



SAN FRANCISCO PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting

Date: November 13, 2019
Case No.: **2018-011976ENV**
Project Title: **900 7th Street Mixed-Use Project**
Zoning: Production, Distribution & Repair – 1- General (PDR-1-G)
58-X Height and Bulk District
Plan Area: Showplace Square/Potrero Hill Area Plan
Block/Lot: Block 3807, Lots 001, 002, 004, 008, 011, 012, & 021
Lot Size: 6.24 acres
Project Sponsor: Recology
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Lead Agency: San Francisco Planning Department
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PROJECT OVERVIEW

The project sponsor, Recology, proposes to redevelop a 6.24-acre, irregularly shaped site within San Francisco's South of Market neighborhood with a multi-phased, mixed-use development. The project site is bounded by Channel Street to the south, 7th Street to the east, Berry Street to the north, and De Haro Street, as well as private property and Carolina Street, to the west. The project site is currently occupied by a total of approximately 39,000 gross square feet¹ (gsf) of space within four buildings for Recology administrative offices, as well as parking and maintenance areas for its fleet of service vehicles, and storage. The 900 7th Street Mixed-Use Project (proposed project) would involve demolition and removal of all existing improvements on the site, construction of up to approximately 1.25 million gsf of building area, with approximately 312,500 to 500,000 gsf of residential uses (about 390 to 500 dwelling units); approximately 550,000 to 625,000 gsf of office, laboratory, and/or life science uses; approximately 200,000 to 312,500 gsf of production, distribution, and repair (PDR) uses; and retail and other active uses. Parking would be provided on the site, as would residential open space and privately owned publicly accessible open spaces. The proposed project would include streetscape and utility infrastructure improvements to connect to the existing street grid and otherwise prepare the site for the new development described above.

PROJECT DESCRIPTION

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

¹ Gross square feet (gsf) is defined as the sum of all areas on all floors of a building included within the outside faces of its exterior walls, including common areas and other areas of the building that may be used for maintenance or operations.

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Revised 8/8/17

Project Location

The approximately 6.24-acre project site, which comprises seven parcels (assessor's block 3807, lots 001, 002, 004, 008, 011, 012, and 021), is bounded by Channel Street to the south, 7th Street to the east, Berry Street to the north, and De Haro Street, as well as private property and Carolina Street, to the west (see **Figure 1**). The project site currently sits at the intersection of two city grids, with a true north/south grid to the southwest and the South of Market grid to the north and northwest.

The convergence of I-80 and U.S. 101 is west of the project site. I-280, Caltrain facilities, the west side of the Mission Bay campus of the University of California, San Francisco and the open-water portion of Mission Creek are east of the project site. Nearby transportation infrastructure includes the Caltrain right-of-way and its 4th & King Street station, located 0.5 mile to the east; 7th Street, running from 16th Street to Market Street along the east side the project site; 3rd Street, with station stops for the San Francisco Municipal Railway's (Muni's) 3rd Street light-rail line, approximately 0.6 mile to the southeast; 16th Street, running east-west approximately 0.2 mile from the project site; and the on- and off-ramps to I-80, U.S. 101, and I-280, all of which are within about a 0.5-mile radius of the project site. The project site is approximately 0.1 mile from Muni's 10 Townsend and 19 Polk, 0.3 mile from the 55 16th Street, and 0.6 mile from the 8BX Bayshore B Express and 14X Mission Express bus lines. Major bikeways near the project site are on 7th, Townsend, Henry Adams, 16th, and 4th streets.

