DRAFT ENVIRONMENTAL IMPACT REPORT

# 706 MISSION STREET - THE MEXICAN MUSEUM AND RESIDENTIAL TOWER PROJECT

## VOLUME 1 - CHAPTERS I-VIII

CITY AND COUNTY OF SAN FRANCISCO
PLANNING DEPARTMENT: CASE NO. 2008.1084E

STATE CLEARINGHOUSE NO. 2011042035

**DRAFT EIR PUBLICATION DATE: JUNE 27, 2012**

**DRAFT EIR PUBLIC HEARING DATE: AUGUST 2, 2012**

**DRAFT EIR PUBLIC COMMENT PERIOD: JUNE 28, 2012 - AUGUST 13, 2012**

*Written comments should be sent to:*

Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
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**DATE:** June 27, 2012

**TO:** Distribution List for the 706 Mission Street - The Mexican Museum and Residential Tower Project Draft Environmental Impact Report

**FROM:** Bill Wycko, Environmental Review Officer

**SUBJECT:** Request for the Final Environmental Impact Report for the 706 Mission Street - The Mexican Museum and Residential Tower Project (Planning Department File No. 2008.1084E)

This is the Draft of the Environmental Impact Report (Draft EIR) for the 706 Mission Street - The Mexican Museum and Residential Tower Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Comments and Responses," which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments, along with copies of the comment letters received and a transcript of the Draft EIR public hearing. The Comments and Responses document may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive a copy of the Comments and Responses document and notice by request or by visiting our office. This Draft EIR, together with the Comments and Responses document, will be considered by the Planning Commission in an advertised public meeting and then certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one, rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR, in Adobe Acrobat format on a compact disk (CD), to private individuals only if they request them. Therefore, if you would like a copy of the Final EIR, please fill out and mail the postcard provided inside the back cover to the Environmental Planning division of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Thank you for your interest in this project.

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# 706 MISSION STREET
# DRAFT ENVIRONMENTAL IMPACT REPORT

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# LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| AB | Assembly Bill |
| ABAG | Association of Bay Area Governments |
| ACM | Asbestos-Containing Materials |
| ADRP | archaeological data recovery plan |
| AMP | Archaeological Monitoring Program |
| ARB | California Air Resources Board |
| ARC | Architectural Review Committee |
| ARDTP | Archaeological Research Design and Treatment Plan |
| ATCM | Airborne Toxic Control Measure |
| ATP | archaeological testing plan |
| ATHS | Air Toxics Hot Spots |
| BAAQMD | Bay Area Air Quality Management District |
| BACT | Best Available Control Technology |
| BART | Bay Area Rapid Transit |
| BCDC | Bay Conservation and Development Commission |
| bgs | below ground surface |
| BMPs | Best Management Practices |
| B.P. | Before Present |
| BTEX | benzene, toluene, ethylbenzene, and total xylene |
| CAA | Clean Air Act |
| CAFE | corporate average fuel economy |
| Cal/OSHA | California Division of Occupational Safety and Health |
| Caltrans | California Department of Transportation |
| CAP | Clean Air Plan |
| CBC | California Building Code |
| CCAA | California Clean Air Act |
| CCR | California Code of Regulations |
| CDFG | California Department of Fish and Game |
| CEQA | California Environmental Quality Act |
| CESA | California Endangered Species Act |
| CGS | California Geological Survey |
| $CH_4$ | methane |
| CIWMA | 1989 California Integrated Waste Management Act |
| CMP | Congestion Management Program |
| CO | carbon monoxide |
| COG | Council of Government |
| $CO_2$ | carbon dioxide |
| $CO_2E$ | carbon dioxide equivalent |
| CRHR | California Register of Historical Resources |
| CSO | combined sewer overflow |
| CWA | Clean Water Act |
| dB | decibel |
| dBA | A-weighted decibel |
| DBI | San Francisco Department of Building Inspection |
| DPH | San Francisco Department of Public Health |
| DPM | diesel particulate matter |

| | |
|---|---|
| DPW | San Francisco Department of Public Works |
| EIR | Environmental Impact Report |
| EISA | Energy and Independence Security Act of 2007 |
| ENA | Exclusive Negotiation Agreement |
| EP | San Francisco Planning Department, Environmental Planning division |
| ERO | Environmental Review Officer |
| ESA | Environmental Site Assessment |
| ESL | environmental screening level |
| FAR | floor area ratio |
| FARR | Final Archaeological Resources Report |
| FEMA | Federal Emergency Management Agency |
| FESA | Federal Endangered Species Act |
| FIRM | Flood Insurance Rate Map |
| FTA | Federal Transit Administration |
| GHG | greenhouse gas |
| gsf | gross square feet |
| HRE | Historic Resource Evaluation |
| HRER | Historic Resource Evaluation Response |
| HSR | Historic Structure Report |
| HVAC | heating-ventilation-air conditioning system |
| I-80 | Interstate 80 |
| in/sec | inch per second |
| IPCC | Intergovernmental Panel on Climate Change |
| Kwh/yr | kilowatt hours per year |
| lb/day | pounds per day |
| VdB | vibration velocity level is reported in decibels relative to a level of $1x10^{-6}$ inches per second |
| $L_{dn}$ | day-night noise level |
| LEED | Leadership in Energy and Environmental Design |
| $L_{eq}$ | Equivalent noise level |
| LID | Low Impact Design |
| $L_{max}$ | maximum noise level |
| LOS | Level of Service |
| Lv | vibration levels |
| M | Richter magnitude |
| MBTA | Migratory Bird Treaty Act |
| MEI | Maximally Exposed Individual |
| mg/kg | milligrams/kilogram |
| mgd | million gallons per day |
| MLD | most likely descendant |
| MLP | maximum load point |
| MM | Modified Mercalli intensity scale |
| MMRP | Mitigation Monitoring and Reporting Program |
| $MMTCO_2E$ | million metric tonnes of $CO_2E$ |
| MPOs | Metropolitan Planning Organizations |
| MRZ | Mineral Resource Zone |
| MTBE | Methyl tertiary-Butyl Ether |
| MTC | Metropolitan Transportation Commission |
| MTS | Metropolitan Transportation System |

| | |
|---|---|
| Muni | San Francisco Municipal Railway |
| Mw | Moment Magnitude |
| MY | model year |
| NAHC | Native American Heritage Commission |
| NEPA | National Environmental Policy Act |
| NESHAP | National Emissions Standards for Hazardous Air Pollutants |
| NFIP | National Flood Insurance Program |
| $ng/m^3$ | nanograms per cubic meter |
| $NO_2$ | nitrogen dioxide |
| NOx | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Register of Historical Places |
| NOP | Notice of Preparation |
| NSR | New Source Review |
| $N_2O$ | nitrous oxide |
| NWIC | California Archaeological Site Survey Northwest Information Center |
| OEHHA | Office of Environmental Health Hazard Assessment |
| OHP | California Office of Historic Preservation |
| OPR | Governor's Office of Planning and Research |
| PCBs | polychlorinated biphenyls |
| PDA | Priority Development Area |
| PG&E | Pacific Gas and Electric Company |
| PM | particulate matter |
| $PM_{10}$ | particulate matter of 10 microns in diameter or less |
| $PM_{2.5}$ | particulate matter of 2.5 microns in diameter or less |
| POPO | privately owned, publicly accessible open space |
| ppb | parts per billion |
| pphm | parts per hundred million |
| ppm | parts per million |
| PPV | peak particle velocity |
| PSD | Prevention of Significant Deterioration |
| PRMMP | Paleontological Resources Monitoring and Mitigation Program |
| RCFZ | Rodgers Creek Fault Zone |
| REL | reference exposure level |
| ROG | reactive organic gases |
| ROSE | Recreation and Open Space Element |
| RPD | San Francisco Recreation and Park Department |
| RTP | regional transportation plan |
| RWQCB | Regional Water Quality Control Board |
| SB | Senate Bill |
| SFBAAB | San Francisco Bay Area Air Basin |
| SFCTA | San Francisco County Transportation Authority |
| SFFD | San Francisco Fire Department |
| sfh | square-foot-hours |
| SFMOMA | San Francisco Museum of Modern Art |
| SFMTA | San Francisco Municipal Transportation Agency |
| SFPD | San Francisco Police Department |
| SFPUC | San Francisco Public Utilities Commission |
| SFRA | San Francisco Redevelopment Agency |

| | |
|---|---|
| SFUSD | San Francisco Unified School District |
| SIL | Significant Impact Level (USEPA-established level) |
| SMO | Stormwater Management Ordinance |
| SMP | Site Mitigation Plan |
| $SO_2$ | sulfur dioxide |
| SS | Sustainable Site |
| SSC | Species of Special Concern |
| SSMP | Sewer System Master Plan |
| SSO | sanitary sewer overflow |
| SUD | Special Use District |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TACs | toxic air contaminants |
| TASC | Transportation Advisory Staff Committee |
| TCDP | *Transit Center District Plan* |
| TDR | transferable development rights |
| TEP | Transit Effectiveness Project |
| TIDF | Transit Impact Development Fee |
| TIS | *Transportation Impact Study* |
| TPH | total petroleum hydrocarbons |
| TPHd | total petroleum hydrocarbons as diesel |
| TRPH | Total Recoverable Petroleum Hydrocarbons |
| *2000 HCM* | *2000 Highway Capacity Manual* |
| U.S. 101 | U.S. Highway 101 |
| USEPA | U.S. Environmental Protection Agency |
| USFWS | United States Fish and Wildlife Service |
| USGS | U.S. Geological Survey |
| UST | underground storage tanks |
| UWMP | *Urban Water Management Plan* |
| VdB | Vibration velocity level reported in decibels relative to a level of $1x10^{-6}$ inches per second |
| VDECS | Verified Diesel Emissions Control Strategy |
| VOC | volatile organic compound |
| WDRs | Waste Discharge Requirements |
| WHO | World Health Organization |
| WSIP | Water System Improvement Program |
| YBC | Yerba Buena Center |
| $\mu g/m^3$ | micrograms per cubic meter |

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# SUMMARY

This summary is intended to highlight major areas of importance in the environmental analysis as required by Section 15123 of the California Environmental Quality Act Guidelines (CEQA Guidelines). This chapter briefly summarizes the 706 Mission Street – The Mexican Museum and Residential Tower Project (referred to in this Environmental Impact Report [EIR] as "the proposed project") and its seven vehicular access variants, and the potential environmental impacts of the proposed project and the seven vehicular access variants. This chapter provides a synopsis of the proposed project and its vehicular access variants; a description of the alternatives to the proposed project that are addressed in this EIR and a comparison of the impacts of those alternatives to those of the proposed project; and a summary of environmental issues to be resolved and areas of controversy. Unless stated otherwise, the conclusions for the seven vehicular access variants are the same as those for the proposed project.

In addition, the summary table for this EIR (Table S.1, beginning on p. S.5) provides an overview of the following:

- Environmental impacts with the potential to occur as a result of the proposed project and seven vehicular access variants;
- The level of significance of the environmental impacts before implementation of any applicable mitigation measures;
- The recommended mitigation measures that would avoid or reduce significant environmental impacts; and
- The level of significance for each impact after the mitigation measures are implemented.

## A. PROJECT SYNOPSIS

The project site is on the northwest corner of Third and Mission Streets, near the southern edge of San Francisco's Financial District neighborhood. The South of Market neighborhood is approximately two blocks south of the project site, and Union Square is approximately 0.2 mile northwest of the project site. The project site is the last remaining vacant infill site identified in the *Yerba Buena Center Redevelopment Plan.*

The project site consists of three lots: the entirety of Assessor's Block 3706, Lots 093 and 275, and portions of Assessor's Block 3706, Lot 277. Together, these lots cover an area of approximately 63,468 square feet or approximately 1.45 acres. The eastern portion of the project site is occupied by the 10-story, 154-foot-tall Aronson Building (a 144-foot-tall building with a 10-foot-tall mechanical penthouse). The historically important Aronson Building has a retail use on the ground floor and office uses on the floors above. The western portion of the project site is

vacant at the surface, and this location has been chosen as the future permanent home of The Mexican Museum. Below grade, the western portion of the project site contains a two-level, double-height, approximately 18,000-gsf vacant structure that was constructed when the Jessie Square Garage was originally built. The project site includes the four-level Jessie Square Garage, which is underneath Jessie Square. The garage has 442 parking spaces and is open to the public. The project site does not include the at-grade Jessie Square plaza, which is adjacent to and west of the project site.

The proposed project consists of the construction of a new 47-story, 550-foot-tall tower (a 520-foot-tall building with a 30-foot-tall elevator/mechanical penthouse) with two floors below grade. The new tower would be adjacent to and physically connected to the Aronson Building, which would be restored and rehabilitated as part of the proposed project. The proposed project would include a mix of residential, museum, restaurant/retail, and possibly office uses. The new tower would contain up to 43 floors of residential space, including mechanical areas, and 4 floors of museum space. The Aronson Building's existing retail and offices uses on the ground through tenth floors and basement-level storage and utility space would be reconfigured under the proposed project. Under the proposed project, the Aronson Building would contain retail/restaurant space on the ground floor and museum space on the second and third floors. In addition, two flex space options are proposed for the fourth through tenth floors of the Aronson Building. The residential flex option would convert these seven floors from office use to up to 28 residential units, and the office flex option would continue their use as office space. The City and County of San Francisco, as the Successor Agency to the San Francisco Redevelopment Agency (Successor Agency), and its Oversight Board, would convey portions of Lot 277 to the project sponsor for this development. The Mexican Museum would occupy the ground through fourth floors of the proposed tower and the second and third floors and possibly some of the ground floor of the Aronson Building. The existing Jessie Square Garage would provide parking for the proposed project. As part of the proposed project, the Successor Agency and its Oversight Board, in addition to the San Francisco Municipal Transportation Agency (SFMTA) and the SFMTA Board of Directors, which have jurisdiction over City-owned parking garages, would convey the Jessie Square Garage and its entrance ramp to the project sponsor. The garage would be converted from a publicly owned garage to a privately owned garage. The total number of parking spaces in the Jessie Square Garage would increase from 442 to 470 with the project. Of the 470 parking spaces, 210 spaces on the upper two levels would remain available to the general public. These 210 spaces would include parking for St. Patrick's Church, the Contemporary Jewish Museum, and The Mexican Museum. The remaining 260 spaces would include parking for the project residents and leased parking.

In addition to the proposed project, the following seven vehicular access variants are being analyzed for the proposed project:

- Variant 1: No Third Street Access
- Variant 2: Residential Ingress from Third Street and Stevenson Street
- Variant 3: Residential Ingress from Mission Street and Stevenson Street
- Variant 4: Truck and Service Vehicle Access from Third Street
- Variant 5: Residential Drop-Off within Aronson Building
- Variant 6: Vehicular Ingress/Egress from Mission Street Only Except for Trucks
- Variant 7: All Vehicular Ingress/Egress from Mission Street Only

The seven vehicular access variants differ from the proposed project in how vehicles enter and exit the project site and the Jessie Square Garage.

## B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This EIR provides information on the potential impacts of the proposed project and its variants related to the following environmental topics: land use and land use planning; aesthetics; population and housing; cultural resources and paleontological resources; transportation and circulation; noise; air quality; greenhouse gas emissions; wind and shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forest resources. All impacts of the proposed project and its variants and associated mitigation measures identified in this Draft EIR are summarized in Table S.1: Summary of Significant Impacts and Mitigation Measures for the Proposed Project and Vehicular Access Variants, beginning on p. S.5. This table identifies the potential impacts that the proposed 706 Mission Street – The Mexican Museum and Residential Tower Project and its seven vehicular access variants would have on the environment. All mitigation measures that are applicable to the proposed project are also applicable to each of the access variants. However, as discussed in Chapter VI, Project Variants, there are new significant and unavoidable impacts identified for Variant 6 and Variant 7, which are not identified for the proposed project; these are also summarized in Table S.1, below. Where applicable, this table identifies project revisions or conditions, expressed as mitigation measures, which would reduce the identified impact(s) to less-than-significant levels. All of the project- and access variant-related impacts identified in this table have been identified as significant. The impact's level of significance after implementation of the required mitigation measure is provided in the column labeled "Impact Significance With Mitigation."

These impacts are listed in the same order as they appear in the text of Chapter IV, Environmental Setting, Impacts, and Mitigation, of this document. Where no significant impacts were identified in the environmental analysis of this project, those topics were not included on the table.

Where called for, improvement measures are also identified in Chapter IV to reduce the effects of impacts that would be less than significant. Table S.2: Summary of Improvement Measures, summarizes these measures. Where an improvement measure is applicable only to a vehicular access variant, this is clearly stated.

This table should not be relied upon for a thorough understanding of the proposed project and its impacts and mitigation needs, but is presented for the reader's reference as an overview of project impacts and mitigation measures. Please see the relevant environmental topic sections in Chapter IV, Environmental Setting, Impacts, and Mitigation, for a thorough discussion and analysis of the impacts of the proposed project and its vehicular access variants, and the mitigation measures identified to address those impacts.

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**Table S.1: Summary of Significant Impacts and Mitigation Measures for the Proposed Project and Vehicular Access Variants**

| Impacts | Impact Significance Without Mitigation | Mitigation Measures | Impact Significance With Mitigation |
|---|---|---|---|
| **D. Cultural and Paleontological Resources** | | | |
| **CP-1**: Construction activities for the proposed project would cause a substantial adverse change in the significance of archaeological resources, if such resources are present within the project site.<br><br>(cont'd.) | S | **Mitigation Measure M-CP-1a: Archaeological Testing, Monitoring, Data Recovery and Reporting**<br><br>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).<br><br><u>Consultation with Descendant Communities</u><br><br>On discovery of an archeological site associated with descendant Native Americans or the Overseas Chinese an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate | LS |

LS = Less than Significant LSM = Less than Significant with Mitigation S = Significant SU = Significant and Unavoidable

| Impacts | Impact Significance Without Mitigation | Mitigation Measures | Impact Significance With Mitigation |
|---|---|---|---|
| (Impact CP-1 cont'd.)<br><br>(cont'd.) | | archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.<br><br><u>Archeological Testing Program</u><br><br>The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.<br><br>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:<br><br>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or<br><br>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. | |

LS = Less than Significant LSM = Less than Significant with Mitigation S = Significant SU = Significant and Unavoidable

| Impacts | Impact Significance Without Mitigation | Mitigation Measures | Impact Significance With Mitigation |
|---|---|---|---|
| (Impact CP-1 cont'd.)<br><br>(cont'd.) | | Archeological Monitoring Program<br><br>If the ERO in consultation with the archeological consultant determines that an archeological monitoring program (AMP) shall be implemented the archeological monitoring program shall minimally include the following provisions:<br><br>• The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;<br><br>• The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;<br><br>• The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;<br><br>• The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;<br><br>• If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment | |

LS = Less than Significant LSM = Less than Significant with Mitigation S = Significant SU = Significant and Unavoidable

| Impacts | Impact Significance Without Mitigation | Mitigation Measures | Impact Significance With Mitigation |
|---|---|---|---|
| (Impact CP-1 cont'd.)<br><br>(cont'd.) | | until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.<br><br>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.<br><br><u>Archeological Data Recovery Program</u><br><br>If the ERO, in consultation with the archaeological consultant, determines that archaeological data recovery programs shall be implemented, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. | |

LS = Less than Significant LSM = Less than Significant with Mitigation S = Significant SU = Significant and Unavoidable

| Impacts | Impact Significance Without Mitigation | Mitigation Measures | Impact Significance With Mitigation |
|---|---|---|---|
| (Impact CP-1 cont'd.)<br><br>(cont'd.) | | The scope of the ADRP shall include the following elements:<br><br>• *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.<br><br>• *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.<br><br>• *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.<br><br>• *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.<br><br>• *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.<br><br>• *Final Report*. Description of proposed report format and distribution of results.<br><br>• *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.<br><br><u>Human Remains and Associated or Unassociated Funerary Objects</u><br><br>The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological | |

LS = Less than Significant LSM = Less than Significant with Mitigation S = Significant SU = Significant and Unavoidable

| Impacts | Impact Significance Without Mitigation | Mitigation Measures | Impact Significance With Mitigation |
|---|---|---|---|
| (Impact CP-1 cont'd.) | | consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.<br><br><u>Final Archeological Resources Report</u><br><br>The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.<br><br>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above. | |
| (cont'd.) | S | **Mitigation Measure M-CP-1b: Interpretation**<br><br>Based on a reasonable presumption that archaeological resources may be present within the project site, and to the extent that that the potential significance of some such resources is premised on CRHR Criteria 1 (Events), 2 (Persons), and/or 3 (Design/Construction), the following measure shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. | LS |

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| (Impact CP-1 cont'd.) | | The project sponsor shall implement an approved program for interpretation of resources. The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California urban historical and marine archaeology. The archaeological consultant shall develop a feasible, resource-specific program for post-recovery interpretation of resources. The particular program for interpretation of artifacts that are encountered within the project site will depend upon the results of the data recovery program and will be the subject of continued discussion between the ERO, consulting archaeologist, and the project sponsor. Such a program may include, but is not limited to, any of the following (as outlined in the ARDTP): surface commemoration of the original location of resources; display of resources and associated artifacts (which may offer an underground view to the public); display of interpretive materials such as graphics, photographs, video, models, and public art; and academic and popular publication of the results of the data recovery.<br><br>The archaeological consultant's work shall be conducted at the direction of the ERO, and in consultation with the project sponsor. All plans and recommendations for interpretation by the consultant shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. | |
| **CP-2:** Construction activities for the proposed project would cause a substantial adverse change in the significance of human remains, if such resources are present within the project site | S | See Mitigation Measures M-CP-1a, above. | LS |
| **CP-3:** Construction activities for the proposed project would cause a substantial adverse change in the significance of paleontological resources, if such resources are present within the project site.<br><br>(cont'd.) | S | **Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program**<br><br>The project sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a Paleontological Resources Monitoring and Mitigation Program. The PRMMP shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedure for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and | LS |

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| (Impact CP-3 cont'd.) | | procedures for reporting the results of the monitoring program.<br><br>The PRMMP shall be consistent with the Society for Vertebrate Paleontology Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb previously undisturbed native sediment or sedimentary rocks. Monitoring need not be conducted in areas where the ground has been previously disturbed, in areas of artificial fill, in areas underlain by nonsedimentary rocks, or in areas where exposed sediment would be buried, but otherwise undisturbed.<br><br>The consultant's work shall be conducted in accordance with this measure and at the direction of the City's ERO. Plans and reports prepared by the consultant shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the proposed project for as short a duration as reasonably possible and in no event for more than a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce potential effects on a significant paleontological resource as previously defined to a less-than-significant level. | |
| **CP-4:** Construction activities for the proposed project would disturb unknown resources if any are present within the project site.<br><br>(cont'd.) | S | **Mitigation Measure M-CP-4: Accidental Discovery**<br><br>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, | LS |

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| (Impact CP-4 cont'd.)<br><br>(cont'd.) | | machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.<br><br>Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.<br><br>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.<br><br>Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. | |

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| (Impact CP-4 cont'd.) | | The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.<br><br>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above. | |
| **C-CP-1:** Disturbance of archaeological and paleontological resources, if encountered during construction of the proposed project, in combination with other past, present, and future reasonably foreseeable projects, would make a cumulatively considerable contribution to a significant cumulative impact on archaeological resources. | S | See Mitigation Measures M-CP-1a, M-CP-1b, M-CP-3, and M-CP-4, above. | LS |
| **E. Transportation and Circulation** | | | |
| **Variant TR-1:** Variant 6 would cause a substantial increase in traffic that would cause the level of service to decline from LOS D or better to LOS E or F, or from LOS E to F at the intersection of Fourth Street and Market Street. (*Applicable to Variant 6 only*) | S | No feasible mitigation measure available. | SU |

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| **Variant TR-2:** Variant 6 would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity; or would cause a substantial increase in delays or costs such that significant adverse impacts in transit service levels could occur. (*Applicable to Variant 6 only*) | S | No feasible mitigation measure available. | SU |
| **Variant TR-3:** Variant 6 would contribute considerably to critical movements at the intersection of Fourth Street and Market Street that would operate at LOS F under 2030 Cumulative conditions, and cumulative contribution to cumulative traffic impacts would be considered significant. (*Applicable to Variant 6 only*) | S | No feasible mitigation measure available. | SU |
| **Variant TR-4:** Variant 6 would contribute considerably to critical movements at the intersection of Fourth Street and Mission Street that would operate at LOS F under 2030 Cumulative conditions, and cumulative contribution to cumulative traffic impacts would be considered significant. (*Applicable to Variant 6 only*) | S | No feasible mitigation measure available. | SU |
| **Variant TR-5:** Variant 7 would cause a substantial increase in traffic that would cause the level of service to decline from LOS D or better to LOS E or F, or from LOS E to F at the intersection of Fourth Street and Market Street. (*Applicable to Variant 7 only*) | S | No feasible mitigation measure available. | SU |
| **Variant TR-6:** Variant 7 would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity; or would cause a substantial increase in delays or costs such that significant adverse impacts in transit service levels could occur. (*Applicable to Variant 7 only*) | S | No feasible mitigation measure available. | SU |

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| **Variant TR-7:** Variant 7 would contribute considerably to critical movements at the intersection of Fourth Street and Market Street that would operate at LOS F under 2030 Cumulative conditions, and cumulative contribution to cumulative traffic impacts would be considered significant. (*Applicable to Variant 7 only*) | S | No feasible mitigation measure available. | SU |
| **Variant TR-8:** Variant 7 would contribute considerably to critical movements at the intersection of Fourth Street and Mission Street that would operate at LOS F under 2030 Cumulative conditions, and cumulative contribution to cumulative traffic impacts would be considered significant. (*Applicable to Variant 7 only*) | S | No feasible mitigation measure available. | SU |
| **F. Noise** | | | |
| **NO-1**: Construction of the proposed project would generate noise levels in excess of standards established in the San Francisco General Plan or noise ordinance and would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.<br><br>(cont'd.) | S | **Mitigation Measure M-NO-1a: Reduce Noise Levels During Construction**<br>The following practices shall be incorporated into the construction contract agreement documents to be implemented by the construction contractor:<br>• Provide best available noise control techniques for equipment and trucks, such as providing acoustic enclosures and mufflers for stationary equipment, shroud or shield impact tools, and installing barriers around particularly noisy activities at the construction sites so that the line of sight between the construction activities and nearby sensitive receptor locations is blocked to the maximum feasible extent. The placement of barriers or acoustic blankets shall be reviewed and approved by the Director of Public Works prior to issuance of permits for construction activities.<br>• Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors.<br>• Provide sound-control devices on equipment no less effective than those provided by the manufacturer.<br>• Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptor locations. | LS |

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| (Impact NO-1 cont'd.) | | • Prohibit unnecessary idling of internal combustion engines.<br>• Require applicable construction-related vehicles and equipment to use designated truck routes to access the project sites.<br>• Prior to the issuance of the building permit, along with the submission of construction documents, the project sponsor shall designate a Noise Disturbance Coordinator (on-site construction complaint and enforcement manager) and submit to the Planning Department and Department of Building Inspection (DBI) a protocol to respond to and track complaints pertaining to construction noise. This shall include (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign conspicuously posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) identification of the Noise Disturbance Coordinator for the project (name, phone number, email address); and (4) notification of property owners and occupants within 300 feet of the project construction area at least 14 days in advance of extreme noise generating activities (activities expected to generate levels of 90 dBA or greater) about the estimated duration of the activity.<br>• Obtain a work permit from the Director of Public Works or the Director of Building Inspection for any nighttime work, pursuant to San Francisco Noise Ordinance Section 2908.<br>• Obtain noise variances (as necessary) consistent with San Francisco Police Code Section 2910. | |
| (cont'd.) | S | **Mitigation Measure M-NO-1b: Noise-Reducing Techniques and Muffling Devices for Pile Installation**<br>If piles are determined to be necessary, the project sponsor shall require its construction contractor to use noise-reducing pile installation techniques including: avoiding impact pile driving where possible, pre-drilling pile holes (if feasible, based on soils; see Mitigation Measure M-NO-2b, pp. IV.F.26-IV.F.27) to the maximum feasible depth, installing intake and exhaust mufflers on pile installation equipment, vibrating piles into place when feasible, and installing | LS |

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| (Impact NO-1 cont'd.) | | shrouds around the pile driving hammer where feasible. Should impact pile-driving be necessary for the proposed project, the project sponsor would require that the construction contractor limit pile driving activity to result in the least disturbance to neighboring uses, and establish pile-driving hours, in consultation with the Director of Public Works, to disturb the fewest people. At least 48 hours prior to pile driving activities, the project sponsor shall notify building owners and occupants within 500 feet of the project site of the dates, hours, and expected duration of pile driving. | |
| **NO-2:** Construction of the proposed project would result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.<br><br>(cont'd.) | S | **Mitigation Measure M-NO-2a: Minimize Vibration Levels During Construction**<br><br>The following practices shall be incorporated into the construction contract agreement documents to be implemented by the construction contractor:<br>• Make the Noise Disturbance Coordinator (see Mitigation Measure M-NO-1a) available to respond to vibration complaints from nearby vibration-sensitive uses, and submit to the Planning Department and Department of Building Inspection (DBI) a protocol to respond to and track complaints pertaining to vibration. Recurring disturbances shall be evaluated by a qualified acoustical consultant to ensure compliance with applicable standards;<br>• Avoid impact pile driving where possible. Utilize drilled piles or the use of a sonic pile driver where the geological conditions permit their use (see Mitigation Measure M-NO-2b);<br>• Select demolition methods not involving impact tools, where possible;<br>• Avoid vibratory rollers and packers, where possible;<br>• Operate earth-moving equipment as far away from vibration-sensitive receptors as possible; and<br>• Phase demolition and ground-impacting activity (excavation and shoring) to reduce occurrences in the same time period, when and where feasible. | LS |

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| (Impact NO-2 cont'd.)<br><br>(cont'd.) | S | **Mitigation Measure M-NO-2b: Pre-Construction Assessment to Protect Structures from Ground Vibration Associated with Pile Installation**<br><br>If impact pile driving is necessary, the project sponsor shall retain a qualified geotechnical engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby buildings subject to ground vibration prior to receiving a building permit. If recommended by the geotechnical engineer, for structures or facilities within 80 feet of pile installation activities (Westin Hotel and Contemporary Jewish Museum [formerly known as the Jessie Street Substation]), the project sponsor shall require groundborne vibration monitoring of nearby structures. The assessment shall be based on the specific conditions at the construction site such as, but not limited to, the following:<br><br>• Pre-construction surveying of potentially affected structures;<br>• Underpinning of foundations of potentially affected structures, as necessary;<br>• The need for a monitoring program during vibration-causing construction activities to detect ground settlement or lateral movement of structures in the vicinity of excavation, shoring, or impact activities, should pile driving be required. If pile driving is found to be needed, results of ground vibration monitoring shall be submitted to the Department of Building Inspection (DBI). In the event of unacceptable ground movement, as determined by the DBI, pile installation shall cease and corrective measures, protective shoring, and alternative construction methods shall be implemented. Corrective measures to reduce ground movement from pile driving include: jetting or using a high-pressure stream of air and water to erode the soil adjacent to the pile; predrilling; using cast-in-place or auger cast piles; using pile cushioning; or using nonimpact drivers. The pile installation program and ground stabilization measures shall be reevaluated and approved by the Department of Building Inspection. | LS |

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| (Impact NO-2 cont'd.) | | **Mitigation Measure M-NO-2c: Vibration Monitoring and Management Plan**<br>A Pre-Construction Assessment of the Aronson Building shall be conducted by a qualified structural engineer and preservation architect who meet the Secretary of the Interior's Historic Preservation Professional Qualification Standards. The Pre-Construction Assessment prepared shall establish a baseline, and shall contain written descriptions of the existing condition, along with photographs, measured drawings, sketches, and/or CAD drawings of all cracks, spalling, or similar. Particular attention shall be paid to loose terra cotta, cracks, bulges and planes in and out of plumb, floors in and out of level, openings and roof planes, as needed.<br>A vibration management and continuous monitoring plan shall be developed and adopted to protect the Aronson Building against damage caused by vibration or differential settlement caused by vibration during project construction. The vibration management and monitoring plan related to the Aronson Building shall be submitted to the Planning Department Preservation Staff prior to issuance of any building permits. The vibration management and monitoring plan shall include pre-construction surveys, continuous vibration monitoring throughout the duration of the major structural project activities, and for one year following project completion if determined necessary by the preservation architect. The vibration management and monitoring plan shall be at the direction of the qualified structural engineer and shall constitute a blended approach, using both optical survey targets and crack monitors. The use of optical survey targets and crack monitors during construction shall measure whether ground displacement during construction is approaching levels at which damage to the historic resource may be possible. Construction methods shall be reevaluated if measurements and levels of vibration are found to exceed the levels established in the vibration management and monitoring plan and/or if damage to the historical resource may be possible. | |
| **NO-3:** Operation of the proposed project would generate noise levels in excess of standards established in the *San Francisco General Plan* or noise ordinance and would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. | S | **Mitigation Measure M–NO-3: Stationary Operational Noise Sources**<br>All fixed, stationary sources of noise (e.g., building mechanical systems (HVAC equipment), standby power generator, ventilation equipment, etc.) shall be located away from noise-sensitive receptors, be enclosed within structures with adequate setback and screening, be installed adjacent to noise reducing shields, or | LS |

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| (Impact NO-3 cont'd.) | | constructed with some other adequate noise attenuating features, to achieve compliance with the noise level limits of the San Francisco Noise Ordinance. Noise from fixed, stationary sources must not exceed the performance standard of Section 2909(d) of the San Francisco Police Code for any sleeping or living room in any dwelling unit located on residential property: an interior noise level of 45 dBA between the hours of 10:00 PM to 7:00 AM or 55 dBA between the hours of 7:00 AM to 10:00 PM. Once the stationary noise sources have been installed, the project sponsor shall retain a qualified acoustical consultant to measure the noise levels of operating exterior equipment within three months after the installation. If project stationary noise sources exceed the applicable noise standards, a qualified acoustical consultant shall be retained by the project sponsor to evaluate whether additional noise attenuation measures or acoustic insulation should be installed in order to meet the applicable noise standards. Examples of such measures include acoustical enclosures, replacement of equipment, or relocation of equipment. Results of the measurements shall be provided to the City to show compliance with the standards. | |
| **C-NO-2:** Construction of the proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would result in a cumulatively considerable contribution to significant exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. | S | See Mitigation Measures M-NO-2a, M-NO-2b, and M-NO-2c, above. | LS |
| **G Air Quality** | | | |
| **AQ-3:** Construction of the proposed project would generate emissions of $PM_{2.5}$ and toxic air contaminants, including diesel particulate matter, at levels that would expose sensitive receptors to substantial pollutant concentrations.<br><br>(cont'd.) | S | **Mitigation Measure M-AQ-3: Construction Emissions Minimization**<br>To reduce the potential health risk resulting from project construction activities, the project sponsor shall prepare a Construction Emissions Minimization Plan (included as Appendix G) designed to reduce construction-related diesel particulate matter emissions from off-road construction equipment used at the site by at least 65 percent as compared to the construction equipment list, schedule, and inventory provided by the sponsor on May 27, 2011. | LS |

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| (Impact AQ-3 cont'd.)<br><br>(cont'd.) | | The project sponsor shall include all requirements identified in the Construction Emissions Minimization Plan in contract specifications for the entire duration of construction activities.<br><br>The Construction Emissions Minimization Plan shall include the following requirements, which would achieve the required 65 percent reduction in construction period diesel particulate matter emissions:<br>• Limit idling times by either shutting equipment off when not in use or reducing the maximum idling time to two minutes.<br>• Prohibit use of diesel generators for electric power because on-site distribution of electricity is available.<br>• Require construction contractors to use electric or propane powered devices for the following types of equipment:<br>– Tower Crane<br>– Fork Lifts and Manlifts<br>– Portable Welders<br>– Concrete Placing Booms<br>• Require construction contractors to use portable compressors that are either electric powered or powered by gasoline engines or engines compliant with Tier 4 standards.<br>• Require use of Interim Tier 4 or Tier 4 equipment where such equipment is available and feasible for use. Use of Interim Tier 4 or Tier 4 equipment would be feasible for the following types of equipment:<br>– Backhoes<br>– Rubber-Tired Dozers<br>• Require use of Tier 2/Tier 3 equipment retrofitted with ARB Level 3 Verified Diesel Emissions Control System (VDECS, which includes diesel particulate filters). The following types of equipment are identified as candidates for retrofitting with ARB-certified Level 3 VDECS (which are capable of reducing DPM emissions by 85 percent | |

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| (Impact AQ-3 cont'd.) | | or more), due to their expected operating modes (i.e., fairly constant use at high revolutions per minute):<br>– Excavators<br>– Concrete Boom Pumps<br>– Concrete Trailer Pumps<br>• Use of Tier 3 equipment for the following types of equipment:<br>– Portable Cranes<br>– Soil Mix Drill Rigs<br>– Soldier Pile Drill Rigs<br>– Shoring Drill Rigs<br>If the foregoing requirements are implemented, no further quantification of emissions shall be required. Alternatively, the project sponsor may elect to substitute alternative measures in the Construction Emissions Minimization Plan for review and approval by the Environmental Review Officer (ERO). Such alternative measures would be subject to demonstrating that the alternative measures would achieve the required 65 percent reduction in construction period diesel particulate matter emissions, including without limitation the following:<br>• Use of other late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and add-on devices such as particulate filters; and<br>• Other options as such become available.<br>The project sponsor shall submit the Construction Emissions Minimization Plan to the ERO for review and approval by an Environmental Planning Air Quality Specialist prior to the commencement of construction activities. | |

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| **I. Wind and Shadow** | | | |
| **C-WS-2:** The proposed project, in combination with past, present, and reasonably foreseeable future projects in the project vicinity, would create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas, resulting in a significant cumulative shadow impact. The proposed project would make a cumulatively considerable contribution to this significant cumulative shadow impact. | S | No feasible mitigation measure available. | SU |
| **P. Hazards and Hazardous Materials** | | | |
| **HZ-2:** The proposed project would have a substantial adverse effect on the public or the environment through the accidental release of hazardous materials into the environment.<br><br>(cont'd.) | **S** | **Mitigation Measure M-HZ-2: Hazardous Materials - Testing for and Handling of Contaminated Soil**<br>During excavation, the project sponsor shall hire a consultant to collect soil samples (borings), including, but not limited to, the location of the underground storage tank on the north side of the Aronson Building. The soil samples shall be tested for petroleum hydrocarbons and lead. If petroleum hydrocarbons and/or lead are present in soil, the soil shall be removed under the supervision of the San Francisco Department of Public Health (DPH) and disposed of in a suitable landfill, or otherwise addressed consistent with applicable Federal, State, and local laws. In addition, the sponsor shall perform the following actions with respect to contaminated soil:<br>Step 1: Soil Testing<br>Prior to obtaining building permits, the project sponsor shall hire a consultant to collect soil samples (borings) from selected locations in the work area in which soil would be disturbed and/or excavated. (This initial soil sampling and reporting shall be done prior to excavation, but additional soil testing from on-site soil stockpiles may also be required, if there are indications [e.g., odors, visible staining] of contamination in the excavated soil.)<br>The soil samples shall be tested for these Compounds of Concern: total lead, petroleum hydrocarbons, and volatile organic compounds (VOCs). The consultant shall analyze the soil borings as discrete, not composite samples. The | LS |

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| (Impact HZ-2 cont'd.)<br><br>(cont'd.) | | consultant shall prepare a report on the soil testing for the Compounds of Concern that includes the laboratory results of the soil testing and a map that shows the locations from which the consultant collected the soil samples. (See Step 3, below).<br><br>The project sponsor shall submit the report on the soil testing for the Compounds of Concern for the Sub-Phase and the current fee in the form of a check payable to the San Francisco Department of Public Health, to the Hazardous Waste Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The current fee shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first three hours. These fees shall be charged pursuant to Section 31.23(c) of the San Francisco Administrative Code. DHP shall review the soil testing program to determine whether soils on the project site are contaminated with any of the Compounds of Concern at or above potentially hazardous levels.<br><br>Step 2: Preparation of Site Mitigation Plans<br><br>The project sponsor shall prepare a Site Mitigation Plan (SMP). The SMP shall include a discussion of the level of contamination of soils by Compounds of Concern, if any, based on the soils testing in Step 1. The SMP shall set forth mitigation measures for managing contaminated soils on the site, if any, including but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. Additionally, the DPH may require confirmatory samples for the project site.<br><br>Step 3: Handling, Hauling, and Disposal Contaminated Soils<br><br>(a) Specific work practices: The construction contractor shall be alert for the presence of contaminated soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of | |

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| Impacts | Impact Significance Without Mitigation | Mitigation Measures | Impact Significance With Mitigation |
|---|---|---|---|
| (Impact HZ-2 cont'd.) | | such soils appropriately (i.e., as dictated by local, State, and Federal regulations, including OSHA work practices) when such soils are encountered on the site.<br>(b) Dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.<br>(c) Surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.<br>(d) Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.<br>(e) Hauling and disposal: If soils are contaminated such that they must be hauled off-site for treatment and/or disposal, contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at the permitted hazardous waste disposal facility registered with the State of California.<br>Step 4: Preparation of Closure/Certification Report<br>After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval for that area. The closure/certification report shall include the mitigation measures (if any were necessary) in the SMP for handling and removing contaminated soils, if any, from the project site, and if applicable, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures. | |

LS = Less than Significant LSM = Less than Significant with Mitigation S = Significant SU = Significant and Unavoidable

