Inspection – Approval of the site permit.
- Department of Building Inspection – Approval of demolition, grading, and building permits for demolition of the existing building and construction of the new building and night noise permit for nighttime construction.
- Department of Public Health – Approval of compliance with Maher Ordinance.
- San Francisco Public Works – Approval of a street space permit from the Bureau of Street Use and Mapping if sidewalks are used for construction staging and pedestrian walkways are constructed in the curb lanes.

- San Francisco Public Works – Approval of construction within the public right-of-way (e.g., bulb-outs, sidewalk extensions) to ensure consistency with the Better Streets Plan.
- San Francisco Public Works – Approval of a permit to plant street trees adjacent to the project site.
- San Francisco Public Works – Approval of maintenance agreement for Merchant Street improvements, subject to major encroachment permit.
- San Francisco Municipal Transportation Agency – Approval of the placement of bicycle racks on the sidewalk, and other sidewalk improvements, by the Sustainable Streets Division.
- San Francisco Municipal Transportation Agency – Approval of a special traffic permit from the Sustainable Streets Division if sidewalks are used for construction staging and pedestrian walkways are constructed in the curb lanes.
- San Francisco Municipal Transportation Agency – Approval of construction within the public right-of-way (e.g., bulb-outs, sidewalk extensions) to ensure consistency with the Better Streets Plan.
- San Francisco Public Utilities Commission – Approval of any changes to sewer laterals (connections to the City sewer).
- San Francisco Public Utilities Commission – Approval of an erosion and sediment control plan, in accordance with article 4.1 of the San Francisco Public Works Code.
- San Francisco Public Utilities Commission – Approval of post-construction stormwater design guidelines, including a stormwater control plan that complies with the City's 2016 Stormwater Management Requirements and Design Guidelines.
- San Francisco Board of Supervisors – Approval of major encroachment permit by board resolution for Merchant Street improvements.
- San Francisco Recreation and Parks – Approval of a joint resolution by the Planning Commission and San Francisco Recreation and Parks to raise the absolute cumulative shadow limit on Maritime Plaza.
- San Francisco Entertainment Commission – Determine if a hearing is required and possible noise attenuation conditions.

SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES

The proposed project could result in potentially significant environmental impacts. This section describes how the San Francisco Planning Department (department) will prepare an initial study and environmental impact report (EIR) to evaluate the potential physical environmental impacts of the proposed project. An initial study will assess both project-specific and cumulative impacts for all topics required under the California Environmental Quality Act (CEQA). As required by CEQA, an EIR will further examine those issues identified in the initial study to have potentially significant impact, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce potentially significant

environmental impacts to a less-than-significant level. The initial study will be published as an appendix to the EIR.

It is anticipated that the EIR will address cultural resources, specifically historic resources. Environmental impacts related to land use and land use planning, population and housing, cultural resources (specifically archaeological resources and human remains), tribal cultural resources, transportation and circulation, noise, air quality, greenhouse gas emissions, wind, shadow, utilities and service systems, recreation, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral resources, energy, agriculture and forest resources, and wildfire are anticipated to be analyzed in the initial study, unless significant impacts are identified that cannot be mitigated to a less-than-significant level, in which case, analysis of any such impacts will be included in the EIR. The environmental issues to be addressed in the initial study or EIR are described briefly below. For all topics, the analysis will consider the impacts of the proposed project individually as well as cumulative impacts resulting from other reasonably foreseeable projects.

Since the proposed project meets the requirements of a transit-oriented infill development project under Senate Bill 743, aesthetics and parking will not be considered in determining if the proposed project has the potential to result in potentially significant environmental impacts. Visual renderings may be included within the initial study and EIR project descriptions.

Land Use and Land Use Planning

The land use and land use planning initial study section will describe existing land uses on the project site and in the project vicinity and analyze whether the proposed project would physically divide an established community or result in a significant physical environmental impact due to a conflict with land use plans adopted for the purpose of avoiding or mitigating an environmental effect.

Population and Housing

The population and housing initial study analysis will analyze the potential for the proposed project to result in impacts related to direct or indirect population growth, employment and housing provision and balance, and residential displacement.

Cultural Resources

The cultural resources initial study analysis will address archeological resources and human remains. The building on the project site is considered a historic resource for the purpose of CEQA review. The proposed project would include demolition of the existing building with retention of portions of the façade. The EIR will describe the historic resources on the project site, summarize applicable portions of the Historic Resource Evaluation (HRE) report[4] and Historic Resource Evaluation Response (HRER),[5] and identify the potential impacts on historic resources.

Tribal Cultural Resources

The tribal cultural resources initial study analysis will address the potential for the proposed project to affect tribal cultural resources.

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4 Page & Turnbull, *447 Battery Street, San Francisco Historic Resource Evaluation, Part I*, August 19, 2016.

5 San Francisco Planning Department, *447 Battery Street Historic Resource Evaluation Response*, December 17, 2017.

Transportation and Circulation

The proposed project would generate new vehicle trips, generating additional vehicle miles traveled (VMT) to and from the project site. The proposed project would also generate new transit, pedestrian, and bicycle trips, and loading demand. A transportation impact study will be prepared in support of the transportation and circulation initial study analysis which will discuss trip generation, freight and passenger loading operations, site circulation, VMT impacts, transit service and capacity, code compliance, loading, hazards due to a project design feature, including to pedestrians and bicyclists, construction impacts, and emergency access.