Existing Conditions

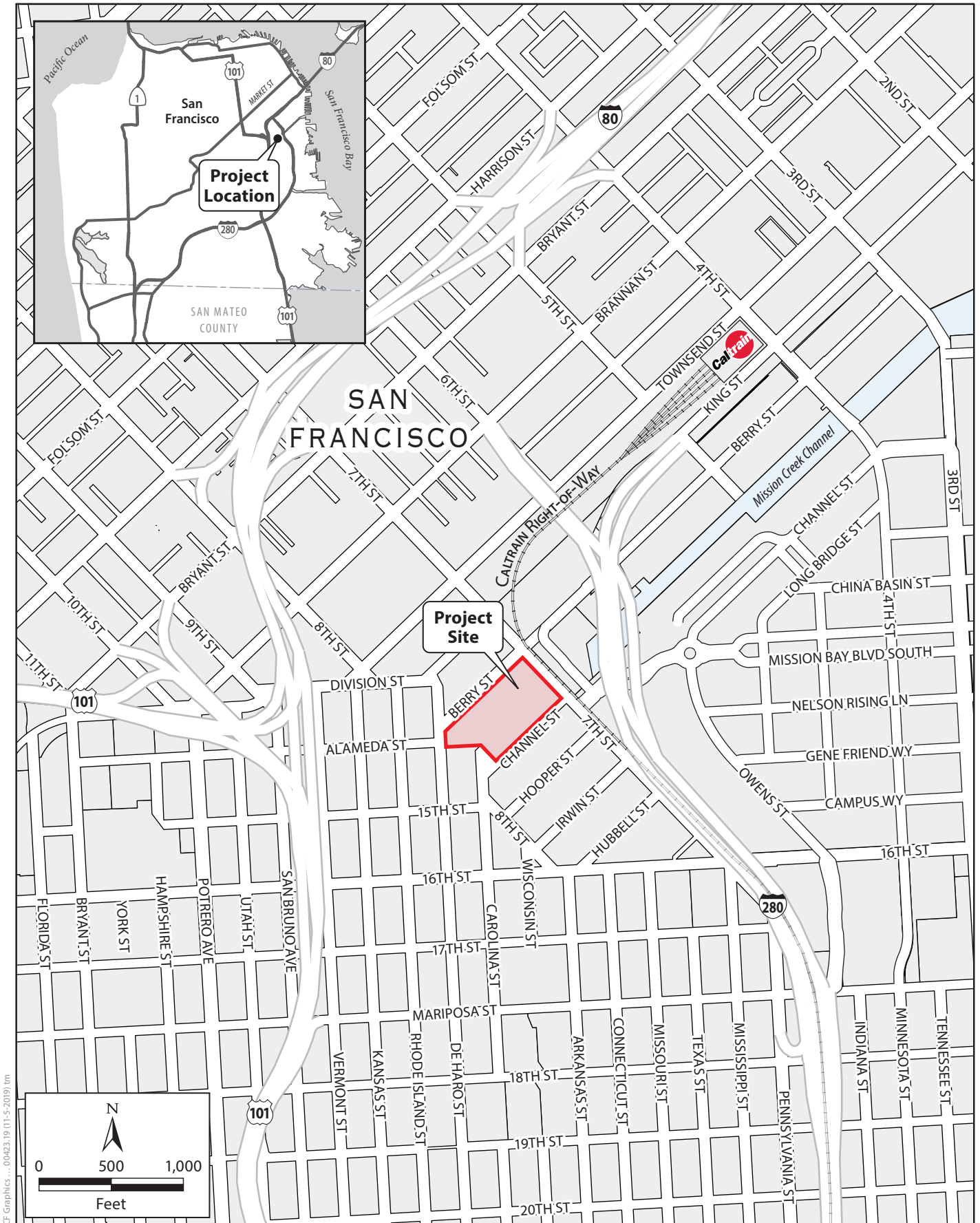
Project Site

For the past several decades, the site at 900 7th Street has contained Recology administrative offices as well as parking and maintenance areas for a portion of its fleet of service vehicles, which collect municipal solid waste for processing. The project site is currently occupied by a total of approximately 39,000 gross square feet of space within four buildings (see **Figure 2**).² The two permanent structures on the site include the administrative office building, which has approximately 20,430 gsf of space, and the truck service and parking building, which has approximately 16,100 gsf of space; both permanent structures were built in 1974. The two portable structures are used for storage and a paint booth, and measure approximately 800 gsf and 1,720 gsf, respectively; both portable structures were constructed after 1974. In addition, there are 335 vehicular parking spaces and two motorcycle parking spaces within the project site for the front office, back office, back side office, and truck fleet. Employees have access to a private courtyard. The project site is not located in any national, state, or local historic district.

Surrounding Uses

The project site is in the Showplace Square district, between the South of Market and Potrero Hill neighborhood. 100/150 Hooper Street, an office-PDR development with below-market PDR uses, is southeast of the project site across Channel Street. Various office, restaurant, and retail uses are across De Haro Street, west of the project site. Adjacent to the southwest portion of the project site is ARCH Art Supplies, an art and design tool store, and adjacent to the southern portion of the project site, along Carolina

² The existing operations at the project site are being relocated to a Recology facility at 501 Tunnel Avenue. The transfer of these existing uses is being analyzed as part of a separate environmental review, for which the application is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco, CA 94103 as part of case file number 2018-017279ENV.





900 7th Street Mixed-Use Project
Case No. 2018-011976ENV

Figure 2
Existing Project Site

Street, is the California College for the Arts campus. Finally, the 888 Seventh Street Condos, a large residential complex; and One De Haro, a mixed-use office-PDR development, are across Berry Street, northeast of the project site.

Vegetation in the vicinity of the project site is generally limited to street trees. Nearby public parks and open spaces include Mission Bay Dog Park (approximately 0.1 mile east of the project site), Mission Creek Garden (approximately 0.2 mile east of the project site), Mission Creek Parks Sports Court (approximately 0.1 mile east of the project site), Mission Creek Park Basketball Court (approximately 0.1 mile east of the project site), Jackson Playground (approximately 0.3 mile southwest of the project site), and Daggett Park (approximately 0.2 mile south of the project site).

Existing Zoning/Height and Bulk Requirements

The project site is within the Showplace Square/Potrero Hill Plan Area, which is one of four plan areas covered by the Eastern Neighborhoods Rezoning and Area Plans. This area contains much of the city's industrial land but has been transitioning to other uses over the past several decades. Specifically, the project site is within the core of the Showplace Square Design District and borders the northern portion of Showplace Square.

The project site is currently zoned PDR-1-G (Production, Distribution & Repair-1-General) and located in a 58-X height and bulk district. This district allows a building height of 58 feet.

Proposed Project Characteristics

The proposed project would initiate rezoning and develop design standards and controls for a multi-phased, mixed-use development that would include market-rate and affordable residential uses; PDR uses, potentially including below-market rate PDR; mixed commercial uses, including office, life science, and/or laboratory; retail and other uses supportive to the proposed uses on the project site, including childcare and other institutional uses. The proposed project would also include public access areas and open space, connections to the existing street grid, and infrastructure for utilities.