**Table S.2: Summary of Improvement Measures for Proposed Project and Vehicular Access Variants**

| IMPROVEMENT MEASURES | Applicable to: |
|---|---|
| **Transportation and Circulation** | |
| **Improvement Measure I-TR-A: Traffic Signal Timing Modifications.** As an improvement measure to enhance ability of drivers exiting Stevenson Street at Third Street to merge into and across Third Street traffic flow, the project sponsor shall request that the SFMTA consider revising the signal timing and off-sets to ensure that sufficient clearance time is provided so that vehicles do not spill back into the midblock intersection (the intersection is currently striped "KEEP CLEAR"). In addition, the project sponsor shall request that SFMTA consider relocating the pedestrian signal north of Stevenson Street closer to the intersection to reduce the propensity of pedestrians crossing Stevenson Street during a "don't walk" phase. | Proposed Project, Variants 1-5 |
| **Improvement Measure I-TR-B: "Garage Full" Sign on Third Street**. As an improvement measure to minimize the number of vehicles accessing Stevenson Street when the Jessie Square Garage is full, the project sponsor shall strive to install, or cause to be installed, an LED (or similar) "Garage Full" sign at the intersection of Third Street at Stevenson Street. | Proposed Project, Variants 1-5 |
| **Improvement Measure I-TR-C: Monitoring and Abatement of Queues**. As an improvement measure to reduce the potential for queuing by vehicles accessing the project site, the owner/operator of the proposed project shall strive to ensure that recurring vehicle queues do not occur on Third Street or Mission Street adjacent to the proposed project site. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of the Third Street or Mission Street sidewalk or roadway for a consecutive period of three minutes or longer on a daily or weekly basis. If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department shall notify the project sponsor in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than 7 days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue. | Proposed Project, Variant 2, and Variant 5 |
| **Improvement Measure I-TR-D: Installation of Eyebolts.** As an improvement measure to reduce pole clutter on Third Street and on Mission Street, the project sponsor could review with Planning Department and SFMTA staff whether it would be appropriate to install eyebolts in the renovated building to support Muni's overhead wire system. | Proposed Project and Variants 1-7 |
| I**mprovement Measure I-TR-E: Consolidation of Traffic Signal and Overhead Wire Poles** . To eliminate pole clutter and reduce pedestrian obstructions on the Third Street sidewalk adjacent to the project site, and to improve pedestrian flow, it may be possible to consolidate the three traffic signal and overhead wire poles, and relocate the existing mailbox which extends further from the curb than the adjacent newspaper rack. (The newspaper rack and mailbox are proposed to be removed from the sidewalk during project construction.) The project sponsor could make these requests to the San Francisco Department of Public Works (DPW) (newspaper rack), the U.S. Postal Service (mail box), and SFMTA (overhead wire poles and traffic signals).. | Proposed Project and Variants 1-7 |
| **Improvement Measure I-TR-F: Pedestrian Measures on Third Street.** This improvement measure includes the following measures to reduce conflicts between pedestrians and vehicles on Third Street adjacent to the project site:<br>• During peak periods of pedestrian activity on Third Street (7 AM to 7 PM), the project sponsor shall staff the driveway entry on Third Street with a traffic control attendant to facilitate vehicular ingress into the project driveway from Third Street.<br>• The project sponsor shall provide adequate valet service to ensure that queuing space for a minimum of two vehicles within the internal drop-off area is available at all times (the internal driveway can accommodate up to six vehicles). | Proposed Project, Variant 2, and Variant 5 |

| IMPROVEMENT MEASURES | Applicable to: |
|---|---|
| • The project sponsor shall use alternate pavement treatment for the sidewalk at the driveway on Third Street, as determined appropriate by DPW, SFMTA, and the Planning Department.<br>• The project sponsor shall explore the potential for providing audio and/or visual treatments to alert pedestrians that a vehicle is about to cross the sidewalk from the adjacent travel lanes (typically such treatments are for vehicles exiting, not entering, a driveway). | |
| **Improvement Measure I-TR-G: Reduce Pedestrian-Vehicle Conflict Areas.** Pedestrian conditions on Third Street between Mission and Market Streets include an existing pedestrian-vehicle conflict zone associated with the Westin Hotel passenger loading operations located on the west side of Third Street. To improve the pedestrian experience on Third Street between Mission and Market Streets, the project sponsor shall work with DPW, SFMTA, and the Planning Department to assess the feasibility of other measures or treatments to reduce pedestrian-vehicle conflicts in this area. Measures to be assessed for feasibility could include the construction of bulb outs at the intersection of Third and Mission Streets, additional signage, alternate pavement treatment for sidewalks at driveways, automated warning devices, and/or the potential reconfiguration of parking and loading strategies in the area. The project sponsor shall cooperate with the City in seeking the consent to or participation in such measures by other property owners on Third Street between Mission and Market Streets, provided that such measures shall not be required for the project where such consent or participation cannot be secured in a reasonable, timely, and economic manner. | Proposed Project, Variant 2, and Variant 5 |
| **Improvement Measure I-TR-H: Coordination of Moving Activities.** To ensure that residential move-in and move-out activities do not impede traffic flow on Mission Street or Third Street, the project sponsor shall encourage that move-in and move-out operations, as well as larger deliveries, should be scheduled and coordinated through building management. | Proposed Project and Variants 1-7 |
| **Improvement Measure I-TR-I: Construction - Traffic Control Plan.** As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and autos, SFMTA could require that the contractor prepare a traffic control plan for project construction. The project sponsor and construction contractor(s) shall meet with DPW, SFMTA, the Fire Department, Muni, the Planning Department and other City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations (if determined necessary) and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during construction of the proposed project.<br>The contractor could be required to comply with the City of San Francisco's Regulations for Working in San Francisco Streets, which establish rules and permit requirements so that construction activities can be done safely and with the least possible interference with pedestrians, bicyclists, transit and vehicular traffic. | Proposed Project and Variants 1-7 |
| **Improvement Measure I-TR-J: Construction – Carpools.** As an improvement measure to minimize parking demand associated with construction workers, the project sponsor could request the construction contractor to encourage carpooling and transit access to the site by construction workers. | Proposed Project and Variants 1-7 |
| **Improvement Measure I-TR-K: Construction - Truck Traffic Management.** As an improvement measure to minimize construction traffic impacts on Third Street and Mission Street, and on pedestrian, transit and traffic operations, the construction contractor could be required to retain San Francisco Police Department traffic control officers during peak construction periods. | Proposed Project and Variants 1-7 |
| **Improvement Measure I-TR-L: Construction - Update Adjacent Businesses and Residents.** As an improvement measure to minimize construction impacts on access for nearby institutions and businesses, DPW could require the project sponsor to provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. The information should include contact information, including that the public can contact the SFMTA General | Proposed Project and Variants 1-7 |

| IMPROVEMENT MEASURES | Applicable to: |
|---|---|
| Enforcement Division for blocked driveways and access, DPW's Street Use and Mapping for complaints regarding construction activities interfering with travel lanes, or the San Francisco Police Department for violations related to construction street space permits issued by DPW or Special Traffic Permits issues by SFMTA. A web site could be created by project sponsor that would provide current construction information of interest to neighbors. | |
| **Improvement Measure I-TR-M: Transportation Demand Management.** As an improvement measure to encourage use of alternative modes and reduce the proposed project's parking demand and parking shortfall, the project sponsor could provide a transportation insert for the move-in packet. This packet could provide information on transit service (Muni and BART lines, schedules and fares), information on where transit passes could be purchased, and information on the 511 Regional Rideshare Program. | Proposed Project and Variants 1-7 |
| **Improvement Measure I-TR-N: Monitoring and Abatement of Queues on Mission Street.** To reduce the potential for queuing by vehicles accessing the project site, it shall be the responsibility of the owner/operator of the proposed project to ensure that recurring vehicle queues do not occur on Mission Street adjacent to the proposed project site. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of the Mission Street sidewalk or roadway for a consecutive period of three minutes or longer on a daily or weekly basis. If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department shall notify the project sponsor in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than 7 days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue. | Variant 6 and Variant 7 |
| **Improvement Measure I-TR-O: Pedestrian Measures on Mission Street.** Under Variant 3, during peak periods of pedestrian activity on Mission Street (7 AM to 7 PM), the project sponsor shall staff the driveway entry on Mission Street with a traffic control attendant to facilitate vehicular ingress and egress at the project driveway on Mission Street. | Variant 3, Variant 6 and Variant 7 |
| **Improvement Measure I-TR-P: Truck Access Restrictions on Third Street.** Under Variant 4, as an improvement measure the project sponsor should limit the hours of use of the Third Street driveway for truck access in order to avoid peak pedestrian volumes on Third Street. No trucks should be permitted to access the project site via the Third Street driveway during the following hours: between 7 AM and 9 AM, between 12 PM and 1 PM, and between 4 PM and 6 PM Monday through Friday. The hours of restrictions could be modified by the Planning Department based on post-occupancy monitoring. | Variant 4 |
| **Improvement Measure I-TR-Q: "Garage Full" Sign on Mission Street** (similar to Improvement Measure I-TR-B related to Stevenson Street)<br><br>Under Variant 6, as an improvement measure to prevent vehicles from entering the Jessie Square Garage from Mission Street when the garage is full, an LED (or similar) "Garage Full" sign could be installed at the driveway entrance on Mission Street. | Variant 6 and Variant 7 |
| **Improvement Measure I-TR-R: Truck Access Restrictions on Mission Street under Variant 7.** Under Variant 7, as an improvement measure, the project sponsor should limit the hours of use of the Mission Street driveway for truck access in order to avoid peak pedestrian volumes on Mission Street. No trucks should be permitted to access the project site via the Mission Street driveway during the following hours: between 7 AM and 9 PM, between 12 PM and 1 PM, and between 4 PM and 6 PM, Monday through Friday. The hours of restrictions could be modified by the Planning Department based on post-occupancy monitoring. | Variant 7 |

| IMPROVEMENT MEASURES | Applicable to: |
|---|---|
| **Noise** | |
| **Improvement Measure I-NO-A: Residential Use/Cultural Component Plan Review by Qualified Acoustical Consultant.** To ensure that interior noise levels at proposed noise-sensitive uses on the project site do not result in excessive awakenings or disturbances, or exceed an interior noise level standards of Title 24 of the California Code of Regulations and the San Francisco Noise Ordinance including Section 2909(d), a qualified acoustical consultant shall review plans for all new residential uses, cultural component areas (The Mexican Museum), and any other sensitive use area and provide recommendations to provide acoustical insulation or other equivalent measures to reduce interior noise levels. The project sponsor would include noise insulating features to ensure that interior noise would not exceed 45 dBA (Ldn) in any habitable room. These studies shall be presented to DBI at the time that the Architectural Addendum Permit is submitted for review. Noise-insulating features for the exterior façade and envelope of the 706 Mission Street tower and rehabilitated Aronson Building may include acoustically designed systems for appropriate Outside-Inside Transmission Class ratings for curtain-wall assemblies; acoustically designed systems for appropriate Outside-Inside Transmission Class ratings for exterior punched windows and window wall assemblies; acoustically-rated exterior wall construction and assemblies; and acoustically designed exterior wall openings, such as trickle vents or Z-ducts, as required. | Proposed Project and Variants 1-7 |
| **Wind and Shadow** | |
| **Improvement Measure I-WS-A.** As an improvement measure to reduce ground-level wind speeds in areas used for public seating, the project sponsor shall meet with Planning Department staff to determine which locations would benefit the most from wind reduction measures and what types of wind reduction measures could be implemented at these locations. The project sponsor shall strive to install, or cause to be installed, wind reduction measures that could include hedges, planter boxes, trees, and trellises. In the event that some locations are not on property owned or otherwise controlled by the project sponsor, the project sponsor shall discuss the implementation of these wind reduction measures with the appropriate parties, which could include the Successor Agency, other City departments, or other property owners. | Proposed Project and Variants 1-7 |
| **Improvement Measure I-WS-B** As an improvement measure, the project sponsor would address the wind conditions and usability of the proposed private roof terraces on the west side of the tower and the common open space on the north side of the Aronson Building roof through the implementation of building design considerations as well as wind control measures in order to improve wind conditions in these locations. Wind control measures to be implemented may include trellises, landscaping, tall parapets and/or wind screens. | Proposed Project and Variants 1-7 |

# C. SUMMARY OF PROJECT ALTERNATIVES

Five alternatives are evaluated in this EIR: the No Project Alternative; Existing Zoning Alternative; Separate Buildings Alternative; Increased Residential Density Alternative; and the Reduced Shadow Alternative. The five alternatives are described in detail in Chapter VII, Alternatives to the Proposed Project. Table S.3: Comparison of Project and Alternative Impacts, on p. S.35, shows a comparison of the potential environmental impacts that may result from the alternatives to those of the proposed project.

## A. NO PROJECT ALTERNATIVE

Under the No Project Alternative, the site would remain in its existing condition. Assuming that the existing physical conditions at the project site were to continue for the foreseeable future, conditions described in detail for each environmental topic in Chapter IV, Environmental Setting, Impacts, and Mitigation, would remain and none of the impacts associated with the proposed project would occur.

## B. EXISTING ZONING ALTERNATIVE

The intent of the Existing Zoning Alternative is to provide an alternative that meets all applicable provisions of the Planning Code and existing zoning for the project site. In addition, this alternative would reduce the significant cumulative shadow impacts compared to the proposed project. Under this alternative, the project site would remain a 400-I Height and Bulk District. The maximum building height permitted would be 400 feet, and pursuant to the I bulk designation, buildings above 150 feet would be limited to a maximum horizontal dimension of 170 feet and a maximum diagonal dimension of 200 feet. Under existing zoning, the floor area ratio (FAR) permitted as of right is 6.0 to 1 and the maximum FAR permitted would be 9.0 to 1 with the purchase of transferable development rights (TDR).

Under this alternative, a new 13-story, approximately 196-foot-tall building with a 9.0 to 1 FAR would be constructed on the lot adjacent to and west of the Aronson Building. The tower that would be constructed under the Existing Zoning Alternative would be 34 stories and 354 feet shorter than the building with the proposed project. As with the proposed project, the Aronson Building would be restored and rehabilitated, and the new building would be connected to it. As with the proposed project, this alternative would provide an approximately 45,000-gsf cultural space for The Mexican Museum.

Under the Existing Zoning Alternative, six floors in the Aronson Building would be designated as flex space for the residential and office flex options compared to seven floors of flex space under the proposed project. Under the residential flex option, these six floors would be converted from

office space to residential use, resulting in a total of up to 74 residential units and no office space. Under the office flex option, these six floors would continue to be used as office space, resulting in a total of up to 50 residential units and approximately 52,560 gsf of office space.

Vehicular access into and out of the existing subsurface Jessie Square Garage would not change. Unlike the proposed project, under this alternative, there would not be a driveway on Third Street to serve the residential units. The vehicular access variants analyzed for the proposed project would not apply to this alternative.

### C. SEPARATE BUILDINGS ALTERNATIVE

The purpose of the Separate Buildings Alternative is to minimize changes to the Aronson Building, while still meeting most of the project sponsor's objectives and the objectives of the Successor Agency. Under this alternative, a new 47-story, 550-foot-tall building would be constructed adjacent to and west of the Aronson Building. The Mexican Museum would occupy space on the first through fifth floors of the new building. Unlike the proposed project, the new building would not be connected to the Aronson Building. Therefore, there would be less historic fabric removed from the Aronson Building under this alternative as compared to the proposed project. The second through tenth floors of the Aronson Building would continue to be occupied by office uses, and the ground floor would be occupied by a retail/restaurant use.

Unlike the proposed project, the Separate Buildings Alternative would not undertake the full scope of rehabilitation and restoration of the Aronson Building; only repairs and improvements necessary to prevent further deterioration of the Aronson Building or to permit continued occupancy of the Aronson Building would be undertaken. However, the two non-historic annexes would still be demolished under this alternative.

This alternative would include a down ramp along the north side of the Aronson Building from Third Street. The existing curb cut on Third Street would be used to provide vehicular ingress to the existing Jessie Square Garage by project residents for below-grade valet access and project-related delivery and service vehicles via a ramp. The vehicular access variants analyzed for the proposed project would not apply to this alternative.

### D. INCREASED RESIDENTIAL DENSITY ALTERNATIVE

The purpose of the Increased Residential Density Alternative is to consider a project that would provide more residential dwelling units within the same amount of floor area as would be provided by the proposed project. Under this alternative, a new 47-story, 550-foot-tall building would be constructed on the lot adjacent to and west of the Aronson Building parcel. As with the proposed project, the Aronson Building would be restored and rehabilitated, and the new building would be connected to the Aronson Building.

As with the proposed project, seven floors in the Aronson Building would be designated as flex space for the residential and office flex options. The fourth through tenth floors of the Aronson Building are currently occupied by approximately 61,320 gsf of office space, which would either be converted from office use to residential or remain as office use under this alternative. Under the residential flex option, these seven floors would be converted from office space to up to 42 residential units, which would result in up to 325 residential units (110 more units than under the proposed project) and no office space. Under the office flex option, these seven floors would continue to be used as office space, which would result in up to 283 residential units (92 more units than under the proposed project) and approximately 61,320 gsf of office space.

As with the proposed project, the Increased Residential Density Alternative would use the existing curb cut on Third Street to provide vehicular ingress to the existing Jessie Square Garage. This access would be for use by project residents only. As with the proposed project, this alternative would include a residential drop-off area (vehicular access would be the same as under the proposed project). The vehicular access variants analyzed for the proposed project would also apply to this alternative.

**E. REDUCED SHADOW ALTERNATIVE**

The purpose of the Reduced Shadow Alternative is to reduce the shadow impacts that would be caused by development under the proposed project. Under this alternative, a new 27-story, approximately 351-foot-tall tower, including a mechanical penthouse, would be constructed on the lot adjacent to and west of the Aronson Building. The proposed tower under the Reduced Shadow Alternative would be 20 stories, or approximately 199 feet, shorter than the new tower under the proposed project. As with the proposed project, the Aronson Building would be restored and rehabilitated in accordance with the project sponsor's Design Intent Statement. Under this alternative, the proposed 27-story tower would be connected to the Aronson Building and there would be approximately 45,000 gsf of cultural space for The Mexican Museum, located on floors one through four, compared to 52,285 gsf provided for the museum under the proposed project.

The Reduced Shadow Alternative would have seven floors (floors four through ten) in the Aronson Building that would be designated as residential or office flex space. This alternative's residential flex option would include up to 186 residential units (29 fewer residential units than planned under the proposed project's residential flex option) and no office space on the project site. This alternative's office flex option would include up to 162 residential units (29 fewer residential units than under the proposed project's office flex option) and approximately 52,560 gsf of office space. This alternative's residential flex option would provide approximately 318,191 gsf of residential space, and the dwelling units would consist of a mix of two- and three-bedroom units, with approximately 14,484 gsf of usable open space. There would be

approximately 2,000 gsf of residential amenity space, approximately 4,800 gsf of retail/restaurant space, approximately 48,450 gsf of mechanical, storage and utility space, including area for the existing ramp that connects the Jessie Square Garage to Mission Street.

As under the proposed project, the Jessie Square Garage would be converted from a public garage to a private entity. Unlike the proposed project, the Reduced Shadow Alternative would not include a driveway from Third Street to serve the residential units. Vehicular access into and out of the existing subsurface Jessie Square Garage would not change from under existing conditions. The vehicular access variants analyzed for the proposed project would not apply to this alternative.

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**Table S.3: Comparison of Project and Alternatives Impacts[a]**

| Environmental Topic | Proposed Project | No Project Alternative | Existing Zoning Alternative | Separate Buildings Alternative | Increased Residential Density Alternative | Reduced Shadow Alternative |
|---|---|---|---|---|---|---|
| **Land Use** | LS | No impact | LS | LS | LS | LS |
| **Aesthetics** | LS | No impact | LS | LS | LS | LS |
| **Population and Housing** | LS | No impact | LS | LS | LS | LS |
| **Cultural and Paleontological Resources** | | | | | | |
| *Historic Architectural Resources* | LS | No impact | LS | LS | LS | LS |
| *Archaeological and Paleontological Resources* | LSM | No impact | LSM | LSM | LSM | LSM |
| **Transportation and Circulation** | LS | No impact | LS | LS | LS | LS |
| **Noise** | LSM | No impact | LSM | LSM | LSM | LSM |
| **Air Quality** | LSM | No impact | LSM | LSM | LSM | LSM |
| **Greenhouse Gas Emissions** | LS | No impact | LS | LS | LS | LS |
| **Wind and Shadow** | | | | | | |
| *Wind* | LS | No impact | LS | LS | LS | LS |
| *Shadow* | **SU (cumulative)** | No impact | **SU (cumulative)** | **SU (cumulative)** | **SU (cumulative)** | **SU (cumulative)** |
| **Recreation** | LS | No impact | LS | LS | LS | LS |
| **Utilities and Services Systems** | LS | No impact | LS | LS | LS | LS |
| **Public Services** | LS | No impact | LS | LS | LS | LS |
| **Biological Resources** | LS | No impact | LS | LS | LS | LS |
| **Geology and Soils** | LS | No impact | LS | LS | LS | LS |
| **Hydrology and Water Quality** | LS | No impact | LS | LS | LS | LS |
| **Hazards and Hazardous Materials** | LSM | No impact | LSM | LSM | LSM | LSM |
| **Mineral and Energy Resources** | LS | No impact | LS | LS | LS | LS |
| **Agricultural Resources** | No impact | No impact | No impact | No impact | No impact | No impact |

*Notes*:
[a] *This table represents a broad overview of project-related impacts by topic. For some topics, conclusions of less-than-significant impacts result from application of mitigation measures, as noted.*
LS = Less than Significant
LSM = Less than Significant with Mitigation
**SU = Significant and Unavoidable**

## ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative that has the fewest significant environmental impacts from among the alternatives evaluated. The proposed project would result in a significant and unavoidable cumulative impact related to shadow. In addition, the proposed project with Vehicular Access Variants 6 and 7 would result in significant and unavoidable impacts with respect to traffic and transit. These two vehicular access variants are not proposed by the project sponsor, but were analyzed in response to comments received on the Notice of Preparation of an EIR. The Existing Zoning Alternative and Reduced Shadow Alternative would both result in less-than-significant impacts or less-than-significant impacts with mitigation related to land use and land use planning, aesthetics, population and housing, cultural and paleontological resources, transportation and circulation, noise, air quality, greenhouse gas emissions, wind, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, and mineral and energy resources. As with the proposed project, neither the Existing Zoning Alternative nor the Reduced Shadow Alternative would have an impact on agricultural and forest resources. Neither of these two alternatives would include Vehicular Access Variants 6 or 7, so the significant and unavoidable traffic and transit impacts identified for these two variants would not occur.

Due to the reduced height of the structures developed under the Existing Zoning Alternative or the Reduced Shadow Alternative, neither would result in net new shadow on Union Square and both of these alternatives would substantially reduce cumulative shadow impacts compared to the proposed project. However, as high-rise buildings downtown, these two alternatives would not eliminate the considerable contribution to significant and unavoidable cumulative shadow impacts.

The Existing Zoning Alternative would result in a smaller structure, fewer residential units, and fewer vehicle trips than the Reduced Shadow Alternative. Therefore, the less-than-significant impacts with respect to transportation and air quality for the Existing Zoning Alternative would be reduced compared to the Reduced Shadow Alternative. Thus, besides the No Project Alternative, which would not result in any environmental impacts identified for the proposed project, the Existing Zoning Alternative would be the environmentally superior alternative.

## AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

A Notice of Preparation of an EIR was distributed on April 13, 2011, and is attached as Appendix A to this EIR, announcing the Planning Department's intent to prepare and distribute an EIR. The public review period began on April 14, 2011 and ended on May 13, 2011. During the public review period, four comment letters were submitted to the Planning Department by public

agencies and other interested parties. A fifth comment letter received after the comment period was also considered.

Environmental issues of concern raised in the comments include:

- Potential effects on private views (analyzed in the Section, IV.B, Aesthetics);
- Potential project-related effects on increased density (analyzed in Section VI.C, Population and Housing);
- Potential effects on traffic, trip generation, distribution and assignment, and cumulative traffic volumes (analyzed in Section IV.E, Transportation and Circulation);
- Potential project-related effects on Stevenson Street (analyzed in Section IV.E, Transportation and Circulation);
- Potential wind effects in and around Jessie Square (analyzed in Section IV.I, Wind and Shadow);
- Effects on stormwater (analyzed in Section IV.O, Hydrology and Water Quality);
- Request for consideration of additional vehicular access variants (analyzed in Chapter VI, Project Variants);
- Consideration of alternatives that would fully comply with current zoning and not create new shadow on Union Square (analyzed in Chapter VII, Alternatives to the Proposed Project);
- Request for an alternative for a porte-cochere with access from Mission Street and not Third Street (analyzed in Chapter VI, Project Variants); and
- Request for an alternative that is consistent with the original development program under the now-expired Redevelopment Plan (Project Alternatives are analyzed in Chapter VII, Alternatives to the Proposed Project);

Other issues such as merits of the project design and potential discretionary approvals granted by the City are not environmental issues and will be considered by decision-makers during the project approval process.

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# I. INTRODUCTION

## A. PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR) has been prepared by the San Francisco Planning Department (Planning Department) in the City and County of San Francisco, the Lead Agency for the proposed project, in conformance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines (California Public Resources Code Section 21000 et seq., and California Code of Regulations Title 14, Section 15000 et seq., "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

The proposed project consists of the construction of a new 47-story, 550-foot-tall tower that would be adjacent to and physically connected to the existing 10-story, 154-foot-tall Aronson Building (a 144-foot-tall building with a 10-foot-tall mechanical penthouse). As part of the proposed project, the historically important Aronson Building would be restored and rehabilitated. The proposed project would include a mix of residential, museum, restaurant/retail, and possibly office uses.

Pursuant to CEQA Guidelines Section 15161, this is a project-level EIR, defined as an EIR that examines the physical environmental impacts of a specific development project. The project sponsor has provided sufficient information about the proposed project for a project-level analysis to be conducted. This EIR is a full EIR and assesses potentially significant impacts in the areas of land use and land use planning, aesthetics, population and housing, cultural and paleontological resources, transportation and circulation, noise, air quality, greenhouse gas emissions, wind and shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural and forest resources. As defined in CEQA Guidelines Section 15382, a "significant effect on the environment" is:

> . . . a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

As stated in the CEQA Guidelines,[1] an EIR is an informational document intended to inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. CEQA provides that public agencies should not approve projects until all feasible means available have been employed to substantially lessen the significant environmental effects of such projects.[2] Before any discretionary project approvals may be granted for the project, the San Francisco Planning Commission (Planning Commission) must certify the EIR as adequate, accurate, and objective. City decision-makers will use the certified EIR, along with other information and public processes, to determine whether to approve, modify, or disapprove the proposed project, and to specify any applicable environmental conditions as part of project approvals.

## B. ENVIRONMENTAL REVIEW PROCESS

The environmental review process includes a number of steps: publication of a Notice of Preparation or a Notice of Preparation / Initial Study, public scoping, publication of a Draft EIR for public review and comment, preparation and publication of responses to public and agency comments on the Draft EIR, and certification of the Final EIR. The environmental review process is initiated when a project sponsor files an Environmental Evaluation application.

### ENVIRONMENTAL EVALUATION APPLICATION

An Environmental Evaluation application was submitted to the Planning Department on June 30, 2008. The Environmental Evaluation application was revised on December 7, 2009 and March 5, 2012 to reflect design changes to the proposed project that are analyzed in this EIR.

### INFORMATIONAL PRESENTATION

The proposed project was presented to the Architectural Review Committee of the Historic Preservation Commission during a public hearing on February 2, 2011. The purpose of the presentation was to solicit early feedback on the proposed project from the Architectural Review Committee.

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1 CEQA, California Environmental Quality Act, Statutes and Guidelines as amended January 1, 2010, published by the Governor's Office of Planning and Research.

2 "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time taking into account economic, environmental, social, and technological factors (Public Resources Code Section 21061.1).

## NOTICE OF PREPARATION

The Planning Department published a Notice of Preparation of an EIR (NOP) on April 13, 2011, announcing its intent to prepare and distribute an EIR (the NOP is included in this EIR as Appendix A). The public review period began on April 14, 2011 and ended on May 13, 2011. During the NOP public review period, four comment letters were submitted to the Planning Department by public agencies and other interested parties. An additional comment letter was received after the public review period ended. A Notice of Preparation Public Comments Summary Report was prepared.[3] Comments identified the following topics to be evaluated in the Draft EIR:

- Potential effects on private views (analyzed in the Section IV.B, Aesthetics);
- Potential project-related effects on increased density (analyzed in Section IV.C, Population and Housing);
- Potential effects on traffic, trip generation, traffic distribution and assignment, and cumulative traffic volumes (analyzed in Section IV.E, Transportation and Circulation);
- Potential project-related effects on Stevenson Street (analyzed in Section IV.E, Transportation and Circulation);
- Potential wind effects in and around Jessie Square (analyzed in Section IV.I, Wind and Shadow);
- Effects on stormwater (analyzed in Section IV.O, Hydrology and Water Quality);
- Request for consideration of additional vehicular access variants (analyzed in Chapter VI, Project Variants);
- Consideration of alternatives that would fully comply with current zoning and not create new shadow on Union Square (analyzed in Chapter VII, Alternatives to the Proposed Project);
- Request for an alternative for a porte-cochere with access from Mission Street and not Third Street (analyzed in Chapter VI, Project Variants [see Variant 6 and Variant 7]); and
- Request for an alternative that is consistent with the original development program under the now-expired Redevelopment Plan (Project Alternatives are analyzed in Chapter VII, Alternatives to the Proposed Project).

One comment expressed support for the project, citing the benefits of increased density on local businesses, restaurants, and stores within walking distance of the project site and the concurrent benefit of improved local traffic. Other issues such as merits of the project design and potential discretionary approvals granted by the City are not environmental issues and will be considered by decision-makers during the project approval process.

[3] The *706 Mission Street – The Mexican Museum and Residential Tower Project Notice of Preparation Public Comments Summary Report*, October 2011, is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.

**Changes to the Proposed Project After Publication of the NOP/IS**

Since publication of the NOP, the design of the proposed project tower has been modified. At the first and second floors, the southwest corner of the tower is chamfered.[4] Modifications to the proposed project's floor plan have been made, resulting in minor changes to the overall proposed square footage.

In addition, three project variants related to vehicular access to and from the project site have been added to the four discussed in the NOP, for a total of seven variants that are analyzed in this EIR (see Chapter II, Project Description, pp. II.70-II.71, and Chapter VI, Project Variants).

**DRAFT EIR**

This Draft EIR has been prepared in accordance with CEQA and the CEQA Guidelines. It provides an analysis of the project-specific physical environmental impacts of construction and operation of the proposed project, and the project's contribution to the environmental impacts from foreseeable cumulative development in the project site vicinity and City as a whole.

Copies of the Draft EIR are available at the Planning Information Counter, San Francisco Planning Department, 1660 Mission Street, 1st Floor, San Francisco, CA 94103. The Draft EIR is also available for viewing or downloading at the Planning Department website, http://tinyurl.com/sfceqadocs, by choosing the link for Negative Declarations and EIRs under "Current Documents for Public Review" and searching for Case File No. 2008.1084E. You may also request that a copy be sent to you by calling (415) 575-9031 or emailing the EIR Coordinator at debra.dwyer@sfgov.org. All documents referenced in this Draft EIR and the distribution list for the Draft EIR are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, as part of Case File No. 2008.1084E.

**How to Comment on the Draft EIR**

This Draft EIR was published on June 27, 2012. There will be a public hearing before the Planning Commission during the 45-day public review and comment period for this EIR to solicit public comment on the adequacy and accuracy of information presented in this Draft EIR. The public comment period for this EIR is June 28, 2012 to August 13, 2012. The public hearing on this Draft EIR has been scheduled before the Planning Commission for August 2, 2012 in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place beginning at 12:00 PM or later. Please call (415) 558-6422 the week of the hearing for a recorded message giving a more specific time. In addition, members of the public are invited to submit written comments on the adequacy of the

[4] In the context of architecture, chamfer means to cut off or bevel a corner of a building, usually at a 45-degree angle.

document, that is, whether this Draft EIR identifies and analyzes the possible environmental impacts and identifies appropriate mitigation measures. Comments are most helpful when they suggest specific alternatives and/or additional measures that would better mitigate significant environmental effects. CEQA Guidelines Section 15096(d) calls for responsible agencies[5] to provide comments on project activities within the agencies' areas of expertise or which will be subject to the approval by the agencies and to support comments with either oral or written documentation.

Written comments should be submitted to:

Bill Wycko, Environmental Review Officer
Re: 706 Mission Street Draft EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Comments may also be submitted by email to bill.wycko@sfgov.org or to debra.dwyer@sfgov.org. Comments must be received by 5:00 PM on August 13, 2012.

**Other Hearings Known at the Time of Draft EIR Publication**

There will be a hearing before the Historic Preservation Commission regarding this proposed project on July 18, 2012 in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place beginning at 12:30 PM or later. Please call (415) 558-6320 the week of the hearing for a recorded message giving a more specific time.

**FINAL EIR**

Following the close of the Draft EIR public review and comment period, the Planning Department will prepare and publish a document titled "Comments and Responses," which will contain a copy of all comments on this Draft EIR and the City's responses to those comments, along with copies of the letters received and a transcript of the Planning Commission public hearing on the Draft EIR. This Draft EIR, together with the Comments and Responses document, will be considered by the Planning Commission in an advertised public meeting, and then certified as a Final EIR, if deemed adequate.

The Planning Commission, the Board of Supervisors, the Recreation and Park Commission, the San Francisco Municipal Transportation Agency Board of Directors (SFMTA Board), the Historic Preservation Commission, the Successor Agency to the San Francisco Redevelopment Agency (Successor Agency), and the Oversight Board of the Successor Agency will use the

[5] CEQA Section 21069 defines a responsible agency as a "public agency, other than the lead agency, which has responsibility for carrying out or approving a project."

information in the Final EIR in their deliberations on whether to approve, modify, or deny the proposed project or aspects of the proposed project. If the Planning Commission, the Board of Supervisors, the Recreation and Park Commission, the SFMTA Board, the Historic Preservation Commission, and the Successor Agency and its Oversight Board decide to approve the proposed project, their approval action must include findings that identify significant project-related impacts that would result; discuss mitigation measures or alternatives that have been adopted to reduce significant impacts to less-than-significant levels; determine whether mitigation measures or alternatives are within the jurisdiction of other public agencies; and explain reasons for rejecting mitigation measures or alternatives if any are infeasible for legal, social, economic, technological, or other reasons.

A Mitigation Monitoring and Reporting Program (MMRP) must be adopted by the Planning Commission and the Board of Supervisors as part of the adoption of the CEQA findings and project approvals by those bodies to the extent that mitigation measures are made part of the proposed project. The MMRP identifies the measures included in the proposed project, the entities responsible for carrying out the measures, and the timing of implementation. If significant unavoidable impacts would remain after all feasible mitigation measures are implemented, the approving body, if it elects to approve the proposed project, must adopt a statement of overriding considerations explaining how the benefits of the proposed project would outweigh the significant impacts.

## C. ORGANIZATION OF THIS EIR

This EIR is organized into nine chapters, plus appendices, as described below.

The Summary chapter provides a concise overview of the proposed project and the necessary approvals; the environmental impacts that would result from the proposed project; mitigation measures identified to reduce or eliminate these impacts; project variants; and project alternatives.

Chapter I, Introduction, describes the type, purpose, and function of the EIR, the environmental review process, the comments received on the NOP, and the organization of the EIR.

Chapter II, Project Description, presents details about the proposed project and the approvals required to implement it.

Chapter III, Plans and Policies, describes Federal, State, regional, and local plans and policies applicable to the proposed project.

Chapter IV, Environmental Setting and Impacts, addresses the following topics: Land Use and Land Use Planning, Aesthetics, Population and Housing, Cultural and Paleontological Resources,

Transportation and Circulation, Noise, Air Quality, Greenhouse Gas Emissions, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards and Hazardous Materials, Mineral and Energy Resources, and Agricultural and Forest Resources. Each topical section includes the environmental setting, regulatory framework, if applicable, approach to analysis, project-specific and cumulative impacts, and mitigation measures and improvement measures, when appropriate.

Chapter V, Other CEQA Considerations, addresses potential growth-inducing impacts of the proposed project and identifies significant effects that cannot be avoided if the proposed project is implemented, as well as significant irreversible impacts of the project, and areas of known controversy and project-related issues that have not been resolved.

Chapter VI, Project Variants, presents seven variations of a specific feature of the proposed project, specifically, vehicular access to and from the project site, and analyzes the environmental impacts of implementing each of these variants.

Chapter VII, Alternatives to the Proposed Project, presents and analyzes a range of alternatives to the proposed project. Four alternatives are discussed: Alternative A: No Project Alternative; Alternative B: Existing Zoning Alternative; Alternative C: Separate Buildings Alternative; Alternative D: Increased Residential Density Alternative, and Alternative E: Reduced Shadow Alternative. This chapter identifies the environmentally superior alternative. It also discusses alternatives considered but rejected, and gives the reasons for rejection.

Chapter VIII, Authors and Persons Consulted, identifies the EIR authors and the agencies, organizations, and individuals who were consulted during preparation of the Draft EIR. In addition, the project sponsor, their attorneys, and any consultants working on their behalf are listed.

Appendix A: Notice of Preparation of an EIR / Initial Study
Appendix B: Historic Resource Evaluation: The Aronson Building
Appendix C: Historic Resource Evaluation Response, 706 Mission Street
Appendix D: The Aronson Building, San Francisco, California, Historic Structure Report
Appendix E: 706 Mission Street Transportation Study (without appendices)
Appendix F: 706 Mission Street Air Quality Technical Report (without appendices)
Appendix G: Construction Emissions Minimization Spreadsheet
Appendix H: 706 Mission Street Pedestrian Wind Study and Above-Grade Report
Appendix I: Shadow Analysis Summary Letters

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# II. PROJECT DESCRIPTION

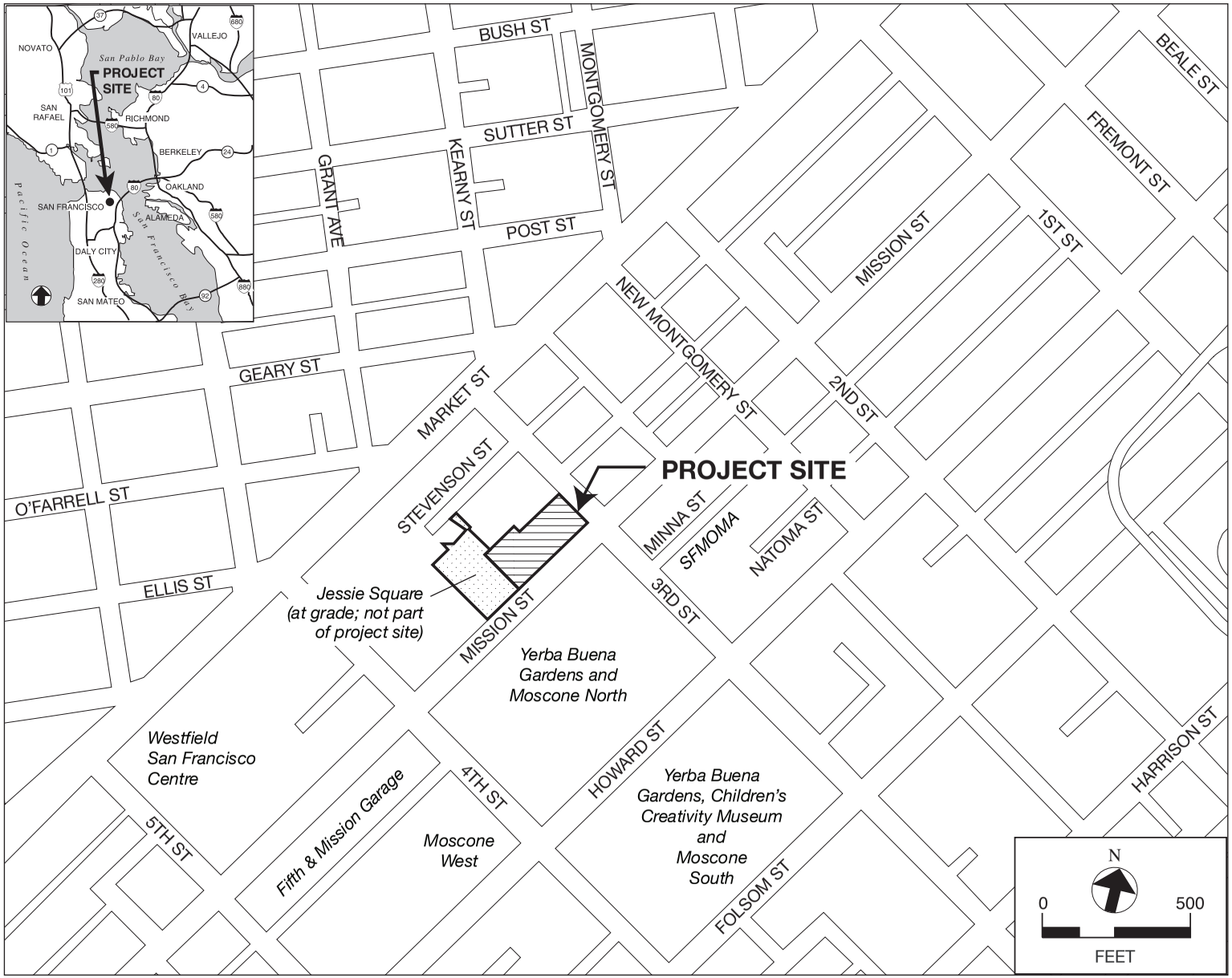
## A. PROJECT OVERVIEW

The project site is located at the northwest corner of Third and Mission Streets[1] in San Francisco's Financial District neighborhood (see Figure II.1: Project Location). The project site was previously part of the Yerba Buena Center (YBC) Redevelopment Project Area, which covered all or parts of 13 city blocks in an area generally bounded by Market Street on the north, Second Street on the east, Harrison Street on the south, and Fourth Street on the west. The *Yerba Buena Center Redevelopment Plan* was adopted on April 25, 1966, and it expired on January 1, 2011. With the expiration of the *Yerba Buena Center Redevelopment Plan*, the project site is now subject to the zoning controls established by the San Francisco Planning Code (Planning Code) and the height and bulk limits shown on Zoning Map HT01.

Implementation of the *Yerba Buena Center Redevelopment Plan* from April 25, 1966 through December 31, 2010 resulted in the construction of several cultural institutions and public structures within the YBC Redevelopment Project Area, including the Contemporary Jewish Museum, the Moscone Convention Center, the Museum of the African Diaspora, the San Francisco Museum of Modern Art, the Yerba Buena Center for the Arts, the Yerba Buena Gardens Esplanade, the Yerba Buena Ice Skating and Bowling Center, and the Children's Creativity Museum, a children's art and technology museum. In addition, over 2,500 residential units were added to the area. The area's residential uses include the Four Seasons Hotel and Residences, the Paramount residences, the St. Regis Hotel and Residences (the St. Regis), and over 1,400 residential units in various buildings developed throughout the area that are affordable to low- to moderate-income households. Commercial uses developed under the *Yerba Buena Center Redevelopment Plan* include the Four Seasons Hotel and Residences, the San Francisco Marriott Marquis Hotel, the Metreon entertainment and retail complex, the St. Regis, the W Hotel, and the Westfield San Francisco Centre retail complex.[2] The project site is the last remaining vacant infill site identified in the *Yerba Buena Center Redevelopment Plan*. On June 1, 1993, the San Francisco Redevelopment Agency Commission (Redevelopment Agency

[1] Third Street is oriented in a northwest-southeast direction, but it will be referred to as a north-south street in this report. Mission Street is oriented in a northeast-southwest direction, but it will be referred to as an east-west street in this report. This convention will be used to describe the locations of other buildings and uses in relation to the project site.

[2] Successor Agency to the San Francisco Redevelopment Agency website, online at http://www.sfredevelopment.org/index.aspx?page=190, accessed May 7, 2012.




SOURCE: Turnstone Consulting

PROJECT SITE-
SURFACE AND
SUBSURFACE PORTION

PROJECT SITE-
SUBSURFACE PORTION

*The project site includes three parcels (the subsurface Jessie Square Garage, the surface/subsurface Stevenson Street ramp, and the surface/subsurface Mexican Museum parcel) that would be conveyed to the project sponsor by the Successor Agency.*



**FIGURE II.1: PROJECT LOCATION**

Commission) and The Mexican Museum Board of Trustees selected the project site as the future permanent home of The Mexican Museum.[3]

Founded in 1975, The Mexican Museum has a collection of over 12,000 pieces of Mexican and Chicano art. From 1982 until 2006, the museum occupied gallery space at Fort Mason Center. In 2006, the museum closed the Fort Mason gallery and focused on fundraising efforts for a new permanent home. Following the closure of the Fort Mason gallery, the museum held temporary exhibitions at other locations in the San Francisco Bay Area. In December 2009, the museum reopened the Fort Mason gallery and is open Wednesday through Sunday, typically from noon to 4:00 PM. The integration of museum space into the proposed project would provide a new permanent home for the museum.

On February 1, 2012, the San Francisco Redevelopment Agency was dissolved pursuant to AB 26, approved by the Governor of California in June 2011 and the December 2011 decision of the California Supreme Court upholding AB 26.[4] In its place, the City and County of San Francisco, as the successor agency to the San Francisco Redevelopment Agency (Successor Agency), assumed all responsibilities and obligations of the San Francisco Redevelopment Agency, and has established an Oversight Board to exercise enforceable obligations for the former YBC Redevelopment Project Area.

The project sponsor is 706 Mission Street Co., LLC, in partnership with the Successor Agency. The project architects are Handel Architects and TEN Arquitectos. The project sponsor entered into an Exclusive Negotiation Agreement (ENA) with the San Francisco Redevelopment Agency on May 4, 2010, which provides information regarding the terms of the real estate transactions between the project sponsor and the Successor Agency related to this project proposal.[5] The real estate transactions are briefly described below.

The project site consists of three lots: the entirety of Assessor's Block 3706, Lots 093 and 275, and portions of Assessor's Block 3706, Lot 277. Assessor's Block 3706, Lot 093, which is

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[3] San Francisco Redevelopment Agency Commission Resolution No. 92-93, June 1, 1993. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.

[4] On June 28, 2011, the Governor of California approved AB 26 and AB 27. AB 26 was the "dissolution" bill, which set November 1, 2011 as the date to dissolve all redevelopment agencies. The companion legislation AB 27, the "reinstatement" bill, allowed cities to keep their agencies in place by committing to substantial "community remittances" to be paid to the State. In July, a lawsuit was filed challenging the constitutionality of both AB 26 and AB 27. On December 29, 2011, the California Supreme Court issued its decision and upheld AB 26 but struck down AB 27. As a result, under the schedule set by the California Supreme Court, the San Francisco Redevelopment Agency was dissolved on February 1, 2012.

[5] ENA, May 4, 2010, between the San Francisco Redevelopment Agency and 706 Mission Street Co., LLC. A copy of this document is available for review at the office of the Successor Agency, 1 South Van Ness Avenue, 5th Floor, San Francisco, California, as well as at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.

owned by the project sponsor, is occupied by the existing 10-story Aronson Building. Assessor's Block 3706, Lots 275 and 277, are owned by the Successor Agency. Lot 275 is occupied by the existing vehicular ramp from Stevenson Street into the Jessie Square Garage. The vacant surface lot that is between the Aronson Building parcel and Jessie Square is a portion of Lot 277 and is part of the project site.[6] This vacant surface lot is the location that was chosen by the Redevelopment Agency Commission and The Mexican Museum Board of Trustees as the future permanent home of the museum, and it is referred to as the "Mexican Museum parcel" in this EIR.[7, 8] The existing four-level subsurface Jessie Square Garage, which extends underneath Jessie Square and the Contemporary Jewish Museum, is another portion of Lot 277 that is part of the project site.[9] All of the lots that make up the project site are discussed in more detail under "Project Site," pp. II.7-II.11.

The Successor Agency, through the San Francisco Municipal Transportation Agency (SFMTA) and the SFMTA Board of Directors, which has jurisdiction over City-owned parking garages, would convey Lot 275 (the Stevenson Street garage ramp parcel) and a portion of Lot 277 (the Jessie Square Garage) to the project sponsor under the terms of the ENA. The Successor Agency would also convey another portion of Lot 277 (the Mexican Museum parcel) to the project sponsor under the terms of the ENA.[10] In addition to the real estate transactions described above, the ENA provides for the project sponsor to include the construction of the shell and core for the Mexican Museum space within the proposed development and to provide a $5 million endowment to be used for the operation of The Mexican Museum.

The proposed project consists of the construction of a new 47-story, 550-foot-tall tower (a 520-foot-tall building with a 30-foot-tall elevator/mechanical penthouse), with two floors below grade. The new tower would be adjacent to and physically connected to the existing 10-story, 154-foot-tall Aronson Building (a 144-foot-tall building with a 10-foot-tall mechanical penthouse). As part of the proposed project, the historic Aronson Building would be restored and rehabilitated. The existing 10-foot-tall mechanical penthouse on the roof of the Aronson Building would be removed, and a 15-foot-tall solarium would be constructed, resulting in an overall building height of 159 feet. The overall project would contain up to 215 residential units, seven floors of flex space in the Aronson Building, which is analyzed in this EIR as being either residential use or office use, space for The Mexican Museum, a ground-floor retail/restaurant use, and associated building services.

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6 ENA, Exhibits B-1 and B-2.

7 In 1998, Legorreta Arquitectos prepared architectural plans for a stand-alone museum on the Mexican Museum parcel. This design consisted of a six-story, 110-foot-tall building. This proposal was eventually deemed infeasible and abandoned in favor of the proposed project being analyzed in this EIR.

8 In the ENA, the Mexican Museum parcel is called the "Agency Property," as described in Exhibit B-1 and as shown on Exhibit B-2 of the ENA.

9 ENA, May 4, 2010, Exhibits C-1 and C-2.

10 ENA, May 4, 2010, Exhibit D.

As part of the proposed project, the SFMTA Board of Directors would convey the below-grade, four-level, 442-space Jessie Square Garage to the project sponsor. The garage would be converted from a publicly owned garage to a privately owned garage. As discussed in more detail on pp. II.22-II.23, there would be a net increase of 28 parking spaces. As a result, the total number of parking spaces in the Jessie Square Garage would increase from 442 to 470 with project development. Of the 470 parking spaces, 210 spaces on the upper two levels would remain available to the general public. These 210 spaces would include parking for St. Patrick's Church, the Contemporary Jewish Museum, and The Mexican Museum. The remaining 260 spaces would include parking for the project residents and leased parking.

In addition to the proposed project, seven vehicular access variants to the proposed project are analyzed in this EIR. These variants differ from the proposed project in how vehicles enter and exit the project site and the Jessie Square Garage. The variants are discussed in more detail and analyzed in Chapter VI, Project Variants, but they are briefly summarized in Section II.E, Project Variants, on pp. II.70-II.71.