Noise

The noise initial study analysis will evaluate noise impacts related to construction and operation of the proposed project, including the effect of construction noise on adjacent sensitive noise receptors.

Air Quality

The air quality initial study analysis will discuss construction and operational emissions of criteria pollutants and toxic air contaminants, as appropriate, as well as compliance with the City's Construction Dust Control Ordinance.

Greenhouse Gas Emissions

The greenhouse gas emissions initial study analysis will refer to the Greenhouse Gas (GHG) checklist and disclose the anticipated consistency finding with the City's GHG Reduction Strategy.

Wind

At 200 feet in height, the proposed project could change wind conditions near the project site in a way that could affect public areas. A wind study will be prepared for the proposed project to evaluate the existing wind conditions near the project site and the extent to which the proposed project would affect ground-level wind. The initial study will summarize the results of the wind analysis, including a summary of ground-level wind impacts, and determine if mitigation measures for wind impacts are required.

Shadow

The preliminary shadow fan prepared by the department indicates that the proposed project could cast new shadows on properties under the jurisdiction of the Recreation and Park Commission, including Maritime Plaza. The initial study section will summarize the results of a shadow analysis, and will evaluate the extent to which shadows cast by the proposed project could adversely affect the use and enjoyment of publicly-accessible open spaces.

Recreation

The recreation section of the initial study will analyze whether the proposed project would physically degrade existing parks and recreational facilities or require the construction or expansion of parks and recreational facilities that could have a physical effect on the environment.

Utilities and Service Systems

This initial study analysis of utilities and service systems will examine the proposed project's effect on water supply, wastewater treatment, solid waste disposal, and energy generation and transmission. It will describe existing utility providers, system capacity, and improvement plans; evaluate the net change in the

demand for water, wastewater, solid waste, and energy, relative to existing and planned capacity for the utilities; consider stormwater generation associated with the proposed project and how the City's Stormwater Management Ordinance will apply; and discuss whether implications of the proposed project trigger the expansion or construction of new infrastructure or facilities. In addition, the analysis will evaluate the proposed project's consistency with the Recycled (or Reclaimed) Water Use Ordinance.

Public Services

The public services initial study analysis will analyze whether existing public service providers (e.g. police and fire protections, schools, etc.) would be adversely affected by the proposed project so as to require new or physically altered public facilities, the construction of which could result in physical environmental effects.

Biological Resources

The biological resources initial study analysis will discuss the existing biological resources or habitats that could be effected by the proposed project, such as trees or the movement of any native resident or migratory bird species, and the potential for the proposed project to result in a substantial adverse effect on these biological resources or habitats.

Geology and Soils

The geology and soils initial study section will summarize the findings of the geotechnical investigation and will evaluate the susceptibility of the project site to seismic activity, liquefaction, landslides, erosion, soil stability, and risks to life or property. The analysis will also include 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 or unique geologic feature.

Hydrology and Water Quality

The hydrology and water quality initial study analysis will evaluate the proposed project's potential to violate water quality standards or waste discharge requirements or result in adverse effects to groundwater supplies. The analysis will also consider any effects to drainage patterns resulting from the proposed project and evaluation the potential to result in runoff that could affect stormwater drainage systems.

Hazards and Hazardous Materials

The hazards and hazardous materials initial study analysis will evaluate the potential for the proposed project to create a significant hazard to the public or the environment related to hazards and hazardous materials through location on a hazardous materials site, the routine transport, use, or disposal of hazardous materials, the emission or release of hazardous soils or groundwater, or interference with an emergency response plan.

Mineral Resources

The mineral resources initial study analysis will analyze potential impacts of the proposed project related to existing mineral resources.

Energy Resources
The energy resources initial study analysis will analyze potential impacts of the proposed project related to existing energy resources.

Agricultural/Forest Resources
The agriculture and forest resources initial study analysis will analyze potential impacts of the proposed project related to existing agricultural and forest resources.

Wildfire
The wildfire initial study analysis will analyze potential impacts of the proposed project related to potential impacts from wildfires.

FINDING

This project may have a significant effect on the environment and an EIR 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 purpose of the EIR is to provide information about potential physical environmental impacts of the proposed project, to identify possible ways to minimize the potentially significant impacts, and to describe and analyze possible alternatives to the proposed project. Preparation of an EIR notice of preparation, initial study, or EIR does not indicate a decision by the City to approve or disapprove a proposed project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

ALTERNATIVES

Alternatives to be evaluated in the EIR for the proposed project will include, but not be limited to, a No Project Alternative, which will assume no change to the existing conditions on the project site, one or more alternatives that preserve all or most of the historic resources on the project site, and additional alternatives to address other significant effects of the proposed project that are identified in the EIR. The alternatives considered and the analysis thereof is based upon the criteria of the State CEQA Guidelines, Section 15126.6 (Consideration and Discussion of Alternatives to the Proposed Project).

PUBLIC SCOPING PROCESS

Written comments will be accepted until 5:00 p.m. on **Friday, September 6th, 2019**. Written comments should be sent to **Rachel Schuett**, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, **rachel.schuett@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.

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.

August 7, 2019
Date

for Lisa Gibson
Environmental Review Officer