The proposed project would demolish the existing buildings on the project site and develop the site into five new parcels, Parcels A through E (see **Figure 3**). Parcels A and B would be on the southern half of the site; Parcels C, D, and E would be on the northern half of the site. Parcel A would have frontages on Channel, Carolina, and Alameda streets; Parcel B would have frontages on Channel and 7th streets; Parcel C would have frontages on Berry, Alameda, and De Haro streets; Parcel D would have frontages on Berry Street; and Parcel E would have frontages on Berry and 7th streets. Each building on the site would have a podium height limit of 65 feet, with additional height permitted above a building setback at 65 feet, ranging from 105 feet to 200 feet. The maximum height for Parcels A and C would be 105 feet, 200 feet for Parcels B and D, and 120 feet for Parcel E. The proposed project would also include new public open space west of Parcel A and east of Parcel E as well as a multi-use pathway (open to pedestrians and bicyclists, but closed to automobile and truck traffic) connecting 7th and Caroline streets, a new shared street connecting De Haro and Caroline streets, and paseos (pedestrian walkways between buildings) in the north-south direction that would provide new connections between Carolina, Berry, and 7th streets.



The proposed project would include amendments to the general plan and planning code, thereby creating a new 900 7th Street Special Use District (SUD). The SUD would establish land use controls for the project site and incorporate design standards and guidelines. The zoning map would be amended to show changes from the current zoning to the proposed SUD zoning. The zoning map amendments would also modify the existing height limits on portions of the project site, going from a 58 to 65-foot podium, 105-foot maximum on Parcels A and C; a 65-foot podium, 200-foot maximum on Parcels B and D; and a 65-foot podium, 120-foot maximum on Parcel E.

A Design for Development document would be adopted as part of the proposed SUD. It would articulate standards and guidelines pertaining to building design, the character of the open space, and the public realm. Standards in the proposed Design for Development document would be mandatory, measurable, and quantitative design specifications. The design guidelines would also be mandatory, but more qualitative and subjective in nature. The proposed planning code amendments (included in the SUD) and the proposed Design for Development document would, together, guide and control all development within the SUD after project entitlements are obtained. Subsequent submittals of proposed building designs would be evaluated for consistency with both the proposed SUD and the Design for Development document by the department. The proposed Design for Development document would establish controls pertaining to bulk restrictions, articulation and modulation, building materials and treatments, building frontage utilization, open space designs, streets, and parking and loading.

Proposed Development. The proposed project would involve construction of up to approximately 1.25 million gsf of building area, including approximately 312,500 to 500,000 gsf of residential uses (about 390 to 500 dwelling units); approximately 550,000 to 625,000 gsf of office, laboratory, and/or life science uses; and approximately 200,000 to 312,500 gsf of PDR uses, as shown in **Table 1**.

Table 1. Proposed Project Development Potential

	Range of Residential Development (unit count)	Range of Development (gross square feet)
Residential Units (total)	390–500	312,500–500,000
<i>Studio</i>	59–75	—
<i>One-Bedroom Units</i>	195–250	—
<i>Two-Bedroom Units</i>	97–125	—
<i>Three-Bedroom Units</i>	39–50	—
Office	—	550,000–625,000
Production, Distribution, and Repair	—	200,000–312,500
Total Maximum Development	390–500	1,250,000
Other (institution/retail)	—	23,600
Open Space	—	92,430–102,030
<i>Residential Open Space</i>	—	14,400–24,000
<i>Publicly Accessible Open Space</i>	—	78,030

Source: Skidmore, Owning & Merrill LLP, 2019.

The proposed SUD includes predominantly residential uses for Parcel C, predominantly office/laboratory/life science uses for Parcel B, predominantly PDR use for Parcel A, and flexible zoning for Parcels D and E (**Figure 3**). The parcels designated for flexible zoning could contain office, residential, laboratory uses; life science uses; or a mix. The proposed unit-mix ratio across the entire project site would be 15 percent studios, 50 percent one-bedroom units, 25 percent two-bedroom units, and 10 percent three-bedroom units. Ground floors on all parcels would contain active uses, such as retail. Surface parking and the other existing uses at the project site would be allowed as an interim use. There are currently no plans for large gatherings with amplified music as part of the project, but any on-site events would be subject to a future police permit for noise.

The proposed SUD would incorporate a flexible land use program in which Parcels D and E would be designated for residential, office, laboratory, and/or life science uses and Parcels A, B, and E would be designated for a specific primary use, described at a range of intensity (i.e., a range of square footages). Future market conditions would ultimately determine the type and number of land uses to be developed on Parcels D and E and the ultimate floor area of Parcels A and B. In any case, the total proposed project would occupy up to approximately 1.25 million gsf, with each land use falling within the ranges described above.³

Parcel C would be dedicated, at no cost to an affordable housing developer for construction of a 100 percent affordable housing project, with between 156 and 200 affordable residential units. The project sponsor would assist financing construction of the future development on Parcel C by payment of fees to the Mayor's Office of Housing and Community Development for the development occurring on the other parcels on the project site.