## B. PROJECT OBJECTIVES

The overall purpose of the proposed project is to develop the last remaining vacant infill site identified in the *Yerba Buena Center Redevelopment Plan* for the YBC Redevelopment Project Area.

### SUCCESSOR AGENCY OBJECTIVES

The objectives of the Successor Agency are as follows:

- To complete the redevelopment of the YBC Redevelopment Project Area envisioned under the *Yerba Buena Center Redevelopment Plan.*
- To stimulate and attract private investment and generate sales taxes and other General Fund revenues from new uses on the project site, thereby improving the City's overall economic health, employment opportunities, tax base, and community economic development opportunities.
- To provide for the development of a museum facility and an endowment for The Mexican Museum on Successor Agency-owned property[11] located adjacent to Jessie Square, at the heart of San Francisco's cultural district location, in a manner that is consistent with *General Plan* Policy VI-1.9, to "create opportunities for private developers to include arts spaces in private developments city-wide."

[11] Pursuant to the terms of the ENA, the Successor Agency would convey the Mexican Museum parcel to the project sponsor, and the project sponsor would build the shell and core of the museum space and convey the museum space to the Successor Agency while retaining ownership of the underlying land. The Successor Agency intends to enter into a long-term lease with The Mexican Museum.

- To ensure construction of a preeminent building with a superior level of design for this important site across from Yerba Buena Gardens and adjacent to Jessie Square in a manner that complements the landscaping and design of Jessie Square.
- To provide housing in an urban infill location to help alleviate the effects of suburban sprawl.
- To provide temporary and permanent employment and contracting opportunities for minorities, women, qualified economically disadvantaged individuals, and other residents both in the South of Market area and in the City generally, in a manner consistent with the City's current and future equal opportunity programs.
- To create a development that is financially feasible and that can fund the project's capital costs and ongoing operation and maintenance costs related to the redevelopment and long-term operation of the Mexican Museum parcel without reliance on public funds.
- To maximize the quality of the pedestrian experience along Mission Street and Third Street, while maintaining accessibility to the project site for automobiles and loading.
- To transfer ownership of the Jessie Square Garage to a private entity, while providing adequate parking in the Jessie Square Garage for the Contemporary Jewish Museum, St. Patrick's Church, The Mexican Museum, and the public.
- To provide for rehabilitation of the historically important Aronson Building.
- To secure funding for new and affordable below-market-rate units beyond the amount currently required by City ordinances.[12]
- To secure additional funding for operations, management, and security of Yerba Buena Gardens.[13]

**PRIVATE PROJECT SPONSOR OBJECTIVES**

The objectives of the project sponsor, 706 Mission Street Co., LLC, are as follows:

- To construct a residential building of superior quality and design that complements and is generally consistent with the downtown area, furthering the objectives of the *General Plan's* Urban Design Element and the *Yerba Buena Center Redevelopment Plan*.
- To redevelop the project site with a high-quality residential development that includes a ground-floor retail or restaurant use.
- To provide housing in downtown San Francisco that is accessible to local and regional transit, as well as cultural amenities and attractions, such as performing art centers, and art museums and exhibitions.
- To rehabilitate the historically important Aronson Building.
- To design and construct the project to a minimum of Leadership in Energy and Environmental Design (LEED) Silver standards (or such higher and additional requirements as adopted by the City and County of San Francisco), thereby reducing the project's carbon footprint and maximizing the energy efficiency of the building.

[12] ENA, May 4, 2010, Exhibit D, Term A-5.
[13] ENA, May 4, 2010, Exhibit D, Term D-1.

- To develop a project that is financially feasible and financeable, and to create a level of development sufficient to support the costs of providing the public benefits delivered by the project, including space and funding for The Mexican Museum; rehabilitation of the historically important Aronson Building; funding of affordable, below-market-rate housing; and funding for the maintenance of Yerba Buena Gardens, and that can fund project costs.
- To provide adequate parking and vehicular access to serve the needs of project residents and their visitors.

## C. PROJECT LOCATION AND EXISTING CONDITIONS

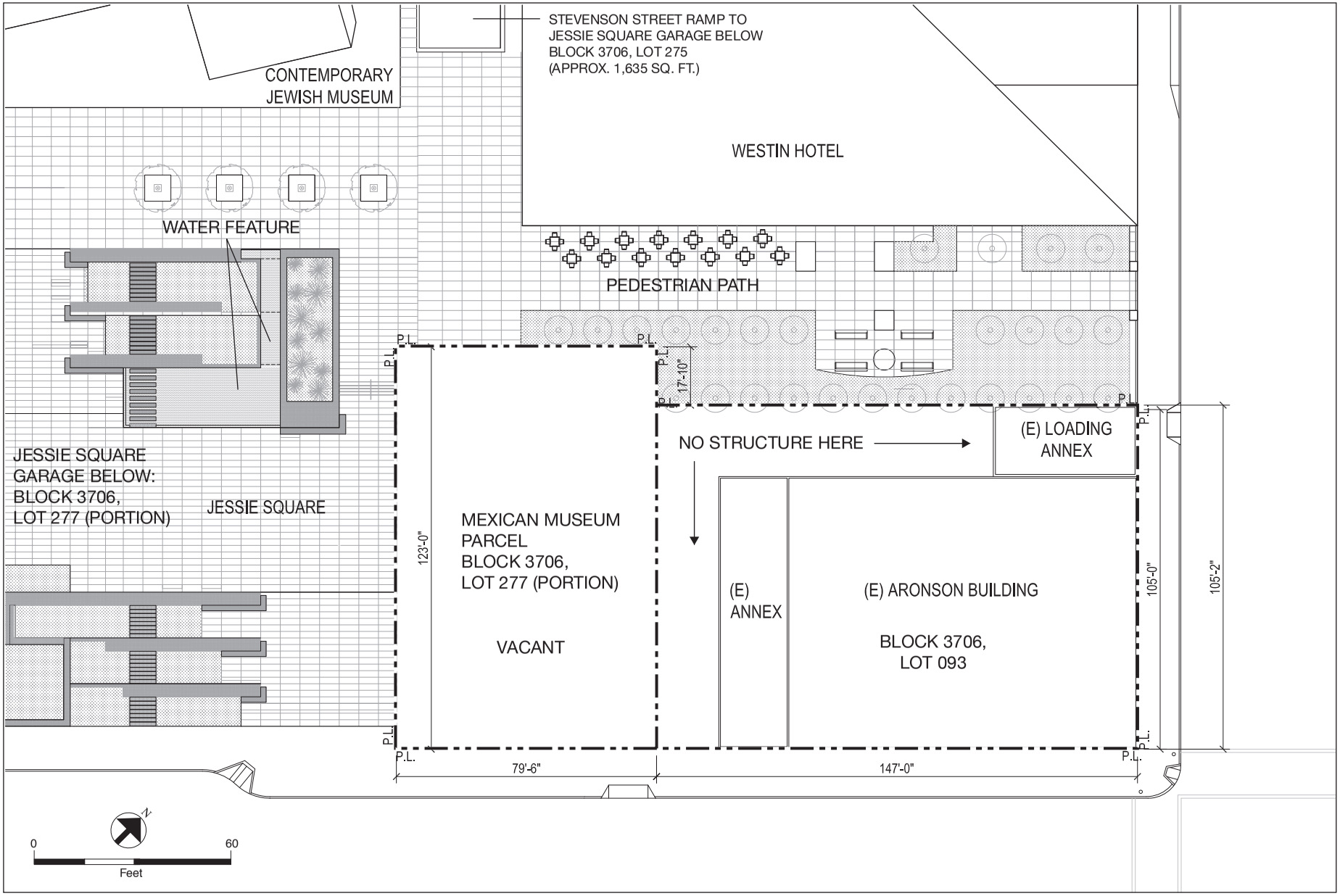
### PROJECT SITE

The project site, which is roughly rectangular, is on the northwest corner of Third and Mission Streets, at 706 Mission Street (see Figure II.1, p. II.2). It is approximately 227 feet wide along Mission Street by 105 feet long along Third Street, but the western 80-foot-wide portion of the site, is approximately 123 feet long (see Figure II.2: Existing Site Plan). The project site consists of three lots: the entirety of Assessor's Block 3706, Lots 093 and 275, and portions of Assessor's Block 3706, Lot 277. Together, these lots cover an area of approximately 63,468 square feet or approximately 1.45 acres. The area of the project site includes the below-grade Jessie Square Garage, which would be conveyed to the project sponsor as part of the proposed project pursuant to the terms of the ENA.

Lot 093 is a rectangular parcel with approximately 105 feet of frontage along Third Street and approximately 147 feet of frontage along Mission Street. This parcel has an area of approximately 15,460 square feet. It is currently developed with the 10-story, 154-foot-tall Aronson Building (a 144-foot-tall building with a 10-foot-tall mechanical penthouse). The building was originally constructed in 1903, and two annexes were added in 1978. The Aronson Building is rated "A" (highest importance) by the Foundation for San Francisco's Architectural Heritage, and it is eligible for listing on the National Register of Historic Places and the California Register of Historical Resources.[14] Including the annexes, the Aronson Building contains a total of approximately 120,340 gross square feet[15] (gsf), with approximately 13,700 gsf of storage and utility space in the basement, a 10,660-gsf retail space on the ground floor, which is currently occupied by a Rochester Big & Tall retail clothing store, and approximately 95,980 gsf of office space on the second through tenth floors. (See Table II.1: Existing Uses on the Project Site, and Table II.2: Existing Uses on the Project Site by Floor, on p. II.9.)

[14] Knapp & VerPlanck Preservation Architects, *Historic Resource Evaluation: The Aronson Building*, p. 5. June 23, 2011. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.

[15] The term "gross square feet" refers to the total floor area of a building or a particular use within a building.




SOURCE: Handel Architects



FIGURE II.2: EXISTING SITE PLAN

**Table II.1: Existing Uses on the Project Site**

| Use | Aronson Building | Mexican Museum Parcel | Existing Jessie Square Garage | Total |
|---|---|---|---|---|
| Dwelling Units | N/A | N/A | N/A | N/A |
| Retail | 10,660 gsf | N/A | N/A | 10,660 gsf |
| Office | 95,980 gsf | N/A | N/A | 95,980 gsf |
| Other[a] | 13,700 gsf | 18,000 gsf | 178,780 gsf | 210,480 gsf |
| Parking | N/A | N/A | 442 spaces | 442 spaces |
| Total | 120,340 gsf | 18,000 gsf | 178,780 gsf | 317,120 gsf |

*Note:*

[a] For the Aronson Building and the Mexican Museum parcel, this includes the square footage of loading, mechanical, storage, and utility space. For the Jessie Square Garage, this includes the square footage of space devoted to parking and circulation.

*Source:* Millennium Partners, Turnstone Consulting

**Table II.2: Existing Uses on the Project Site by Floor**

| Floor/Level | Aronson Building | Mexican Museum Parcel | Existing Jessie Square Garage |
|---|---|---|---|
| Basement Level B3 | N/A | N/A | Parking (134 spaces) |
| Basement Level B2 | N/A | Vacant[a] | Parking (131 spaces) |
| Basement Level B1 | Storage and utility space | Vacant[a] | Parking (107 spaces) and loading |
| Basement Level Mezzanine | N/A | N/A | Parking (70 spaces) |
| Ground Floor | Retail | N/A | Jessie Square (a landscaped public plaza) |
| Floors 2 through 10 | Office | N/A | N/A |

*Note:*

[a] Two double-height spaces were constructed underneath the Mexican Museum parcel when the Jessie Square Garage was built. Both spaces are currently unoccupied.

*Source:* Millennium Partners, Turnstone Consulting

Including the annexes, the Aronson Building covers approximately 74 percent of Lot 093. It is set back approximately 20 feet from both the western and northern property lines. On the west side of the building is a 10-story, 144-foot-tall annex, which contains the building's elevator core, interior stairs, and restrooms. A 20-foot-wide-by-85-foot-long pedestrian walkway runs along the west side of this annex. At the northeast corner of the building is a three-story, 46-foot-tall annex. This annex is approximately 20 feet wide and 45 feet long. The ground floor of this three-story annex serves as a loading and trash pick-up area, and there are vacant offices on the second and third floors. Delivery and service vehicles access the loading and trash pick-up area using the existing curb cut on Third Street. To the west of this three-story structure, there is an approximately 20-foot-wide-and-100-foot-long driveway that is currently used as a service vehicle turnaround. There are no parking spaces on this property, and it does not include any open space. There is one significant tree[16] (avocado) on the Aronson Building property adjacent to the northwest corner of the Aronson Building and one street tree (magnolia) on Mission Street, adjacent to the building.

The Aronson Building has three existing pedestrian entrances: one on Third Street near the northeast corner of the building; one on the corner of Third and Mission Streets that leads into the retail space; and one on the west side of the building that leads to the offices on the second through tenth floors of the building. The pedestrian entrance on Third Street near the northeast corner of the building is currently not used.

Lot 275 is occupied by the existing ramp that provides vehicular access from Stevenson Street to the subsurface Jessie Square Garage. This lot has an area of approximately 1,635 square feet.

On June 1, 1993, the Redevelopment Agency Commission and The Mexican Museum Board of Trustees selected the Mexican Museum parcel (a portion of Lot 277) as the future permanent home of The Mexican Museum. The Mexican Museum parcel is rectangular and approximately 80 feet wide and approximately 123 feet long. It has an area of approximately 9,780 square feet, and it is immediately west of and adjacent to the Aronson Building. It is vacant and was used as a staging area for the construction of the adjacent Jessie Square Garage from 2004 to 2005 and Jessie Square in 2008. There is no open space or vegetation on this portion of the project site.

There is a two-level, double-height, approximately 18,000-gsf vacant structure underneath the Mexican Museum parcel that was constructed when the Jessie Square Garage was built. The upper level of this structure is connected to Basement Level B1 of the Jessie Square Garage. This connection is described in more detail below. The lower level of this structure is separated from

[16] The San Francisco Urban Forestry Ordinance (Article 16 of the San Francisco Public Works Code) identifies significant trees as trees that are within 10 feet of the property edge of the sidewalk and are more than 20 feet in height, have a canopy greater than 15 feet in diameter, or have a trunk diameter greater than 12 inches in diameter at breast height.

the Jessie Square Garage by a wall. The existing foundation of this structure extends to approximately 41 feet below grade.

The subsurface Jessie Square Garage is the other portion of Lot 277 that makes up the project site. The garage is underneath Jessie Square and the Contemporary Jewish Museum, but it does not extend underneath St. Patrick's Church to the west or underneath the Mexican Museum parcel to the east. There are four levels in the garage: Basement Level B3 (the lowest), Basement Level B2, Basement Level B1, and Basement Level Mezzanine (the highest). Each level of the garage has a floor-to-ceiling height of about 7 feet, 9 inches, except Basement Level B1 which is taller at approximately 9 feet. The footprint of each level of the garage is generally rectangular, with the short axis running parallel to Mission Street and the long axis running parallel to Third Street (see Figure II.3: Existing Basement Level B3; Figure II.4: Existing Basement Level B2, p. II.13; Figure II.5: Existing Basement Level B1, p. II.14; and Figure II.6: Existing Basement Level Mezzanine, p. II.15).

On Basement Level B1, a panhandle extends east toward Third Street. The panhandle is owned by the Westin San Francisco Market Street Hotel (Westin Hotel). It connects Basement Level B1 of the Jessie Square Garage to the Stevenson Street entry/exit ramp and the Mission Street exit ramp. An access easement allows cars to drive across the panhandle when entering and exiting the garage. The panhandle is adjacent to and north of the structure that is underneath the Mexican Museum parcel, and connected to its upper level.

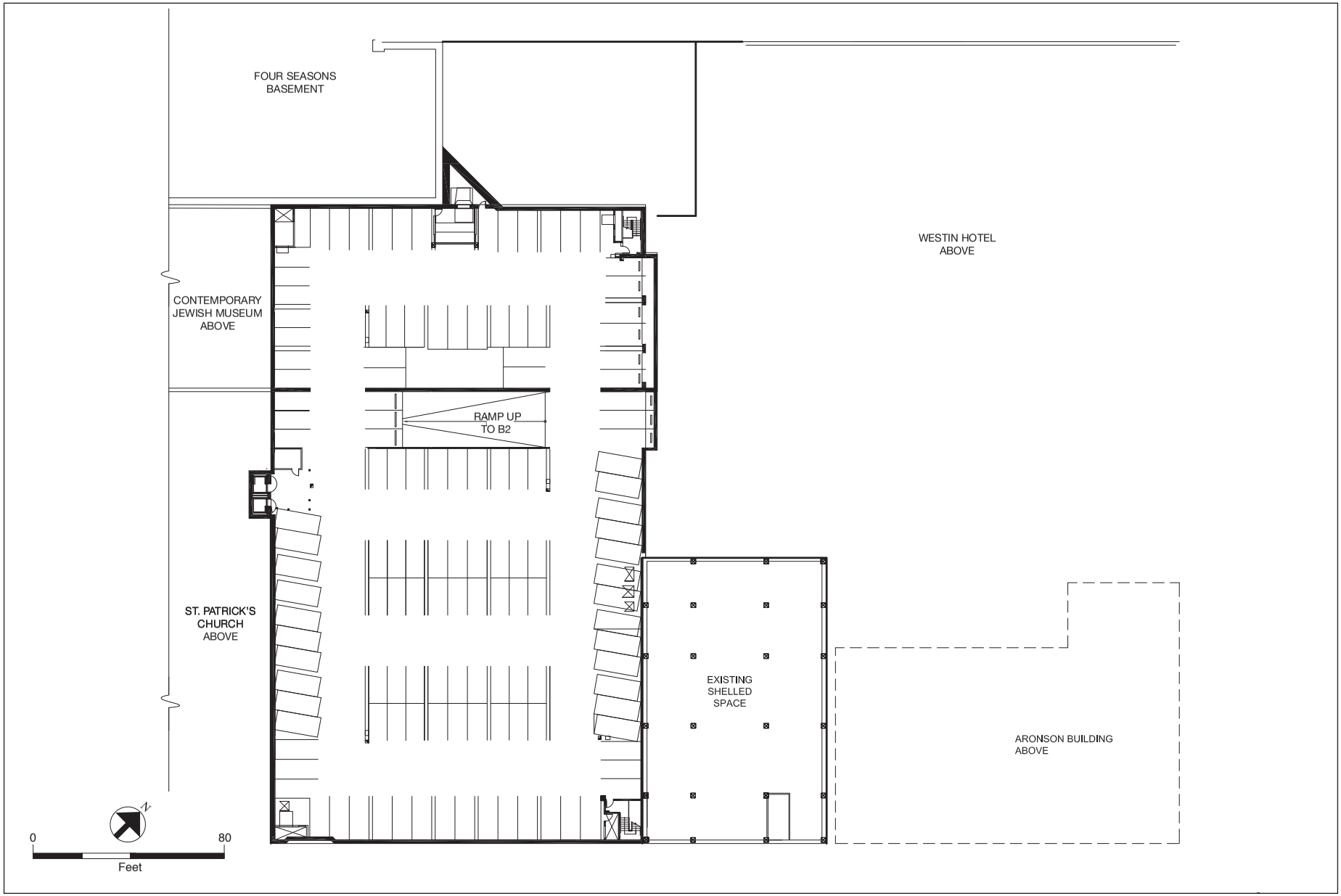
The Jessie Square Garage contains 442 parking spaces. There are 134 spaces on Basement Level B3, 131 spaces on Basement Level B2, and 107 spaces on Basement Level B1. The panhandle portion of Basement Level B1 contains a truck turntable[17] and loading facilities for the Westin Hotel. Basement Level Mezzanine has 70 parking spaces and 10 bicycle spaces. Basement Level Mezzanine includes an area that is underneath the Contemporary Jewish Museum. This space is separated from the rest of the garage by a wall, and is used as a storage area by the Contemporary Jewish Museum.

The footprint of the garage is approximately 45,310 square feet. Each of the three lowest floors, Basement Levels B3, B2, and B1, is approximately 45,310 gsf. The highest floor of the garage, Basement Level Mezzanine, is approximately 42,850 gsf. The total area of the Jessie Square Garage is approximately 178,780 gsf.

**SURROUNDING DEVELOPMENT**

The project site is near the southern edge of San Francisco's Financial District neighborhood. The South of Market neighborhood is approximately two blocks south of the project site, and

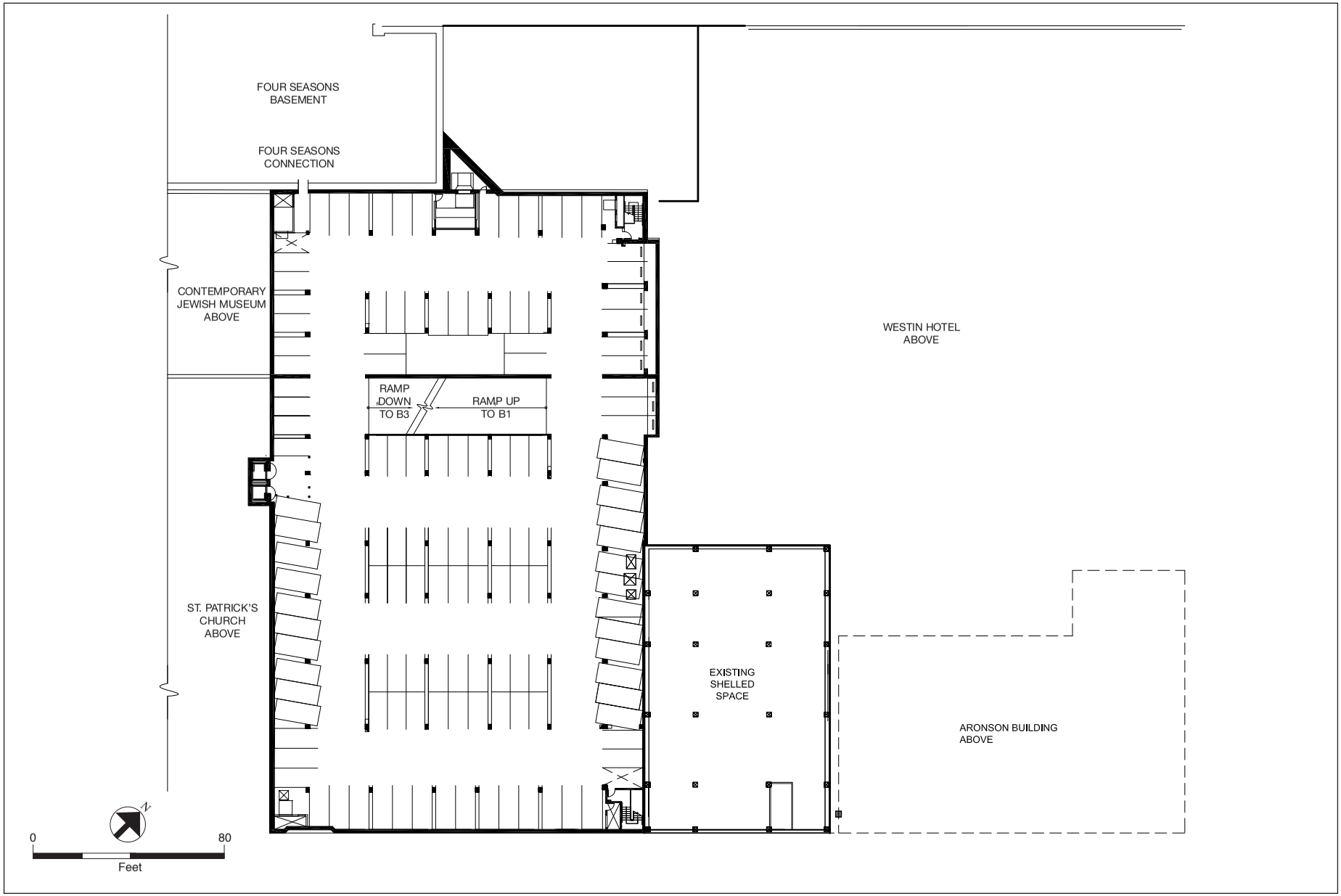
[17] The truck turntable is a circular platform that rotates 360 degrees, allowing trucks to turn around and exit the Jessie Square Garage without having to maneuver in the tightly confined space.




SOURCE: Handel Architects

706 MISSION STREET

FIGURE II.3: EXISTING BASEMENT LEVEL B3

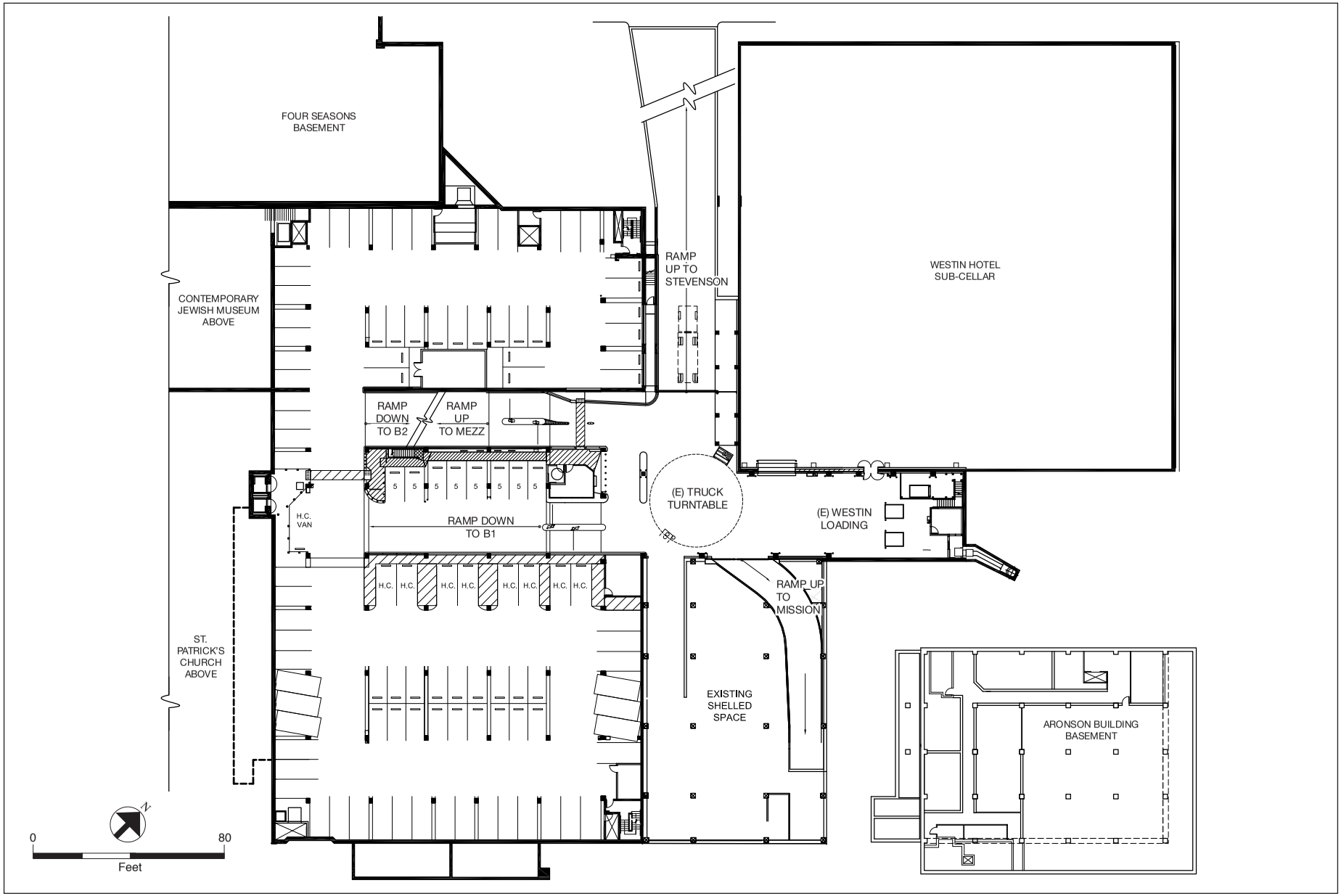



SOURCE: Handel Architects





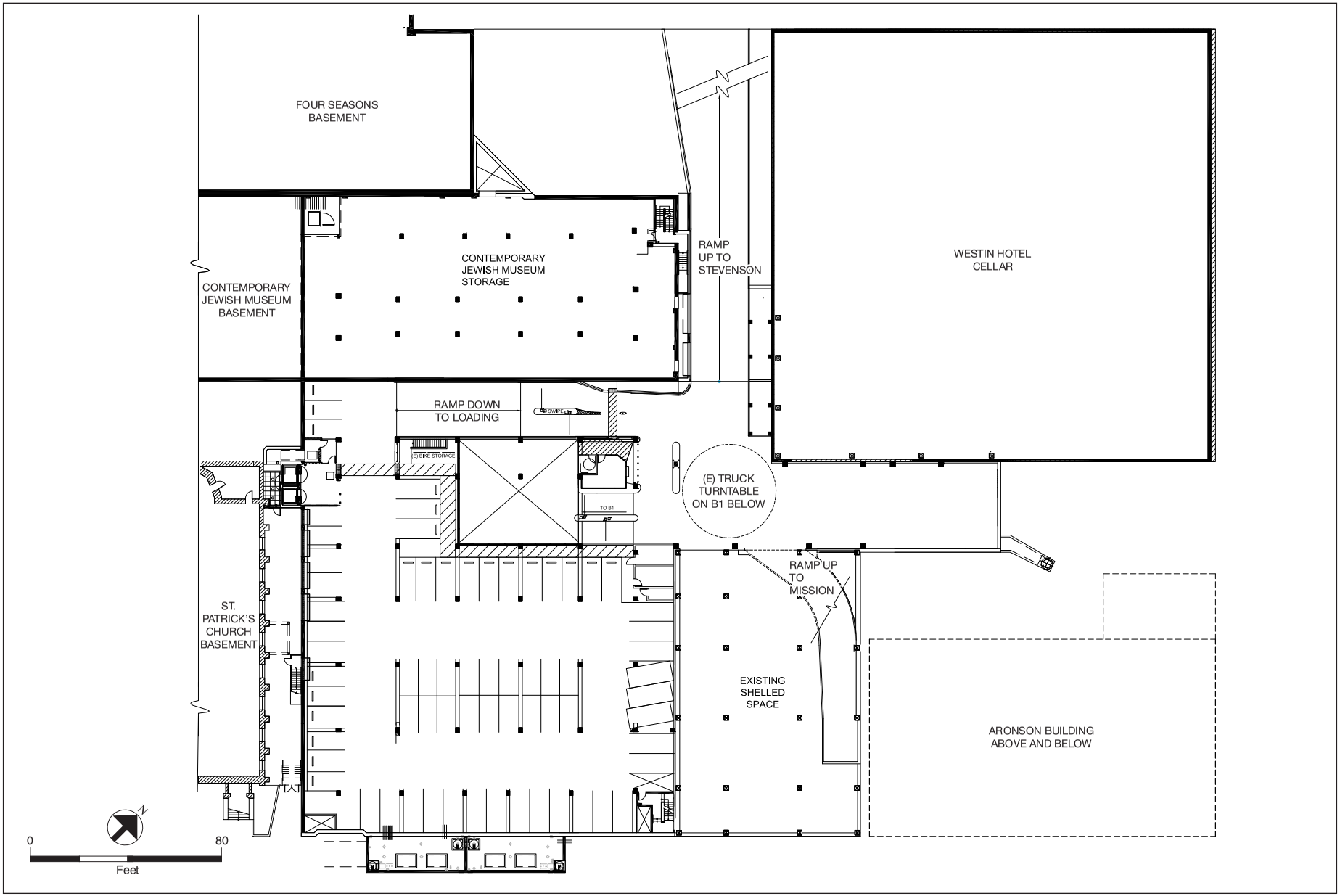
FIGURE II.4: EXISTING BASEMENT LEVEL B2




SOURCE: Handel Architects

706 MISSION STREET

FIGURE II.5: EXISTING BASEMENT LEVEL B1




SOURCE: Handel Architects





FIGURE II.6: EXISTING BASEMENT LEVEL MEZZANINE

Union Square is approximately 0.2 mile northwest of the project site. The scale of development in the vicinity of the project site is diverse, with building heights in the area ranging from 80 to 500 feet. Three- and four-story buildings are located among buildings of 10 to 20 stories and taller along Third, Fourth, Market, and Mission Streets. The project site is in the Downtown Retail (C-3-R) District and a 400-I Height and Bulk District.

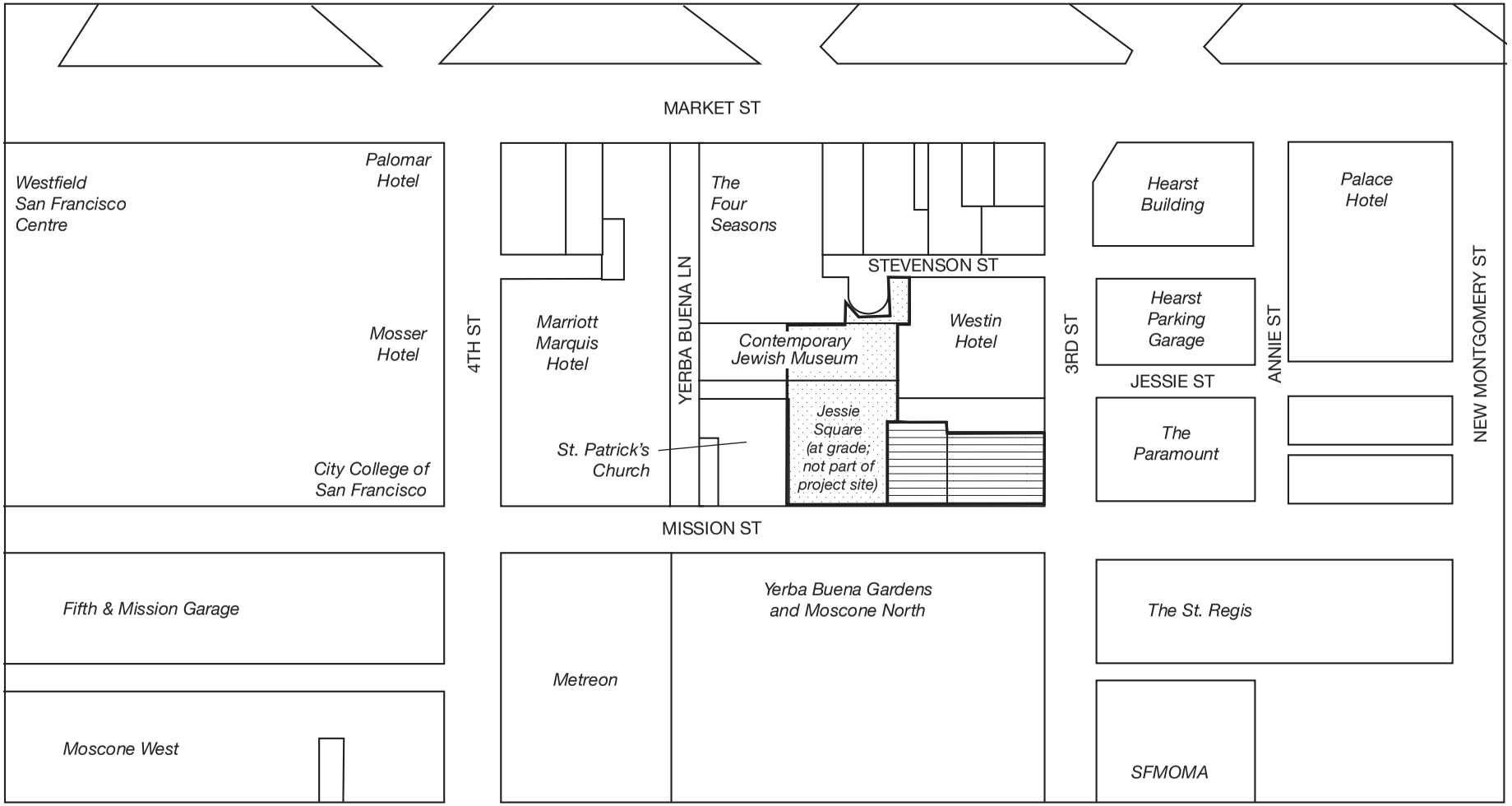
Land uses surrounding the project site include convention, cultural, hotel, office, open space, recreation, residential, and retail uses (see Figure II.7: Project Location and Nearby Land Uses). Major structures near the project site include St. Patrick's Church (748 Mission Street), the San Francisco Marriott Marquis Hotel (55 Fourth Street), the Metreon entertainment and retail complex (101 Fourth Street), the Fifth and Mission Garage (833 Mission Street), the Westfield San Francisco Centre retail complex (865 Market Street), the Four Seasons Hotel and Residences (757 Market Street), the Contemporary Jewish Museum (736 Mission Street), the Westin Hotel (50 Third Street), the Paramount residences (680 Mission Street), the St. Regis (125 Third Street), the San Francisco Museum of Modern Art (151 Third Street), the W Hotel (181 Third Street), the Yerba Buena Center for the Arts (701 Mission Street), and the Moscone Convention Center (747 Howard Street).

The following cultural uses are located within three blocks of the project site:

- California Historical Society (678 Mission Street);
- Cartoon Art Museum (655 Mission Street);
- Contemporary Jewish Museum (736 Mission Street);
- Museum of the African Diaspora (685 Mission Street);
- Museum of Craft and Folk Art (51 Yerba Buena Lane);
- San Francisco Museum of Modern Art (151 Third Street);
- Society of California Pioneers (300 Fourth Street);
- Yerba Buena Center for the Arts (701 Mission Street), which includes a gallery and a theater; and
- The Children's Creativity Museum[18] (221 Fourth Street), a children's art and technology museum.

Open space and recreation facilities in the vicinity include Jessie Square (adjacent to and west of the project site), the Yerba Buena Gardens Esplanade and Martin Luther King, Jr. Memorial (south of the project site across Mission Street), a carousel and the Yerba Buena Ice Skating and Bowling Center (one block south of the project site), Union Square (approximately 0.2 mile northwest of the project site), and Hallidie Plaza (approximately 0.25 mile west of the project site).

[18] The Children's Creativity Museum was formerly known as Zeum.




SOURCE: Turnstone Consulting

*The project site includes three parcels (the subsurface Jessie Square Garage, the surface/subsurface Stevenson Street ramp, and the surface/subsurface Mexican Museum parcel) that would be conveyed to the project sponsor by the Successor Agency.*





**FIGURE II.7: PROJECT LOCATION AND NEARBY LAND USES**

Currently, pedestrians access the project site from Market Street via Yerba Buena Lane and Jessie Square, from Mission Street, or from Third Street. Vehicles can access the project site vicinity from Third, Fourth, Market, or Mission Streets. Vehicles enter the Jessie Square Garage from Stevenson Street and exit onto Stevenson or Mission Streets. The project site is served by public transportation, with Muni operating multiple streetcar and bus lines along Market Street and multiple bus lines along Third, Fourth, Market, and Mission Streets. Golden Gate Transit and SamTrans provide bus service along Mission Street, and the future Transbay Transit Center site[19] is two blocks southeast of the project site. There are two BART stations within two blocks of the project site. The Powell Street BART station is one-and-one-half blocks to the northwest, and the Montgomery Street BART station is one block to the northeast.

**PREVIOUS ZONING REGULATIONS**

From April 25, 1966 through December 31, 2010, the project site was subject to the zoning controls of the *Yerba Buena Center Redevelopment Plan*. That plan expired on January 1, 2011.[20] Under that plan, the project site was in District B (Downtown Retail), which allowed residential uses and a wide range of commercial uses. Pursuant to Chapter II.C.2 of the *Yerba Buena Center Redevelopment Plan*, the base floor area ratio[21] (FAR) for the project site was 10.0 to 1. Pursuant to Chapter II.C.13 of the *Yerba Buena Center Redevelopment Plan*, the 400-foot height limit for the project site was set by reference to the 1979 Zoning Map.[22]

**EXISTING ZONING REGULATIONS**

As of January 1, 2011, the project site is subject to the zoning controls established by the Planning Code and described below, and the height and bulk limits shown on Zoning Map HT01.

The project site is in the Downtown Retail (C-3-R) District. The C-3-R District is a regional center for comparison shopper retailing and direct consumer services. Compact in area and easily traversed on foot, the C-3-R District is well-served by City and regional transit. In order to encourage pedestrian activity and minimize conflicts between pedestrians and vehicles, parking

[19] The Transbay Terminal at First and Mission Streets has been demolished, and a temporary terminal is currently operating on the block bounded by Main, Folsom, Beale, and Howard Streets, which is approximately five blocks southeast of the project site. The new Transbay Transit Center will be constructed on Mission Street between Second and Beale Streets. The new Transbay Transit Center is scheduled to open in 2017. Detailed information is available on the Transbay Transit Center website at http://transbaycenter.org.

[20] San Francisco Redevelopment Agency, *Yerba Buena Center Redevelopment Plan*, p. 47, amended December 8, 2009. A copy of this document is available for review at the office of the Successor Agency, 1 South Van Ness Avenue, 5th Floor, San Francisco, California.

[21] Floor area ratio is the ratio of gross floor area, as defined by Section 102.9 of the Planning Code, to lot area. For example, a building with a gross floor area of 10,000 square feet on a lot with an area of 4,000 square feet would have a floor area ratio of 2.5 to 1.

[22] The 1979 Zoning Map is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

facilities tend to be located at the periphery of the C-3-R District. Land uses in the C-3-R District are regulated by Sections 215 through 227 of the Planning Code. The base FAR in the C-3-R District is 6.0 to 1. Pursuant to Sections 123(c)(2) and 128 of the Planning Code, the base FAR can be increased to a maximum FAR of 9.0 to 1 with the purchase of transferable development rights (TDR).

The project site is in a 400-I Height and Bulk District, which means that building heights are limited to 400 feet. Bulk controls reduce the size of a building's floorplates as the building increases in height. Pursuant to Section 270(a) of the Planning Code, the bulk controls in the "I" Bulk District become effective above a building height of 150 feet. Above a building height of 150 feet, the plan dimensions are limited to a maximum horizontal dimension of 170 feet and a maximum diagonal dimension of 200 feet.

## D. PROJECT CHARACTERISTICS

The project design characteristics described below are conceptual and based on the proposed development program, site constraints, and environmental considerations. As the environmental review and entitlement processes progress, this conceptual design will be subject to revision and further refinement. Subsequent modifications will be reviewed by the Planning Department for a determination regarding whether such changes alter the conclusions in this EIR.

The proposed project would include a 47-story, 550-foot-tall tower (a 520-foot-tall building with a 30-foot-tall elevator/mechanical penthouse), with two floors below grade on the Mexican Museum parcel and the western portion of the Aronson Building parcel. The new tower would be west of, adjacent to, and physically connected to the existing 10-story Aronson Building (a 144-foot-tall building with a 10-foot-tall mechanical penthouse). The overall project would contain space for The Mexican Museum, a ground-floor retail/restaurant use, up to 215 residential units, seven floors of flex space in the Aronson Building, which would remain as office use or be converted to residential use, and associated building services.

In the proposed tower, there would be up to 43 floors of residential space, including mechanical areas, and four floors of museum space. The Mexican Museum would occupy the ground through fourth floors, and residential uses would occupy the fifth through forty-seventh floors. The fifth floor of the tower would be occupied by residential or residential amenity space, unless the residential amenity space is on the tenth floor of the Aronson Building as discussed below. Approximately 2,100 gsf on Basement Level B2 would be allocated to The Mexican Museum for storage. About 15,900 gsf on Basement Levels B1 and B2 would be occupied by the elevator core and building services.

As part of the proposed project, the historically important Aronson Building would be restored and rehabilitated, and the existing mechanical penthouse on the roof of the Aronson Building

would be removed. The Aronson Building currently contains approximately 10,660 gsf of retail space on the ground floor and approximately 95,980 gsf of office space on the second through tenth floors. With the proposed project, the Aronson Building would have lobby space and retail/restaurant space on the ground floor. The Mexican Museum would occupy the second and third floors and possibly some or all of the ground floor of the Aronson Building. The fourth through tenth floors of the Aronson Building have been designated as flex space for which two options are proposed. These are described in greater detail below. In addition to being designated as flex space, the tenth floor of the Aronson Building could be occupied by residential amenity space if the residential amenity is not provided on the fifth floor of the proposed tower. Building services would occupy a small portion of each floor, both above and below grade.

The flex space options for the Aronson Building are referred to as the "residential flex option" and the "office flex option." The seven floors of flex space are currently occupied by approximately 61,320 gsf of office space, which could either be converted from office use to residential use or remain as office use with the proposed project. Under the residential flex option, the seven floors would be converted into up to 28 residential units. The proposed project would provide up to 215 residential units and no office space under the residential flex option. As discussed above, the tenth floor of the Aronson Building could be used as residential amenity space. Under the office flex option, the seven floors of existing office space would continue to be used as offices, which would result in up to 191 residential units and approximately 61,320 gsf of office space in the proposed project. If the tenth floor of the Aronson Building were used as residential amenity space instead of office space under the office flex option, there would be approximately 52,560 gsf of office space in the proposed project.

Under the residential flex option for the Aronson Building, the proposed project would contain a total of approximately 710,525 gsf, with approximately 580,630 gsf of residential uses, approximately 22,200 gsf of residential amenity space, approximately 52,285 gsf of museum space, approximately 4,800 gsf of retail/restaurant space, approximately 8,505 gsf of storage space, approximately 41,720 gsf of building core, mechanical, and service space, and approximately 385 gsf of space for the ramp that leads out of the existing Jessie Square Garage to Mission Street (see Table II.3: Proposed Project Characteristics – Residential Flex Option).

Under the office flex option for the Aronson Building, the proposed project would contain a total of approximately 710,525 gsf, with approximately 519,310 gsf of residential uses and approximately 61,320 gsf of office space. The approximate square footages of residential amenity space, museum space, retail/restaurant space, storage space, building core, mechanical, and service space, and space for the existing ramp that leads out of the existing Jessie Square Garage to Mission Street would be the same as they are for the residential flex option described above (see Table II.4: Proposed Project Characteristics – Office Flex Option, p. II.22).

