San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

PUBLIC NOTICE

AVAILABILITY OF NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

PROJECT INFORMATION

Project Title:	***447 Battery and 530 Sansome Street Project***
Project Address:	447 Battery Street, 530 Sansome Street, 425 Washington Street, and 439–445 Washington Street
Case No.:	**2024-007066ENV**
Block/Lot No.:	Block 0206/Lots 002, 013, 014, 017
Zoning District(s):	C-3-O (Downtown Office) Use District 200-S Special Height and Bulk District
Neighborhood:	Financial District
Project Sponsors:	James Abrams, J. Abrams Law, P.C. on behalf of EQX JACKSON SQ HOLDCO LLC 415.999.4402, jabrams@jabramslaw.com Andrico Penick, San Francisco Bureau of Real Estate 415.554.9850, andrico.penick@sfgov.org Michael Mullin, San Francisco Fire Department 415.674.5066, michael.mullin@sfgov.org
EIR Coordinator:	Sherie George, CPC.447Battery530SansomeEIR@sfgov.org, 628.652.7558

The San Francisco Planning Department has issued a notice of preparation (NOP) of an Environmental Impact Report (EIR) in connection with this project. Next, the department will begin the preparation of an EIR as required by the California Environmental Quality Act (CEQA). The department welcomes your comments regarding the scope of the EIR. Refer to the Project Description and Purpose of Notice sections below for more information.

Project Description

The San Francisco Fire Department, the San Francisco Bureau of Real Estate, and EQX JACKSON SQ HOLDCO LLC (project sponsors) propose to redevelop the approximately 24,830-square-foot project site located on the block bound by Sansome Street to the west, Washington Street to the north, Battery Street to the east, and Merchant Street to the south. The proposed 447 Battery and 530 Sansome streets project (proposed project) would involve demolition of the existing 17,800-square-foot, 3-story commercial building at 425 Washington Street (Block/Lot 0206/014), and the 12,862-square-foot, 2-story commercial building at 439-445 Washington Street (Block/Lot 0206/013) owned by EQX JACKSON SQ HOLDCO LLC; the 20,154-square-foot, 3-story commercial building at 447 Battery Street (Block/Lot 0206/002) owned by Battery Street Holdings LLC; and the 18,626-square-foot fire station at 530 Sansome Street (Block/Lot 0206/017) owned by the City and County of San Francisco. During construction, Fire Station 13 operations (including personnel

and firetrucks) would temporarily relocate to nearby offsite existing San Francisco Fire Department facilities prior to demolition of 530 Sansome Street and until construction of a replacement fire station is completed. No construction or tenant improvements would be required for temporary relocation. No interruption of fire department service would occur and relocated fire department operations would continue to serve the Financial District neighborhood and the city in general.

The project sponsors propose to construct a 4-story replacement fire station and a separate high-rise building up to 41 stories tall. The replacement fire station would be located on the 447 Battery Street parcel and would include approximately 31,200 square feet (including basement) in a 4-story, approximately 55-foot-tall building (60 feet total to the roof, including rooftop mechanical equipment) on the eastern portion of the project site. The high-rise building, approximately 544-feet tall (574 feet total, including rooftop mechanical equipment), would be located on the remaining three parcels and would include approximately 7,405 square feet of retail/restaurant space; between approximately 344,840 and 390,035 square feet of office space; approximately 27,195 square feet of square feet office amenity space; between approximately 127,710 and 188,820 square feet of hotel space for approximately 100 to 200 hotel rooms; and approximately 10,135 square feet of ballroom/pre-function/meeting space. There would be three below-grade levels under the high-rise building, which would provide approximately 74 vehicle parking spaces, 77 Class 1 and 27 Class 2 bicycle parking spaces, and utility rooms.

The proposed project would convert all of Merchant Street between Battery and Sansome streets into a shared street/living alley with approximately 12,695 square feet of privately owned public open space (POPOS).

Construction of the proposed project would last approximately 39 months, beginning in 2027. Construction would begin with mobilization and staging, followed by demolition and site preparation, structural and large utility work, and architectural and site work.

Purpose of Notice

The planning department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

You are not required to take any action. If you wish to provide comments on the scope of the EIR, you may do so in either or both of the following ways:

WRITTEN COMMENTS

Planner:	**Sherie George, Sr. Environmental Planner**
Via Mail:	**49 South Van Ness Ave, Suite 1400**
	San Francisco, CA 94103
Via Email:	CPC.447Battery530SansomeEIR@sfgov.org

From November 6, 2024, to 5 p.m. on December 9, 2024

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact the planner listed above.

This notice is available for public review on the San Francisco Planning Department's website at sfplanning.org/sfceqadocs and at the San Francisco Permit Center, 49 South Van Ness Avenue, 2nd Floor, San Francisco, CA 94103. Referenced materials are available through the following planning department webpages: sfplanning.org/sfceqadocs and sfplanning.org/resource/permits-my-neighborhood.