Predominantly retail or active frontages would be present along the west side of Parcel A, the northwest side of Parcel B, the northwest and south sides of Parcel C, the southwest side of Parcel D, and the east side of Parcel E (**Figure 4**). Predominately PDR-oriented frontages would be present along the north and south sides of Parcel A (**Figure 4**). PDR-oriented frontage may include, but are not limited to, PDR-oriented accessory retail, roll up garage doors, and visually permeable frontages that showcase a range of PDR uses. Parcels A, B, D, and E would each have two levels of below-grade parking. Parcel C would have no below-grade parking.

³ The SUD would not contain an overall or parcel-specific floor area ratio (FAR) limit, but instead would regulate density by other means, including height limits and bulk controls; however, currently contemplated FAR for the proposed buildings would be approximately 4.6. FAR is the ratio of building square footage to land square footage. For example, a three-story 60,000-square-foot building on a 30,000-square-foot lot would have a FAR of 2.0.

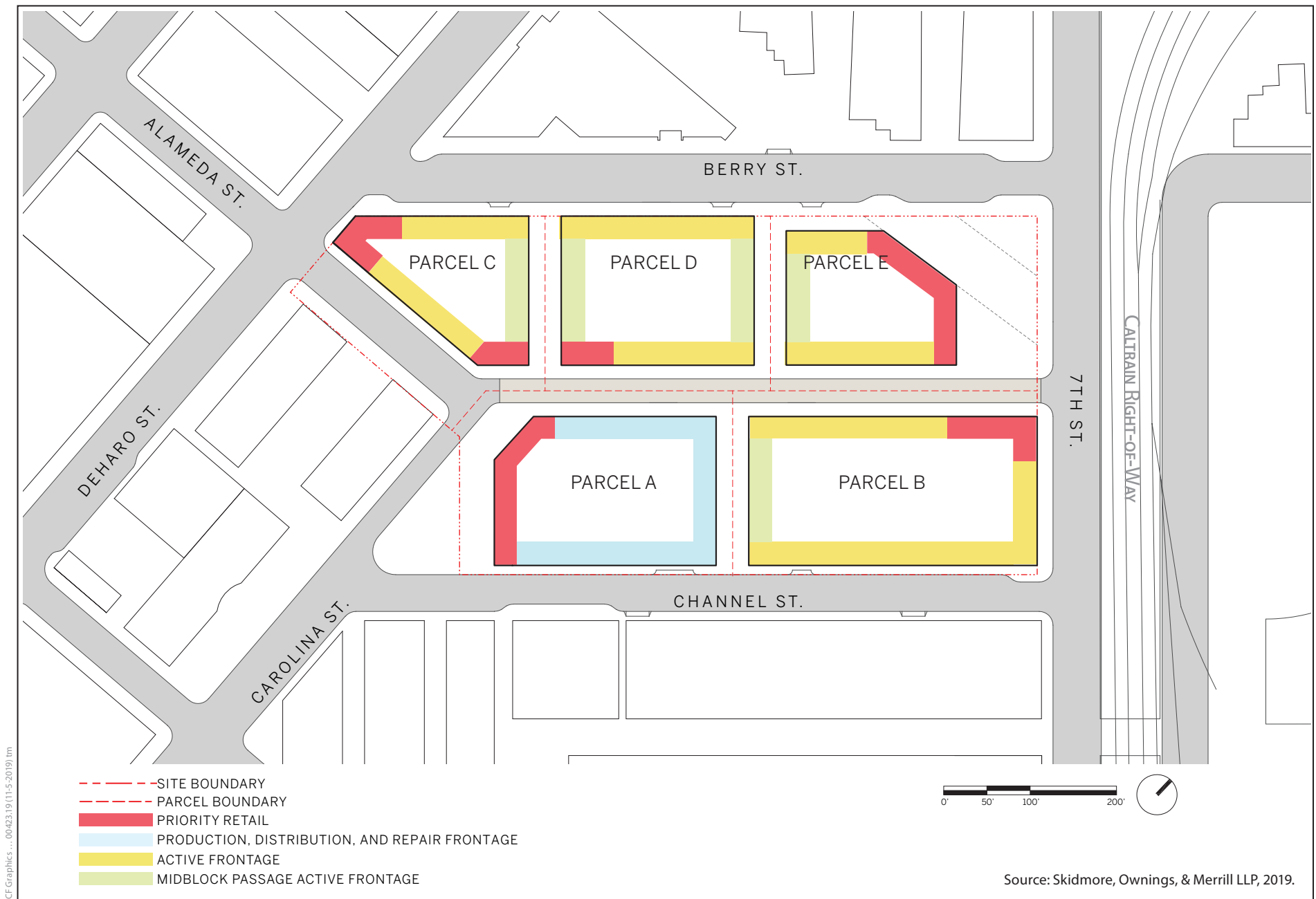


Table 2 shows square footages and project features per parcel.