**Table II.3: Proposed Project Characteristics – Residential Flex Option**

| Use | Existing | Proposed | Change from Existing |
|---|---|---|---|
| Residential | None | 580,630 gsf | 580,630 gsf |
| Residential Amenity | None | 22,200 gsf[a] | 22,200 gsf[a] |
| Retail | 10,660 gsf | 4,800 gsf | -5,860 gsf |
| Museum | None | 52,285 gsf | 52,285 gsf |
| Office | 95,980 gsf | None | -95,980 gsf |
| Other[b] | 13,700 gsf | 50,610 gsf | 36,910 gsf |
| Vacant | 18,000 gsf | None | -18,000 gsf[c] |
| Parking | 442 spaces | 470 spaces[d] | 28 spaces |
| **Total** | 138,340 gsf<br>442 parking spaces | 710,525 gsf<br>470 parking spaces | 572,185 gsf<br>28 parking spaces |

*Notes:*

[a] This total assumes that the residential amenity would be on the fifth floor of the tower. The residential amenity could be on the tenth floor of the Aronson Building, which is approximately 8,760 gsf (approximately 3,410 gsf smaller than the fifth floor of the tower).

[b] Includes square footage of loading, mechanical, storage, and utility space.

[c] Approximately 18,000 gsf of existing vacant space on Basement Levels B1 and B2 underneath the western portion of the Aronson Building parcel would be converted to other uses as part of the proposed project. Approximately 2,100 gsf on Basement Level B2 would be allocated to The Mexican Museum. Some of the remaining 15,900 gsf on Basement Levels B1 and B2 would be dedicated to the elevator core, building services, and other uses in the tower.

[d] Under the residential flex option, the parking spaces would be allocated in the following manner: 210 public spaces (including 5 car share spaces) and 260 private spaces (including up to 215 residential spaces, 43 to 84 spaces for leased parking, and 1 to 2 car share spaces).

*Source:* Millennium Partners, Turnstone Consulting, 2012

**Table II.4: Proposed Project Characteristics – Office Flex Option**

| Use | Existing | Proposed | Change from Existing |
|---|---|---|---|
| Residential | None | 519,310 gsf | 519,310 gsf |
| Residential Amenity | None | 22,200 gsf[a] | 22,200 gsf[a] |
| Retail | 10,660 gsf | 4,800 gsf | -5,860 gsf |
| Museum | None | 52,285 gsf | 52,285 gsf |
| Office | 95,980 gsf | 61,320 gsf | -34,660 gsf |
| Other[b] | 13,700 gsf | 50,610 gsf | 36,910 gsf |
| Vacant | 18,000 gsf | None | -18,000 gsf[c] |
| Parking | 442 spaces | 470 spaces[d] | 28 spaces |
| **Total** | 138,340 gsf<br>442 parking spaces | 710,525 gsf<br>470 parking spaces | 572,185 gsf<br>28 parking spaces |

*Notes:*

[a] This total assumes that the residential amenity would be on the fifth floor of the tower. The residential amenity could be on the tenth floor of the Aronson Building, which is approximately 8,760 gsf (approximately 3,410 gsf smaller than the fifth floor of the tower).

[b] Includes square footage of loading, mechanical, storage, and utility space.

[c] Approximately 18,000 gsf of existing vacant space on Basement Levels B1 and B2 underneath the western portion of the Aronson Building parcel would be converted to other uses as part of the proposed project. Approximately 2,100 gsf on Basement Level B2 would be allocated to The Mexican Museum. Some of the remaining 15,900 gsf on Basement Levels B1 and B2 would be dedicated to the elevator core, and the balance of the space would be allocated to the other uses in the tower.

[d] Under the office flex option, the parking spaces would be allocated in the following manner: 210 public spaces (including 5 car share spaces) and 260 private spaces (including up to 191 residential spaces, 68 to 84 spaces for leased parking, and 1 car share space).

*Source:* Millennium Partners, Turnstone Consulting, 2012

The Jessie Square Garage, located underneath Jessie Square, was completed in 2005 and currently contains four subsurface levels of parking with a total of 442 parking spaces. The SFMTA Board of Directors would convey the adjacent subsurface Jessie Square Garage to the project sponsor pursuant to the terms of the ENA. The garage would be converted from a publicly owned garage to a privately owned garage. However, 210 parking spaces on the upper two levels of the garage would remain available to the public.

As described on p. II.11, Basement Level Mezzanine of the Jessie Square Garage includes an existing space underneath the Contemporary Jewish Museum. This space is currently blocked off from the rest of the garage by a wall, and it is used as a storage area by the Contemporary Jewish Museum. As part of the proposed project, this space would be connected to the rest of the garage through the demolition of the existing wall. After being connected to the rest of the garage, this

existing space would be striped to accommodate about 38 parking spaces.[23] A net total of 10 parking spaces on various levels of the garage would need to be removed for vehicular access and circulation.[24] As a result, there would be a net increase of 28 parking spaces. The total number of parking spaces in the Jessie Square Garage would increase from 442 to 470 with the project.

The project site is in the Downtown Retail (C-3-R) District and a 400-I Height and Bulk District. The base FAR for C-3-R is 6.0 to 1. FAR in excess of the base FAR requires the purchase of TDR. The proposed project would exceed the 400-foot height limit and the 6.0 to 1 base FAR. The proposed project would be within the limitations of the I Bulk District.

As part of the entitlement process for the proposed project, provisions regarding FAR and height would need to be addressed for the project site. As part of the proposed project, the project sponsor would pursue certain legislative land use amendments, including a height reclassification and rezoning to a Downtown Residential (DTR) District. The project sponsor could also request that a Special Use District (SUD) be established, either in conjunction with the DTR District or as a separate mechanism to address Planning Code requirements related to FAR, height, and other land use controls. A decision regarding whether to rezone to a DTR District or to establish an SUD to address these provisions for the proposed project has not yet been determined. However, any potential physical environmental effects from the proposed project have been addressed in this EIR.

**PROPOSED USES**

As noted previously, the proposed project would include residential, museum, retail/restaurant uses, and possibly office uses. The project sponsor anticipates that the proposed project would include a combination of two-bedroom and three-bedroom units with either flex space option. All of the proposed units would be condominiums (ownership units), and the residential component of the project would be subject to the affordable housing requirements of Sections 415 through 415.9 of the Planning Code. Additional requirements related to affordable housing are set forth in the ENA. Although the Planning Code provides the project sponsor with the option of constructing affordable units on-site (equal to 15 percent of the total number of units in the proposed project), constructing affordable units off-site (equal to 20 percent of the total number of units in the proposed project), paying a fee, or selecting any combination of these three options, the terms of the ENA require compliance with the Inclusionary Affordable Housing Program requirements through the payment of a fee. The terms of the ENA require the project

[23] The project sponsor, the Successor Agency, and the Contemporary Jewish Museum would need to negotiate an agreement to reallocate and reconfigure the storage area for the museum.

[24] A total of 14 spaces on Levels B1 and B2 of the garage would be removed. Four of these spaces would be restored on other levels of the garage. One space would be restored on the mezzanine level, and three spaces would be restored on Level B3. This would result in the net removal of 10 spaces.

sponsor to pay a fee that is calculated based on an affordable housing requirement of 28 percent of the total number of units in the proposed project.[25]

The proposed cultural/museum space would be occupied by The Mexican Museum, and the proposed ground-floor commercial space could include a variety of uses, such as a retail use, a restaurant, or any other use that is permitted in the C-3-R District.

**Floor Layout**

The uses proposed for each floor of the existing Jessie Square Garage, the existing Aronson Building, and the proposed tower are presented in Table II.5: Proposed Uses on the Project Site by Floor, and they are discussed in detail below beginning with the lowest basement level.

Basement Levels

As part of the proposed project, the existing parking spaces on all four levels of the Jessie Square Garage would be restriped. After restriping, Basement Level B3 of the existing garage would be occupied by about 137 parking spaces (see Figure II.8: Conceptual Basement Level B3, on p. II.26); Basement Level B2 by about 122 parking spaces (see Figure II.9: Conceptual Basement Level B2, on p. II.27); and Basement Level B1 by about 102 parking spaces (of which 12 would be designated as handicapped accessible parking spaces), 3 service vehicle spaces, and a cashier's office (see Figure II.10: Conceptual Basement Level B1, on p. II.28). The panhandle portion of Basement Level B1, which is currently owned by the Westin Hotel, would continue to have a truck turntable and loading facilities for the hotel. The existing access easement that allows cars to drive across the panhandle when entering or exiting the garage would remain in place. Basement Level Mezzanine of the existing garage would be occupied by about 109 parking spaces and about 24 bicycle parking spaces (see Figure II.11: Conceptual Basement Level Mezzanine, on p. II.29).

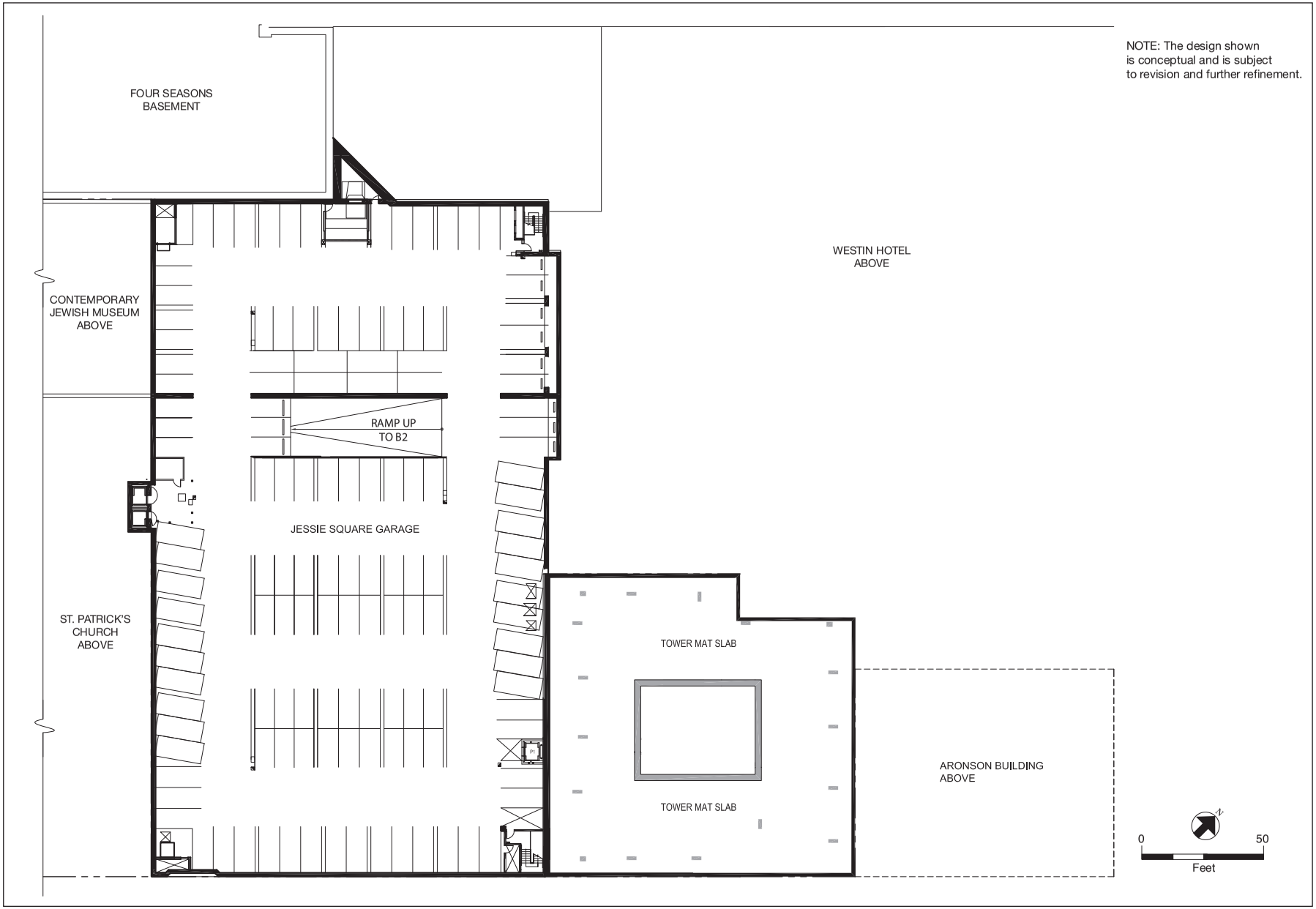
Basement Level B3 of the proposed tower would be the mat slab foundation on which the tower would be built (see "Foundation and Earthwork" on pp. II.68-II.69 for more information). Basement Level B2 of the proposed tower would be occupied by about 67 bicycle parking spaces, an approximately 2,100-gsf storage area for the museum, and approximately 10,020 gsf of space for mechanical equipment, the elevator core, storage, or building services and utilities. Basement Level B1 of the proposed tower would include two full-size loading spaces, one service vehicle space, and approximately 24,407 gsf of space for an office for building/garage security staff, a trash pick-up area, a trash room, mechanical equipment, the elevator core, storage, or building

[25] ENA, May 4, 2010, Exhibit D, Term A.5. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.

**Table II.5: Proposed Uses on the Project Site by Floor**

| Floor/Level | Aronson Building | Proposed Tower | Existing Jessie Square Garage |
|---|---|---|---|
| Basement Level B3 | N/A | N/A | Parking |
| Basement Level B2 | N/A | Storage and mechanical, bicycle parking | Parking |
| Basement Level B1 | Storage and utility space | Storage, loading, mechanical, security staff office | Parking and loading |
| Basement Level Mezzanine | N/A | N/A | Parking and bicycle parking |
| Ground Floor | Residential lobby and retail/restaurant or museum | Museum, residential lobby, mechanical | Jessie Square (a landscaped public plaza) |
| Floors 2 and 3 | Museum | Museum | N/A |
| Floor 4 | Flex space and mechanical | Museum, roof terrace, mechanical | NA |
| Floor 5 | Flex space | Residential amenity or residential | N/A |
| Floors 6 through 9 | Flex space | Residential | N/A |
| Floor 10 | Flex space or residential amenity | Residential | N/A |
| Floors 11 and 12 | N/A | Residential | N/A |
| Floor 13 | Solarium, roof terrace | Residential | N/A |
| Floors 14 through 43 | N/A | Residential | N/A |
| Floor 44 | N/A | Residential, roof terrace | N/A |
| Floor 45 | N/A | Residential | N/A |
| Floors 46 and 47 | N/A | Residential, roof terrace, mechanical | N/A |

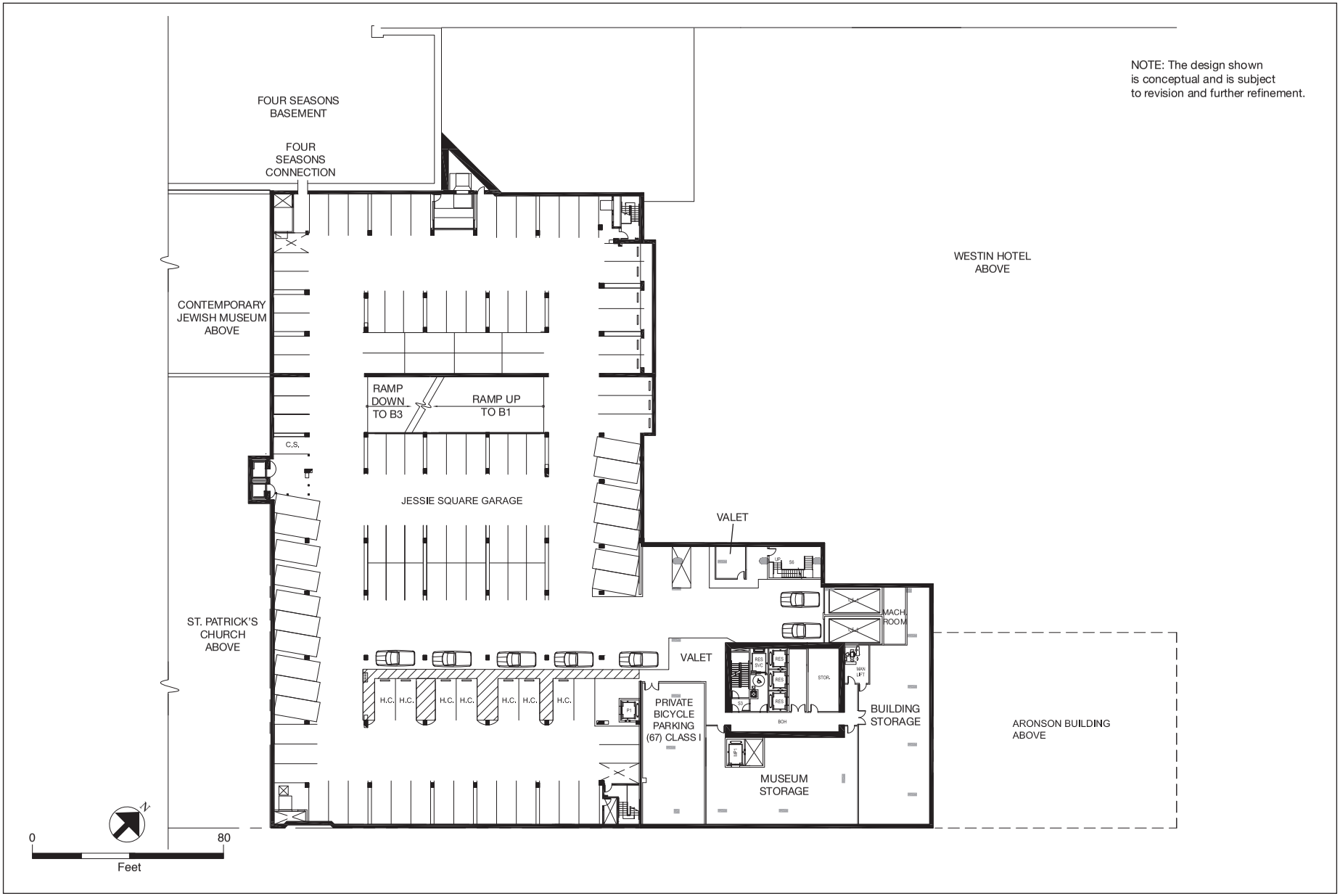
*Source:* Millennium Partners, Turnstone Consulting




SOURCE: Handel Architects

706 MISSION STREET

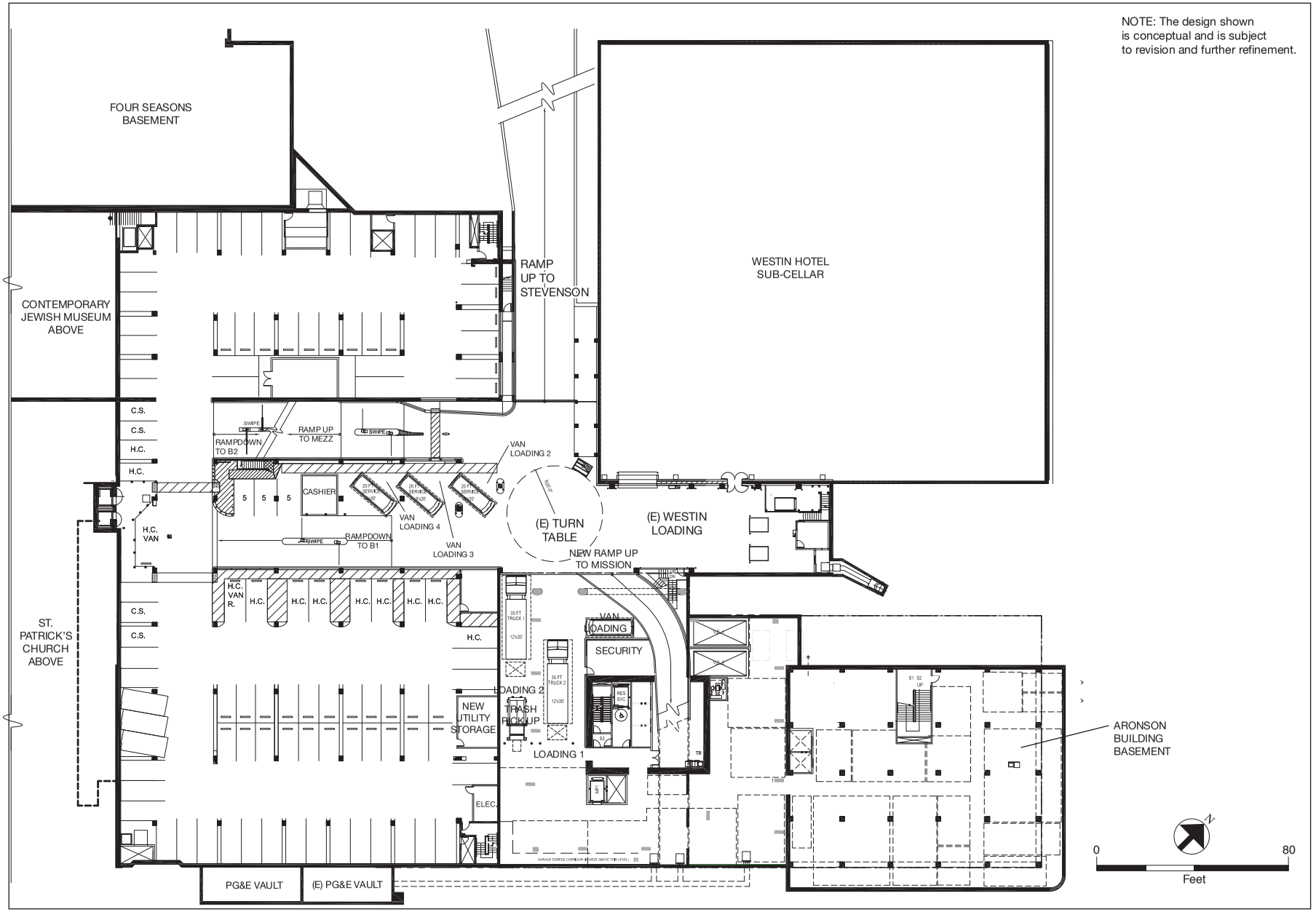
**FIGURE II.8: CONCEPTUAL BASEMENT LEVEL B3**




SOURCE: Handel Architects



FIGURE II.9: CONCEPTUAL BASEMENT LEVEL B2




SOURCE: Handel Architects

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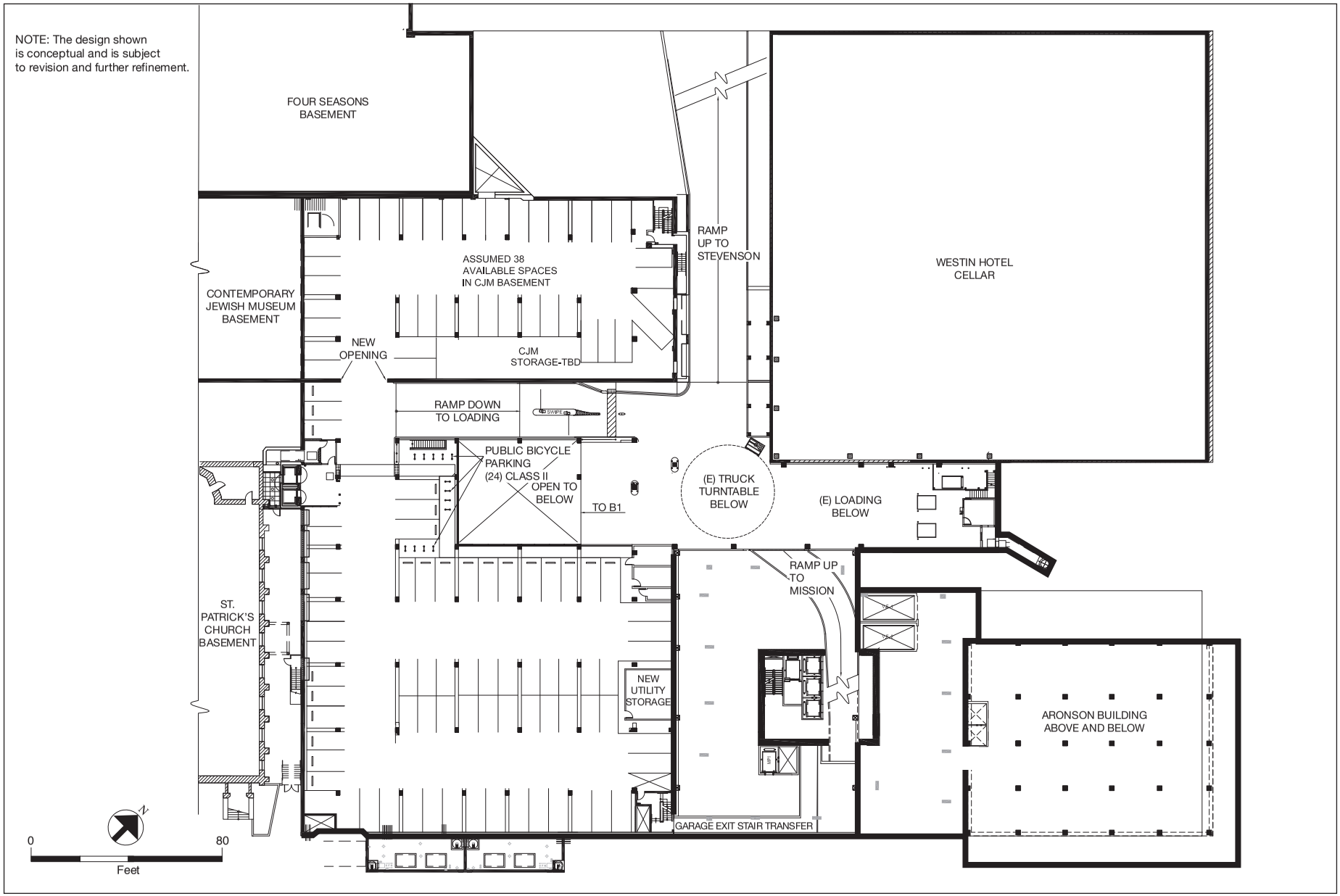
FIGURE II.10: CONCEPTUAL BASEMENT LEVEL B1




SOURCE: Handel Architects

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FIGURE II.11: CONCEPTUAL BASEMENT LEVEL MEZZANINE

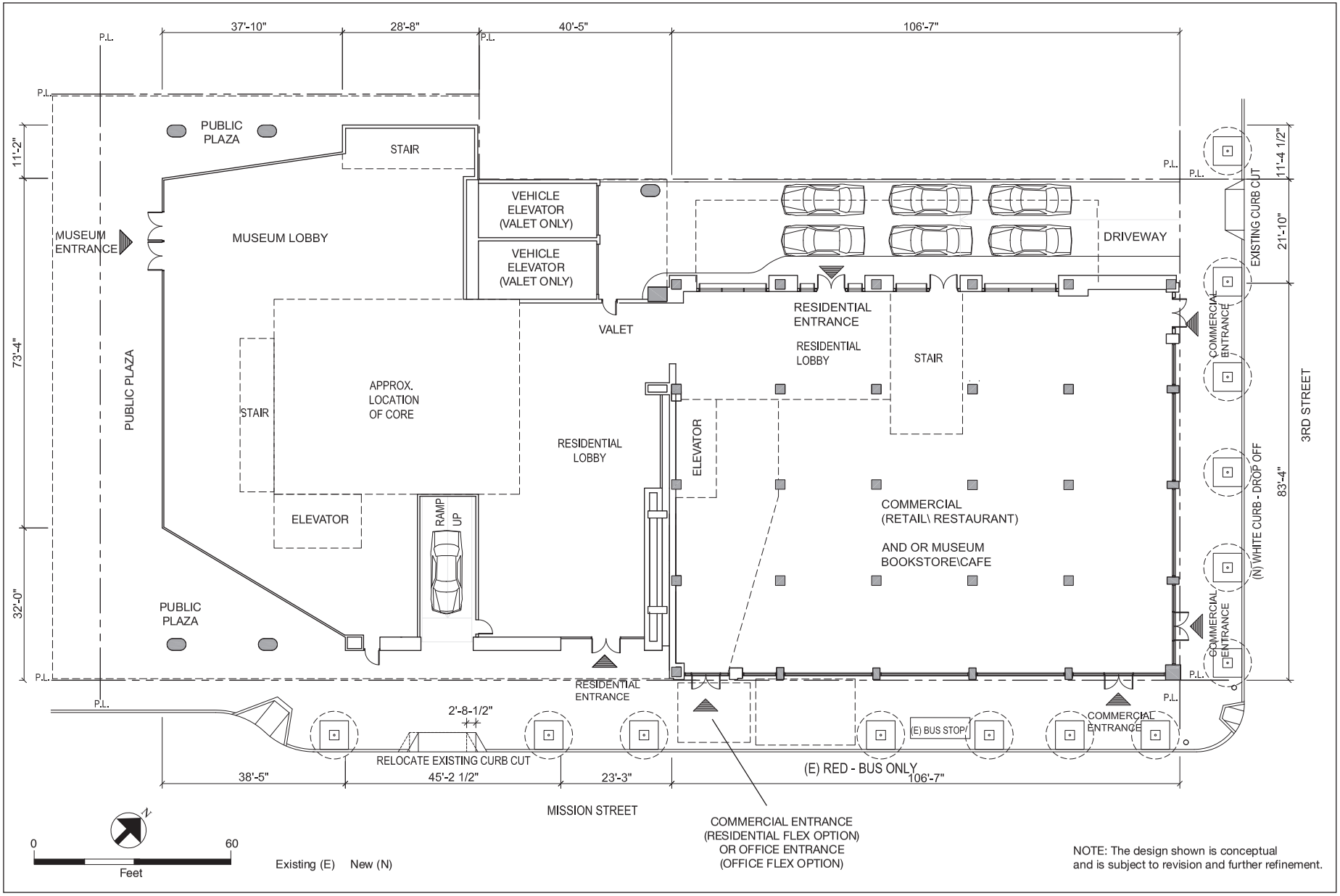
services and utilities. Basement Levels B2 and B1 of the proposed tower are the existing double-height spaces described on pp. II.10-II.11. Basement Level B2 of the proposed tower would be connected to Basement Level B2 of the Jessie Square Garage through the partial demolition of an existing wall (see Figure II.9, p. II.27). Basement Level B1 of the proposed tower is already connected to the panhandle portion of Basement Level B1 of the Jessie Square Garage. The existing connection would be widened by demolishing an existing wall and relocating the existing ramp to the east (see Figure II.10, p. II.28). The Jessie Square Garage is discussed in greater detail under "Site Access, Parking, and Loading" on pp.II.63-II.67.

The one existing basement level of the Aronson Building would be used for mechanical, storage, and utility space. There would be no parking spaces or loading spaces on the basement level of the Aronson Building, and the basement level of the Aronson Building would not be connected to Basement Level B1 of the proposed tower.

Ground Floor

At the ground floor, there would be an approximately 3,500-gsf plaza surrounding the base of the tower on the north, west, and south. This plaza would be connected to Jessie Square and the pedestrian path between the Aronson Building and the Westin Hotel.

The ground floor of the tower would be occupied by approximately 3,733 gsf of space for the museum lobby. There would be an approximately 8,784-gsf space spanning the tower and the Aronson Building that would be used for the residential lobby, a bank of elevators, stairs, and mechanical space. The ground floor of the Aronson Building would be occupied by an approximately 4,800-gsf retail/restaurant use or a museum bookstore and café with frontages along Mission and Third Streets. There would be one interior connection between the tower and the Aronson Building on the ground floor. Under the residential flex option for the Aronson Building, there would be up to seven pedestrian entrances on the ground floor. The museum entrance would face Jessie Square, and there would be up to four retail/restaurant entrances: one on Mission Street near the southwest corner of the Aronson Building, one on Mission Street and/or Third Street near the southeast corner of the Aronson Building and one on Third Street near the northeast corner of the Aronson Building. There would be two residential entrances: one on the north side of the Aronson Building and one on Mission Street, to the east of the existing ramp, which would be retained, that leads out of the Jessie Square Garage. Under the office flex option for the Aronson Building, there would be up to seven pedestrian entrances on the ground floor. Like the residential flex option, there would be one museum entrance, up to three retail/restaurant entrances, and two residential entrances in the same locations described above. The office flex option would include an office entrance on Mission Street, to the east of the residential entrance on Mission Street. The office lobby would be separated from the residential lobby by interior walls (see Figure II.12: Conceptual Ground Floor).




SOURCE: Handel Architects

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**FIGURE II.12: CONCEPTUAL GROUND FLOOR**

Floors 2 and 3

The second floor of the tower would be occupied by the museum and a centrally located elevator/mechanical core. An approximately 1,500-gsf area on the west side of the ground floor of the tower would be a double-height space for the museum that would extend from the ground floor to the second floor. The second floor of the Aronson Building would be occupied by the museum and a centrally located interior stairwell. There would be several interior connections between the tower and the Aronson Building on the second floor. The museum would span both buildings and occupy a total of approximately 19,244 gsf of space on the second floor (see Figure II.13: Conceptual Floor 2, on p. II.33).

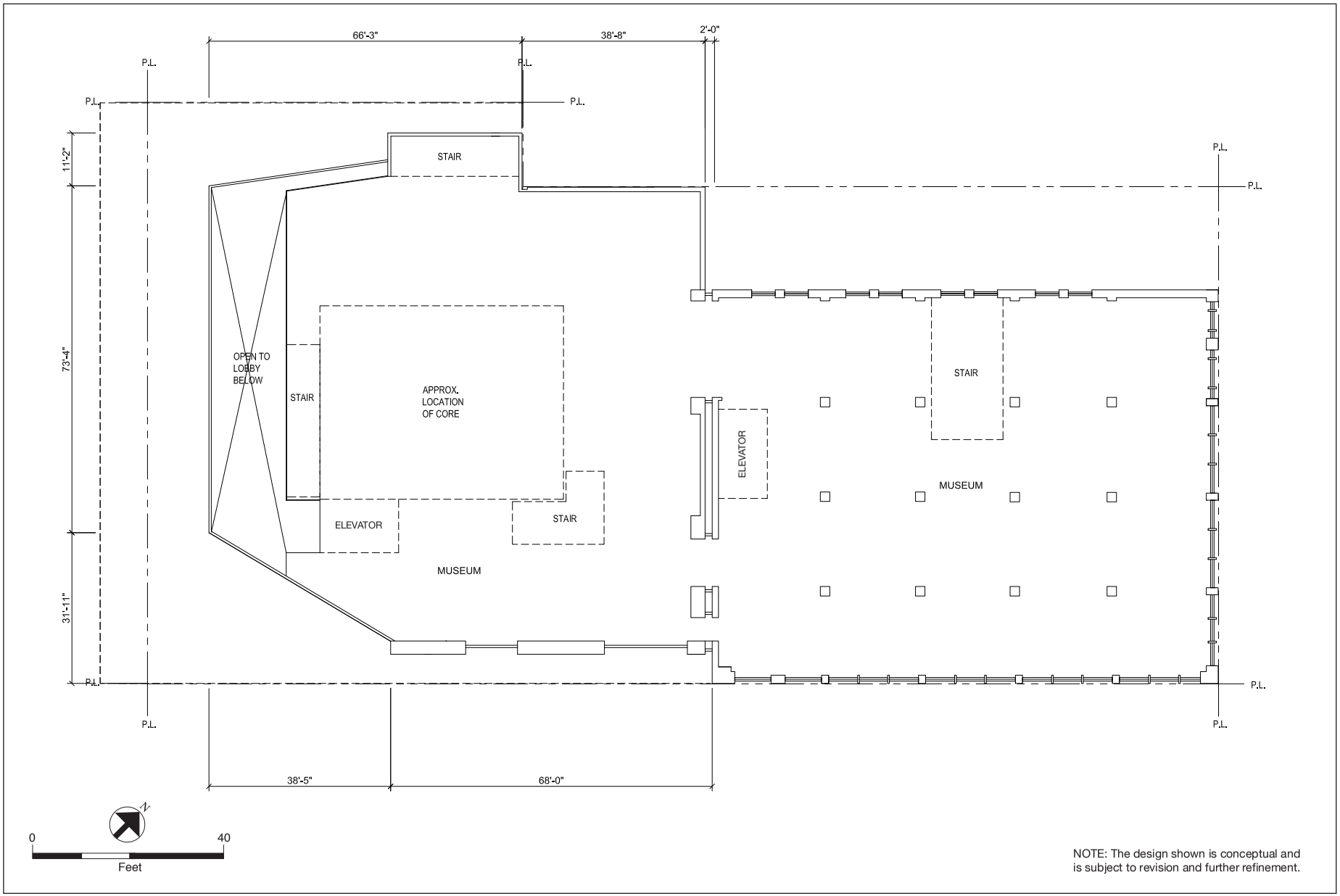
The layout and use of the third floor of the tower and the Aronson Building would be similar to that of the second floor, except that there would be no double-height space spanning the second and third floors of the tower. There would be several interior connections between the tower and the Aronson Building on the third floor. The museum would span both buildings and occupy a total of approximately 23,307 gsf of space on the third floor (see Figure II.14: Conceptual Floor 3, on p. II.34).

Floor 4

The fourth floor of the tower would be occupied by approximately 3,901 gsf of museum space, approximately 8,269 gsf of mechanical space, an approximately 2,500-gsf outdoor terrace, and a centrally located elevator/mechanical core. The fourth floor of the Aronson Building would be occupied by approximately 8,760 gsf of flex space, which could either be converted to residential use or remain as office use, with a centrally located interior stairwell. There would be two interior connections between the tower and the Aronson Building (see Figure II.15: Conceptual Floor 4, on p. II.35).

Floor 5

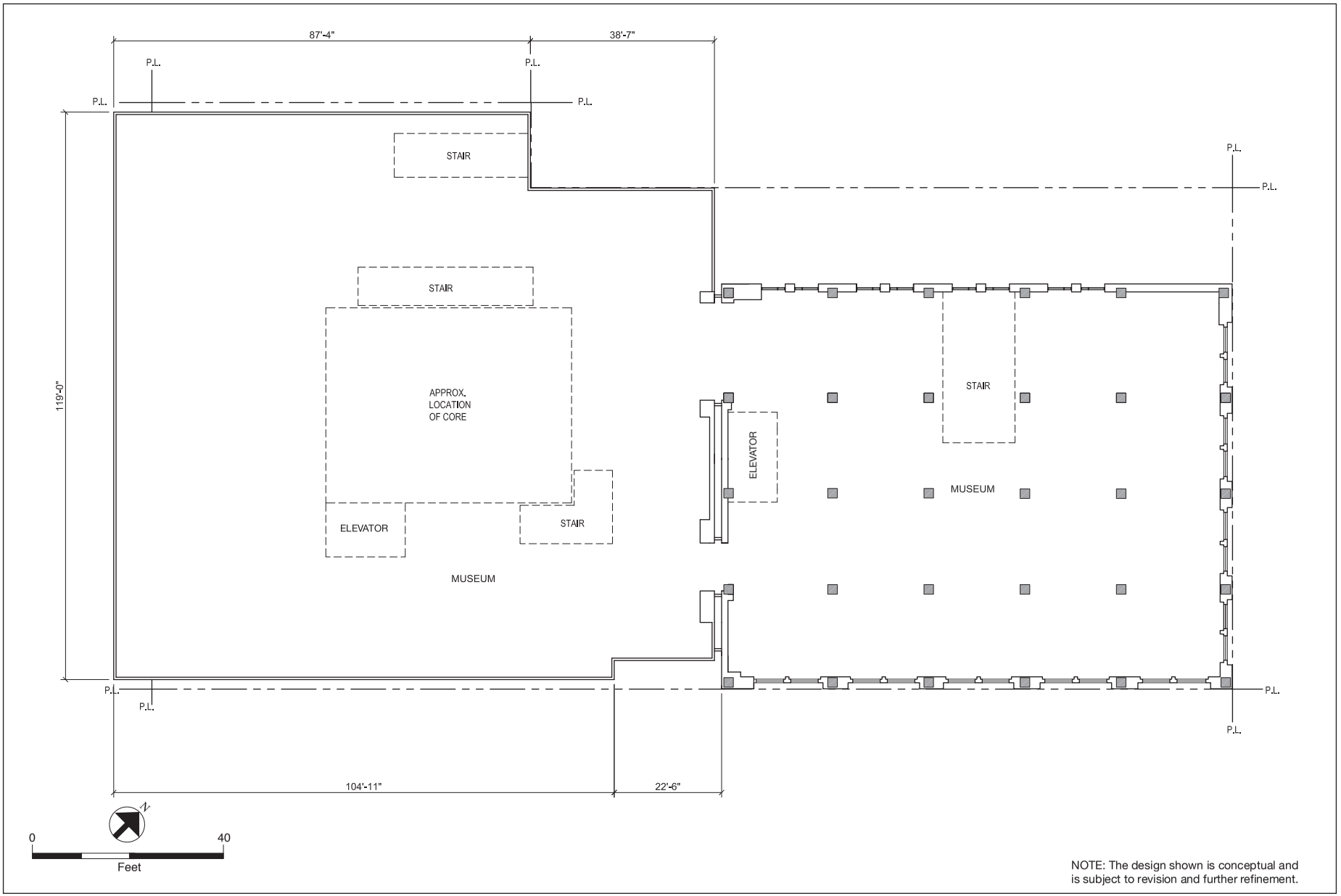
The fifth floor of the tower would be occupied by approximately 12,170 gsf of residential uses or a residential amenity with a centrally located elevator/mechanical core. Potential uses for the residential amenity include a club/lounge for project residents, a meeting space, a fitness center, a children's play area, or a combination of these uses. The residential amenity could be provided on the tenth floor of the Aronson Building, as discussed below. The fifth floor of the Aronson Building would be occupied by approximately 8,760 gsf of flex space, which could either be converted to residential use or remain office use, with a centrally located interior stairwell. There would be two interior connections between the tower and the Aronson Building (see Figure II.16: Conceptual Floor 5, on p. II.36).




SOURCE: Handel Architects



FIGURE II.13: CONCEPTUAL FLOOR 2




SOURCE: Handel Architects

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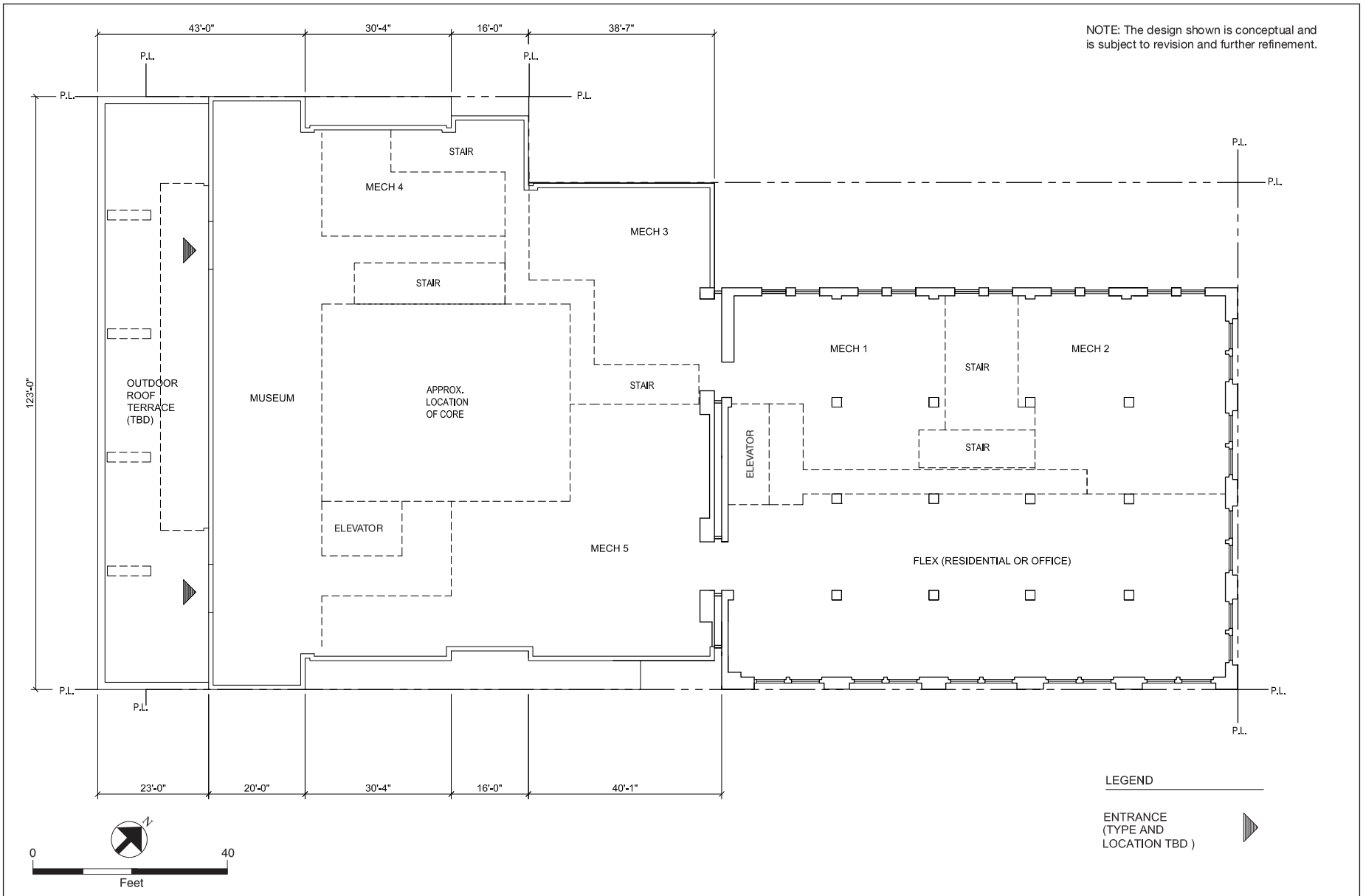
**FIGURE II.14: CONCEPTUAL FLOOR 3**

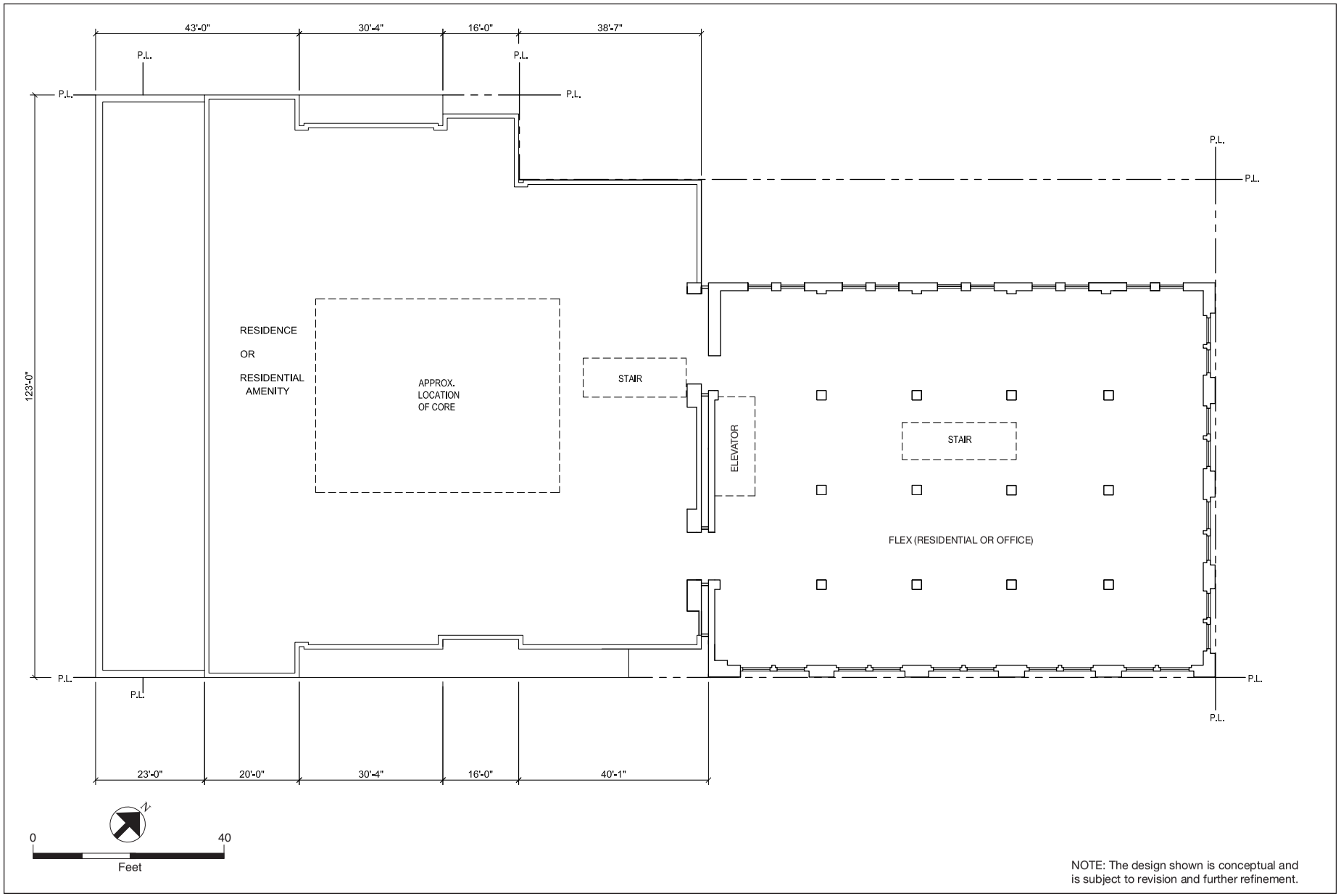



SOURCE: Handel Architects





FIGURE II.15: CONCEPTUAL FLOOR 4




SOURCE: Handel Architects



FIGURE II.16: CONCEPTUAL FLOOR 5

Floors 6 through 9

The sixth through ninth floors of the tower would each be occupied by approximately 12,170 gsf of residential uses with a centrally located elevator/mechanical core. The sixth through ninth floors of the Aronson Building would each be occupied by approximately 8,760 gsf of flex space, which could either be converted to residential use or remain office use, with a centrally located interior stairwell. On each of these floors, there would be one interior connection between the tower and the Aronson Building (see Figure II.17: Conceptual Floor for Floors 6 Through 9, on p. II.38).