General Information about Procedures

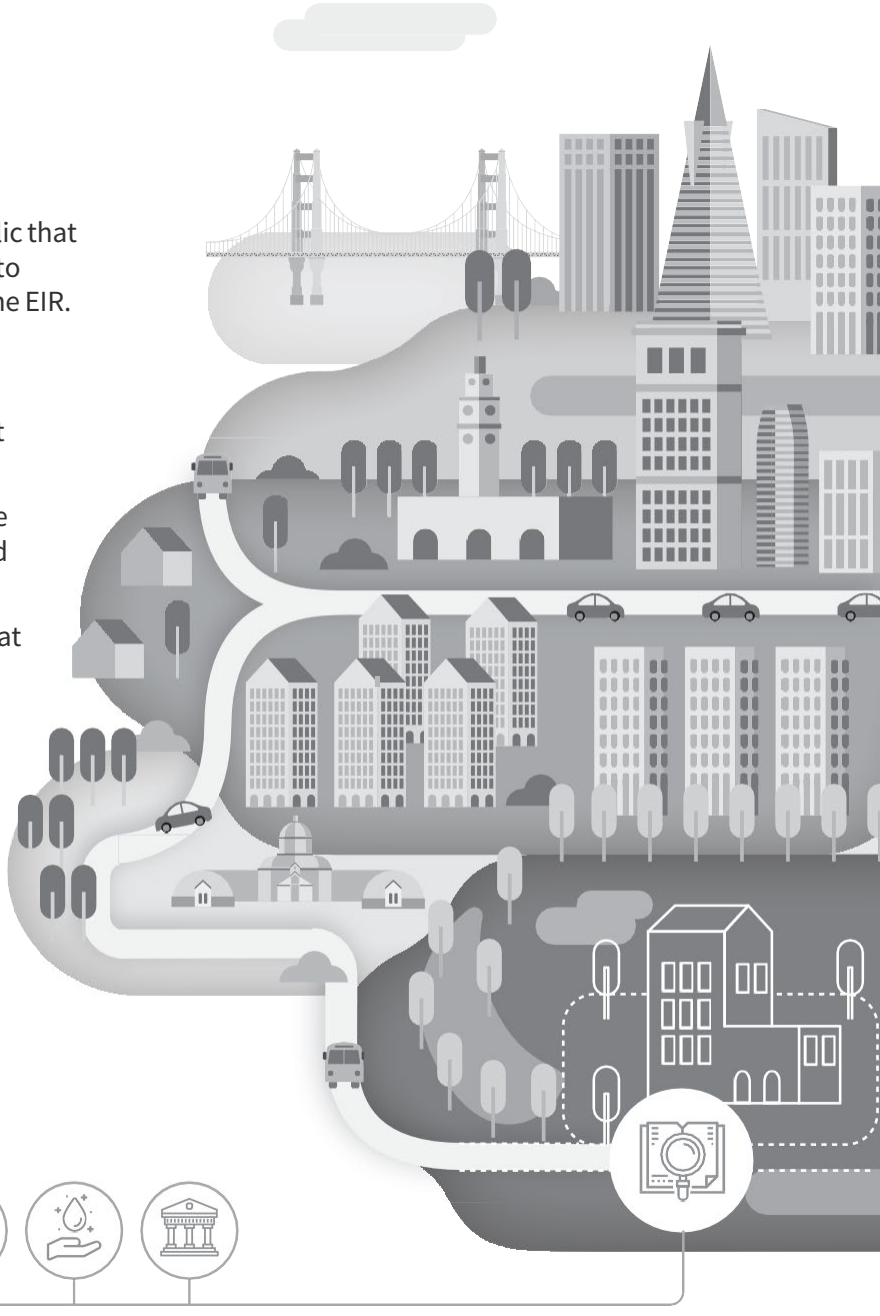
Members of the public are not required to provide personal identifying information when they communicate with the commission or the department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request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

Recipients of this notice are encouraged to pass on this information to others who may have an interest in the proposed project.

EIR

WHAT IS AN EIR?

An environmental impact report (EIR) is a study required for a project that may have a significant effect on the environment.



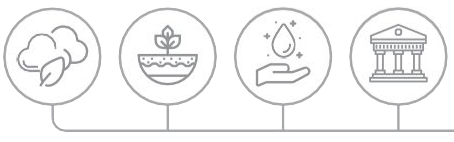
THE BASIC PARTS OF AN EIR ARE:

1. **Notice of Preparation:** a notice to inform the public that the City is preparing an EIR. The public is invited to comment on the scope of and topics analyzed in the EIR.

2. **Draft EIR** includes:
   - Description of the project, including the project goals (called objectives).
   - Environmental impact analysis, focusing on the project's significant environmental impacts and mitigation measures to reduce its impacts.
   - A range of other options (called alternatives) that meet project goals and reduce its significant impacts.
   - May include an initial study, which is a preliminary analysis prepared to determine the relative environmental impacts of the project.