Table 2. Proposed Project Features by Parcel

Project Feature	Parcel A	Parcel B	Parcel C	Parcel D	Parcel E	Range/ Maximum
Parcel size (sf) ¹	54,580	62,415	29,585	46,550	55,100	248,230
Residential (gsf)	—	—	120,000– 200,000	0–340,000	0–185,000	312,500– 500,000
Office (gsf)	—	470,000– 550,000	—	0–230,000	0–140,000	550,000– 625,000
Production, Distribution, and Repair (gsf)	200,000– 312,500	—	—	—	—	200,000– 312,500
Other (institutional/retail) (gsf)	5,000	3,500	3,000	—	12,100	23,600
Public Open Space Area (square feet)	17,200	12,100	5,500	12,530	30,700	78,030
Podium/Maximum Height (feet)	65/105	65/200	65/105	65/200	65/120	—
Number of Stories	7	12	8-10	4 (podium height) –20	3 –9	—
Residential Units (market rate)	—	—	—	0–300	0–100	234-300
Residential Units (affordable)	—	—	156–200	—	—	156–200

Source: Skidmore, Owings & Merrill LLP, 2019.

Notes: square feet = sf; gross square feet = gsf

¹ The total parcel size would be 248,230 square feet (5.70 acres), which is less than the total acreage of the project site (6.24 acres). This discrepancy is a result of vacating approximately 23,450 square feet of the project site to the city (the portion along Channel Street and the portion along the extension of Alameda Street within the project site) as part of the project. The vacated portions of the project site would not be part of the parcels, but would still be within the project site.

Land Use Scenarios. The draft environmental impact report (EIR) and initial study will analyze three different land use scenarios for 900 7th Street to capture the full range of possible land uses that could be developed on the project site. The three land use scenarios for 900 7th Street have been identified as Maximum Residential, Maximum Commercial/PDR, and Balanced. The Balanced Land Use Scenario will be considered the “preferred project”. All three scenarios would result in a total maximum development of 1.25 million gsf. As summarized in **Table 3**, the Maximum Residential Scenario would provide approximately 500,000 gsf of residential uses, 550,000 gsf of office uses, and 200,000 gsf of PDR uses. The Maximum Commercial/PDR Scenario would provide approximately 312,500 gsf of PDR uses, 312,500 gsf of residential uses, and 625,000 gsf of commercial (office/life science/lab) uses.⁴ The Balanced Land Use Scenario would provide approximately 400,000 gsf of residential uses, 625,000 gsf of office uses, and 225,000 gsf of PDR uses. Overall development of other (institution/retail) and open space uses would be the same across all land use scenarios.

⁴ The relation of gsf between PDR and office uses is 1/3 to 2/3, to be consistent with the relation provided in the Eastern Neighborhoods Plan for the Maximum Commercial/PDR Land Use Scenario.

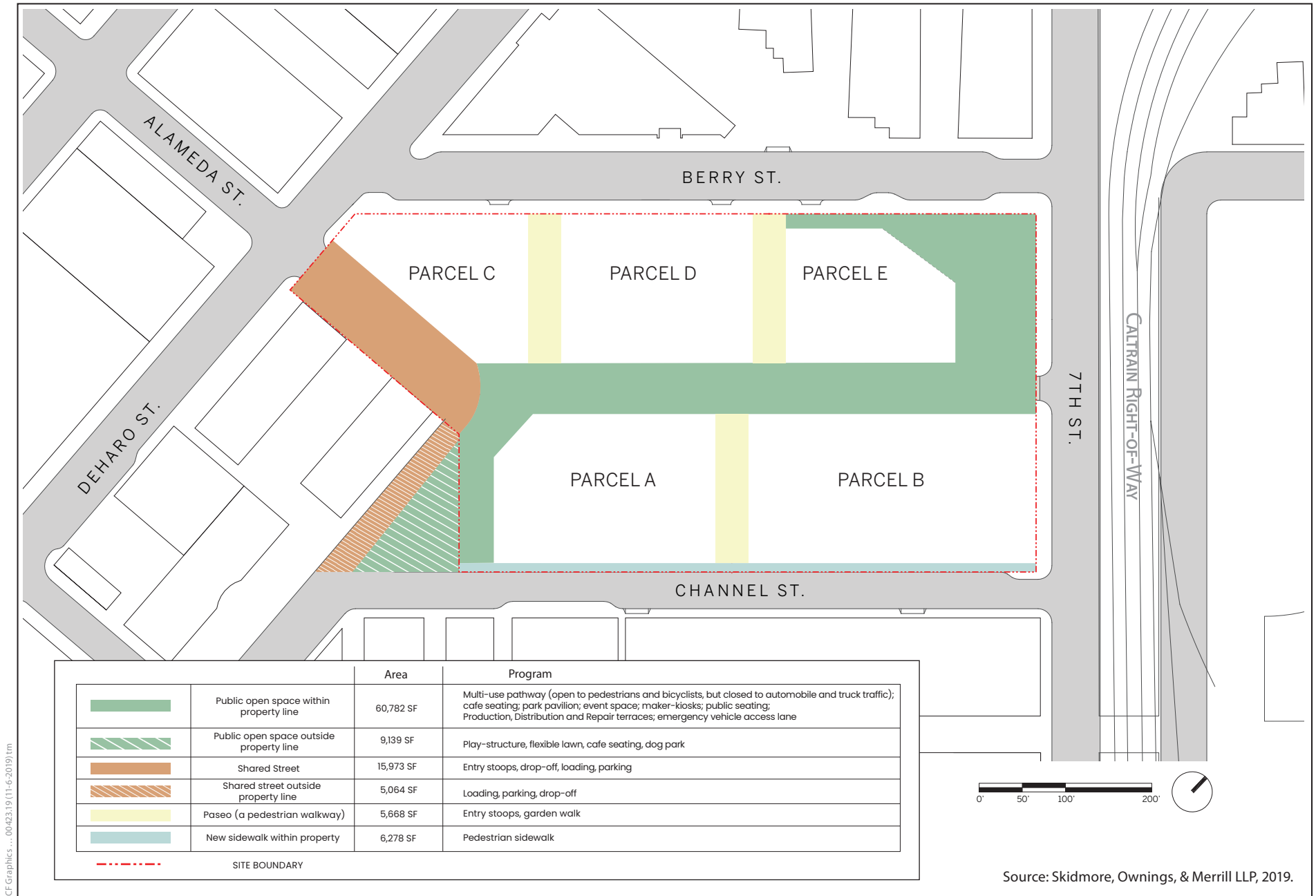
Table 3. Proposed Project Development by Land Use Scenario