Floor-to-Ceiling Heights

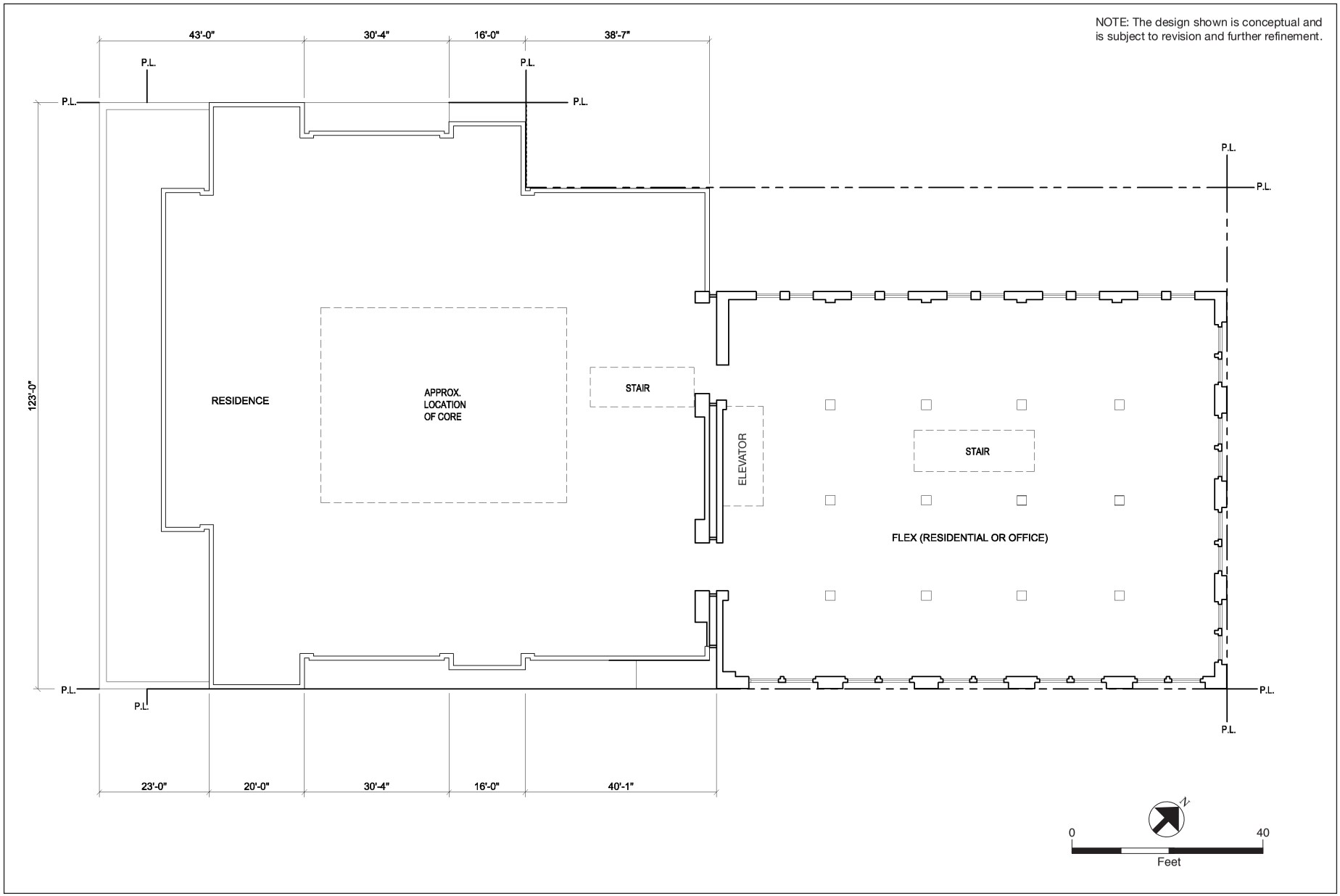
The floor-to-ceiling heights of the tower would vary in height from approximately 9 to 12 feet and would not be uniform throughout the tower in order to align with the floor-to-ceiling heights in the existing Aronson Building, which vary in height from approximately 13 to 20 feet. The first through fifth floors of the tower are anticipated to align with the existing first through fifth floors of the Aronson Building. With shorter floor-to-ceiling heights in the tower, the sixth through tenth floors of the tower would not align with the existing and taller sixth through tenth floors of the Aronson Building. The eleventh floor of the tower would be at approximately the same level as the existing tenth floor of the Aronson Building, which is a double-height space (approximately 20 feet tall). The ceiling of the twelfth floor of the tower would align with the ceiling of the tenth floor of the Aronson Building (see Figure II.31, presented later in this chapter on p. II.58).

Floors 10 through 12

The tenth through twelfth floors of the tower would each be occupied by approximately 12,300 gsf of residential uses with a centrally located elevator/mechanical core. The tenth floor of the Aronson Building would be occupied by approximately 8,760 gsf of flex space with a centrally located interior stairwell or by a residential amenity. The flex space could remain as office use or be converted to residential use. The flex space or the residential amenity would be in an existing double-height space, so the ceiling of this space would align with the ceiling of the twelfth floor of the tower. If the residential amenity is not provided on the tenth floor of the Aronson Building, it would be provided on the fifth floor of the tower, as discussed above (see Figure II.18: Conceptual Floor for Floors 10 Through 12 – Tower, Conceptual Floor 10 – Aronson Building, on p. II.39).

Floors 13 through 15

The thirteenth through fifteenth floors of the tower would each be occupied by approximately 12,300 gsf of residential uses with a centrally located elevator/mechanical core. The thirteenth

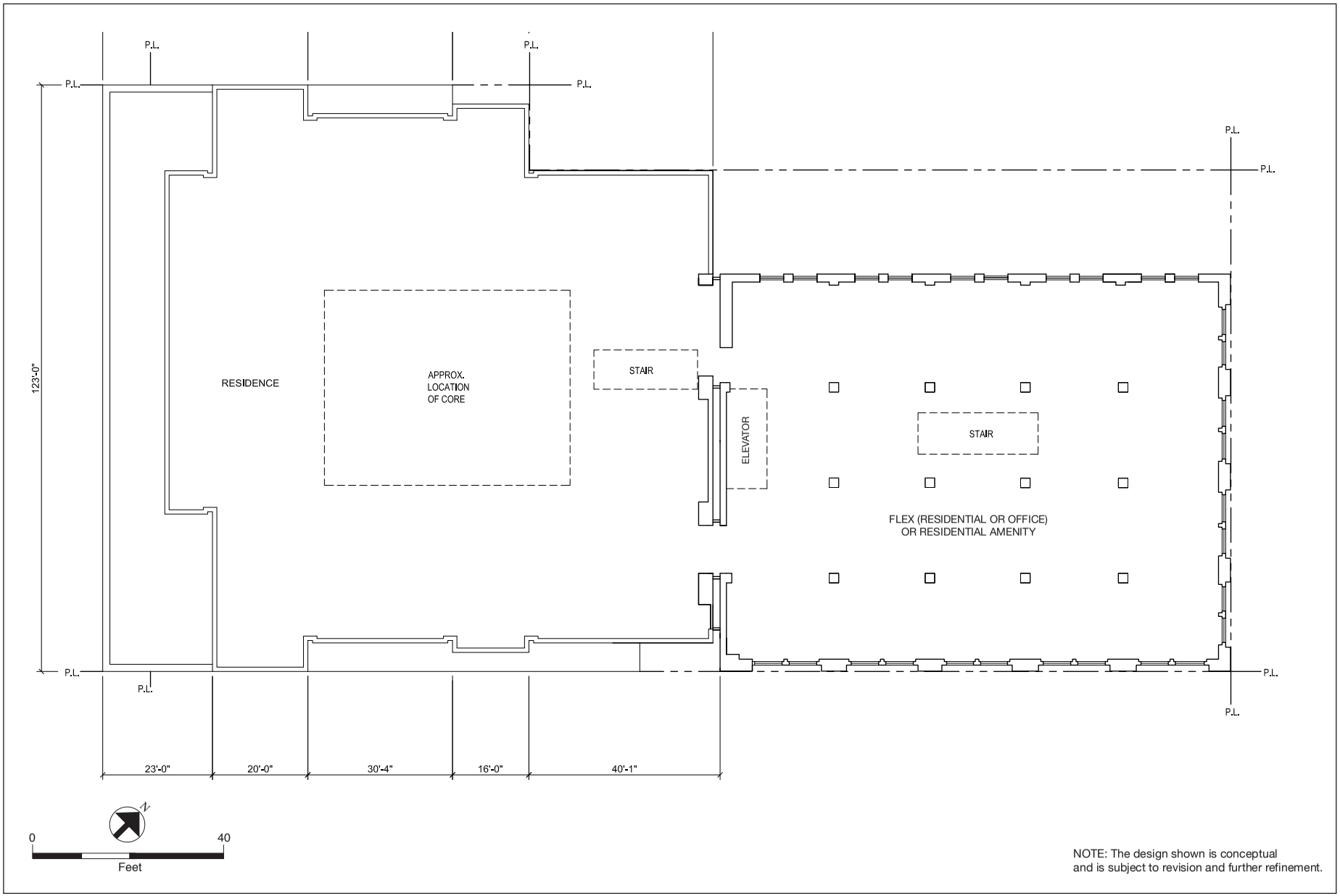



SOURCE: Handel Architects





FIGURE II.17: CONCEPTUAL FLOOR FOR FLOORS 6 THROUGH 9




SOURCE: Handel Architects

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**FIGURE II.18: CONCEPTUAL FLOOR FOR FLOORS 10 THROUGH 12 - TOWER, CONCEPTUAL FLOOR 10 - ARONSON BUILDING**

floor of the tower would align with the roof of the Aronson Building in order to provide access to an approximately 8,625-gsf outdoor terrace, which would be located on the roof of the Aronson Building. The existing 10-foot-tall mechanical penthouse on the roof of the Aronson Building would be removed. The outdoor terrace would be landscaped and would be common open space for project residents; it would not be accessible to the public. There would be an approximately 1,245-gsf solarium in the middle of the outdoor terrace. Both the solarium and the outdoor terrace would be suitable for passive recreation (see Figure II.19: Conceptual Floor for Floors 13 and 14 – Tower, Conceptual Roof – Aronson Building, on p. II.41).

Floors 16 and Above

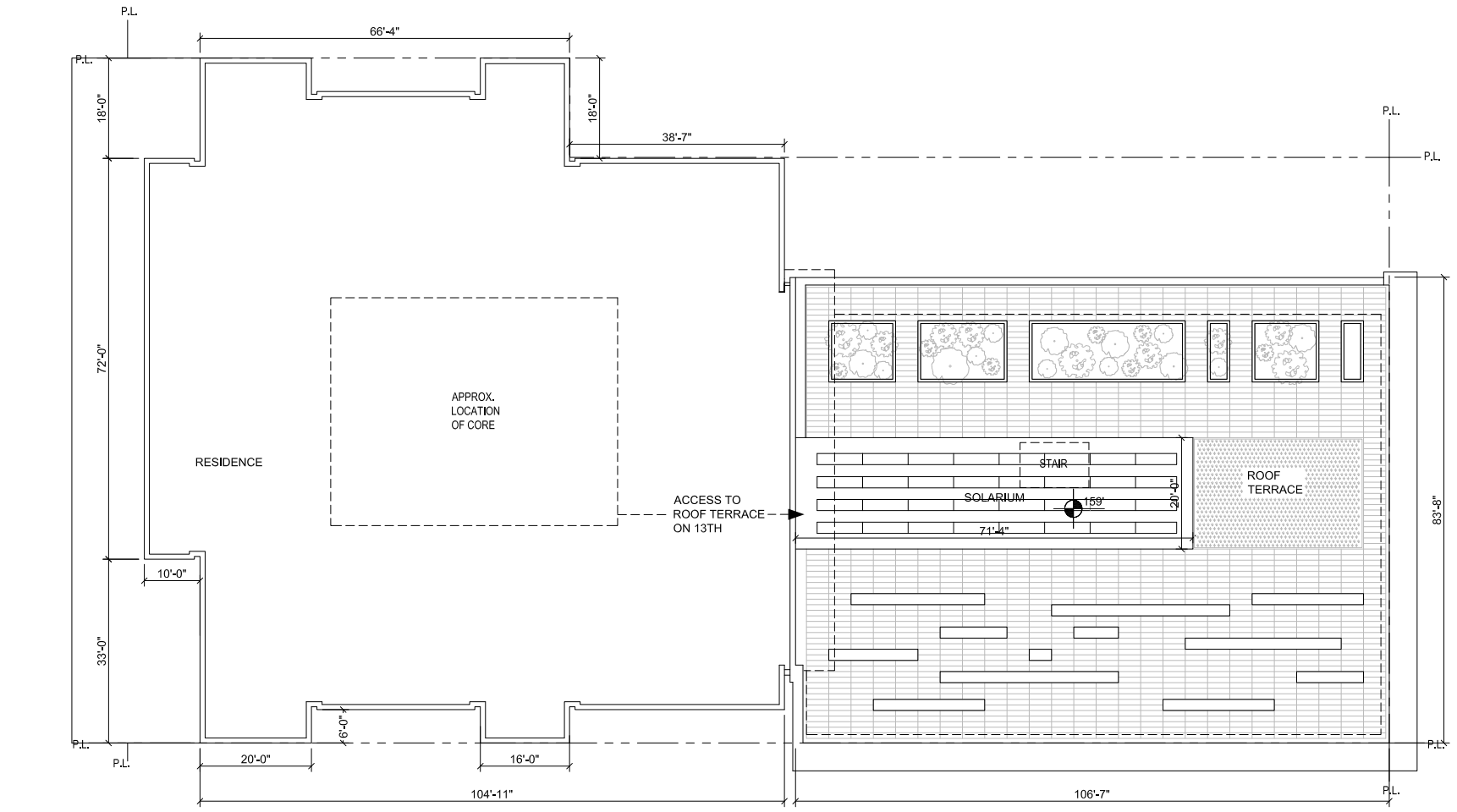
The sixteenth through forty-third floors of the tower would each be occupied by approximately 12,990 gsf of residential uses with a centrally located elevator/mechanical core. On or near the thirty-fourth floor, there would be approximately 5,630 gsf of mechanical space on the east side of the building core[26] (see Figure II.20: Conceptual Floor for Floors 15 Through 43 – Tower, on p. II.42).

The forty-fourth and forty-fifth floors of the tower would each be occupied by approximately 12,330 gsf of residential uses with a centrally located elevator/mechanical core. There would be an approximately 550-gsf private roof terrace along the eastern edge of the forty-fourth floor. Depending on the number and the configuration of residential units on this floor, this terrace would be divided into smaller roof terraces in a manner that would provide each residential unit with a private roof terrace. The forty-fifth floor would not have a roof terrace (see Figure II.21: Conceptual Floor for Floors 44 and 45 – Tower, on p. II.43).

On the forty-sixth floor of the tower, there would be approximately 8,640 gsf of residential uses with a centrally located elevator/mechanical core and two approximately 820-gsf private roof terraces. The roof terraces would be separated by an approximately 1,900-gsf enclosed mechanical area on the east side of the building core. These terraces would be divided into smaller roof terraces in a manner that would provide each residential unit with a private roof terrace (see Figure II.22: Conceptual Floor 46 – Tower, on p. II.44).

On the forty-seventh floor of the tower, there would be approximately 5,440 gsf of residential uses on the north and south sides of the building, the centrally located elevator/mechanical core, and an approximately 2,870-gsf private roof terrace on the west side of the building core. This terrace would be divided into smaller roof terraces in a manner that would provide each residential unit with a roof terrace (see Figure II.23: Conceptual Floor 47 – Tower, on p. II.45).

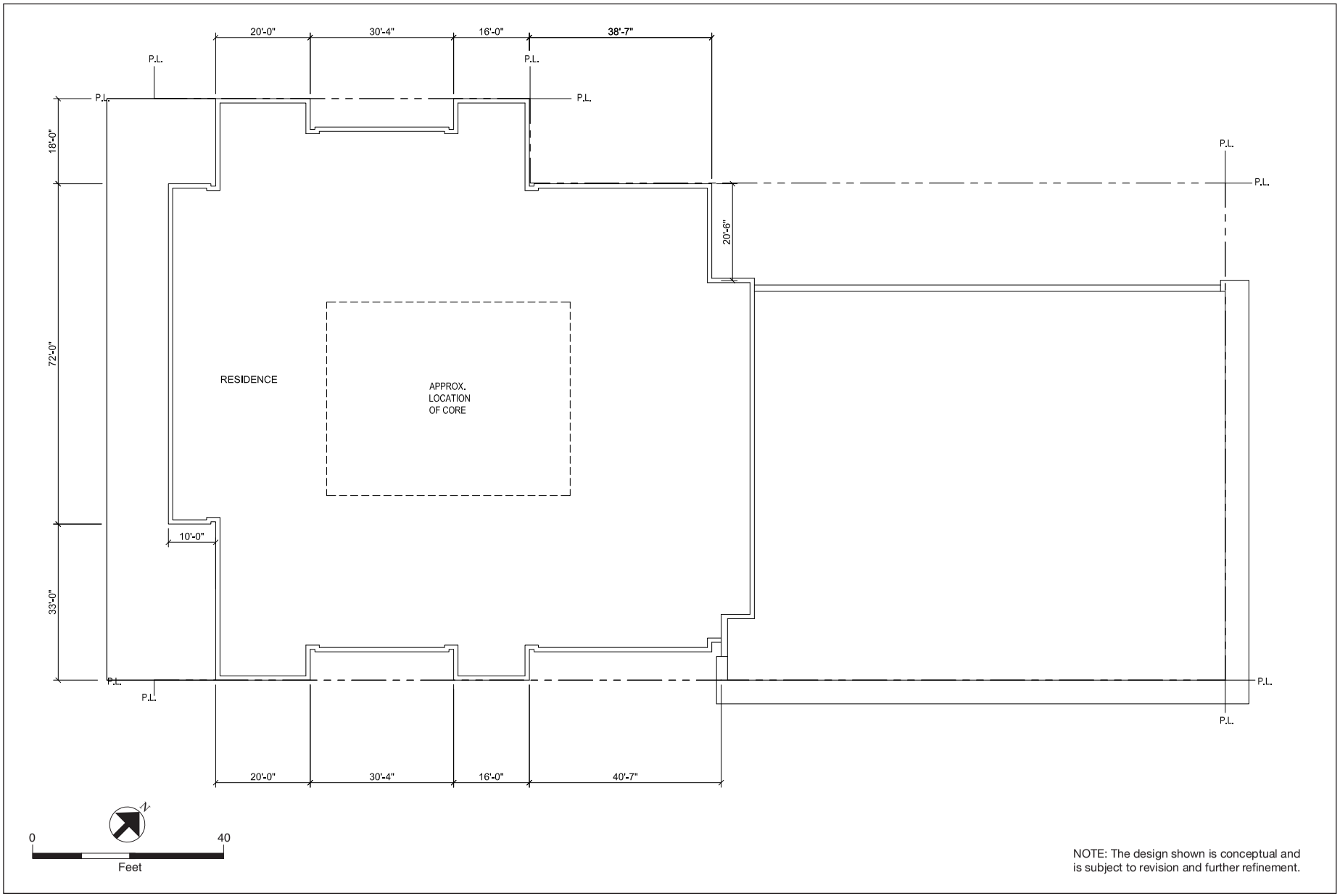
[26] This additional mechanical space could be located on another floor.




SOURCE: Handel Architects



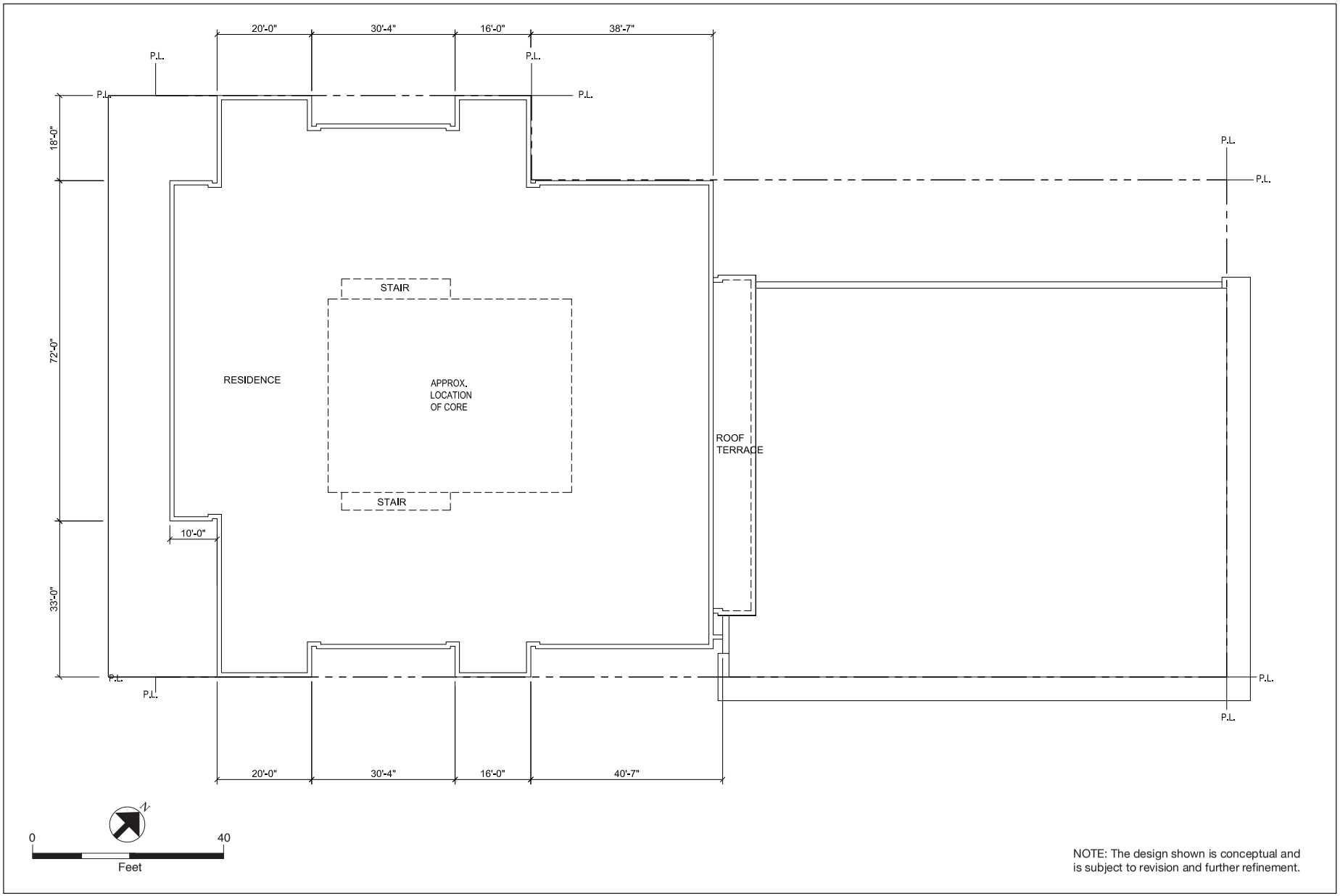
**FIGURE II.19: CONCEPTUAL FLOOR FOR FLOORS 13 AND 14 - TOWER, CONCEPTUAL ROOF - ARONSON BUILDING**




SOURCE: Handel Architects



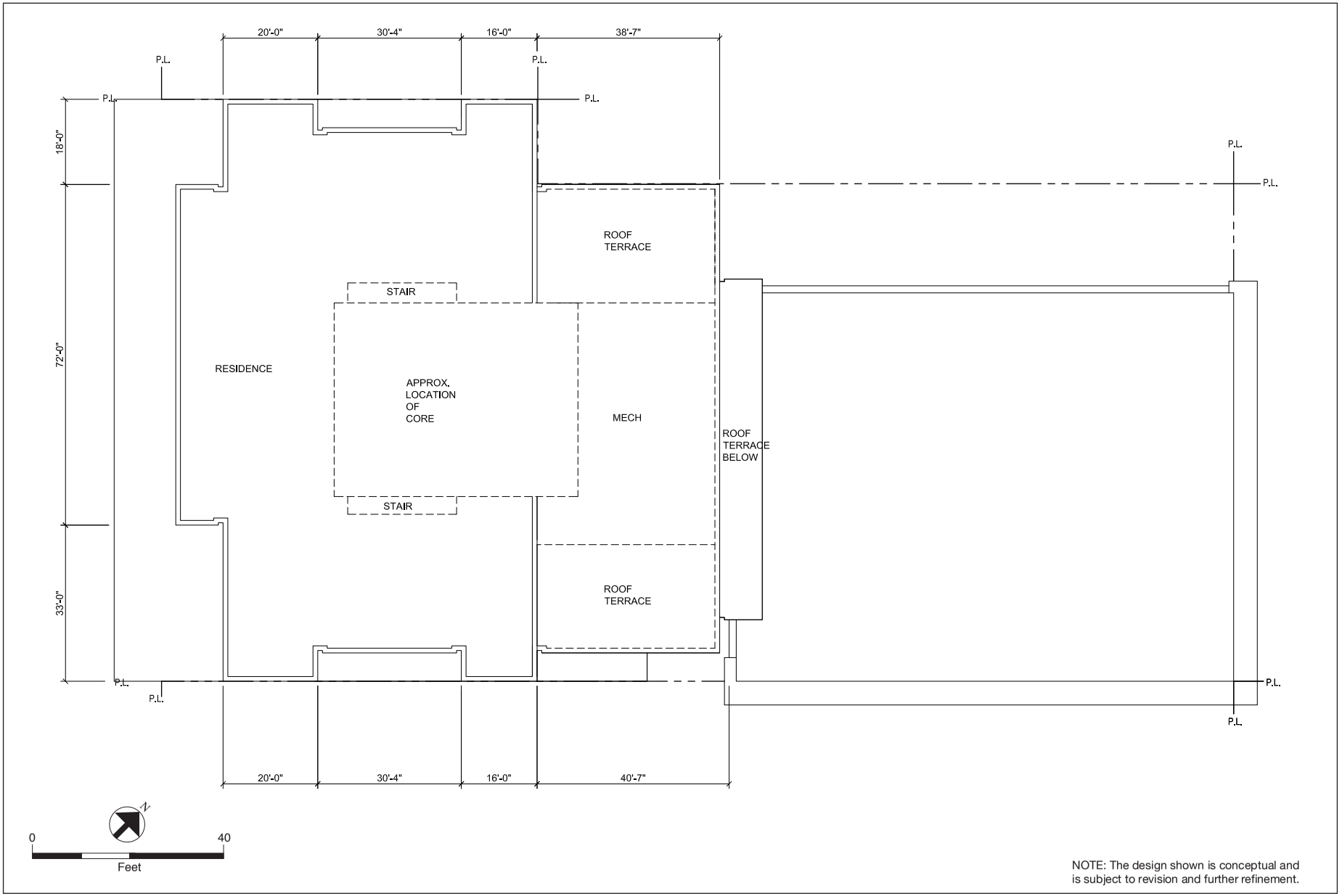
FIGURE II.20: CONCEPTUAL FLOOR FOR FLOORS 15 THROUGH 43 - TOWER




SOURCE: Handel Architects



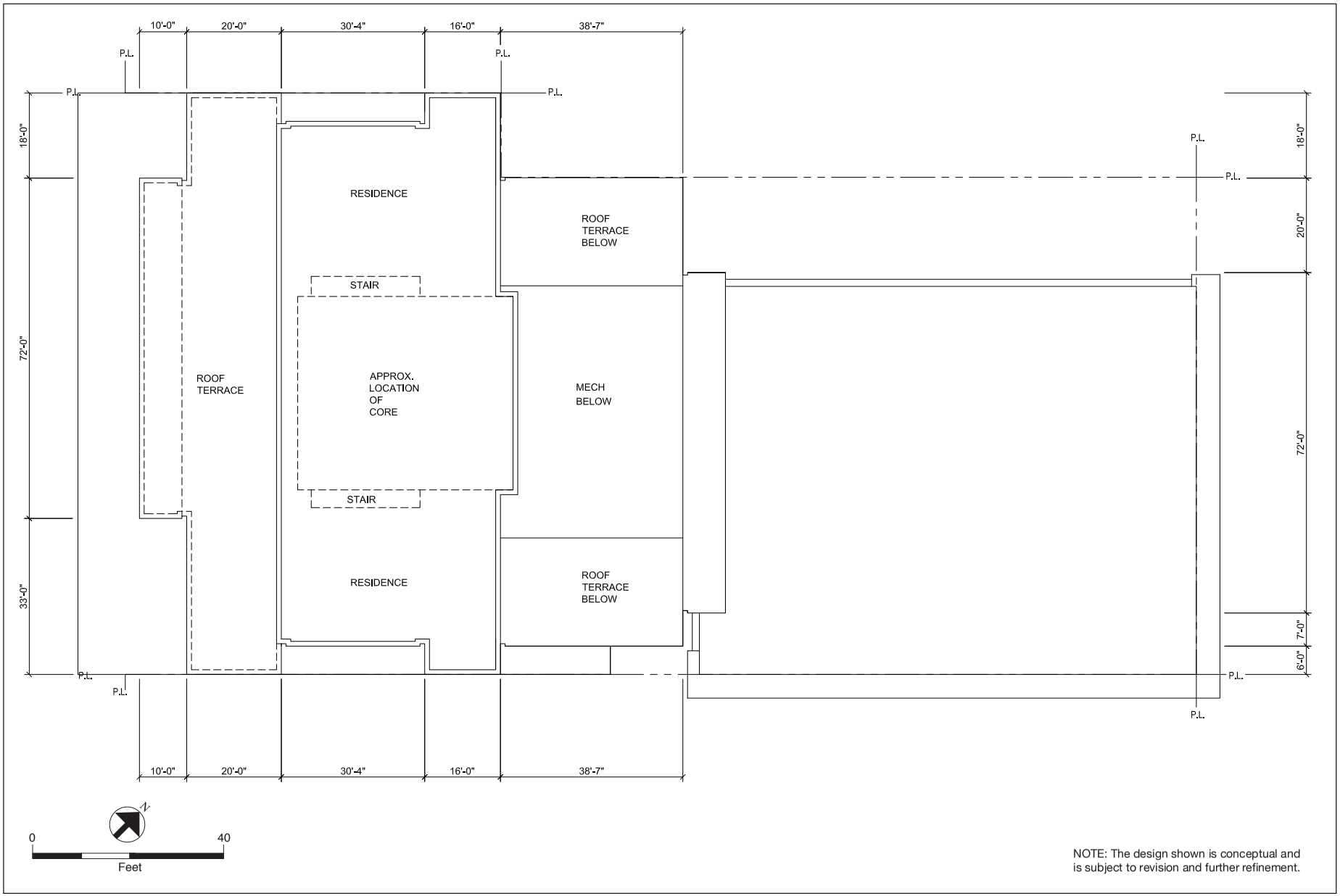
FIGURE II.21: CONCEPTUAL FLOOR FOR FLOORS 44 AND 45 - TOWER




SOURCE: Handel Architects



FIGURE II.22: CONCEPTUAL FLOOR 46 - TOWER




SOURCE: Handel Architects





FIGURE II.23: CONCEPTUAL FLOOR 47 - TOWER

Approximately 1,900 gsf of elevator and mechanical equipment on the roof of the proposed tower would be enclosed and screened from view by a 30-foot-tall architectural element at the top of the building and by other methods, as necessary, at lower levels of the building (see Figure II.24: Conceptual Roof – Tower).

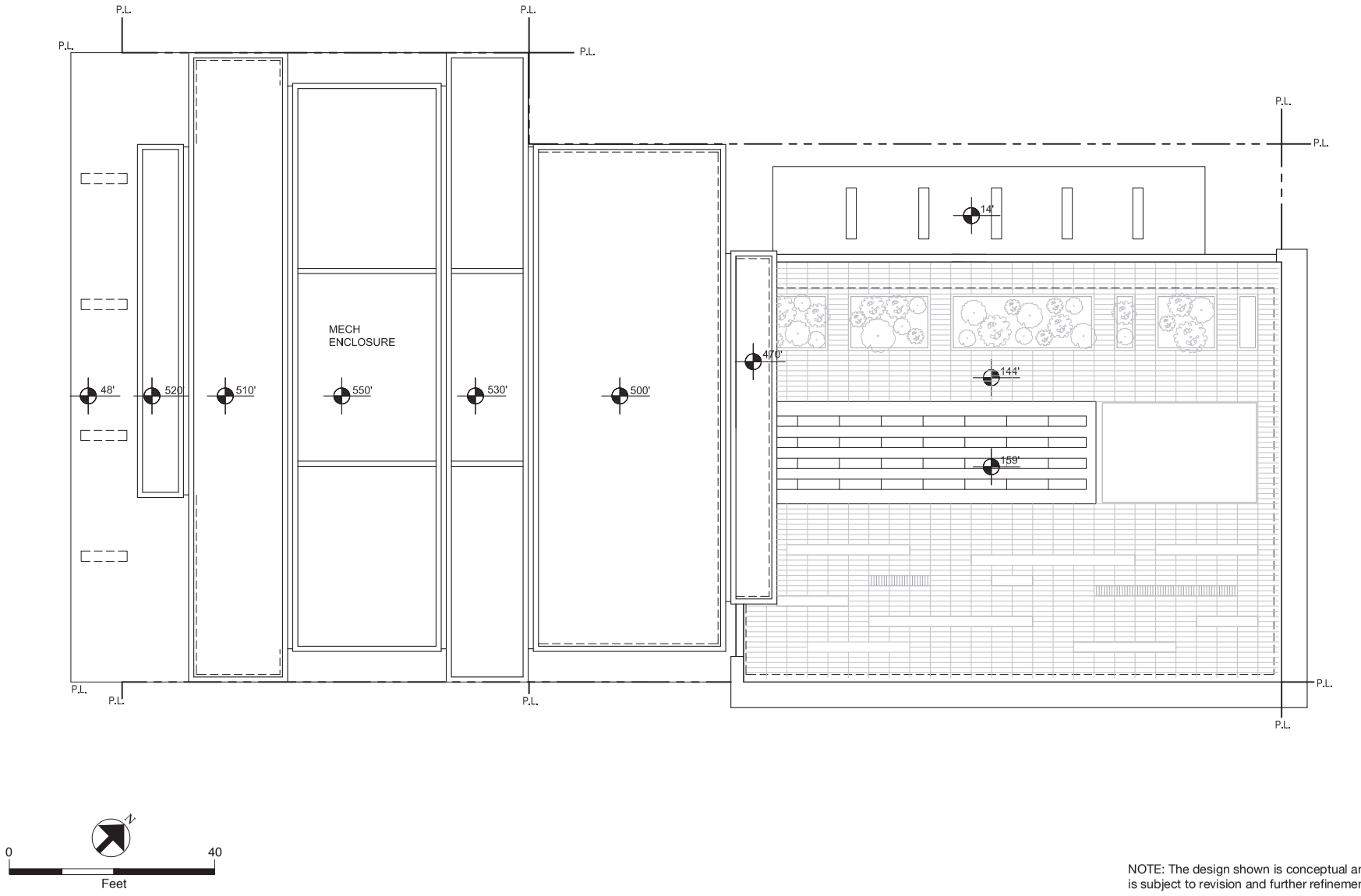
**PROJECT DESIGN**

The project sponsor has submitted an Architectural Design Intent Statement[27] that establishes the design intent and parameters for the treatment of the historic Aronson Building as well as the relationship between the proposed tower and the existing Aronson Building. The design features set forth in the Architectural Design Intent Statement would be incorporated into the proposed project, as described in detail below.

The project design described below is a conceptual design developed by the project sponsor based on the proposed development program, site constraints, and environmental considerations. As the environmental review and entitlement processes progress, this conceptual design will be subject to revision and further refinement. While the maximum height, massing, and square footage are not expected to change substantially, the exact setbacks, elevations, floor layouts, materials, and other design features of the project are subject to change. Furthermore, the interior layout of The Mexican Museum is only in preliminary design development. While the maximum square footage for the museum is not expected to change substantially, the layout, access, and exterior expression of the museum remain subject to future design development and modification, in accordance with the parameters specified for the Aronson Building and the proposed tower in the Architectural Design Intent Statement.

The project design consists of two components: the proposed 550-foot-tall tower and the existing Aronson Building. The design intent is to construct a new high-rise building that would be integrated into the existing context of the project site and the surrounding development. After the non-historic annexes on the north and west sides of the Aronson Building are removed, the tower would be constructed adjacent to and west of the Aronson Building. Although the tower would be adjacent to and physically connected to the Aronson Building, the tower would be designed such that the two buildings would appear to be visually separate structures. The Mexican Museum would span both buildings, occupying the ground through fourth floors of the tower as well as the second and third floors, and possibly all or part of the ground floor, of the Aronson Building.

[27] Handel Architects, 706 Mission Street Architectural Design Intent Statement, January 11, 2012. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.




NOTE: The design shown is conceptual and is subject to revision and further refinement.

SOURCE: Handel Architects

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FIGURE II.24: CONCEPTUAL ROOF - TOWER

**Proposed Tower**

The proposed tower would be 550 feet tall (520 feet to the roof of the highest occupied floor plus a 30-foot-tall elevator/mechanical penthouse) (see Figure II.25: Conceptual South Elevation; Figure II.26: Conceptual West Elevation, on p. II.50; Figure II.27: Conceptual North Elevation, on p. II.51; and Figure II.28: Conceptual East Elevation, on p. II.52). The tower would generally be rectangular, with the short axis of the tower parallel to Mission Street and the long axis of the tower parallel to Third Street. According to the project sponsor's Architectural Design Intent Statement, the design features of the project would be as follows:

New Tower

- The tower massing would be a series of undulating planes intended to reflect the character of San Francisco's urban form as well as the fabric and texture of the neighboring Jessie Square. The tower would be detailed with glass, masonry, and metal to integrate with and reflect the materials of the adjacent turn of the century Aronson Building.
- The new tower design would use a modern vocabulary of sculptural materials, detailing, and proportions to provide a form with texture and surface variation that is distinct, yet compatible with the historic Aronson Building's façade and horizontal and vertical divisions.
- The new tower's palette of materials would include a glazed aluminum curtain wall system comprised of a combination of vision and masonry panel façades articulated with metal, masonry and glass spandrel panels; masonry cladding would be used to delineate the glazed from more solid building volumes. Colors and tones of new tower materials would be selected to be distinct but complementary to the existing Aronson Building.
- The new tower would be set back along Mission Street approximately 6 feet from the existing south façade of the Aronson Building, to emphasize that it relates to, but is separate from, the Aronson Building. The setback would allow the return of the cornice line at the southwest corner of the Aronson Building.
- New exterior and interior connections between the tower and the existing Aronson Building would be established for programmatic and structural requirements, while still maintaining a visual separation between the buildings.
- The east façade of tower volume would cantilever approximately 7 feet over the Aronson Building and would be set back approximately 15 feet from the south façade of the Aronson Building.
- The tower would be built adjacent to the Aronson Building west party wall and connected with a structural seismic joint, which would be obscured and visually screened as much as possible. The tower and the Aronson Building would be structurally separate, with an air space in between as required for structural movement, and the seismic joint would span the two structures.

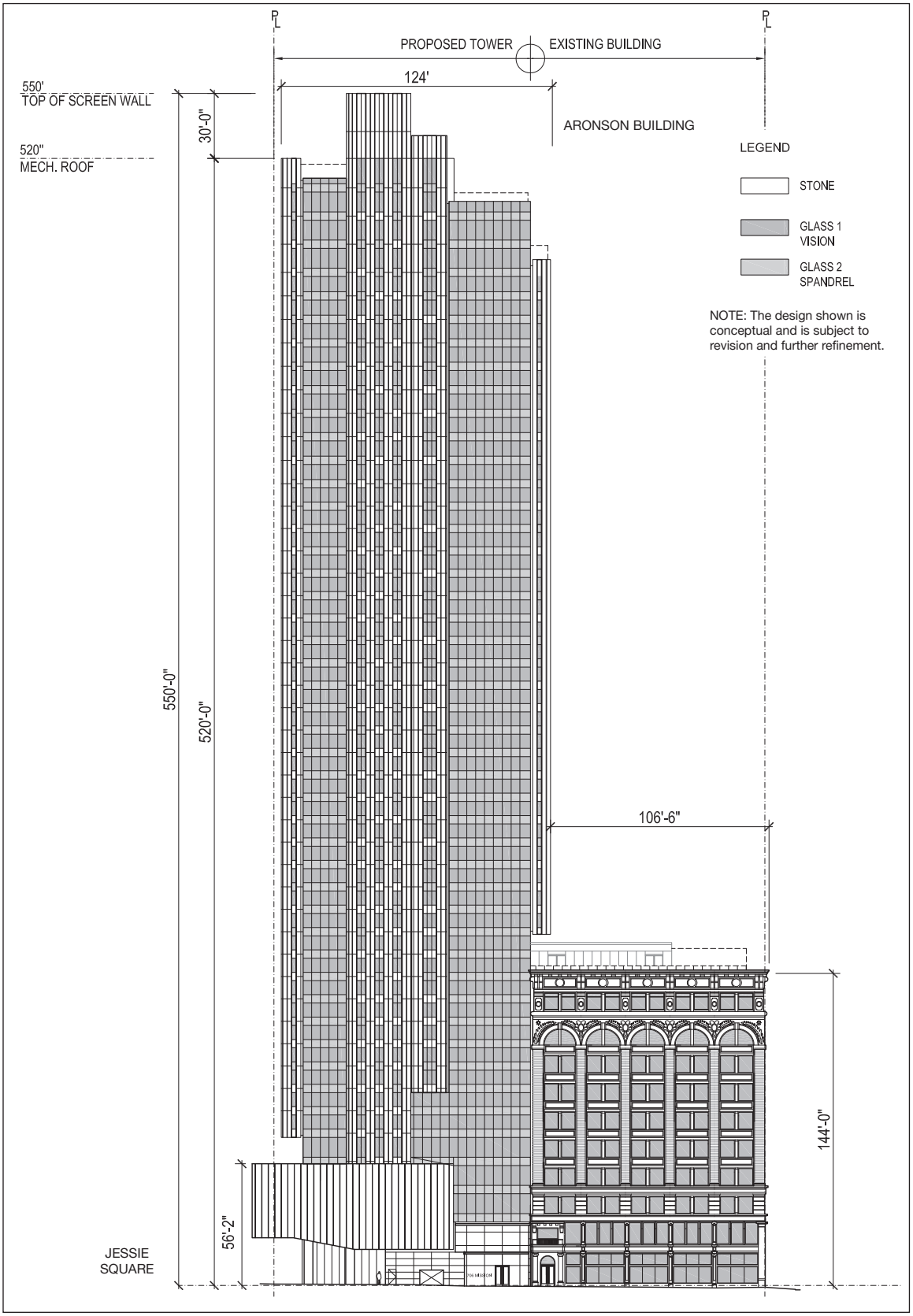
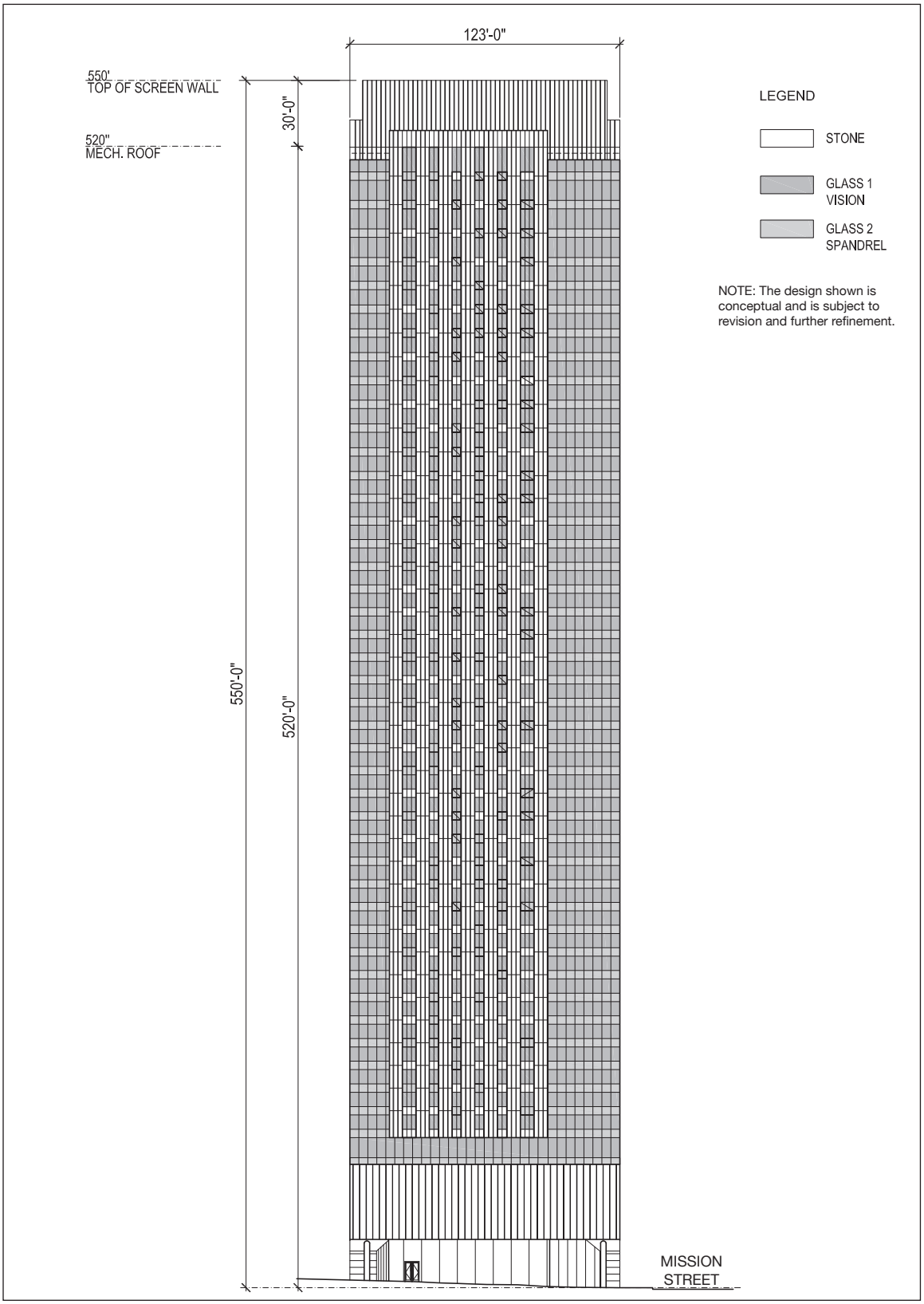



FIGURE II.25: CONCEPTUAL SOUTH ELEVATION




SOURCE: Handel Architects

0 75
Feet

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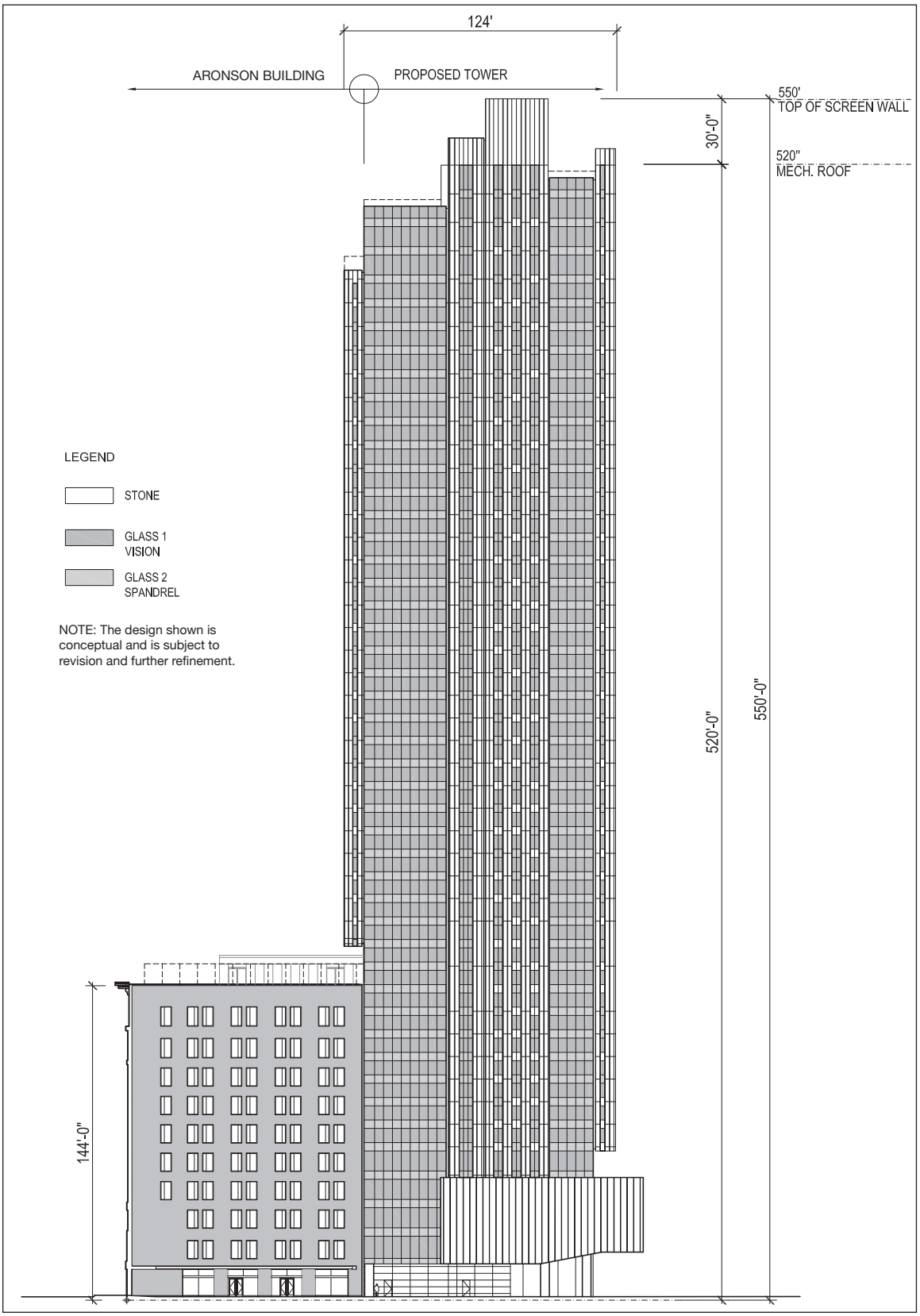
**FIGURE II.26: CONCEPTUAL WEST ELEVATION**




SOURCE: Handel Architects

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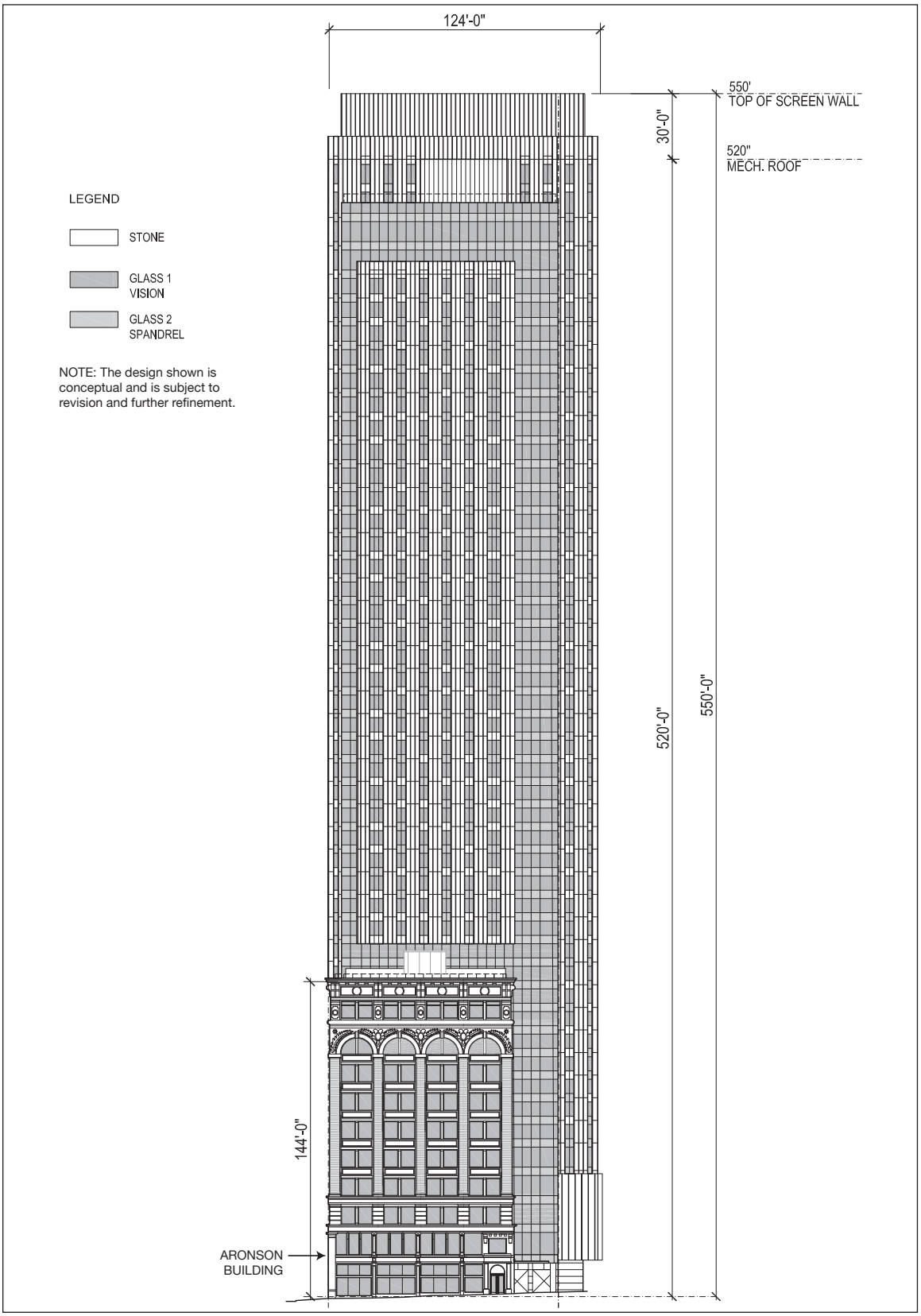
FIGURE II.27: CONCEPTUAL NORTH ELEVATION




SOURCE: Handel Architects

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**FIGURE II.28: CONCEPTUAL EAST ELEVATION**

New Tower Base (Floors 1 through 4)

- The Mexican Museum's location at the base of the building is intended to integrate and complete the surrounding Yerba Buena arts district and gardens, with unique massing distinguished from the tower. The base of the building would cantilever slightly over Jessie Square at the third and fourth floors to visually draw pedestrians in as an extension of the plaza, and to complete the eastern edge of Jessie Square. Museum interior space would span both the new and existing buildings at the second and third floors, with ground floor entry within the new tower base. Museum interior space may also include all or a portion of the first floor of the Aronson Building, and/or a portion of the fourth floor of the tower for exterior terrace access and mechanical spaces.
- The new tower base design would use a modern, sculptural vocabulary of materials, detailing, and proportions to provide a form with texture and surface variation that is distinct, yet compatible with the historic Aronson Building's façade bays and horizontal and vertical divisions.
- The new tower base's palette of materials would include a combination of a glazed aluminum curtain wall system, articulated with vision, masonry, metal, and/or spandrel panel façade elements, in addition to masonry and metal façade elements.
- Colors and tones of new tower base materials would be carefully selected to be distinct but complementary to the color palette of the existing Aronson Building.
- The façade of the new tower base would be set back approximately 6 feet from the existing south façade of the Aronson Building, to emphasize that it relates to, but is separate from, the Aronson Building.
- The new tower base would align with the existing Aronson Building floor levels but would be set back as stated above.
- New exterior and interior connections between the tower base and existing Aronson Building would be established for programmatic and structural requirements, while still maintaining a visual separation between the buildings.
- The tower base ground level façade design would continue and extend the existing Aronson Building's ground level storefront openings, utilizing glass, metal and masonry window and wall systems, and façade setbacks to activate and connect to the adjacent sidewalk and plaza areas.
- The tower base would be built adjacent to the existing Aronson Building west exterior party wall and connected with a structural seismic joint along this edge, which would be obscured and visually screened as much as possible. The tower base and Aronson Building would be structurally separate, with an air space in between as required for structural movement, and the seismic joint would span the two structures.
- The proposed approximate exterior dimensions of the tower base are as follows, located to the west of the existing Aronson Building west exterior wall, on portions of Lots 093 and 277:
    - Ground Floor – approximately 107 feet east-west by 116 feet, 6 inches north-south, with an approximate 6-foot setback from the existing south façade of the Aronson

Building, chamfered[28] southwest corner, and articulation around the western and northern façade perimeter to conform to property line and other design setbacks. The ground floor of the tower base would be approximately 8,950 gsf.

- Second Floor –approximately 107 feet east-west by 116 feet, 6 inches north-south, with an approximate 6-foot setback from the existing south façade of the Aronson Building, chamfered southwest corner, and articulation around the western and northern façade perimeter to conform to property line and other design setbacks. The second floor of the tower base would be approximately 10,500 gsf.
- Third Floor – approximately 129 feet, 6 inches east-west by 123 feet north-south, with an approximate 6-foot setback from the existing south façade of the Aronson Building, an approximately 10-foot overhang beyond the western property line, and articulation around the northern façade perimeter to conform to property line and other design setbacks. The third floor of the tower base would be approximately 14,550 gsf.
- Fourth Floor – approximately 129 feet, 6 inches east-west by 123 feet north-south, with an approximate 6-foot setback from the existing southern façade of the Aronson Building, an approximately 10-foot cantilever beyond the western property line, and articulation around the northern façade perimeter to conform to property line and other design setbacks. The fourth floor of the tower base would be approximately 12,200 gsf.

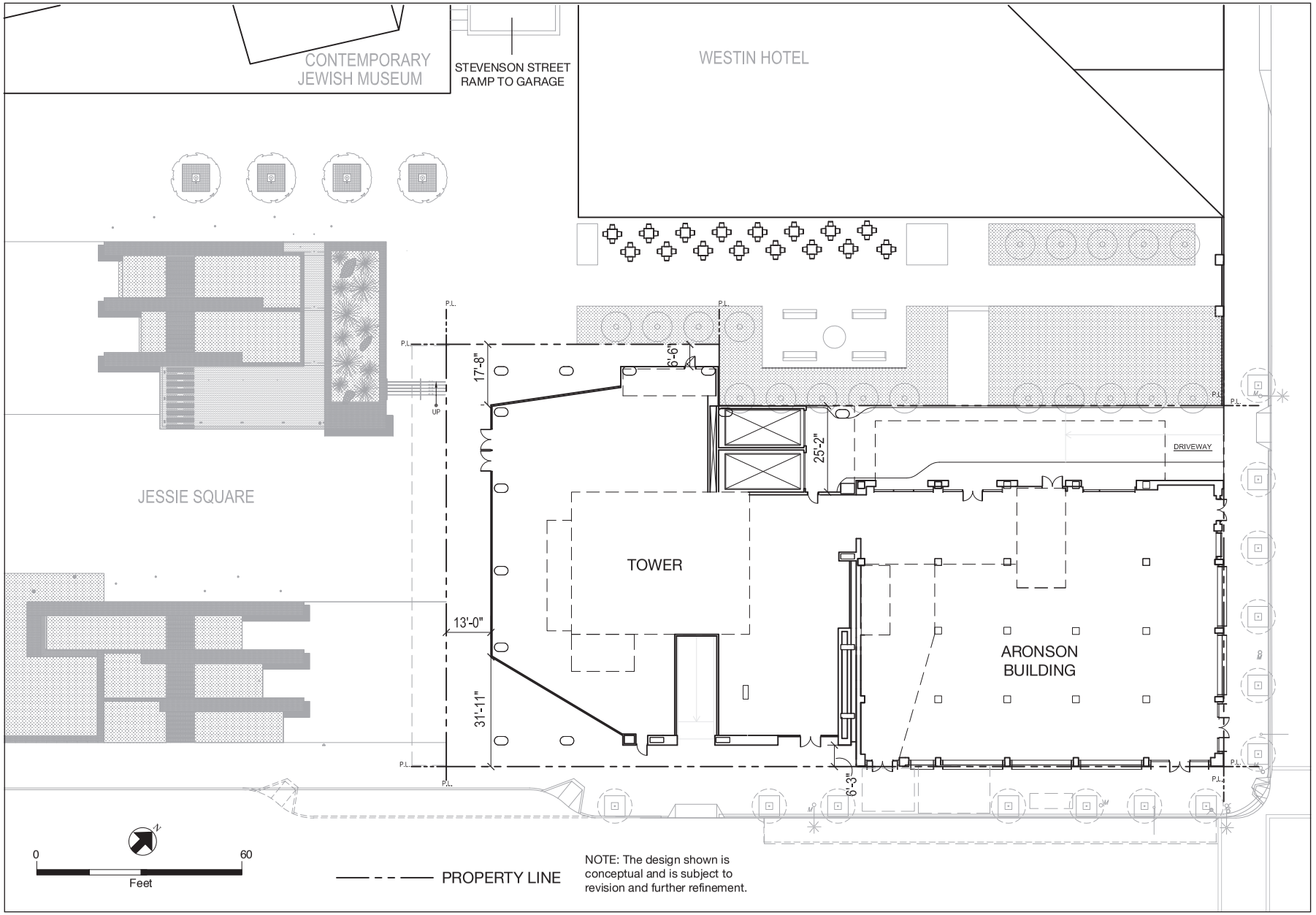
The ground and second floors of the tower base would not extend to the property lines but would be set back as described below. Some of the setbacks would vary due to the shape of the tower base.

The ground floor and the second floor of the tower would be set back approximately 6 feet from the southern project site boundary, approximately 13 feet from the western project site boundary, and approximately 6 feet, 6 inches to 17 feet, 8 inches from the northern project site boundary (see Figure II.29: Conceptual Ground Floor Setbacks). The southwest corner of the tower base at the ground and second floors would be chamfered. The setbacks at other levels of the tower would vary, as described below.

The third floor of the tower would cantilever over the second floor by approximately 18 feet on the north side, by approximately 6 to 16 feet on the south side, and by approximately 23 feet on the west side. The cantilevered third floor would extend to the southern and northern project site boundaries and extend over the western project site boundary and overhang Jessie Square by approximately 10 feet.

Beginning at the fifth floor, vertical volumes on all sides of the tower that run the full height of the tower would project approximately 6 to 8 feet from the façade of the tower and provide articulation. These projecting vertical volumes would result in varying setbacks from the project

[28] In the context of architecture, chamfer means to cut off or bevel a corner of a building, usually at a 45-degree angle.




SOURCE: Handel Architects

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**FIGURE II.29: CONCEPTUAL GROUND FLOOR SETBACKS**

site boundaries of approximately 6 feet and 36 feet on the south side of the tower, approximately 3 feet and 13 feet on the west side of the tower, and approximately 6 feet and 18 feet on the north side of the tower. Beginning at the fifteenth floor, the east side of the tower would include an approximately 300-foot-tall projecting vertical volume that would overhang the Aronson Building by approximately 8 feet (see Figure II.30: Conceptual Upper Level Setbacks).

The floor-to-ceiling heights of the tower would vary in height from 9 to 12 feet and would not be uniform throughout the tower in order to align with the floor-to-ceiling heights in the Aronson Building, which vary in height from 13 to 20 feet. The first through fifth floors of the tower are anticipated to align with the existing first through fifth floors of the Aronson Building. With shorter floor-to-ceiling heights in the tower, the sixth through tenth floors of the tower would not align with the existing and taller sixth through tenth floors of the Aronson Building. The eleventh floor of the tower would be at approximately the same level as the existing tenth floor of the Aronson Building, which is a double-height space. The ceiling of the twelfth floor of the tower would align with the ceiling of the tenth floor of the Aronson Building. The thirteenth floor of the tower would align with and connect to the proposed 8,625-gsf outdoor terrace on the roof of the 10-story Aronson Building (see Figure II.31: Conceptual Building Section, on p. II.58).

The proposed project would be required to incorporate Bird-Safe Glazing Treatments, as required by Planning Code Section 139, Standards for Bird Safe Buildings. See Section IV.M, Biological Resources, pp. IV.M.6-IV.M.7.

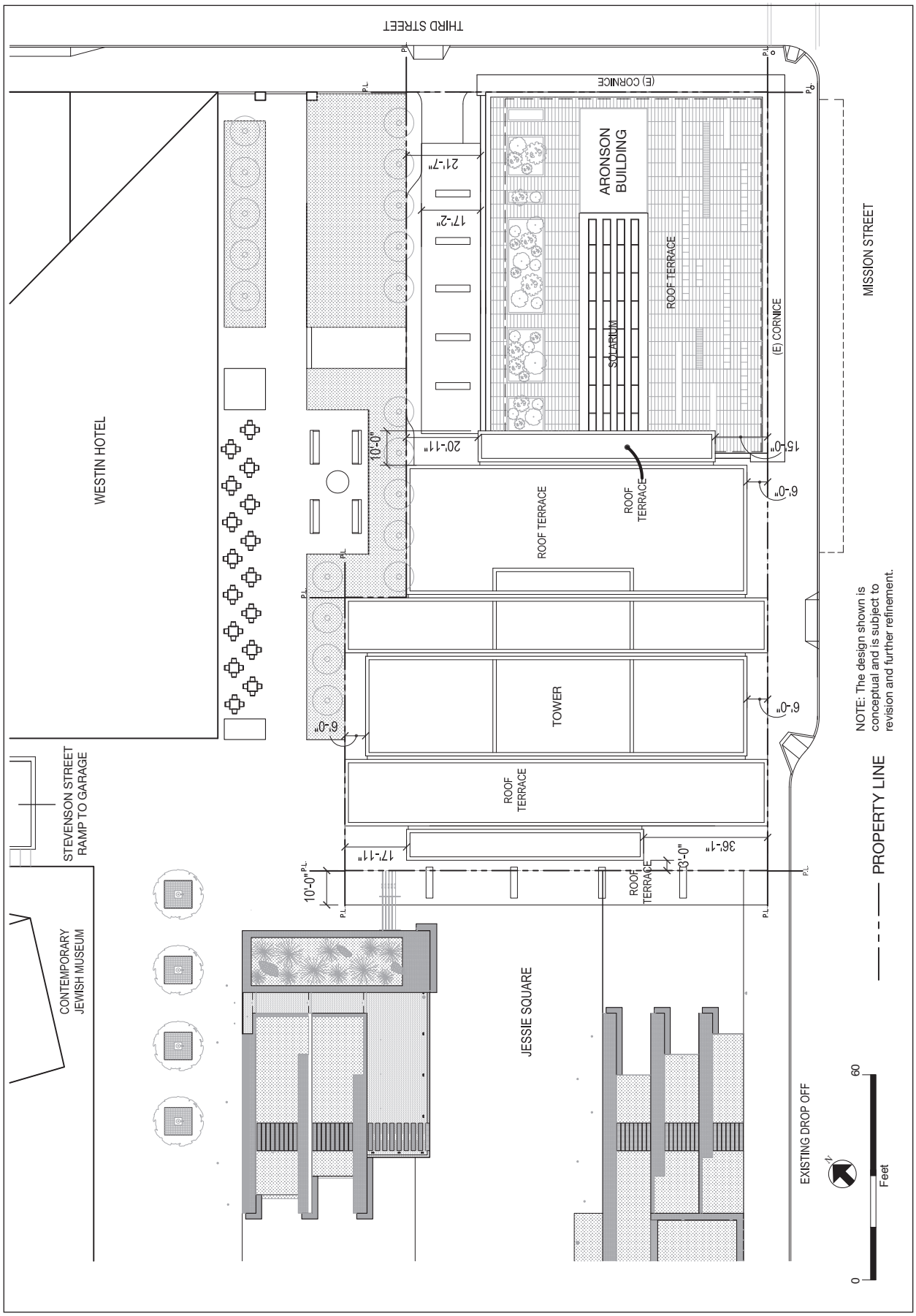
**Proposed Restoration and Rehabilitation of the Aronson Building**

The envelope of the original 1903 Aronson Building would remain (10 stories and 144 feet to the top of the roof), and the two non-historic annexes that were added to this building along its northern and western walls in 1978 would be removed. As part of the proposed project, the Aronson Building would be restored and rehabilitated in accordance with the project sponsor's Architectural Design Intent Statement as described below.

South and East Façades

- Rehabilitate the historically significant existing façade features in a manner that is consistent with the Historic Structure Report:[29]
    - The existing Colusa entablatures would be retained. Existing paint and any unsound material would be removed. The existing substrate, anchorage, and reinforcing would be assessed and repaired as required. Units would be reinforced and patched. Material would be replaced in kind or with a compatible substitute material where damage is severe and beyond repair. Flashing systems would be repaired or replaced as required.

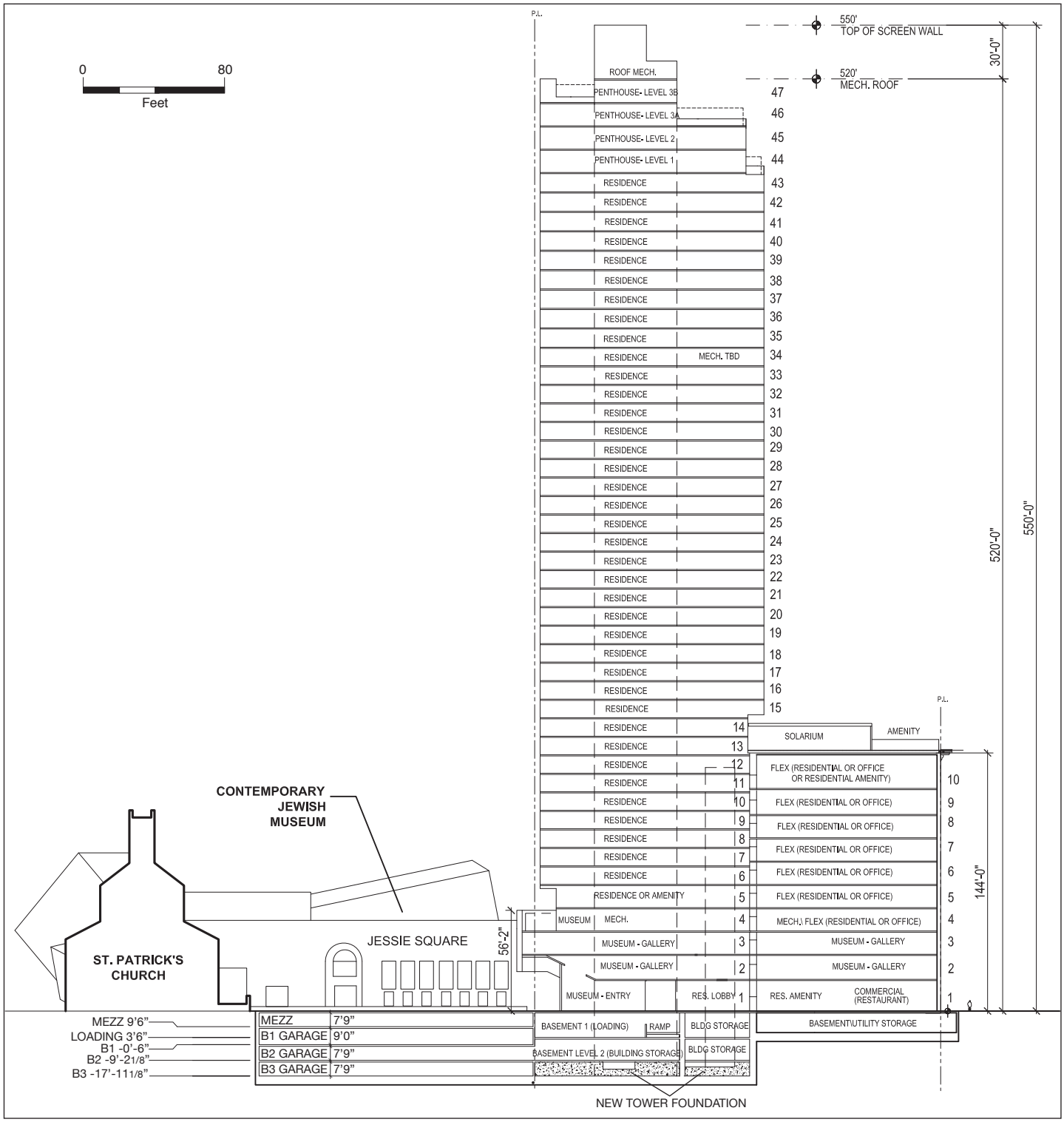
[29] Page & Turnbull, The Aronson Building Historic Structure Report, December 2, 2010. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.




SOURCE: Handel Architects

**706 MISSION STREET**

**FIGURE II.30: CONCEPTUAL UPPER LEVEL SETBACKS**




SOURCE: Handel Architects

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**FIGURE II.31: CONCEPTUAL BUILDING SECTION**

- Buff-colored glazed terra cotta brick and giant order, buff-colored glazed terra cotta brick pilasters with terra cotta capitals at the fourth through eighth stories would be retained. The terra cotta would be cleaned and identified spalls[30] would be reinforced and patched. Where damage is severe and beyond repair, it would be replaced in kind or with a substitute material as appropriate. Cracked units and substrates would be stabilized and repointed, as needed.
- Terra cotta brick spandrel panels, headers at the fourth through eighth stories, and terra cotta ornament at the ninth and tenth stories, including archivolt moldings, remaining keystones, egg-and-dart molding, spandrel bas relief ornament, banded bay leaf garland, pilasters, wall panels, and olive leaf swags would be retained and cleaned. Identified spalls would be reinforced and patched. Where damage is severe and beyond repair, it would be replaced in kind or with a substitute material as appropriate. Cracked units and substrates would be stabilized and repointed, as needed.
- Architectural cast iron elements would be retained. Failing and deteriorated paint would be removed and missing cast iron elements, such as scroll capitals along Third Street, would be replaced with an acceptable substitute material. All elements would be repainted.
- The original existing entrance opening and ornament, including bronze door frame and arched transom frame at the Third Street entrance, would be retained, cleaned, and protected.
- At the original Mission Street entrance, any extant historic entryway exposed during demolition would be retained, cleaned and protected; if no historic entryway exists, a new compatible contemporary arched opening would be constructed in this location.
- Rusticated sandstone piers and cast iron divisions at the third story would be retained. Failing and deteriorated paint, rust, and corrosion would be removed, and elements would be repainted. Where damage is severe and beyond repair, it would be replaced in kind or with a substitute material as appropriate.
- Massive sheet metal entablature with paired scrolled brackets, block modillions, and architectural sheet metal cornice would be retained. Failing paint, rust, and corrosion would be removed, and all elements would be repainted. Cornice openings where the fire escape is removed would be repaired; the cornice at the southwest corner of the building that was removed for the addition of the west annex would be repaired and/or replaced as required to complete the original return at the roofline.
- Interior wood window trim and sills would be retained. The existing paint would be stripped and a new clear, stained, or painted finish would be applied.
- New exterior paint and coating colors would be carefully selected to either closely match the existing historic materials (e.g. the south and east façades above the second floor) or to be complementary to existing building façades. The proposed storefront color would be a deep earth tone, with surrounding base elements slightly lighter to anchor the base of the building.

[30] A spall is a chip or fragment broken off from a piece of stone.

Ground Level

- The existing non-historic wall infill between the pilasters would be removed.
- The southeast corner bay exterior walls that were previously removed would be replaced with new storefront glazing at Mission and Third Streets.
- The existing non-historic cornice at the southeast corner column would be removed.
- New transparent storefront glazing would be installed to activate the commercial and pedestrian experience along Mission and Third Streets and as a means of introducing natural light into the ground-floor spaces.
- The new storefront framing would extend to the perimeters of the opening between the existing pilasters and cornice. The new storefront would be metal with a dark painted finish. It would have a prominent horizontal transom division corresponding with the original storefront configuration. The storefront would have minor vertical divisions to align with existing window openings above. The storefront would also have a base that aligns with the existing pilaster bases. The storefront frame, profile, and depth would be compatible with the historic façade and proportions and would use contemporary detailing.
- The existing original main entry at Third Street would be utilized for the primary commercial space entrance. The original main entry location at Mission Street would be utilized for the primary lobby entry for the office flex levels, or for the primary/secondary commercial entrance.
- Secondary commercial entrances/exits would be located at the southeast corner storefront bays.
- The existing coating on the first- and second-floor base elements (e.g. pilasters and cornices), would be removed. These elements would be repaired and repainted in a color compatible with the existing façades and the new storefront system.
- Signage and lighting would be designed to be compatible with the historic façades and in accordance with applicable guidelines.
- The new interior layout and features, including partition walls, stairs, and other major building elements, would be designed to not obscure the fenestration of the rehabilitated entrances and storefronts on the Third and Mission Street façades.
- A separate elevator core within the Aronson Building would serve the Aronson Building residential or office flex levels.

Above Ground Levels

- New metal-framed, high-performing windows for Title 24 Energy Code compliance and overall building energy efficiency would be installed.
- New metal window frame profiles, subdivisions, color, and operation would be compatible with the historic façade proportions and character, while addressing functional requirements of the residential or office and museum program within, and would either:

    1) have similar proportions to the stiles and rails in the historic photographs and have a profile compatible to what might have been used at that time, or

2) have similar proportions to the stiles and rails in the historic photographs and have no profile.

- The existing fire escape stairs and landings would be removed to return the building to its original composition, with impacted materials and cornice line openings repaired to their original appearance.
- Signage and lighting would be designed to be compatible with the historic façades and in accordance with applicable guidelines.
- The new interior layout and features, including partition walls, stairs, and other major building elements, would be designed to not obscure the fenestration of the rehabilitated Third and Mission Street façades.

West Façade

- The common red brick west wall would be inspected, repaired, cleaned, repointed, and seismically upgraded as required. Salvaged bricks would be used in areas where brick needs to be replaced.
- After demolition of the non-historic annex, existing windows, doors, and grilles would be removed and unused openings within the party wall would be patched utilizing salvaged brick that is removed for new openings.
- New selective openings for interior circulation would be made within the existing brick party wall for the museum, residential or office, mechanical/electrical/plumbing, and ground floor uses as required. The existing wall area to remain would be assessed and evaluated after demolition of the existing annex.
- The new tower volume would be set back from the southern edge with a return of approximately 6 feet from the southwest corner to expose the existing west brick wall and allow the two buildings to be expressed independently. This would also allow the existing cornice to complete itself at the southwest building corner.
- A seismic joint between the tower and the seismically upgraded historic building would be installed.

North Façade

- The common red brick at the north wall would be inspected, repaired, cleaned, repointed, and seismically upgraded as required. Damaged or missing bricks would be replaced with salvaged brick where possible.
- After demolition of the non-historic annex, existing windows, doors and grilles would be removed and openings within the party wall would be patched utilizing salvaged brick removed for new openings.
- New selective openings would be made within the existing brick party wall for exterior windows to bring natural light and ventilation into new residential or office and museum spaces, for mechanical openings as may be required, and for ground floor entry and circulation functions. Approximately 70 percent of the existing wall area would be retained.
- New openings above the ground level would be organized in a regular pattern that corresponds with the existing structural bays and would be set back approximately 14 feet, 5 inches from the northeast corner at Floors 4 through 10, and approximately

27 feet at Floors 1 through 3. The new metal framed windows would be expressed as simple punched openings.

- New metal framed transparent storefront openings and a metal canopy would be added at the ground level to encourage pedestrian activity and connections to the ground floor program. The new storefront framing would be similar to that on the east and south façades in material, divisions, frame profile, and depth.
- The new metal framed canopy above the new storefronts would provide a pedestrian scale.
- A recessed horizontal metal channel at the ground floor canopy level would be added. The new channel would extend to and align with the east façade cornice datum line and serve to integrate the new canopy.
- A new recessed vertical metal reveal would be added at the northeast corner of the ground floor.

Roof

- The Aronson Building roof would be rehabilitated to function as a residential amenity (solarium and outdoor terrace/roof garden).
- The existing roofing material would be removed, with selective demolition. The roof structure would be reinforced and seismically upgraded as required.
- New transparent glass perimeter railings/windscreens would be set back from the existing parapet edge and cornice line.
- Roof elements, including architectural, landscape, and mechanical components, would be designed to ensure that they are not visually dominant from the sidewalk or street below.
- A solarium structure would be substantially set back from the existing cornice lines. The solarium would be comprised of glazing similar to that on the east and south façades in terms of material, divisions, frame profile, and depth. The solarium would have exterior masonry and metal materials and colors complementary to the existing Aronson Building.
- The existing wood flagpole would be retained and rehabilitated.

Existing Structure

- The existing Roebling structural system interior and the exterior wall steel column structure encased in terra cotta and concrete would be retained and incorporated into the upgraded structural system. New interior finishes would cover the existing structural systems.
- The project would maintain approximately 90 percent of the existing concrete floor slabs, with upgrades and modifications to meet structural, mechanical/electrical/plumbing, and Building Code requirements.
- The existing structure would be upgraded to meet current seismic code requirements.
- Recommendations for the seismic and structural upgrades would be completed by a structural engineer in consultation with the preservation architect, and may include the following:

  - Separation above grade from the new adjacent tower. While functional elements may connect the programming of the two buildings, the two buildings would be structurally separate.
  - Interior bracing at perimeter windows that consists of a concrete frame backing to the perimeter brick exterior columns and beam spandrels, or a centralized core of bracing and/or concrete walls within the interior of the building.
  - Retention of the existing perimeter brick façade of beams and columns.
  - Retention of the existing interior slab, beam, and column framing. These elements would be preserved and/or seismically upgraded, to the extent functionally possible to satisfy the new program of the building.
- Where elements are removed to accommodate new construction and seismic upgrade requirements, sensitivity to maintaining the existing character of the original building would be exercised.
- All interior infill/non-structural basement walls would be demolished to allow for the configuration of utility rooms to accommodate the new building program.
- The existing Aronson Building roof would be rehabilitated to accommodate a new structural roof diaphragm for the exterior cornice and parapet anchorage. This improvement may include partial to full demolition and roof replacement, or selective modifications. The extent of the modifications would be determined by a structural engineer upon demolition and investigation of the integrity and vertical and seismic load carrying capacity of the existing roof construction.

The Aronson Building would continue to extend up to the southern and eastern project site boundaries. After demolition of the existing three-story annex on the north side, the Aronson Building would be set back approximately 20 feet from the northern project site boundary to accommodate the proposed driveway from Third Street. The driveway would lead to two proposed car elevators that would transport vehicles down to the existing Jessie Square Garage. There would be a residential drop-off area adjacent to and south of the driveway.

**SITE ACCESS, PARKING, AND LOADING**

**Pedestrian Access**

Currently, pedestrians can access the project site from Market Street via Yerba Buena Lane and Jessie Square, from Mission Street, or from Third Street.

Under the residential flex option for the Aronson Building, there would be up to seven pedestrian entrances on the ground floor. The museum entrance would face Jessie Square, and there would be up to four retail/restaurant entrances: one on Mission Street near the southwest corner of the Aronson Building, one on Mission Street and/or Third Street near the southeast corner of the Aronson Building, and one on Third Street near the northeast corner of the Aronson Building. There would be two residential entrances: one on the north side of the Aronson Building and one

on Mission Street, to the east of the existing ramp, which would be retained, that leads out of the Jessie Square Garage (see Figure II.12 on p. II.31).

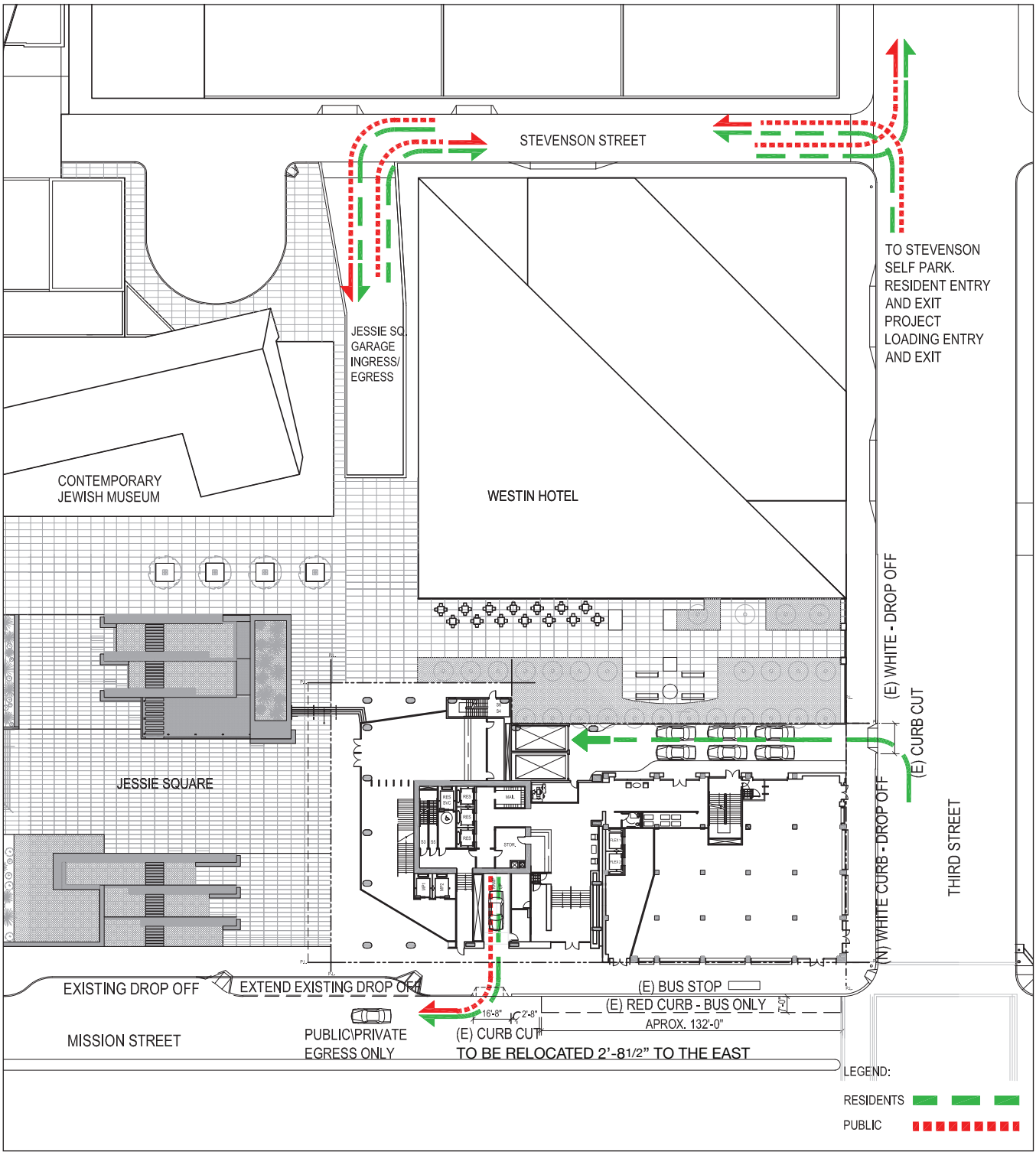
Under the office flex option for the Aronson Building, there would be up to seven pedestrian entrances on the ground floor. Like the residential flex option, there would be one museum entrance, up to three retail/restaurant entrances, and two residential entrances in the same locations described above. The office flex option would have an office entrance on Mission Street, to the east of the residential entrance on Mission Street. The office lobby would be separated from the residential lobby by interior walls (see Figure II.12 on p. II.31).

**Vehicular Access**

Vehicles reach the immediate project site vicinity using Third, Fourth, Market, or Mission Streets. Currently, vehicles enter the Jessie Square Garage from Stevenson Street and exit onto either Stevenson or Mission Streets.

Under the proposed project, all non-project vehicles would continue to enter the Jessie Square Garage from Stevenson Street. Project residents would have the option of parking their own vehicles or using a valet service. Project residents who choose to park their own vehicles would be required to enter the garage from Stevenson Street; they would not be allowed to access the project site from Third Street using the car elevators to enter the garage. Project residents who choose to use the valet service would drive onto the project site from Third Street using the existing curb cut and driveway. There would be a residential drop-off area adjacent to and south of the driveway (see Figure II.32: Vehicular Access – Proposed Project). Project residents would leave their vehicles with the valet service, which would be provided at the residential drop-off area. The valet service would use the two new car elevators to enter the garage and park the residents' vehicles. Changes to the north wall of the Aronson Building would include a new canopy over the proposed driveway and residential drop-off area, a new residential entrance and new windows on the ground floor, and new windows on the second through tenth floors. Currently, the north wall of the Aronson Building does not have any windows on the first through seventh floors.