	Maximum Residential Land Use Scenario (gsf)	Maximum Commercial/ Production, Distribution, and Repair Land Use Scenario (gsf)	Balanced Land Use Scenario (gsf)
Residential	500,000	312,500	400,000
Commercial (office, life science, lab)	550,000	625,000	625,000
Production, Distribution, and Repair	200,000	312,500	225,000
Total Maximum Development	1,250,000	1,250,000	1,250,000
Other (Institution/Retail)	23,600	23,600	23,600
Open Space	92,430–102,030	92,430–102,030	92,430–102,030

Source: Skidmore, Owings & Merrill LLP, 2019.
Notes: gross square feet = gsf

Open Space. The proposed project would provide between 92,430 and 102,030 square feet of new open space. Approximately 14,400 to 24,000 square feet would be residential open space, and approximately 78,030 square feet would be publicly accessible open space. The public open space would be west of Parcel A and east of Parcel E, in addition to the multi-use pathway connecting 7th and Carolina streets, totaling approximately 60,800 square feet of public open space within the property line and approximately 9,140 square feet of public open space outside the property line (**Figure 5**). These public open space areas would include a multi-use pathway, café seating, a park pavilion, event space, maker-kiosks, public seating, PDR terraces, and an emergency vehicle access lane. The required residential open space is anticipated to be provided in the form of common open space; however, the proposed project would provide 36 square feet of private open space per residential unit or 48 square feet of common open space per residential unit. Residential common open space would be provided in the form of podium rooftops on the residential buildings, which would be accessible from all residential units. The proposed project would also include a shared street within the property line (approximately 15,970 square feet) and outside the property line (approximately 5,060 square feet) to the west of Parcels A and C, which would include entry stoops, drop-off areas, loading, and parking.

The proposed project would also include paseos in the north–south direction that would provide new connections between Carolina Street, Berry Street and 7th Street. They would total approximately 5,670 square feet and would include entry stoops and garden walks.



All 19 existing trees onsite would be removed. The proposed Design for Development document would require street trees to be planted in appropriate locations, along with grasses and other plantings, to create a new landscape that would be compatible with the proposed project. The proposed project would plant medium sized trees (to 40 feet at maturity) along the three paseos and large sized trees (to 45 to 50 feet at maturity) along the perimeter of the project site, the multi-use pathway, and the shared street.

Sustainability Features. The proposed buildings would be constructed to meet the state's Title 24 requirements, the San Francisco Green Building requirements for renewable energy, and the Better Roof Requirements for Renewable Energy Standards. All proposed commercial buildings would be LEED Gold equivalent in energy performance, and all residential buildings would meet LEED Silver or Greenpoint Rated standards, per San Francisco Department of Building Inspection Bulletin AB-093. To meet these goals, the proposed project would incorporate sustainable strategies related to graywater recycling, stormwater management, energy efficiency, and site-wide sustainability measures. One example of such measures would be that at least 15 percent of the roof area of the proposed residential and commercial buildings would be equipped with roof-mounted or building integrated solar photovoltaic (PV) systems and/or roof-mounted solar thermal hot water systems.

Residents and Employees. The proposed project would result in between approximately 917 and 1,175 residents at the project site and between approximately 3,093 and 3,810 employees at the project site, depending on the land use scenario.⁵ There are currently 224 employees at the project site who would be relocated to the Recology facility at 501 Tunnel Avenue.⁶

Parking, Loading, and Bicycle Facilities. The proposed project would include access and circulation changes for vehicles, bicyclists, and pedestrians. Subdivision of the project site into five parcels would allow a new multi-use pathway that would be open to pedestrians and bicyclists (and closed to automobile and truck traffic) to run from 7th Street to Carolina Street (**Figure 5**). Pedestrians and bicyclists would also be able to use the paseos to travel between Berry and Channel streets. A new sidewalk would be constructed along the southern perimeter of the project site for pedestrian access.

New curb cuts to facilitate loading and/or parking would be added along Channel and Berry streets at each parcel.

New bicycle lanes would be added along the new multi-use pathway in the middle of the project site and along Alameda Street, adjacent to Parcel C. These new bicycle lanes would connect to the existing bicycle lanes along 7th and De Haro streets.