As under current conditions, all loading trucks would exit the Jessie Square Garage onto Stevenson Street only, but delivery vans, service vehicles, and all other vehicles would have the option of exiting the garage onto either Stevenson or Mission Streets. The existing curb cuts on Mission and Third Streets would not be widened, but the existing curb cut on Mission Street would be relocated approximately 2 feet, 8.5 inches to the east. The existing curb cut on Mission Street would continue to be for egress only, and the existing curb cut on Third Street would be for ingress only. Under the proposed project, the project sponsor would request that the following changes be made by the SFMTA. The existing 70-foot-6-inch-long passenger drop-off zone on Mission Street in front of Jessie Square would be extended approximately 83 feet, 6 inches to the




SOURCE: Handel Architects

0 60 Feet

Existing (E) New (N)

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**FIGURE II.32: VEHICULAR ACCESS - PROPOSED PROJECT**

east, resulting in a 154-foot-long passenger drop-off zone. The existing 80-foot-5-inch long loading zone (yellow zone) on Third Street in front of the Aronson Building would be converted to an 80-foot-5-inch-long passenger loading zone (white zone).

**Vehicular Access Variants**

In addition to the proposed project, seven vehicular access variants to the proposed project are analyzed in this EIR. Two of these variants (Variants 6 and 7) were requested for evaluation incomments received on the Notice of Preparation of an EIR (NOP). All of these variants differ from the proposed project in how vehicles enter and exit the project site and the Jessie Square Garage. The variants are discussed in more detail and analyzed in Chapter VI, Project Variants, but they are briefly summarized in Section E, Project Variants, of the Project Description, on pp. II.70-II.71.

**Parking**

The SFMTA Board of Directors would convey the existing Jessie Square Garage to the project sponsor and convert it from a publicly owned garage to a privately owned garage. However, the upper basement levels (Basement Levels Mezzanine and B1) would remain open to the public. There are currently 442 parking spaces within the garage. On the mezzanine level of the garage, there is an existing space underneath the Contemporary Jewish Museum that is part of the existing Jessie Square Garage, but this space is currently blocked off from the rest of the garage by an existing wall and is not accessible. As part of the proposed project, this existing space would be connected to the rest of the garage through the demolition of the existing wall. After being connected to the rest of the garage, this existing space would be striped to accommodate about 38 parking spaces. A total of 10 existing parking spaces on various levels of the garage would need to be removed for vehicular access and circulation.[31] There would be a net increase of 28 spaces. As a result, the total number of parking spaces in the Jessie Square Garage would increase from 442 to 470.

Under both the residential flex and office flex options for the Aronson Building, 260 of the 470 parking spaces would be allocated to the proposed project or reserved for leased parking, and 210 parking spaces would continue to be available for use by the general public. The 260 private parking spaces would be on Basement Levels B1, B2, and B3. Depending on the number of dwelling units, there would be between 175 and 215 residential parking spaces, 43 to 84 parking spaces for leased parking, and 1 to 2 residential car share spaces. The 210 public parking spaces would be on Basement Levels Mezzanine and B1. Approximately 188 parking spaces would be available to the general public, including patrons of The Mexican Museum and the project's

[31] A total of 14 spaces on Levels B1 and B2 of the garage would be removed. Four of these spaces would be restored on other levels of the garage. One space would be restored on the mezzanine level, and three spaces would be restored on Level B3. This would result in the net removal of 10 spaces.

retail/restaurant use, 2 parking spaces would be reserved for St. Patrick's Church, and 15 special-rate parking spaces would be reserved for the Contemporary Jewish Museum. There would also be five car share spaces.

The 260 private parking spaces would be on Basement Levels B2 and B3.[32] Under the residential flex option for the Aronson Building, there would be up to 215 residential parking spaces, 43 to 84 parking spaces for leased parking, and 1 to 2 car share spaces. Under the office flex option for the Aronson Building, there would be up to 191 residential parking spaces, 68 to 84 parking spaces for leased parking, and 1 car share space.

There are approximately 10 existing bicycle parking spaces on the mezzanine level of the garage. These existing bicycle parking spaces would be replaced as part of the proposed project. Assuming that a maximum of 215 units would be constructed, the proposed project would be required to and would provide a total of 91 private and public bicycle parking spaces on the basement levels. There would be approximately 24 Class II bicycle parking spaces for the general public on Basement Level Mezzanine of the Jessie Square Garage, and there would be approximately 67 Class I bicycle parking spaces for project residents on Basement Level B2 of the proposed tower. If fewer dwelling units are constructed, the bicycle parking requirement for the residential component of the project would change accordingly as set forth in Planning Code Section 155.5.

Each level of the garage has existing elevators and stairs that lead to Jessie Square. The general public, museum patrons, retail customers, and office tenants in the office flex space option would use these publicly accessible elevators and stairs to access their bicycles and vehicles, which would be parked on Basement Levels Mezzanine and B1. Project residents would use the resident-only elevators in the proposed tower to access their bicycles and vehicles, which would be parked on Basement Levels B2 and B3. Project residents would also have the option of using the publicly accessible elevators and stairs.

**Loading**

The proposed project would provide two full-size loading spaces and four service vehicle spaces on Basement Level B1 (see Figure II.10, on p. II.28) within the existing Jessie Square Garage.

**LANDSCAPING AND OPEN SPACE**

Pursuant to Section 135 of the Planning Code, the residential open space requirement for the proposed project would be 36 square feet of private open space per residential unit. Common

[32] There would be one handicapped accessible van parking space for project residents on Basement Level B1. Due to requirements related to ceiling clearance and stall size, this parking space cannot be provided on Basement Levels B2 or B3.

open space may be substituted at a ratio of 1.33 square feet for each square foot of private open space per residential unit. Under the residential flex option for the Aronson Building, there would be up to 215 residential units. With 215 units, the residential open space requirement for the proposed project would be 7,740 square feet of private open space (215 units multiplied by 36 square feet per unit) or 10,294 square feet of common open space (7,740 square feet times 1.33). Under the office flex option for the Aronson Building, there would be up to 191 units. With 191 units, the residential open space requirement for the proposed project would be 6,876 square feet of private open space (191 units multiplied by 36 square feet per unit) or 9,145 square feet of common open space (6,876 square feet times 1.33).

Pursuant to Section 138(b) of the Planning Code, institutional uses, such as museums, are not required to provide open space. However, the museum may include an approximately 2,500-gsf outdoor terrace on the roof of the tower podium, which would be located on the fourth floor. The existing office and retail uses in the Aronson Building do not provide any open space. If these existing uses are retained but reduced in size, they would not be required to provide any additional open space.

The proposed project would include common residential open space in the form of an approximately 8,625-gsf outdoor terrace on the roof of the Aronson Building as well as public open space in the form of an approximately 3,500-gsf ground-floor plaza that would run along the southern, western, and northern façades of the proposed tower. In addition, there would be several private roof terraces at the upper levels of the tower, as described earlier.

There is one existing tree (avocado tree) on the project site near the northwest corner of the Aronson Building and one street tree (magnolia tree) adjacent to the project site along Mission Street. The tree near the northwest corner of the Aronson Building is a significant tree, because it exceeds a height of 20 feet. Neither tree is a landmark tree. Both trees would be removed (subject to approval by the Department of Public Works), and replacement trees would be planted in compliance with the Urban Forestry Ordinance described in Article 16 of the San Francisco Public Works Code. The proposed project would be required to comply with the provisions of Section 138.1(c)(1) of the Planning Code, which requires the installation of street trees in the case of the construction of a new building. In any case in which the Department of Public Works cannot grant approval for installation of a tree in the public right-of-way on the basis of inadequate sidewalk width, interference with utilities, or other reasons regarding the public welfare, and where installation of such tree on the lot itself is impractical, the tree planting requirements may be modified or waived by the Zoning Administrator.

**FOUNDATION AND EARTHWORK**

The proposed project would require disturbance of soil underneath the site of the 10-story 1978 annex (proposed for demolition) on the west side of the Aronson Building and underneath

the 20-foot-wide-by-85-foot-long pedestrian walkway on the west side of the annex. Excavation to a depth of approximately 41 feet below the surface would occur underneath the site of the annex following its demolition and underneath the pedestrian walkway. Approximately 9,610 cubic yards of soil would be excavated and removed. There would be no excavation underneath the Mexican Museum parcel.

Underneath the Mexican Museum parcel, there is an existing 41-foot-deep subsurface structure that rests on a mat slab foundation. This subsurface structure would be retained as part of the proposed project. A portion of the proposed tower would be built on the Mexican Museum parcel. The structural load of the proposed tower would be accommodated through the thickening of the existing mat slab foundation, the installation of drilled piles, or a combination of the two. If drilled piles are used, the piles would reach a depth of approximately 80 feet.

The proposed project would result in minimal soils disturbance on the north side of the Aronson Building for removal of the three-story annex and installation of the driveway. The proposed project would not require excavation along the north side of the Aronson Building, but two of the vehicular access variants would require excavation along the north side of that building for a proposed ramp into the existing garage (see Variants 2 and 4, discussed in more detail in Chapter VI, Project Variants). The depth of the excavation would angle downward from approximately 4 feet below the surface at the east end of the ramp to approximately 30 feet below the surface at the west end of the ramp where it would enter the existing garage. Approximately 1,085 cubic yards of soil would be excavated and removed for the ramp.

**RELOCATION OF EXISTING TENANTS**

The proposed project would displace one retail tenant, Rochester Big & Tall, and several office tenants. All of the office tenants currently hold leases that extend into 2013. All of the office tenants would be allowed to remain in the Aronson Building until their leases end. The leases would not be renewed, and all of the office tenants would be required to relocate elsewhere. Rochester Big & Tall, whose lease expired in 2011, has exercised a lease term extension option and holds additional options through 2016. The project sponsor intends to meet with Rochester Big & Tall to discuss extension of the lease and relocation to a comparable off-site space.

**CONSTRUCTION COST AND SCHEDULE**

The project sponsor estimates that construction of the proposed project would take up to 36 months at an estimated cost of approximately $170 million. If the proposed project is approved in 2012, construction is anticipated to begin in 2013, with the building being ready for occupancy in late 2015 or 2016.

## E. PROJECT VARIANTS

In addition to the proposed project, seven vehicular access variants are being analyzed for the proposed project. Two of these variants were suggested by commenters during the NOP comment period (see Chapter I, Introduction, on p. I.3) and have been included in the analysis. For all of the vehicular access variants, the number of dwelling units, the mix of uses, the flex options, and the square footages of uses would be the same as the proposed project; the vehicular access variants differ from the proposed project in how vehicles would enter and exit the project site and the Jessie Square Garage. The vehicular access variants are discussed in more detail in Chapter VI, Project Variants, and a brief summary of each is provided below.

- **Variant 1: No Third Street Access** – Under this variant, access to and from the Jessie Square Garage would not change from existing conditions. All vehicles, both public and project-related, would enter the garage from Stevenson Street. Delivery trucks and service vehicles would exit the garage onto Stevenson Street only, and all other public and project-related vehicles could exit the garage onto Mission Street or Stevenson Street. Unlike the proposed project, there would be no public or project-related vehicular access to the Jessie Square Garage from Third Street.
- **Variant 2: Residential Ingress from Third Street and Stevenson Street** – Under this variant, project residents could enter the Jessie Square Garage from Third Street via a new ramp or via the existing entrance on Stevenson Street, and all other vehicles would have to enter the garage from Stevenson Street only. As under existing conditions, delivery trucks and service vehicles would exit the garage onto Stevenson Street only, but all other public and project-related vehicles could exit the garage onto Mission Street or Stevenson Street.
- **Variant 3: Residential Ingress from Mission Street and Stevenson Street** – Under this variant, project residents could enter the Jessie Square Garage from Mission Street or Stevenson Street, and all other vehicles would have to enter the Jessie Square Garage from Stevenson Street only. To accommodate residential ingress from the Mission Street garage entrance, the existing ramp would be widened from 16 feet, 8 inches to 25 feet to allow for two-way operations. As under existing conditions, larger delivery trucks and service vehicles would exit the garage onto Stevenson Street only, but all other public and project-related vehicles could exit the garage onto either Mission Street or Stevenson Street. Unlike the proposed project, there would be no public or project-related vehicular access to the Jessie Square Garage from Third Street.
- **Variant 4: Truck and Service Vehicle Access from Third Street** – Under this variant, delivery trucks and service vehicles would enter the Jessie Square Garage only from Third Street via a new ramp, and all other public and project-related vehicles would enter the garage only from Stevenson Street. As under existing conditions, large delivery trucks would exit the garage onto Stevenson Street only, but all other public and project-related vehicles could exit the garage onto Mission Street or Stevenson Street.
- **Variant 5: Residential Drop-Off within Aronson Building** – Under this variant, project residents could drive onto the project site from Third Street and leave their vehicles with a valet parking attendant in the residential drop-off area on the ground floor of the Aronson Building. The drop off would be created by the demolition of an approximately

16-foot-tall-by-20-foot-wide-by-80-foot-long portion of the ground floor along the north wall of the Aronson Building. The second through tenth floors of the Aronson Building would cantilever over the residential drop-off area. Project residents who choose to park their own vehicles would be require to enter the Jessie Square Garage from Stevenson Street. All other public and project-related vehicles would enter the garage from Stevenson Street. As under existing conditions, larger delivery trucks and service vehicles would exit the garage onto Stevenson Street only, but all other public and project-related vehicles could exit the garage onto Mission Street or Stevenson Street.

- **Variant 6: Vehicular Ingress/Egress from Mission Street Only Except for Trucks** – Under this variant, all public and project-related vehicles except for delivery trucks and service vehicles would enter and exit the Jessie Square Garage from Mission Street only. To accommodate residential ingress from the Mission Street garage entrance, the existing ramp would be widened from 16 feet, 8 inches to 25 feet to allow for two-way operations. As under existing conditions, delivery trucks and service vehicles would enter and exit the garage from Stevenson Street only. Unlike the proposed project, there would be no public or project-related vehicular access to the Jessie Square Garage from Third Street.
- **Variant 7: All Vehicular Ingress/Egress from Mission Street Only** – Under this variant, all public and project-related vehicles would enter and exit the Jessie Square Garage from Mission Street only. To accommodate residential ingress from the Mission Street garage entrance, the existing ramp would be widened from 16 feet, 8 inches to 25 feet and the vertical clearance increased from 9 feet, 6 inches to 14 feet in order to accommodate both ingress and egress by truck. There would be no public or project-related vehicular access to and from the garage via Third Street or Stevenson Street. Unlike existing conditions and unlike the proposed project, the existing Stevenson Street entrance to and exit from the Jessie Square Garage would be permanently closed.

## F. REQUIRED APPROVALS

The required discretionary approvals for the proposed project may include, but are not limited to, the following:

**Approvals by the Board of Supervisors**

- Adoption of a Zoning Map amendment to reclassify the existing 400-foot height limit for the project site, shown on Zoning Map Sheet HT01.
- Possible adoption of an SUD to address FAR, height, and other land use controls for the project site, which may include additional provisions regarding bulk.
- Possible adoption of a Zoning Map amendment to rezone the project site to a DTR District.
- Approval of the Agreement of Purchase and Sale for the Mexican Museum parcel.[33]

[33] As part of this agreement, the Successor Agency would convey the Mexican Museum parcel to the project sponsor, and the project sponsor would build the shell and core of the museum space and convey the museum space to the Successor Agency while retaining ownership of the underlying land. The Successor Agency would enter into a long-term lease with The Mexican Museum or another similar cultural institution.

- Approval of the Agreement of Purchase and Sale for the Jessie Square Garage.[34]

**Actions by the Planning Commission**

- Recommendation of Zoning Map amendment to reclassify the existing 400-foot height limit for the project site, shown on Zoning Map Sheet HT01.
- Possible recommendation of adoption of an SUD to address FAR, height, and other land use controls for the project site, which may include additional provisions regarding bulk.
- Possible recommendation of adoption of a Zoning Map amendment to rezone the project site to a DTR District.
- Approval of a *General Plan* referral to determine project consistency with the *General Plan* and the Priority Policies (pursuant to Charter Section 4.105 and Administrative Code Section 2A.53).
- Approval of a Section 309 Determination of Compliance and Request for Exceptions for the construction of a new building in a C-3 District, or approval of a Section 309.1 Determination on Design Modifications and Request for Exceptions for the construction of a new building in a DTR District.
- Approval of the conditional use authorization, if required, if the proposed project would:

  (1) provide dwelling units in an amount exceeding 1 unit for every 125 square feet of lot area; or

  (2) utilize or widen the existing curb cut on Mission Street for vehicular access.
- Approval of a determination that the net new shadow being cast on Union Square is not adverse to the use of the park, and amendment of the quantitative shadow standard for Union Square that was established on February 7, 1989 pursuant to Planning Commission Resolution No. 11595.

**Approval by the Recreation and Park Commission**

- Approval of a determination that the net new shadow being cast on Union Square is not adverse to the use of the park, and amendment of the quantitative shadow standard for Union Square that was established on February 7, 1989 pursuant to Planning Commission Resolution No. 11595.

**Actions by the Successor Agency and the Oversight Board of the Successor Agency**

- Approval of the Agreement of Purchase and Sale for the Mexican Museum parcel.[35]
- Approval of a parking structure bond purchase/defeasance documents.

**Actions by the Planning Department**

- Approval of the site permit.

[34] The purchase and sale of the Mexican Museum parcel and the Jessie Square Garage may be combined into one purchase and sale agreement.

[35] As part of this agreement, the Successor Agency would convey the Mexican Museum parcel to the project sponsor, and the project sponsor would build the shell and core of the museum space and convey the museum space to the Successor Agency while retaining ownership of the underlying land. The Successor Agency would enter into a long-term lease with The Mexican Museum.

- Approval of the Vesting Tentative Map.
- Approval of demolition, grading, and building permits.

**Actions by Other City Departments**

- Approval of the Agreement of Purchase and Sale for the Jessie Square Garage (*SFMTA Board of Directors*).
- Approval of the site permit (*Department of Building Inspection).*
- Approval of the Vesting Tentative Map (*Department of Public Works*).
- Approval of demolition, grading, and building permits (*Department of Building Inspection*).
- Approval of compliance with requirements of the Stormwater Management Ordinance for projects with over 5,000 square feet of disturbed ground area (*San Francisco Public Utilities Commission*).
- Approval of a street improvement permit and/or encroachment permit to *(Department of Public Works and SFMTA*):

  (1) extend the existing Jessie Square passenger loading/unloading zone on Mission Street by approximately 83 feet, 6 inches to the east, resulting in a 154-foot-long passenger loading/unloading zone;

  (2) designate the curb along Third Street in front of the project site as a white zone for passenger loading/unloading; and

  (3) widen the existing curb cut on Mission Street under Variants 3, 6, and 7 only (not required for the proposed project or Variants 1, 2, 4, and 5) (the Variants are discussed in Chapter IV, Project Variants).

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# III. PLANS AND POLICIES

In accordance with CEQA Guidelines Section 15125(d), this chapter discusses potential conflicts between the proposed project and applicable local, regional, State, and Federal plans and policies. Policy conflicts do not, in and of themselves, indicate a significant environmental effect within the meaning of CEQA. To the extent that physical environmental impacts may result from such conflicts, such impacts are analyzed in this EIR in the specific topical sections in Chapter IV, Environmental Setting, Impacts, and Mitigation. In general, the conclusions presented in this chapter are the same for the proposed project and the seven vehicular access variants. Where the potential conflicts between the project variants and applicable policies would differ from those for the proposed project, this is noted. Additional discussion is provided in Chapter VI, Project Variants.

## A. SAN FRANCISCO GENERAL PLAN

The *San Francisco General Plan*[1] (*General Plan*) is the embodiment of the City's vision for the future of San Francisco. It is comprised of a series of ten elements, each of which deals with a particular topic that applies citywide: Air Quality, Arts, Commerce and Industry, Community Facilities, Community Safety, Environmental Protection, Housing, Recreation and Open Space, Transportation, and Urban Design. Development in San Francisco is subject to the *General Plan*. The *General Plan* provides general policies and objectives to guide land use decisions and contains some policies that relate to physical environmental issues. The Planning Department, the Zoning Administrator, the Planning Commission, the Board of Supervisors, and other City decision-makers will evaluate the proposed project for conformance with the objectives and policies of the *General Plan*, and will consider potential conflicts as part of the decision-making process. The consideration of *General Plan* objectives and policies is carried out independent of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project.

The *General Plan* contains many objectives and policies. Some of these policies and objectives conflict with each other. Achieving complete consistency with the *General Plan* is not always possible for a proposed project. Consistency with the *General Plan* is typically based on whether, on balance, the proposed project would be consistent with *General Plan* policies. CEQA does not require an analysis of the proposed project in relation to all *General Plan*

[1] San Francisco Planning Department, http://www.sf-planning.org/ftp/General_Plan/index.htm, accessed May 2, 2012.

policies; it asks whether a proposed project would conflict with any plans or policies adopted to protect the environment.

As discussed above, conflicts with plans, policies, or regulations do not, in and of themselves, indicate a significant environmental effect. To the extent that physical environmental impacts may result from such conflicts, these impacts are analyzed in this EIR in the specific topical sections presented in Chapter IV, Environmental Setting, Impacts, and Mitigation. The consistency of the proposed project and its variants with plans, policies, and regulations that do not relate to physical environmental issues will be considered by City decision-makers when they determine whether to approve, modify, or disapprove the proposed project or variant that is presented for approval.

This EIR addresses all of the environmental topics identified in the Notice of Preparation (NOP) as having potentially significant impacts that required further analysis (see Appendix A of this EIR). Potential conflicts with *General Plan* objectives and policies identified in the EIR that could have potentially significant impacts are discussed in the relevant topical sections of Chapter IV, Environmental Setting, Impacts, and Mitigation under the appropriate topic area.

The proposed project or variant that is presented for approval will be reviewed by the Planning Commission in the context of all applicable objectives and policies of the *General Plan*.

Two *General Plan* elements that are particularly applicable to the proposed project and its access variants are the Transportation and Urban Design Elements. In addition, although the project site is not within the area covered by the *Downtown Area Plan,* the project site is a C-3 Zoning District adjacent to the area covered by the *Downtown Area Plan*. Therefore, the plan provides guidance for development at the project site.

**TRANSPORTATION ELEMENT**

The Transportation Element contains objectives and policies for providing a balanced, multi-modal transportation network in San Francisco. Topics addressed in the Transportation Element include vehicle circulation, pedestrian circulation, bicycle circulation, public transit, and parking facilities. Potential consistency issues of the proposed project and any of its access variants with the Transportation Element policies that may result in physical environmental impacts are analyzed in the EIR in Sections IV.E, Transportation and Circulation, pp. IV.E.36-IV.E.65, and in Chapter VI, Project Variants, pp. VI.1-VI.60.

**URBAN DESIGN ELEMENT**

The Urban Design Element of the *General Plan* seeks to protect public views of open space and water bodies, and protect and enhance the aesthetic character of San Francisco. The project site is located within the visual setting of the Financial District, South of Market, and the former Yerba Buena Center Redevelopment Project Area and would intensify the height and scale of development on the project site under the proposed project or any of the access variants. As discussed in more detail in Section IV.B, Aesthetics, on pp. IV.B.25-IV.B.27, the proposed project and any of its access variants would not adversely affect scenic views from publicly accessible vantage points such as Dolores Park, from Highway 101 at 17th Street, or from the upper terrace at Yerba Buena Gardens. Potential consistency issues of the proposed project and its variants with Urban Design Element policies that may result in physical environmental impacts are also analyzed in the EIR in Sections IV.A, Land Use and Land Use Planning, pp. IV.A.9-IV.A.15, Section IV.B, Aesthetics, pp. IV.B.25-IV.B.33, Section IV.D, Cultural and Paleontological Resources, pp. IV.D.48-IV.D.58, and Section IV.I, Wind and Shadow, pp IV.I.4-IV.I.29 and pp. IV.I.40-IV.I.61. On balance, the proposed project and its variants would not obviously conflict and would be generally consistent with applicable objectives and policies of the Urban Design Element.

**DOWNTOWN AREA PLAN**

The *Downtown Area Plan* grew out of an awareness of the public concern over the degree of change occurring downtown — and of the often conflicting civic objectives between fostering a vital economy and retaining the urban patterns and structures which collectively form the physical essence of San Francisco. The *Downtown Area Plan* generally encompasses the C-3 Districts in the Civic Center, Union Square, Financial District, and South of Market neighborhoods. The *Downtown Area Plan* contains objectives and policies that guide land use decisions in downtown San Francisco. These objectives and policies address issues such as space for commerce, space for housing, usable open space, historic preservation, urban design, pedestrian and vehicular circulation, and seismic safety.

At the time that the *Downtown Area Plan* was developed, the project site at the northwest corner of the intersection of Mission and Third Streets was part of the Yerba Buena Center (YBC) Redevelopment Project Area. As discussed in Chapter II, Project Description, p. II.1, the *Yerba Buena Center Redevelopment Plan* has expired, and the project site is now subject to the zoning controls established by the San Francisco Planning Code (Planning Code) and the height and bulk limits shown on Zoning Map HT01. Given the current zoning of the project site (C-3-R) and the site's adjacency to the area covered by the *Downtown Area Plan*, the objectives and policies of the *Downtown Area Plan* offer land use guidance for development at the project site.

As part of the proposed project, the project sponsor has proposed legislative land use amendments to resolve potential inconsistency issues between the proposed project and applicable policies such as those from the *General Plan's* Transportation Element, Urban Design Element, and *Downtown Area Plan*. City decision-makers could choose to adopt such legislative land use amendments as part of their consideration of the proposed project approvals. If the proposed legislative land use amendments are adopted and implemented and other necessary project approvals are granted by City decision-makers, the potential inconsistencies between the proposed project and applicable local plans and policies would be resolved and, on balance, the project would not obviously conflict and would be generally consistent with applicable objectives and policies of the *General Plan's* Transportation Element, Urban Design Element, and *Downtown Area Plan*.

Potential consistency issues of the proposed project and its access variants with the objectives and policies of the *Downtown Area Plan* that may result in physical environmental effects are analyzed in the appropriate sections of this EIR in Chapter IV, Environmental Setting, Impacts, and Mitigation, in the following sections, Section IV.A Land Use and Land Use Planning, pp. IV.A.9-IV.A.15, Section IV.B, Aesthetics, pp. IV.B.25-IV.B.33, Section IV.C, Population and Housing, pp. IV.C.8-IV.C.19, Section IV.D, Cultural and Paleontological Resources, pp. IV.D.48-IV.D.58, Section IV.E, Transportation and Circulation, pp. IV.E.36-IV.E.65, and Section IV.I, Wind and Shadow, pp. IV.I.4-IV.I.29 and pp. IV.I.40-IV.I.61.

## B. SAN FRANCISCO PLANNING CODE

The Planning Code, which incorporates by reference the City's Zoning Map, implements the *General Plan* and governs permitted uses, density, and configuration of buildings within the City. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project complies with the Planning Code, (2) allowable exceptions are granted pursuant to provisions of the Planning Code, or (3) amendments to the Planning Code are included as part of the project.

### PLANNING CODE PROVISIONS

The proposed project would comply with the land use controls of the C-3-R District, which allows residential, retail, office, and institutional uses. In addition, the proposed project would comply with Planning Code provisions related to usable open space, off-street-parking, and off-street loading.

Pursuant to Planning Code Section 123, the maximum floor area ratio (FAR)[2] permitted on the project site is 9.0 to 1, with the purchase and use of transferable development rights (TDR). With a total site area of 63,468 square feet, a maximum of 571,212 square feet of gross floor area could be developed on the project site.

Pursuant to Planning Code Section 155(r), garage entries, driveways, or other vehicular access to off-street parking or loading shall be regulated in order to preserve the pedestrian character of certain downtown and neighborhood commercial districts and to minimize delays to transit service. Pursuant to Planning Code Section 155(r)(3), conditional use authorization would be required to provide vehicular access to off-street parking and loading from Mission Street.

The proposed project would have an FAR of approximately 11.0 to 1. Several mechanisms exist to resolve FAR inconsistencies for the project site. The proposed project may include a request for rezoning to Downtown Residential (DTR) district. Alternatively, an amendment to the Planning Code that would establish a Special Use District (SUD) that would apply to the project site may be sought. The SUD would address any potential project inconsistencies with Planning Code provisions, such as those related to FAR. With the adoption of the proposed SUD, any project conflicts with Planning Code provisions would be resolved. It is also possible that a combination of rezoning and an SUD could be applied to the project site. The exact mechanism for addressing these items is under consideration by the project sponsor and the Planning Department. The physical impacts related to development under any proposed rezoning and/or the designation of an SUD for the project site are addressed in relevant sections of Chapter IV, Environmental Setting, Impacts, and Mitigation, including, but not limited to, Section IV.A, Land Use and Land Use Planning, Section IV.B, Aesthetics, and Section IV.C, Population and Housing.

**HEIGHT AND BULK DISTRICTS**

Pursuant to Section 105 of the Planning Code, the project site is within the 400-I Height and Bulk District, as shown on Zoning Map HT01.

The proposed project would include the construction of a new 550-foot-tall tower, which would not comply with the current height limit of 400 feet. As previously discussed, the proposed project would include a request an amendment to Zoning Map HT01 that would result in a height reclassification to accommodate the height of the proposed structure consisting of a 520-foot-tall building with a 30-foot-tall mechanical penthouse at the project site. With the adoption of the proposed amendments to Zoning Map HT01, the proposed project would comply with the height limit for the project site.

[2] Floor area ratio is the ratio of gross floor area to lot area.

The project site is designated in an "I" Bulk District. Pursuant to Planning Code Section 270(a), the bulk controls in the "I" Bulk District become effective above a building height of 150 feet. Above a building height of 150 feet, the plan dimensions are limited to a maximum length of 170 feet and a maximum diagonal dimension of 200 feet. The upper floor(s) of the proposed tower on the Mexican Museum parcel would have plan dimensions of approximately 123 feet in length and approximately 168 feet on the diagonal. Neither the maximum length of 170 feet nor the maximum diagonal dimension of 200 feet under the "I" Bulk District would be exceeded by the proposed project. Therefore, the design of the proposed project would comply with the "I" bulk designation.

Should an amendment to the Planning Code to establish an SUD that would apply to the project site be sought the SUD may also include additional provisions regarding the bulk designation for the project site. The physical impacts related to development under the proposed amendments to Zoning Map HT01 and potential application of an SUD at the project site are addressed in relevant sections of Chapter IV, Environmental Setting, Impacts, and Mitigation, including, but not limited to, Section IV.A, Land Use and Land Use Planning, Section IV.B, Aesthetics, Section IV.C, Population and Housing, and Section IV.I, Wind and Shadow.

The relationship of the proposed project to regulations in the Planning Code pertaining to wind patterns (Planning Code Section 148) and shadow patterns (Planning Code Sections 146, 147 and 295) and any physical environmental effects of the proposed project with respect to these topics are addressed in Chapter IV, Environmental Setting, Impacts, and Mitigation, in Section IV.I, Wind and Shadow.

*Planning Code* Section 309, Permit Review in C-3 Districts, governs projects in the C-3 (Downtown Commercial) Districts. This section requires a public hearing before the Planning Commission to consider all projects in C-3 Districts greater than 50,000 square feet in size or 75 feet in height. Section 309 permits the Planning Commission to grant exceptions to certain Planning Code standards, including the setback and rear yard requirements of Sections 132.1 and 134(d); the ground-level wind current requirements of Section 148; the sunlight to public sidewalk requirement of Section 146; the limitation on residential accessory parking of Section 151.1(e); the requirement of independently accessible parking spaces of Section 155(c); the limitation on curb cuts for parking access of Section 155(r); the limitations on above-grade residential accessory parking of Section 155(s); the freight loading and service vehicle space requirements of Section 161(h); the off-street tour bus loading space requirements of Section 162; and the bulk requirements of Sections 270 and 272. Section 309 requires a public hearing before the Planning Commission for any such exceptions requested by a project sponsor. Section 309 also permits the imposition of certain conditions in regard to such matters as a project's siting and design; project effects on views and view corridors, shadow, wind, and street walls; parking, traffic and transit effects; energy consumption; pedestrian environment; street trees, landscaping,

and sidewalks; the quality of the living environment of residential units, including unit size and open space; aspects of project design that "have significant adverse environmental consequences"; historical resources in conservation districts; and other matters related to a project's "unique or unusual location, environment, topography or other circumstances."

Planning Code Section 309.1, Permit Review in DTR Districts, governs projects in the DTR (Downtown Residential) Districts. This section requires a public hearing before the Planning Commission to consider all projects in DTR Districts greater than 50,000 square feet in size or 85 feet in height. A detailed design review to resolve issues related to overall building massing and scaling; architectural treatments, façade design and building materials; the design of lower floors, including building setback areas, townhouses, entries and parking and loading access; the provision of required open space, both on-site and off-site; streetscape and other public improvements, including tree-planting, street furniture and lighting; and circulation, including streets, alleys and midblock pedestrian pathways. Section 309.1 permits the Planning Commission to grant exceptions to certain Planning Code standards, including the tower separation requirements of Section 270(e), pursuant to criteria in Sections 270(e)(3) and 270(e)(4); the limitation on residential accessory parking of Section 151.1; reductions in the dwelling unit exposure requirements of Section 140; reduction of on-site residential open space of 36 feet per unit described in Section 827(e)(2)(A) to create additional off-site publicly accessible open space and superior building design; and the design, location and size of publicly accessible open space in size and quality with required on-site open space. Section 309.1 requires a public hearing before the Planning Commission for any such exceptions requested by a project sponsor.

The proposed project would be subject to review and approval under Planning Code Section 309, or if a rezoning to DTR is sought, the proposed project would be subject to a similar review process pursuant to Planning Code Section 309.1. Regarding the granting of exceptions to Planning Code requirements under Section 309 or Section 309.1, generally, this is a policy decision that is made by the Planning Commission on a case-by-case basis. To the extent that the granting of such exceptions would result in physical impacts, those impacts are analyzed in this EIR under the appropriate topic sections in Chapter IV, Environmental Setting, Impacts, and Mitigation. The fact that a project would require one or more exceptions to Planning Code requirements does not, in and of itself, indicate that the project would have a significant physical effect on the environment.

**PRIORITY POLICIES**

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the San Francisco Planning Code to establish eight Priority Policies. These policies are: (1) preservation and enhancement of neighborhood-serving retail uses and future opportunities for resident employment in and ownership of such

businesses; (2) conservation and protection of existing housing and neighborhood character to preserve the cultural and economic diversity of neighborhoods; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles that impede Muni transit service or that overburden streets or neighborhood parking; (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness; (7) preservation of landmarks and historic buildings; and (8) protection of parks and open space and their access to sunlight and vistas.

Prior to issuing a permit for any project that requires an EIR under CEQA, prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As discussed on p. III.1, conflicts with plans, policies, and regulations do not, in and of themselves, indicate a significant environmental effect. To the extent that physical environmental impacts may result from such conflicts, these impacts are analyzed in this EIR in the specific topical sections presented in Chapter IV, Environmental Setting, Impacts, and Mitigation. The Planning Commission will review the proposed project for consistency with the Priority Policies during its final review of the required project approvals. The case report and approval motions for the proposed project that are presented to the Planning Commission will contain the Planning Department's comprehensive project analysis and findings regarding the proposed project's consistency with the Priority Policies. The consistency of the proposed project and its access variants with plans, policies, and regulations that do not relate to physical environmental issues will be considered by City decision-makers when they determine whether to approve, modify, or disapprove the proposed project or any of its variants that is presented for approval.

## C. OTHER LOCAL PLANS AND POLICIES

The proposed project was reviewed for consistency with the following local plans and policies: the expired *Yerba Buena Center Redevelopment Plan*, the proposed *Transit Center District Plan*, the proposed *Central Corridor Plan*, the *San Francisco Sustainability Plan*, the *Climate Action Plan*, the San Francisco Transit First Policy, the *San Francisco Bicycle Plan*, and the *San Francisco Better Streets Plan*.

### YERBA BUENA CENTER REDVELOPMENT PLAN

The project site is located within the former YBC Redevelopment Project Area, which covered all or parts of 13 city blocks in an area generally bounded by Market Street on the north, Second Street on the east, Harrison Street on the south, and Fourth Street on the west. The *Yerba Buena Center Redevelopment Plan*, which was originally adopted on April 25, 1966 and amended

several times after that, expired on January 1, 2011. The intent of the *Yerba Buena Center Redevelopment Plan* was to restore a long-blighted area to economic health. Specific objectives included establishing better connections to the Union Square shopping district and expanding arts and cultural facilities in the area.

With the expiration of the *Yerba Buena Center Redevelopment Plan*, the project site is now subject to the zoning controls established by the Planning Code and the height and bulk limits shown on Zoning Map HT01.

**DRAFT TRANSIT CENTER DISTRICT PLAN**

In November 2009, the Planning Department published the draft *Transit Center District Plan*, which is a comprehensive plan for the southern portion of San Francisco's Financial District. The Transit Center District covers an area of approximately 145 acres that is generally bounded by Market Street on the north, Steuart Street on the east, Folsom Street on the south, and a line extending mid-block between Third and New Montgomery Streets on the west. The intent of the *Transit Center District Plan* is to focus new growth in close proximity to San Francisco's highest concentration of public transit. The goals of the *Transit Center District Plan* include increasing the amount of allowable development in the transit-rich downtown core while improving public amenities, modifying the circulation network to meet the needs of a dense transit-oriented district, providing additional open space, implementing policies to preserve existing historic structures, and enhancing sustainability. The *Transit Center District Plan* would result in comprehensive amendments to the *General Plan*, the Planning Code, and the Zoning Maps. These amendments would include new planning policies and zoning controls to address land use, urban form (building height and design), street network modifications, public realm improvements, historic preservation, and sustainability. Full implementation of the *Transit Center District Plan* would result in approximately 5.82 million gsf of office space, 85,000 gsf of retail space, 1,370 hotel rooms, and 1,350 dwelling units. On May 24, 2012, the Planning Commission certified the Final EIR for the *Transit Center District Plan*[3] and adopted several related resolutions recommending that the Board of Supervisors adopt the *Transit Center District Plan* and all related ordinances necessary to implement the plan. The Board of Supervisors will consider adoption of the *Transit Center District Plan* sometime later in summer 2012. The proposed project, which would intensify land uses in the vicinity of the Transit Center District, would not be expected to conflict with the *Transit Center District Plan*.

[3] San Francisco Planning Commission Motion No. 18628, adopted May 24, 2012.

## DRAFT CENTRAL CORRIDOR PLAN

The Planning Department is currently preparing the *Central Corridor Plan* for the purpose of integrating past and current land use plans around the Central Subway Project, which will provide a new subway line underneath Fourth Street, west of the project block. The Central Corridor Project covers an area bounded by Mission Street on the north, Second Street on the east, Townsend Street on the south, and Sixth Street on the west. The intent of the Central Corridor Project is to provide guidance on enhancing the public realm, promoting economic development, enhancing circulation, and developing additional housing and open spaces. Public outreach for the Central Corridor Project began in February 2011. The draft *Central Corridor Plan* is currently being prepared and is expected to be published in June 2012. The proposed project, which would intensify land uses in the vicinity of the Central Subway Project, would not be expected to conflict with the proposed *Central Corridor Plan*.

## SAN FRANCISCO SUSTAINABILITY PLAN

In 1993, the San Francisco Board of Supervisors established the Commission on San Francisco's Environment, charged with, among other things, drafting and implementing a plan for San Francisco's long-term environmental sustainability. The goal of the *San Francisco Sustainability Plan* is to enable the City and its people to meet their present needs without sacrificing the ability of future generations to meet their own needs.

The *San Francisco Sustainability Plan* is divided into 15 topic areas, 10 that address specific environmental issues (air quality; biodiversity; energy, climate change and ozone depletion; food and agriculture; hazardous materials; human health; parks, open spaces, and streetscapes; solid waste; transportation; and water and wastewater), and 5 that are broader in scope and cover many issues (economy and economic development, environmental justice, municipal expenditures, public information and education, and risk management).

Although the *San Francisco Sustainability Plan* became official City policy in July 1997, the Board of Supervisors has not committed the City to perform all of the actions addressed in the plan. The *San Francisco Sustainability Plan* serves as a blueprint, with many of its individual proposals requiring further development and public comment.

The proposed project would incorporate design features and construction methods that would achieve a minimum of Leadership in Energy and Environmental Design (LEED) Silver standards.[4] Design features would include energy-efficient windows, water-efficient plumbing

[4] LEED is a rating system developed by the U.S. Green Building Council that provides building owners and operators with a framework for identifying and implementing practical and measurable green building design, construction, operations, and maintenance solutions.

fixtures, water-efficient landscaping and street trees, and waste-reducing features such as composting and recycling facilities. Construction methods would include recycling and/or reusing debris from demolition activities. With implementation of these design features and construction methods, the proposed project would generally be consistent with the *San Francisco Sustainability Plan*.

**CLIMATE ACTION PLAN**

In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution, committing the City and County of San Francisco to a greenhouse gas (GHG) emissions reduction goal of 20 percent below 1990 levels by 2012. The resolution also directs the San Francisco Department of the Environment (Department of the Environment) and the San Francisco Public Utilities Commission, and other appropriate City agencies to complete a local action plan targeting GHG emissions reduction activities. In September 2004, the San Francisco Department of the Environment and the San Francisco Public Utilities Commission published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions* (*Climate Action Plan*).

The *Climate Action Plan* examines the causes of global climate change and human activities that contribute to global warming and provides projections of climate change impacts on California and San Francisco based on recent scientific reports: presents estimates of San Francisco's baseline GHG emissions inventory and reduction targets; describes recommended emissions reduction actions in key target sectors – transportation, energy efficiency, renewable energy, and solid waste management – to meet stated goals by 2012; and presents next steps required over the near term to implement the *Climate Action Plan*. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the *Climate Action Plan*, and many of the actions require further development and commitment of resources, the *Climate Action Plan* serves as a blueprint for GHG emissions reduction.

The proposed project, which would intensify land uses on a compact urban infill site that is accessible by public transit and incorporate design features to reduce the consumption of natural resources, would generally be consistent with the *Climate Action Plan*.

**TRANSIT FIRST POLICY**

In 1998, the San Francisco voters amended the City Charter to include a Transit First Policy. The Transit First Policy is a set of principles that underscore the City's commitment that travel by transit, bicycle, and on foot be given priority over the private automobile. These principles are embodied in the policies and objectives of the Transportation Element of the *San Francisco*

*General Plan.* All City boards, commissions, and departments are required, by law, to implement Transit First principles in conducting the City's affairs.

The City's Transit First Policy provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation" (City Charter, Section 8A.115). The proposed project would provide one parking space for each dwelling unit. This ratio, which exceeds the ratio of one parking space for every four dwelling units that is permitted as of right by Section 151.1 of the Planning Code, would require the granting of a Section 309 exception by the Planning Commission. The physical environmental effects of the proposed project that are related to transportation issues are discussed in Section IV.E, Transportation and Circulation. In addition, Chapter VI, Project Variants, discusses the physical environmental effects of the proposed project with implementation of any of the vehicular access variants as related to transportation issues. The Planning Department, the Planning Commission, the Board of Supervisors, and other City decision-makers will evaluate the proposed project or any of the proposed variants in accordance with the provisions of the Transit First Policy, and will consider whether the proposed project or any of the proposed variants would, on balance, conform or conflict with the Transit First Policy. This consideration is carried out independent of the environmental review process as part of the decision to approve, modify, or disapprove the proposed project or any of the proposed variants.

**SAN FRANCISCO BICYCLE PLAN**

In August 2009, the San Francisco Board of Supervisors approved the *San Francisco Bicycle Plan* (*Bicycle Plan*). The intent of the *Bicycle Plan* is to provide a safe and attractive environment to promote bicycling as an alternative form of transportation. In addition to identifying the existing bicycle route network and proposing short-term and long-term improvements to this network, the *Bicycle Plan* identifies goals, objectives, and policies to support these proposed improvements. The proposed project, which would provide the required number of bicycle parking spaces and would not physically change the bicycle routes or the travel lanes of the streets in the vicinity of the project site, would generally be consistent with the *Bicycle Plan*.

**SAN FRANCISCO BETTER STREETS PLAN**

In December 2010, the *San Francisco Better Streets Plan* (*Better Streets Plan*) was adopted in support of the City's efforts to enhance the streetscape and the pedestrian environment. The *Better Streets Plan* classifies the City's public streets and rights-of-way and creates a unified set of standards, guidelines, and implementation strategies, which govern how the City designs,

builds, and maintains its public streets and rights-of-way. There are two guidelines related to the use of driveways that are applicable to the proposed project:[5]

- Curb cuts are discouraged in pedestrian-intensive areas. Reducing driveways reduces the number of conflict points between pedestrians and vehicles and can dramatically improve safety.
- Wherever possible, commercial, industrial, and large residential properties should consolidate driveways by interconnecting parking lot and loading area entries and by sharing parking among uses.

The proposed project potentially conflicts with these two guidelines. As described under "Vehicular Access" in Chapter II, Project Description, on p. II.64, the Jessie Square Garage has an existing entrance/exit on Stevenson Street and an existing exit on Mission Street. Instead of consolidating the driveways, the proposed project, and Variants 2, 4, and 5, would provide a new entrance into the garage from Third Street using an existing curb cut and either a driveway and two new car elevators or a ramp. The segment of Third Street that is adjacent to the project site is a pedestrian-intensive area, and vehicles crossing the Third Street sidewalk to enter the garage could create conflicts with pedestrians. The physical environmental impacts that would result from the proposed project's potential conflicts with the guidelines described above are discussed in Section IV.E, Transportation and Circulation. The physical environmental impacts that would result from Variants 2, 4, or 5's potential conflicts with the guidelines described above are discussed in Chapter VI, Project Variants.

**SUMMARY OF LOCAL PLANS AND POLICIES**

The *Yerba Buena Center Redevelopment Plan* has expired, and the proposed project was not reviewed for consistency with it. The proposed project is not expected to conflict with the draft *Transit Center District Plan* or the draft *Central Corridor Plan*, neither of which has been adopted in its final form. The proposed project would generally be consistent with the *San Francisco Sustainability Plan*, the *Climate Action Plan*, and the *Bicycle Plan*. In addition, the proposed project would potentially conflict with guidelines in the *San Francisco Better Streets Plan* related to the use of driveways. The physical environmental impacts that would result from these potential conflicts if the proposed project were implemented are discussed in Section IV.E, Transportation and Circulation. The physical environmental impacts that would result from any of the access variants are discussed in Chapter VI, Project Variants.

[5] San Francisco Planning Department, *San Francisco Better Streets Plan*, December 7, 2010, p. 241.

# D. REGIONAL PLANS AND POLICIES

The principal planning agencies and their policy plans that guide planning for the nine-county Bay Area region and are relevant to the proposed project are: (1) the Bay Area Air Quality Management District and its *Bay Area 2010 Clean Air Plan*; (2) the Regional Water Quality Control Board's *Water Quality Control Plan for the San Francisco Bay Basin*; (3) the Metropolitan Transportation Commission and its *Transportation 2035 Plan for the San Francisco Bay Area*; and (4) ABAG and its regional development and conservation program (FOCUS) and biennial population and employment projections.

## BAY AREA AIR QUALITY MANAGEMENT DISTRICT'S PLANS

The most recently adopted air quality plan in the San Francisco Bay Area Air Basin is the *2010 Bay Area Clean Air Plan* (*Clean Air Plan*). In September 2010, the BAAQMD adopted the Clean Air Plan, which updates the *Bay Area 2005 Ozone Strategy*. The *Clean Air Plan* requires implementation of "all feasible measures" to reduce ozone; provide a control strategy to reduce ozone, particulate matter, toxic air contaminants, and greenhouse gases in a single integrated plan; review progress in improving air quality in recent years; and establish emission control measures to be adopted or implemented during the 2010-2012 time frame. The proposed project would generally be consistent with the objectives and policies of the *Clean Air Plan*. The physical impacts of the proposed project that are related to air quality and compliance with the *Clean Air Plan* are discussed in Section IV.G, Air Quality.

## CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD'S PLANS

Water quality control plans (basin plans) provide the basis for protecting water quality in California. Basin plans are mandated by both the Federal Clean Water Act and the State Porter-Cologne Water Quality Act. Sections 13240-13247 of the Porter-Cologne Water Quality Act specify the required contents of a regional basin plan. Each basin plan must contain water quality objectives, which in the judgment of the Regional Water Quality Control Board (RWQCB) will ensure the reasonable protection of beneficial uses and the prevention of nuisance, and a program of implementation for achieving those objectives, including a description of the nature of actions that are necessary to achieve the objectives, time schedules for the actions to be taken, and a description of surveillance to be undertaken to determine compliance with objectives. The goal of the *Water Quality Control Plan for the San Francisco Bay Basin (San Francisco Basin Plan)* is to provide a definitive program of actions designed to preserve and enhance water quality and to protect beneficial uses of water in San Francisco Bay. The *San Francisco Basin Plan* is used as a regulatory tool by the RWQCB's technical staff. RWQCB orders cite the *San Francisco Basin Plan's* water quality standards and prohibitions applicable to a particular discharge. The *San Francisco Basin Plan* is also used by other agencies in their permitting and resource

management activities. It also serves as an educational and reference document for dischargers and members of the public. As discussed in Section IV.O, Hydrology and Water Quality, the proposed project would be required to comply with San Francisco's Stormwater Management Ordinance and Green Building Ordinance. In order to comply with these ordinances, the proposed project would be required to prepare a Stormwater Control Plan to demonstrate compliance with the San Francisco Public Utilities Commission's Stormwater Design Guidelines, and meet Leadership in Energy and Environmental Design guidelines related to stormwater management. By complying with these regulatory measures, the proposed project would be consistent with the *San Francisco Basin Plan.*

**ASSOCIATION OF BAY AREA GOVERNMENTS' PLANS**

The Association of Bay Area Governments (ABAG) is the regional planning agency for the San Francisco Bay region. ABAG's mission is to strengthen cooperation and coordination among local governments. In doing so, ABAG addresses social, environmental, and economic issues that affect the region as a whole. ABAG administers various regional programs, including FOCUS, a regional development and conservation strategy that promotes more compact land use patterns in the Bay Area by establishing Priority Development Areas and Priority Conservation Areas.[6] The proposed project, which would intensify land uses on a compact urban infill site that is accessible by public transit, would generally be consistent with the objectives and policies of FOCUS.

ABAG is also responsible for preparing and developing biennial population and employment projections. ABAG's *Projections 2009* and the physical impacts of the proposed project that are related to population and employment are discussed in Section IV.C, Population and Housing, and Section V.A, Growth-Inducing Impacts.

**METROPOLITAN TRANSPORTATION COMMISSION'S PLANS**

On April 22, 2009, the Metropolitan Transportation Commission adopted the *Transportation 2035 Plan for the San Francisco Bay Area*, which specifies how approximately $218 billion in anticipated Federal, State, and local transportation funds will be spent in the nine-county Bay Area during the next 25 years. The vision set forth in the plan is to support a prosperous and globally competitive Bay Area economy, provide a healthy and safe environment, and promote equitable mobility opportunities for all residents. Among the cornerstones of the new plan is a

[6] FOCUS is led by the Association of Bay Area Governments and the Metropolitan Transportation Commission, with support from the Bay Area Air Quality Management District and the Bay Conservation and Development Commission, in partnership with congestion management agencies, transit providers, and local governments throughout the Bay Area. For more information, please visit the FOCUS website at http//:www.bayareavision.org/initiatives/.

joint regional planning initiative known as FOCUS, which provides incentives for cities and counties to promote future growth near transit in already urbanized portions of the Bay Area. The plan also launches a Transportation Climate Action Campaign to reduce transportation-related greenhouse gas emissions. The proposed project, which would intensify land uses on a compact urban infill site that is accessible by public transit, would generally be consistent with the objectives and policies of the *Transportation 2035 Plan for the San Francisco Bay Area*. The physical impacts of the proposed project that are related to transportation and circulation are discussed in Section IV.E, Transportation and Circulation. The physical environmental effects of the proposed variants related to transportation and circulation are discussed in Chapter VI, Project Variants.

**SUMMARY OF REGIONAL PLANS AND POLICIES**

The proposed project, which would intensify land uses on a compact urban infill site that is accessible by public transit, would generally be consistent with the *Clean Air Plan*, the *San Francisco Basin Plan*, the *Transportation 2035 Plan for the Bay Area*, and the regional development and conservation strategy known as FOCUS.

# IV. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

This chapter of the EIR addresses the physical environmental effects of the 706 Mission Street – The Mexican Museum and Residential Tower Project. The Planning Department distributed a Notice of Preparation (NOP) on April 13, 2011, announcing its intent to prepare and distribute an EIR to solicit comments from the public about the scope of this EIR. Public comments are summarized in Chapter I, Introduction, on p. I.3.

This chapter is organized by environmental topic and addresses potential environmental impacts on the following topics: Land Use and Land Use Planning; Aesthetics; Population and Housing; Cultural and Paleontological Resources; Transportation and Circulation; Noise; Air Quality; Greenhouse Gas Emissions; Wind and Shadow; Recreation; Utilities and Service Systems; Public Services; Biological Resources; Geology and Soils; Hydrology and Water Quality; Hazards and Hazardous Materials; Mineral and Energy Resources; and Agricultural and Forest Resources. In each of these topical sections, existing conditions in the project site vicinity are described first, under the heading Setting. These existing conditions, which are generally the conditions that existed at the time that the NOP was published, serve as the baseline for the analysis of potential environmental impacts, under the heading Impacts, that would result from implementation of the proposed project. Each topical section also includes a discussion of the regulatory framework and, when appropriate, the approach to analysis. For significant environmental effects identified, the discussion also specifies if mitigation measures have been identified to lessen or eliminate the significant impact.

Cumulative impacts from the proposed project are analyzed for each environmental topic when appropriate. When evaluating cumulative impacts, CEQA envisions the use of either a list-based approach (a list of past, present, and reasonably foreseeable projects, including projects outside the control of the lead agency), a plan-based approach (a summary of projections in an adopted general plan or related planning document), or a reasonable combination of the two.[1] In general, the City and County of San Francisco uses a plan-based approach that relies on local/regional growth projections (i.e., population, jobs, and number and type of residential units). This is the approach that is used for many of the environmental topics in this EIR.

However, for certain topics such as shadow, consideration of a list of projects is more appropriate. In addition, development expected to occur with the draft *Transit Center District Plan* (TCDP), a comprehensive plan for and rezoning of the southern portion of the downtown Financial District

[1] CEQA Guidelines, Section 15130(b)(1).

east of the project site, is included in the cumulative impacts analysis when appropriate. The anticipated projects used in the list-based analysis, except for the TCDP, have filed formal applications, received their entitlements, and/or commenced construction. The cumulative analyses in the Noise, Air Quality, and Wind and Shadow sections each use a different list of nearby projects that is appropriately tailored to the particular environmental topic based upon the potential for combined localized environmental impacts. These are described in the respective topical sections in this chapter.

Mitigation measures have been identified to avoid, eliminate, or reduce significant adverse impacts of the proposed project. Where called for, improvement measures are also identified to reduce the effects of impacts that would be less than significant. Although not required by CEQA, the City decision-makers, including the Planning Commission, may consider imposing improvement measures as conditions of approval on the proposed project, where appropriate.

As discussed in Chapter II, Project Description, on p. II.20, the proposed project would include seven floors of flex space in the Aronson Building that could remain as office use under the office flex option or be converted from office use to residential use under the residential flex option. For most of the environmental topics in this EIR, the environmental impacts would be the same under each flex option and are not discussed separately. When the environmental impacts under each flex option would be different, the impacts are discussed separately in the relevant topical sections.

In addition to the proposed project, seven vehicular access variants to the project are being considered. Variants 6 and 7 were requested for evaluation in comments received on the NOP. The vehicular access variants differ from the proposed project primarily in how vehicles enter and exit the project site and the Jessie Square Garage. Chapter VI, Project Variants, describes the variants and analyzes how those variants' environmental impacts could differ from those of the proposed project.

# A. LAND USE AND LAND USE PLANNING

This section examines the effects of the proposed project related to land use and land use planning. The Setting discussion describes the existing land uses and the existing zoning controls for the project site and in the vicinity, planned and approved development in the vicinity, and the regulatory framework, including plans and policies, related to land use and land use planning. The Impacts discussion identifies significance criteria for land use impacts, discusses the changes in land use that would occur if the proposed project were implemented, and discusses the cumulative land use effects of the proposed project and other reasonably foreseeable development projects.

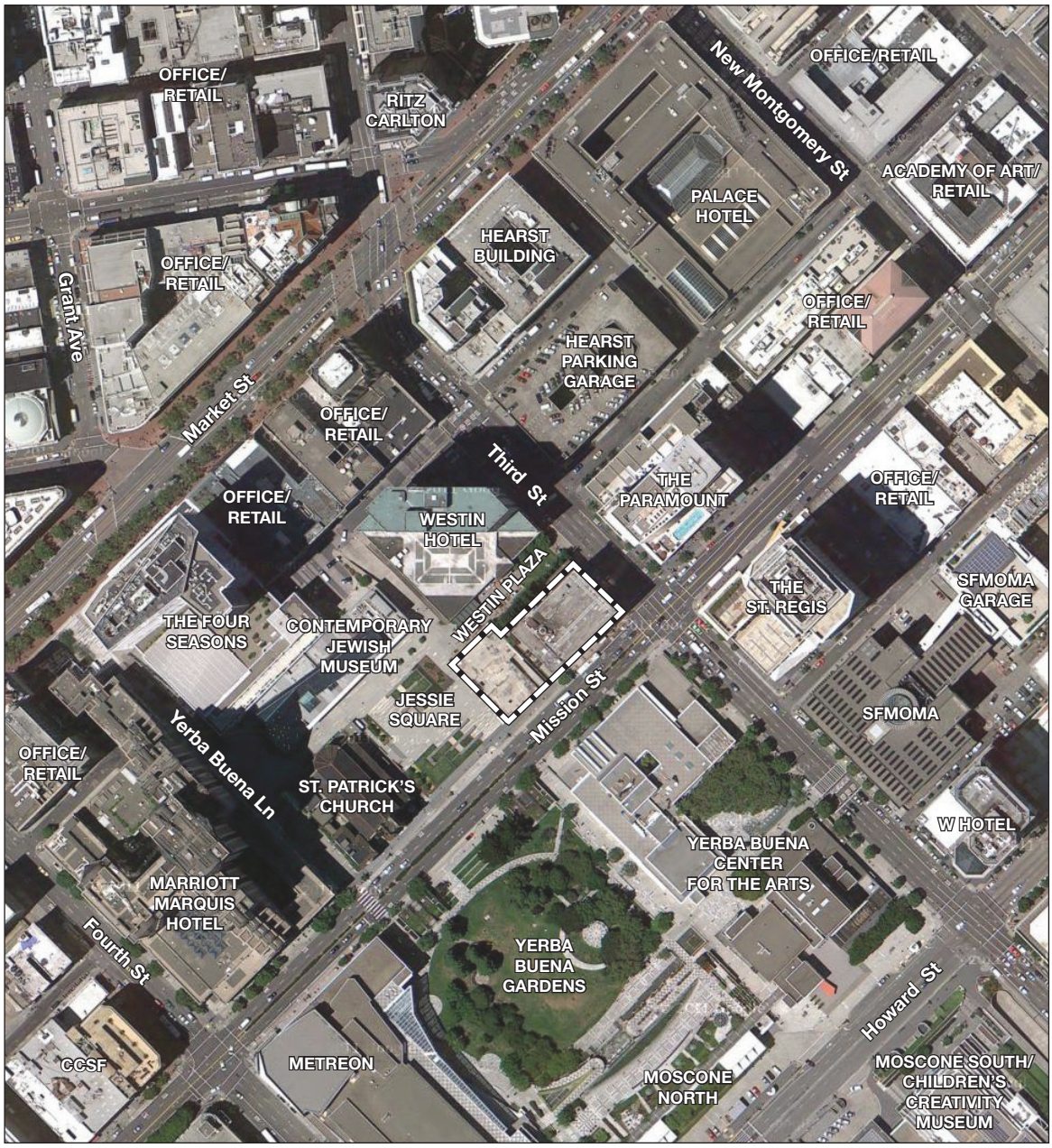
## SETTING

### LAND USES ON THE PROJECT SITE

The project site, on Asssessor's Block 3706, Lots 093, 275, and portions of Lot 277, is in San Francisco's Financial District neighborhood. The eastern portion of the project site is occupied by the existing 10-story Aronson Building, which contains a retail use on the ground floor and office uses on the second through tenth floors. The western portion of the project site is vacant at the surface (see Figure II.2: Existing Site Plan, in Chapter II, Project Description, on p. II.8). The surface of the vacant western portion of the project site, which was previously used for construction staging for the construction of Jessie Square and the Jessie Square Garage, is currently surrounded by a plywood construction fence and is not accessible to the public. Below grade, the western portion of the project site is developed with a two-level, double-height, 18,000-gsf vacant structure that was constructed when the Jessie Square Garage was built. The project site includes the four-level Jessie Square Garage, which is underneath Jessie Square. The project site does not include Jessie Square, a public plaza adjacent to and west of the project site.

### LAND USES AROUND THE PROJECT SITE

Land uses around the project site include convention, cultural, hotel, institutional, office, open space, recreation, residential, and retail uses (see Figure IV.A.1: Existing Land Uses). On the project block, land uses that are adjacent to the project site include Jessie Square and the Westin San Francisco Market Street Hotel (Westin Hotel). Jessie Square, which is west of the project site, is an approximately 34,020-square-foot plaza that was constructed in 2008. There are seating areas in the southern and central portions of the plaza, a water feature, and both landscaped and paved areas. The plaza is used for passive recreation. The 442-space Jessie Square Garage, which was completed in 2005, is underneath Jessie Square. The 35-story, 374-foot-tall Westin Hotel is north of the project site. The hotel property includes a publicly accessible pedestrian path that runs along the northern boundary of the project site and




SOURCE: Google Maps; Turnstone Consulting

**PROJECT SITE***

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* The underground portions of the project site (the Jessie Square Garage and the Stevenson Street ramp) are not shown on this figure.

706 MISSION STREET

**FIGURE IV.A.1: EXISTING LAND USES**

connects Third Street with Jessie Square (see Figure II.2, on p. II.8). Other uses on the project block include the Contemporary Jewish Museum, St. Patrick's Church, the 39-story, 436-foot-tall San Francisco Marriott Marquis Hotel (Marriott Hotel), the 40-story, 398-foot-tall Four Seasons Hotel and Residences (Four Seasons), and several 5- to 20-story office buildings with ground-floor retail uses fronting Market Street.

On the block east of the project site, across Third Street are the 43-story, 420-foot-tall Paramount residences, the 9-story Hearst Parking Garage, the 9-story Sheraton Palace Hotel, an 8-story residential building at 74 New Montgomery Street, and multi-story office buildings with ground-floor retail uses.

On the block southeast of the project site, diagonally across the intersection of Third and Mission Streets, land uses include the 42-story, 484-foot-tall St. Regis Hotel and Residences (St. Regis), which also contains the Museum of the African Diaspora, the 5-story San Francisco Museum of Modern Art (SFMOMA), the 8-story SFMOMA parking garage, the 29-story, 315-foot-tall W Hotel, and the vacant 26-story, 435-foot-tall Pacific Telephone and Telegraph Building, which would remain office use following an upgrade for seismic safety and interior renovation.

Land uses on the block south of the project site, across Mission Street, include the northern half of the Yerba Buena Gardens complex. The west end of the block is occupied by the Metreon, a four-story, 115-foot-tall building containing approximately 350,000 square feet of entertainment and retail space, including a 16-screen movie theater and a food court. With the exception of the movie theater and a few ground-floor restaurants, the Metreon is currently closed and undergoing renovation to accommodate an 85,000-gross-square-foot (gsf) Target retail store on the second floor and an updated food court on the ground floor. To the east of the Metreon is the Yerba Buena Gardens Esplanade, a 5.5-acre public open space that includes benches, berms/terraces, the Martin Luther King, Jr. Memorial Fountain and Waterfall, pedestrian walkways, and public art. The primary landscaping consists of a large grassy area surrounded by a network of smaller gardens. The east end of the block is occupied by a pair of two-story buildings that house gallery and theater space for the Yerba Buena Center for the Arts.

On the block west of the project block, across Fourth Street, land uses include the Westfield San Francisco Centre retail complex, the 8-story Palomar Hotel, the 8-story Mosser Hotel, the 8-story downtown campus of City College of San Francisco, and 5- to 12-story office buildings with ground-floor retail uses.

On the blocks north of the project block, across Market Street, land uses include multi-story retail buildings and multi-story office buildings with ground-floor retail uses.

Other open space and recreation facilities in the project site vicinity include the Children's Creativity Museum, which includes the 130,000-gsf Children's Garden, and the Yerba Buena Ice Skating and Bowling Center (one block south of the project site). Hallidie Plaza is approximately 0.25 mile west of the project site and Union Square is approximately 0.2 mile northwest of the project site.

**EXISTING ZONING DISTRICTS**

As shown on Figure IV.A.2: Existing Zoning Districts, the project site and the project block are within the Downtown Retail (C-3-R) District. The areas to the west and northwest of the project block are also zoned C-3-R. The C-3-R District is a regional center for comparison shopper retailing and direct consumer services, and it is easily traversed on foot. Within the C-3-R District, projects that provide pedestrian amenities and minimize conflicts between pedestrians and automobiles are encouraged. The Downtown Office (C-3-O) District is north, northeast, and east of the project block, and the Downtown Support (C-3-S) District is southeast, south, and southwest of the project block. There are two Public Use (P) Districts within one block of the project site. One of the P Districts is the site of the Fifth and Mission Parking Garage. The other P District is the site of Fire Station No. 1, which is proposed to be demolished, and replaced with a new station nearby.[2]

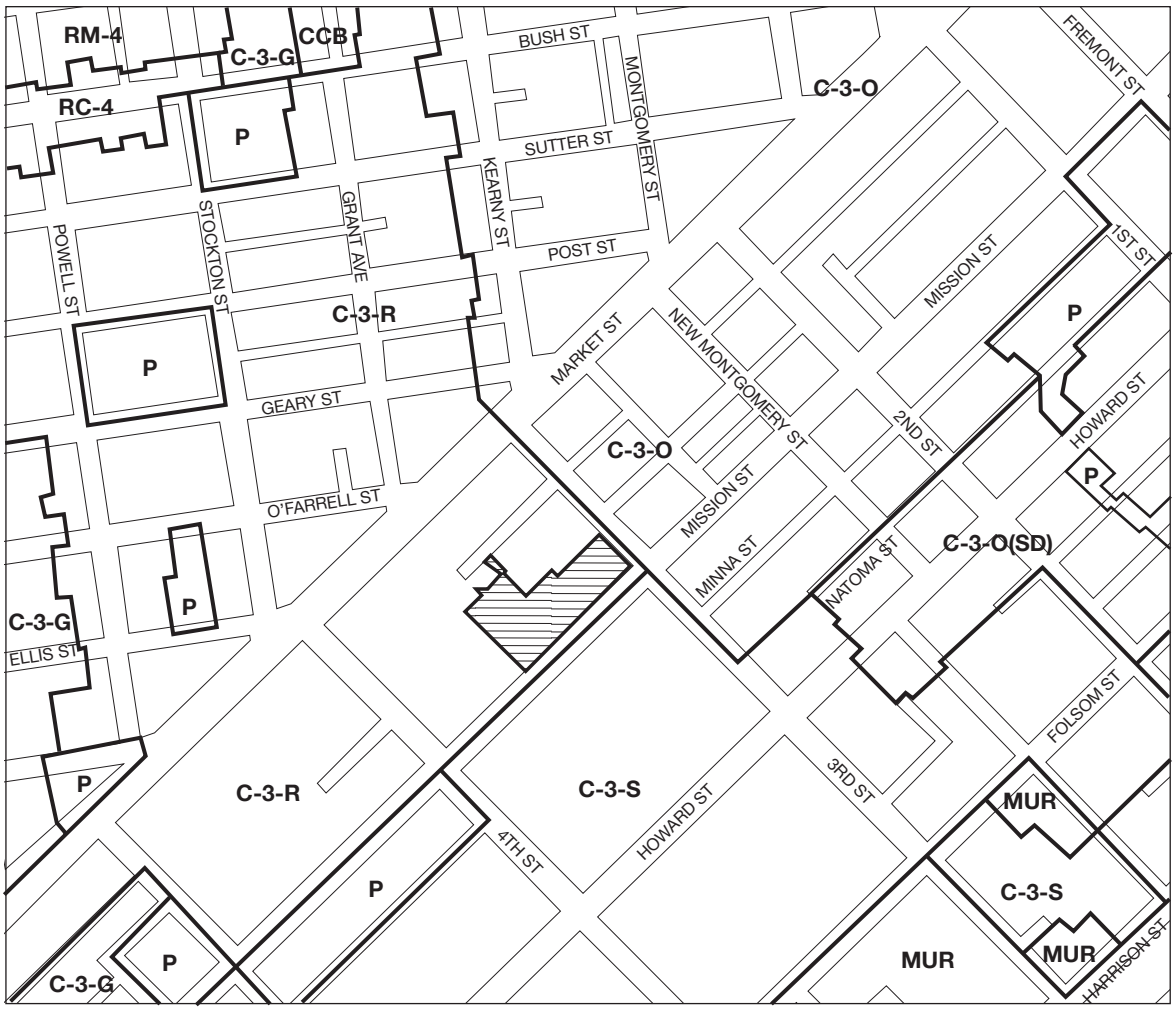
The project site is not within a Special Use District (SUD). There are several SUDs within two blocks of the project site, including the Downtown Housing Demonstration SUD, the Transbay C-3 SUD, the Youth and Family Zone SUD, and the Downtown Support SUD.

**EXISTING HEIGHT AND BULK DISTRICTS**

As shown on Figure IV.A.3: Existing Height and Bulk Districts, on p. IV.A.6, the project site is in the 400-I Height and Bulk District, which allows a maximum building height of 400 feet. Bulk controls reduce the size of a building's floorplate as the building increases in height. The bulk controls in the "I" Bulk District become effective above a building height of 150 feet. Above a building height of 150 feet, plan dimensions are limited to a maximum horizontal dimension of 170 feet and a maximum diagonal dimension of 200 feet.

Other height and bulk districts within one block of the project site include 120-X, 160-S, and 400-X to the west, 80-130-F, 120-X, and 150-X to the north, 340-I to the south, and 120-X, 150-S, 300-S, 350-S, and 500-I to the east.

[2] Fire Station No. 1 would be demolished and replaced with a new Fire Station No. 1 at 935 Folsom Street as part of the approved SFMOMA Expansion / Fire Station Relocation and Housing Project (San Francisco Planning Department Cases No.2009.0291E and 2010.0275E).




SOURCE: San Francisco Planning Department, Turnstone Consulting

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**CCB** (CHINATOWN COMMUNITY BUSINESS)

**C-3-G** (DOWNTOWN GENERAL COMMERCIAL)

**C-3-O** (DOWNTOWN OFFICE)

**C-3-R** (DOWNTOWN RETAIL)

**C-3-S** (DOWNTOWN SUPPORT)

**MUR** (MIXED USE-RESIDENTIAL)

**P** (PUBLIC)

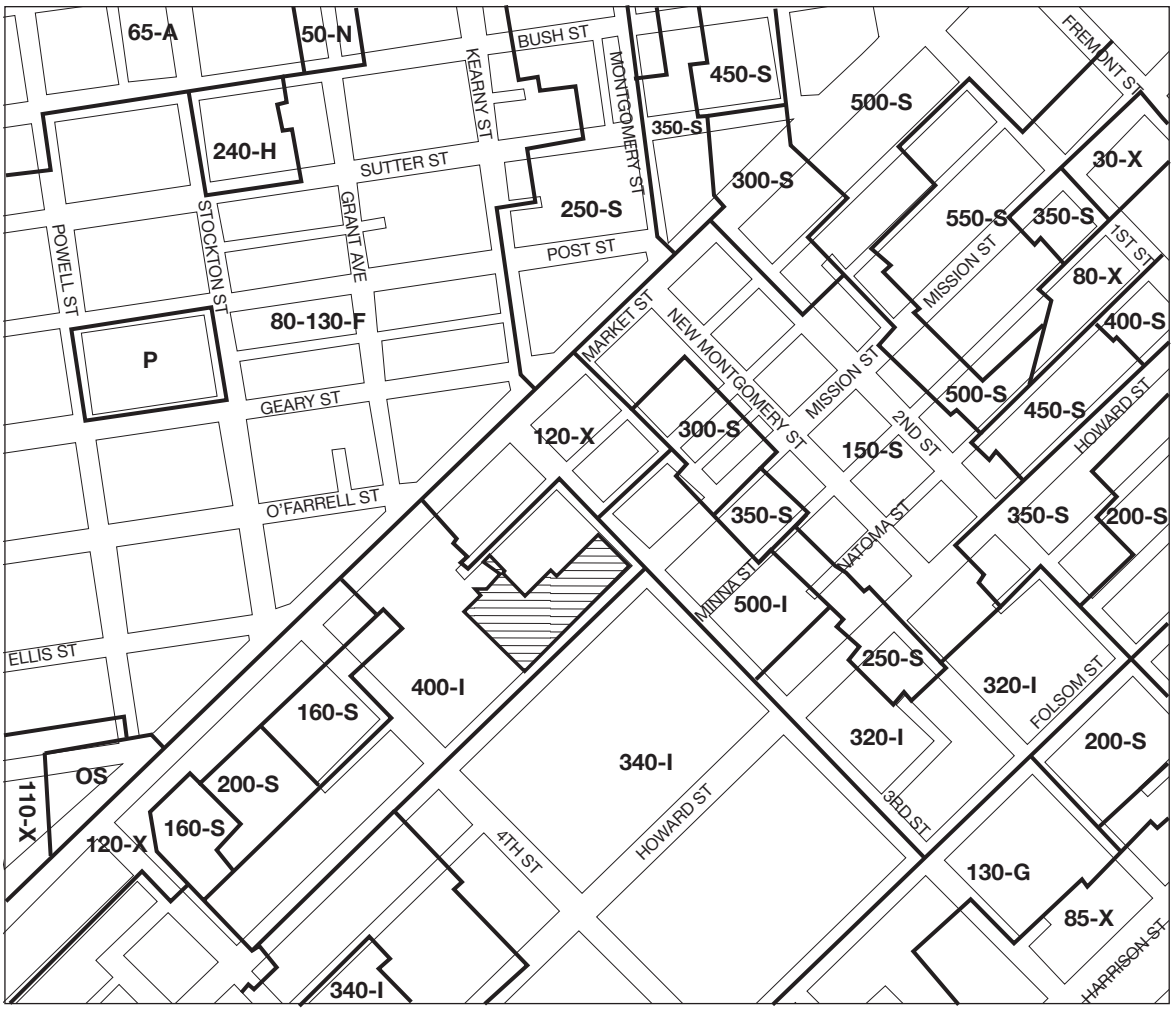
**RC-4** (RESIDENTIAL-COMMERCIAL COMBINED, HIGH DENSITY)

**RM-4** (RESIDENTIAL, MIXED, HIGH DENSITY)

PROJECT SITE

706 MISSION STREET

**FIGURE IV.A.2: EXISTING ZONING DISTRICTS**




SOURCE: San Francisco Planning Department, Turnstone Consulting

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## HEIGHT AND BULK DISTRICTS

OS ← *"Open Space"* District

*"Numbers"* are Height Limits in feet. See Planning Code Section 250 and following.

*"Letters"* refer to Bulk Limits. See Planning Code Section 270.

00-Z-1 ← *"Suffix Numbers"* identify districts in which special regulations apply. See Planning Code Sections 263 and following.

PROJECT SITE

706 MISSION STREET

**FIGURE IV.A.3: EXISTING HEIGHT AND BULK DISTRICTS**

**PLANNED AND APPROVED DEVELOPMENT IN THE PROJECT VICINITY**

There are several development proposals under consideration in the project vicinity, including the Central Subway Project, 2 New Montgomery Street, 134-140 New Montgomery Street, 222 Second Street, and 151 Third Street, and 101 Fourth Street.[3] In addition, the draft *Transit Center District Plan* (TCDP) proposes a comprehensive plan for and rezoning of the southern portion of the downtown Financial District east of the project site. The area covered by the TCDP is one-half block east of the project site. The TCDP is discussed in more detail in Chapter III, Plans and Policies, on p. III.9.

The Final Environmental Impact Report for the TCDP was certified on May 24, 2012. The Planning Commission recommended adoption at the same hearing and the TCDP is anticipated to be before the San Francisco Board of Supervisors in the summer of 2012. All of the development projects described have filed formal applications, and several have received their entitlements and/or commenced construction. These projects are discussed below for informational purposes.

The Central Subway Project, which is the second phase of the Third Street Light Rail Project, is a 1.7-mile-long extension of Muni light rail service from its present terminus at Fourth and King Streets to Jackson and Stockton Streets. In the project site vicinity, excavation is occurring along Fourth Street. A new Muni station will be constructed at Fourth and Howard Streets, one block southwest of the project site. The Central Subway Project will provide underground light rail service that connects the Mission Bay and South Beach neighborhoods to the South of Market, Downtown, and Chinatown neighborhoods. Surface improvements associated with the Central Subway Project include new Muni platforms and stations. The Central Subway Project is currently under construction and is scheduled to be completed in 2018.[4]

The proposed project at 2 New Montgomery Street is the conversion of 25 tourist hotel rooms to residential use and the construction of a 17-story addition to the Palace Hotel containing residential use. Implementation of this project would result in a net increase of approximately

[3] A list and a map of pipeline projects within a quarter-mile radius of the project site were provided by the Planning Department on March 4, 2011. Copies of these documents are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.

[4] San Francisco Municipal Transportation Agency website. Available online at http://centralsubwaysf.com/content/timeline. Accessed May 11, 2012.

125 dwelling units.[5] A formal application has been filed, and this project is currently undergoing environmental review.

The existing 27-story building at 134-140 New Montgomery Street is currently vacant. It was previously occupied by office uses. Following improvements for seismic safety and interior renovation, the use of the building for office space will continue.

The proposed project at 222 Second Street is the demolition of a surface parking lot and the construction of a 26-story, 350-foot-tall building containing approximately 430,650 gsf of office space, approximately 5,000 gsf of ground-floor retail space, and approximately 28,000 gsf of underground parking. The project would also include a total of approximately 8,000 gsf of publicly accessible open space. The Planning Commission approved the entitlements for this project on August 12, 2010.[6]

The proposed project at 151 Third Street is the expansion of SFMOMA. The project would include the construction of approximately 235,000 gsf of new museum space. In order to accommodate the proposed museum expansion, two existing structures would be demolished: a former apparel manufacturing building at 670 Howard Street and existing San Francisco Fire Department Station No. 1 at 676 Howard Street. The fire station would be relocated to 935 Folsom Street. The replacement fire station would be constructed fronting Folsom Street, and a 13-unit residential building would be constructed on the portion of that property fronting Shipley Street. The Final EIR for this project was certified on November 10, 2011,[7] and the Planning Commission approved the entitlements for this project on February 2, 2012.[8]

The project at 101 Fourth Street is the renovation of the existing Metreon entertainment and retail complex. This project would include an approximately 85,000-gsf Target retail store, and the renovation of the food court and smaller retail spaces.[9] The existing movie theater is currently open, and some ground-floor restaurant spaces have reopened, but other areas of the Metreon are closed due to ongoing construction. It is anticipated that some tenants, including Target, will be able to open for business during the second half of 2012.

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[5] San Francisco Planning Department, List of pipeline projects provided on March 4, 2011. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.
[6] San Francisco Planning Commission Motions No. 18168 and 18170, approved on August 12, 2010.
[7] San Francisco Planning Commission Motion No. 18486, approved on November 10, 2011.
[8] San Francisco Planning Commission Motion No. 18536, approved on February 2, 2012.
[9] San Francisco Redevelopment Agency Commission Resolution No. 141-2010, adopted on November 16, 2010.

In addition to the projects in the vicinity of the project site that are described above, the draft TCDP is a comprehensive plan and rezoning of the southern portion of the downtown Financial District east of the project site. The area covered by the TCDP is one-half block east of the project site. The TCDP is discussed in more detail in Chapter III, Plans and Policies, on p. III.9.

### REGULATORY FRAMEWORK

Chapter III, Plans and Policies, discusses the land use regulatory framework relevant to the proposed project, including the *San Francisco General Plan*, the *Downtown Area Plan*, and the San Francisco Planning Code.

## IMPACTS

### SIGNIFICANCE CRITERIA

The thresholds for determining the significance of impacts in this analysis are consistent with the environmental checklist in Appendix G of the State CEQA Guidelines, which has been adopted and modified by the San Francisco Planning Department. For the purpose of this analysis, the following applicable thresholds were used to determine whether implementing the project would result in a significant land use impact. Implementation of the proposed project would have a significant effect on land use and land use planning if the project would:

A.1 Physically divide an established community;

A.2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;

A.3 Have a substantial impact upon the existing character of the vicinity.

### PROJECT FEATURES

The proposed project consists of the construction of a new 47-story, 550-foot-tall tower that would be adjacent to and physically connected to the existing 10-story, 154-foot-tall Aronson Building. As part of the proposed project, the historically important Aronson Building would be restored and rehabilitated, which would include the demolition of two non-historic annexes on the north and west sides of the building. The existing 10-foot-tall mechanical penthouse on the roof of the Aronson Building would be removed and a new 15-foot-tall solarium would be constructed, resulting in an overall building height of 159 feet. There are existing office and retail uses in the Aronson Building. Some of the existing office uses in the Aronson Building could be retained, and the existing retail space in the Aronson Building would be retained but reduced in size. The proposed project would introduce new residential and museum uses to the

project site. As discussed under Impact LU-2, below, the floor area ratio (FAR) and height limits would need to be addressed for development at this project site. Several mechanisms to address these issues are under consideration at this time and no decision has yet been made. The project sponsor may request rezoning to a Downtown Residential (DTR) District. In addition, an amendment to the Planning Code to establish an SUD for the project site is under consideration. In either case, or in a possible combination of the two mechanisms, an amendment to Zoning Map HT01 to reclassify the height limit for the project site would be requested. An SUD may address other provisions related to development at the project site

**IMPACT EVALUATION**

**Impact LU-1: The proposed project would not physically divide an established community. *(Less than Significant)* (Criterion A.1)**

The division of an established community would typically involve the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. The proposed project would not construct a physical barrier to neighborhood access or remove an existing means of access; it would develop a vacant site that is already part of the fabric of the established community.

The proposed project would be incorporated into the established street grid; it would not alter the established street grid, and it would not permanently close any streets or sidewalks. Other existing pedestrian corridors, including Yerba Buena Lane and the pedestrian path between the Aronson Building and the Westin Hotel, would not be removed or permanently closed by the proposed project. Although the sidewalks adjacent to the project site and the pedestrian path between the Aronson Building and the Westin Hotel could be closed for periods of time during project construction, these closures would be temporary in nature.

The established community includes a mix of cultural, hotel, institutional, office, open space, recreation, residential, and retail uses. The proposed project would introduce cultural and residential uses to a vacant site, and it would retain existing retail space in the Aronson Building. In addition, existing office space in the Aronson Building could be retained under the office flex option. As part of the proposed project, there would be a small plaza surrounding the base of the tower on the north, west, and south sides of the new building. This plaza would be connected to Jessie Square, an existing open space adjacent to the project site. The proposed project would not introduce any land uses, such as industrial uses, that would disrupt the community's established land use patterns.

For these reasons, the proposed project would not physically divide an established community. This impact would be less than significant, and no mitigation measures are necessary.

**Impact LU-2: The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.** ***(Less than Significant)*** **(Criterion A.2)**

The proposed project would conflict with Planning Code regulations related to FAR as well as the existing height limit. The project site is in the C-3-R District and the 400-I Height and Bulk District. In the C-3-R District, the base FAR is 6.0 to 1, and the maximum FAR is 9.0 to 1, which can be achieved through the purchase of transferable development rights. In the 400-I Height and Bulk District, the maximum building height is 400 feet. These regulations were adopted for the purpose of controlling development in downtown San Francisco. The proposed project would exceed the base FAR, the maximum FAR, and the 400-foot height limit.

As discussed in Chapter III, Plans and Policies, pp. III.5-III.6, as part of the proposed project, the project sponsor would propose legislative land use amendments related to the permitted FAR and the height limit for the project site. These may include: (1) the establishment of an SUD that would apply to the project site; (2) rezoning to a DTR District; and (3) an amendment to Zoning Map HT01 to reclassify the height limit for the project site from 400-I to a designation that would accommodate a 550-foot-tall tower. The project as proposed meets the bulk limit specified for the I Bulk District. The specific mechanism for determining these issues is under discussion between the Planning Department and the project sponsor.

If the project site were rezoned to DTR and/or the proposed SUD and the proposed height reclassification are adopted, implementation of the proposed project would result in a development that would have a higher FAR and would be taller than what is currently permitted on the project site. The higher FAR and taller height of the new tower would allow more square footage to be developed on the project site. The physical land use impacts that would result from the development of this additional square footage are discussed in this section under Impact LU-1, p. IV.A.10, and Impact LU-3, below. The physical impacts of the proposed project's height on the visual character and quality of the project site and its surroundings are discussed in Section IV.B, Aesthetics, under Impact AE-3, pp. IV.B.28-IV.B.31.

Decision-makers could choose to adopt such legislative land use amendments as part of their consideration of the proposed project approvals. If the proposed legislative land use amendments (including the amendments to the applicable plans and policies) are adopted and implemented and other necessary project approvals are granted by the decision-makers, the potential inconsistencies between the proposed project and applicable local plans and policies would be resolved and, on balance, the project would not obviously conflict with and would be generally consistent with plans, policies, and objectives applicable to the proposed project.

In conclusion, the conflict between a project and a *General Plan* policy or Planning Code regulation is not, in and of itself, a significant effect on the environment within the context of CEQA, and the staff report for the Planning Commission will contain the Planning Department's full analysis of the project's consistency with *General Plan* policies and zoning, and will discuss any exceptions requested or modifications required. The decision-makers will consider potential conflicts between the proposed project and applicable plans, policies, and regulations as part of their deliberations regarding whether or not to approve the proposed project, one of the project variants, or one of its alternatives. As a result, the proposed project would have less-than-significant land use impacts. No mitigation measures are necessary.

**Impact LU-3: The proposed project would not have a substantial adverse impact on the character of the vicinity. *(Less than Significant)* (Criterion A.3)**

As discussed under Setting, the eastern portion of the project site is occupied by the existing 10-story Aronson Building, which contains a retail use on the ground floor and office uses on the second through tenth floors. The western portion of the project site is vacant at the surface but includes two subsurface structures: the four-level Jessie Square Garage and a two-level, double-height vacant structure. The Aronson Building contains a retail use on the ground floor and office uses on the second through tenth floors. Other land uses near the project site include convention, cultural, hotel, institutional, office, open space, recreation, residential, and retail uses. The proposed project would introduce residential and cultural uses to the project site. These uses already exist on the project block and in the immediate vicinity. The proposed residential use would be compatible with the existing residential uses at the Four Seasons, the Paramount, the St. Regis, and 74 New Montgomery Street. The proposed Mexican Museum would be compatible with nearby cultural and arts-related uses such as the Contemporary Jewish Museum, the Museum of Craft and Folk Art, the Museum of the African Diaspora, the California Historical Society, the Cartoon Art Museum, SFMOMA, the Yerba Buena Center for the Arts, and the Children's Creativity Museum. In addition, the proposed project would include the partial retention of the existing retail space in the Aronson Building and could include the retention of some of the existing office space in the Aronson Building. The retail and office uses would be compatible with existing retail and office uses on the project block and in the vicinity. The uses included in the proposed project would not be out of character with existing land uses on the project block and in the vicinity.

The project site is currently occupied by approximately 95,980 gsf of office use and approximately 10,660 gsf of retail use. Implementation of the proposed project would result in

the net addition of up to approximately 580,630 gsf of residential use[10] and approximately 52,285 gsf of museum use, which would intensify the use of the project site. However, introducing a new large-scale residential use on the project site would not be out of character with the nearby existing large-scale residential uses described above. In addition, The Mexican Museum would be larger than some of the museums described above, but it would be substantially smaller than SFMOMA, which is currently approximately 225,000 gsf and proposing to expand to approximately 472,250 gsf. Introducing a new 52,285-gsf museum use on the project site would not be out of character with the scale of other cultural and arts-related uses on the project block and in the vicinity.

The proposed project includes a 47-story, 550-foot-tall tower. High-rise buildings currently exist in the project vicinity. As discussed under Setting on pp. IV.A.1-IV.A.4, there are several high-rise buildings near the project site that approach or exceed 400 feet in height, including the 40-story, 398-foot-tall Four Seasons, the 43-story, 420-foot-tall Paramount, the 39-story, 435-foot-tall Marriott Hotel, the 26-story, 436-foot-tall Pacific Telephone and Telegraph Building, and the 42-story, 484-foot-tall St. Regis. In addition, the 58-story, 645-foot-tall Millennium Tower is two blocks east of the project site, at First and Mission Streets. The proposed tower would be taller than some of these existing high-rise buildings, but it would be almost 100 feet shorter than the Millennium Tower. The scale of the proposed tower would not be out of character with other buildings in the project vicinity.

The proposed project also includes the rehabilitation, repair, and reuse of the Aronson Building. The two non-historic 1978 annexes on the west and north façades of the Aronson Building would be removed. These annexes do not contribute to the historic character and significance of the Aronson Building.[11, 12] The removal of the annexes would ensure that the building is more in keeping with the character of the vicinity. In addition, the design of the proposed tower adjacent to the Aronson Building would be compatible with the Aronson Building and the overall context of the built environment in the vicinity.

[10] If the office flex option for the Aronson Building is implemented, there would be a net addition of 519,310 gsf of residential use.

[11] Knapp & VerPlanck Preservation Architects, *Historic Resource Evaluation: The Aronson Building*, June 23, 2011, p. 67. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.

[12] San Francisco Planning Department, *Historic Resource Evaluation Response, 706 Mission Street*, November 3, 2011, p. 8. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2008.1084E.

For these reasons, the proposed project would not have a substantial adverse effect on the existing character of the vicinity. This impact would be less than significant, and no mitigation measures are necessary.

The proposed project's impacts on visual resources and historic architectural resources are discussed in Section IV.B, Aesthetics, and Section IV.D, Cultural and Paleontological Resources, respectively.

**Impact C-LU-1: The proposed project, in combination with past, present, or reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant adverse cumulative land use impacts related to a physical division of an established community; to conflicts with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and to the existing character of the vicinity.** ***(Less than Significant)***

As discussed on pp. IV.1-IV.2, many of the environmental topics in this EIR use a plan-based approach for cumulative impacts analysis, but when appropriate, certain topics use a list-based approach. In analyzing cumulative land use impacts, it is appropriate to use a plan-based approach that also accounts for reasonably foreseeable future projects near the project site. These reasonably foreseeable future projects could introduce land uses that physically affect the community in which the project site is located.

The proposed project would retain existing office and retail uses on the project site, introduce new residential and cultural uses to the project site, and increase the number of residents on the project site. The proposed project, in combination with past, present, and reasonably foreseeable future projects and the draft TCDP, would increase the amount of cultural, office, residential, and retail uses in the project vicinity. This cumulative development is not expected to result in the construction of any physical barriers to neighborhood access or the removal of any existing means of access, either of which would physically divide the established community. In addition, this cumulative development is not expected to introduce any land uses, such as industrial uses, that would disrupt the community's established land use patterns.

The proposed project, in combination with past, present, and reasonably foreseeable future projects and the draft TCDP, would be consistent with local and regional growth projections, such as *Projections and Priorities 2009*, published by the Association of Bay Area Governments, and adopted planning documents, such as the 2009 Update of the Housing Element of the *San Francisco General Plan*. This cumulative development is not expected to conflict with any land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Implementation of the proposed project, in combination with past, present, and reasonably foreseeable future projects, and the draft TCDP would intensify land uses in the project vicinity, but this intensification and growth is not expected to introduce any land uses that do not already exist in the area. As a result, the character of the vicinity would not undergo any substantial adverse changes related to land use.

For these reasons, the proposed project, in combination with past, present, and reasonably foreseeable future projects, and the draft TCDP would have less-than-significant cumulative land use impacts. The proposed project would not make a cumulatively considerable contribution to a significant cumulative land use impact, and no mitigation measures are necessary.

Some of the primary effects of cumulative development would be an increase in population, an increase in demand for jobs and housing, and an increase in traffic that could lead to noise, air quality, and climate change effects. The effects of cumulative development on population, jobs, and housing, transportation and circulation, noise, air quality, and climate change are analyzed in Section IV.C, Population and Housing, in Section IV.E, Transportation and Circulation, in Section IV.F, Noise, in Section IV.G, Air Quality, and in Section IV.H, Greenhouse Gas Emissions, respectively.

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