Under the proposed SUD, the proposed project would not be required to construct off-street vehicular parking. However, the proposed land use controls would permit off-street parking at the following ratios: 0.60 space per residential unit, and one space per 2,500 square feet of non-residential floor area. Parcels A, B, D, and E would each have two levels of below-grade parking. Vehicular parking is not proposed for Parcel C. As shown in **Table 4**, the number of vehicular parking spaces on the project site would be 480 to 515, which would be divided between Parcels A, B, D, and E. In addition to these vehicular parking spaces, Parcels A, B, D, and E would have at least one car-share parking space, providing a maximum of 8 to 9 car-share spaces. Two percent of all vehicular parking spaces would be Americans with Disabilities Act-(ADA)

⁵ Estimate of residents based on San Francisco's average household size of 2.35 persons/household (<https://www.census.gov/quickfacts/fact/table/sanfranciscocountycalifornia/PST045217>).

⁶ The transfer of these employees is being analyzed as part of a separate environmental review for the 501 Tunnel Avenue project as part of case file number 2018-017279ENV.

compliant, resulting in approximately 10 ADA parking spaces if the maximum number of parking spaces are built.

Table 4. Proposed Project Vehicular and Bicycle Parking by Parcel

Project Feature	Parcel A	Parcel B	Parcel C	Parcel D	Parcel E	Range/ Maximum ¹
Vehicular Parking Spaces	80–125	188–220	–	92–180	56–111	480–515
Vehicular Loading Spaces	6	3	1	2	2	14
Car-Share Parking Spaces	2–3	4–5	0	2–3	1	8–9
Bicycle Parking Spaces (class 1)	17–26	94–110	105–125	46–150	28–121	316–327
Bicycle Parking Spaces (class 2)	4	11–13	6–10	7–15	5–9	38–42

Source: Skidmore, Owings & Merrill LLP, 2019.

Notes:

¹ The range of parking is independent of the land use scenario.

The number of off-street loading spaces required, per Planning Code section 152, would be provided (i.e., approximately 14 loading spaces). Each parcel would have at least one off-street vehicular loading space, as shown in **Table 4**. Residential uses would have one vehicular loading space at grade; the second vehicular loading space would substitute with the two parking spaces for service vehicles in Basement Level 1 of the parking garage. For PDR uses, all vehicular loading spaces would be at grade. For office/lab/life science uses, two vehicular loading spaces would be at grade; any additional vehicular loading spaces would use the two service vehicle parking spaces in Basement Level 1. Potential on-street parking and/or loading would be provided along Channel and Berry streets. Loading for Parcels A and B would be accessed from curb cuts on Channel Street, while loading for Parcels C, D, and E would be accessed from curb cuts on Berry Street.

Bicycle parking would also be provided at each parcel, as shown in **Table 4**. The project site would include a maximum of 327 class 1 bicycle parking spaces, either at grade or within the below-grade parking areas, and 42 class 2 bicycle parking spaces along the publicly accessible sidewalks around the project site.

Utilities. The proposed project would include water, wastewater, drainage, gas and electric, and other utility infrastructure. It would also include a stormwater management system that would meet the requirements of the City’s Stormwater Management Ordinance. The system, which would employ low-impact design concepts, may also be designed so that some of the stormwater captured onsite would be retained and reused in synergy with the project’s compliance with the City’s Non-Potable Water Ordinance.

Back-up emergency diesel generators are required by the San Francisco Building Code in new buildings with occupied floor levels higher than 75 feet. Up to five buildings, distributed across the project site, would have back-up diesel generators if built with occupied floor levels higher than 75 feet. The generators would operate in emergency situations only.

Construction. Construction of the proposed project would be completed in five phases. Construction of the first phase is expected to start in fall 2021 and last approximately 24 months. Construction of phases 2 through 5 are assumed to start at approximately the 12-month mark of the previous phase, resulting in

overlapping construction schedules. Full buildout of the project is expected to take 6 years and be completed in 2027. Construction on the parcels is expected to generally occur in overlapping stages, as follows: (1) demolition, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) architectural coating. In accordance with the City and County of San Francisco (City) Noise Ordinance, project construction would generally not occur between the hours of 8 p.m. and 7 a.m. Activities that would result in no detectable noise at adjacent land uses, such as interior painting, would not be limited to these hours. There may be some situations where construction would need to extend beyond normal hours, such as the concrete foundation pour. However, any such exceptional condition would be subject to normal review, permitting, and approval through the Department of Building Inspection (for private property) or San Francisco Public Works (for public rights-of-way). Examples of construction activities that may extend beyond normal hours include concrete pours, crane and hoist erection and adjustment, site maintenance, and material delivery and handling. The mode of access for construction workers would be primarily public transit because of the site's proximity to several transit stops, although some workers could drive and park at on-street vehicular parking spaces or within nearby vehicular parking garages. No dedicated vehicular parking for construction workers would be provided.

The foundation design would be expected to call for the use of auger-cast pile foundations that would extend, minimally, into bedrock. The estimated amount of excavation at the project site would total approximately 213,500 cubic yards for the foundations and basement levels; all excavated material would be exported from the site. The amount of excavation, by parcel, would be approximately 53,100 cubic yards for Parcel A, approximately 68,700 cubic yards for Parcel B, approximately 8,800 cubic yards for Parcel C, approximately 47,900 cubic yards for Parcel D, and approximately 35,000 cubic yards for Parcel E. The total depth of excavation would be approximately 35 feet at Parcels A, B, D, and E and approximately 10 feet at Parcel C.

All local, state, and federal laws regarding trucking, construction waste and spoils disposal, and dust control would be followed. Specifications would be included for dust control and spillage.

ANTICIPATED APPROVALS

The following is a preliminary list of San Francisco and regional agencies' anticipated approvals for the proposed project and is subject to change. Discretionary approvals may not be granted until after the required environmental review is completed.

Actions by the Planning Commission

- Certification of the final EIR
- Approval of Proposition M Office Allocation, per Planning Code section 321, to the extent applicable
- Approval of SUD Design for Development
- Initiation and recommendation to board of supervisors to approve amendments to the general plan
- Initiation and recommendation to the board of supervisors to approve planning code amendments adopting a SUD and associated zoning map amendments
- Recommendation to board of supervisors to approve a development agreement.

Actions by the San Francisco Board of Supervisors

- Approval of general plan amendments
- Approval of planning code amendments and associated zoning map amendments

- Approval of a development agreement
- Approval of final subdivision map
- Approval of dedications and easements for public improvements, and acceptance (or delegation to Public Works director to accept) of public improvements, as necessary

Actions by the San Francisco Public Utilities Commission

- Consent to development agreement
- Approval of water supply assessment

Actions by the San Francisco Public Works

- Review of subdivision maps and presentation to the board for approval
- Consent to development agreement
- Issuance of Public Works street vacation order, if applicable

Actions by the San Francisco Municipal Transportation Agency

- Approval of public improvements and infrastructure, including certain roadway improvements, bicycle infrastructure, and loading zones, to the extent included in the project, if any
- Consent to development agreement

Actions by the San Francisco Fire Department

- Consent to development agreement

Actions by the San Francisco Department of Public Health

- Oversee compliance with San Francisco Health Code Article 22A (Maher Ordinance)

Actions by the Regional Water Quality Control Board – San Francisco Bay Region

- Approval of Section 401 water quality certification, if applicable

Actions by the Bay Area Air Quality Management District

- Approval of any necessary air quality permits (e.g., Authority to Construct and Permit to Operate) for individual air pollution sources, such as boilers and emergency diesel generators

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 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 impacts, 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 transportation and circulation, noise, air quality, and wind. Environmental impacts related to land use and land use planning, population and housing, cultural resources, tribal cultural resources, greenhouse gas emissions, 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 in combination with 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 EIR project description.

Land Use and Land Use Planning

The land use and land use planning analysis 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 topic 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 analysis will address potential impacts on historic resources, archeological resources, and human remains.

Tribal Cultural Resources

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

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 analysis will be prepared 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. The transportation and circulation issues will be analyzed in accordance with the Planning Department's *Transportation Impact Analysis Guidelines* (February 2019).

Noise

The noise analysis will include analysis of short-term construction-related noise and vibration impacts that could result from the proposed project. The analysis will evaluate the potential for noise generated by the

proposed project to adversely affect nearby sensitive land uses and include a discussion of noise compatibility standards for the proposed land uses.

Air Quality

The air quality analysis will include analysis of the consistency of the proposed project with applicable air quality plans and a quantitative analysis of the potential for the proposed project to result in emissions of criteria air pollutants and other toxic air contaminants that may affect sensitive populations (vulnerable people). The analysis will also discuss the potential for the proposed project to result in sources of odor. The air quality analysis will discuss air pollutant emissions during both construction and operation. The analysis will also summarize the results of a health risk assessment, which will be prepared to evaluate potential long-term health effects from emissions during both construction and operation.

Greenhouse Gas Emissions

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

Wind

Because the proposed project is over 80 feet in height, it 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 conditions. The EIR 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 publicly-accessible open spaces under the jurisdiction of the Office of Community Investment and Infrastructure. The analysis 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 existing publicly-accessible open spaces.

Recreation

The recreation topic will analyze whether implementation of the proposed project would physically degrade existing parks and recreational facilities or require the construction or expansion of parks and recreational facilities such that that physical impacts on the environment could occur.

Utilities and Service Systems

This 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 implementation of the proposed project would

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 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 analysis will discuss the existing biological resources or habitats that could be affected 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 analysis 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 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 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 analysis will analyze potential impacts of the proposed project related to existing mineral resources.

Energy Resources

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

Agricultural/Forest Resources

The agriculture and forest resources analysis will analyze potential impacts of the proposed project related to existing agricultural and forest resources.

Wildfire

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

Other CEQA Issues

The 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

Pursuant to CEQA and the State CEQA Guidelines Section 15126.6, the EIR will also analyze a reasonable range of alternatives that would reduce or avoid one or more significant environmental impacts identified in the EIR. Alternatives will include a No Project Alternative, which will assume no change to the existing physical conditions on the project site, and one or more alternatives to address other significant effects of the proposed project that are identified in the EIR.

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.

PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code section 21083.9 and California Environmental Quality Act Guidelines section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held on **Wednesday, December 4, 2019** at 6:30 p.m. at the Recology Golden Gate Office, at 900 7th Street, San Francisco, California, San Francisco, California. To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact the staff contact listed above at least 72 hours in advance of the meeting. Written comments will be accepted until 5:00 p.m. on **December 13, 2019**. Written comments should be sent to **Josh Pollak**, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or emailed to **CPC.900-7thStreet@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.

November 13, 2019
Date

Lisa Gibson
Lisa Gibson
Environmental Review Officer