   Public comments on the accuracy of the draft EIR are accepted in writing and at a public hearing.

3. **Responses to Comments:**
   A document formally responding to comments received on the draft EIR.



THE PURPOSE OF AN EIR IS:

To inform decision makers and the public about the potential significant environment impacts of a proposed project. Mitigation measures identify the ways that the environmental damage can be avoided or reduced.

The EIR analysis includes alternatives to the project that would avoid or substantially lessen the proposed project's impacts. The alternatives must meet most of the basic project objectives.

San Francisco Planning

EIR STEPS

1 SCOPING

Determines the scope of the EIR in consultation with agencies, the public, and the applicant proposing the project. The EIR notice of preparation describes the project and EIR process. This notice may include the initial study.

2 DRAFT EIR

Incorporates prior public comment, and includes project description, environmental impact analysis, and alternatives. This may include an initial study, if not previously published.

3 PUBLIC COMMENT PERIOD

a. Draft EIR public hearing

b. Written public comments accepted

4 RESPONSES TO COMMENTS

Responds to comments on the draft EIR and makes revisions to draft EIR, as needed.

5 EIR CERTIFICATION

The Planning Commission certifies the final EIR (the draft EIR and the Responses to Comments document) if it is adequate, accurate, and complete. It is not a project approval.

PROJECT APPROVAL

After the final EIR is complete, the City determines whether to approve the project or an alternative to the project.

HOW CAN I PARTICIPATE?

SCOPING PERIOD - 30 DAYS

Written comments accepted throughout the 30 day period. Some projects have public meetings called scoping meetings, which anyone can attend to learn about the project and make comments on the environmental analysis topics, methods, or potential alternatives.

DRAFT EIR PUBLIC COMMENT PERIOD

Once the draft EIR is published, written comments are accepted during the comment period, which is generally 45 days. Spoken comments are also accepted at the Planning Commission draft EIR hearing.

For some projects, the Historic Preservation Commission comments on the draft EIR.

DRAFT EIR HEARING AT PLANNING COMMISSION

The Planning Commission comments on the draft EIR during one of their regularly scheduled hearings. During this hearing, the public also can provide spoken comments on the draft EIR either by calling in or attending the hearing in person.

Public participation is encouraged throughout the process. Each icon above represents a different way to share your thoughts. You can always contact Planning Department staff on any questions too.

- Written comments are accepted as part of the formal EIR record
- Spoken comments are accepted as part of the formal EIR record
- Comment period

What is an environmental effect? EIRs consider how a project may affect a wide range of topics as part of the "physical environment." Topics range from air quality and noise to transportation and historic resources.

What is a mitigation measure? Mitigation measures identify the ways that the environmental damage can be avoided or reduced.

MORE QUESTIONS ON THIS PARTICULAR PROJECT?

Contact the assigned environmental planner

WHERE CAN I FIND MORE INFORMATION?

To learn more, please visit:
sfplanning.org/environmental-review

To view all published EIR documents:
sfplanning.org/sfceqadocs

To learn more about CEQA:
sfplanning.org/whatisCEQA

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Date: **11/6/2024**

The San Francisco Planning Department is studying a project's potential environmental effects and welcomes your comments. The enclosed notice concerns a project located at **447 Battery and 530 Sansome Street (2024-007066ENV)**. The other side of this page describes the environmental review process under state law. You may provide comments by **12/9/2024** or request future project updates from the staff contact indicated in the attached notice.

To obtain information about this notice in Spanish, Chinese, or Filipino, please call **628.652.7550**. Please be advised that the Planning Department will require at least one business day to respond to any call.

三藩市規劃局 (San Francisco Planning Department) 正在研究一項專案的潛在環境影響， 歡迎大家踴躍提出意見。本函所附的通知書涉及位於 **447 Battery and 530 Sansome Street (2024-007066ENV)** 的專案。本頁背面對加州法律規定的環境影響審核流程做了詳細說明。請於 **12/9/2024** 日之前針對本案提出評論，或者向本函所附通知書中指定的聯絡人提出要求，繼續瞭解專案的最新發展。請致電 **628.652.7550** 以索取通知書中文版本資訊。請注意， 規劃局需要至少一個工作天才能回電。

El Departamento de Planificación está estudiando los posibles efectos medioambientales de un proyecto y desea saber su opinión. El aviso incluido concierne a un proyecto ubicado en **447 Battery and 530 Sansome Street (2024-007066ENV).** Al reverso de esta página se describe el proceso de análisis medioambiental según la ley estatal. Usted puede entregar sus opiniones y comentarios a más tardar el **12/9/2024** o solicitar futuras actualizaciones sobre el proyecto al contacto indicado en el aviso adjunto.

Para obtener información sobre este aviso en español, llame al **628.652.7550**. Le informamos que el Departamento de Planificación necesitará por lo menos un día hábil para responder cualquier llamada.

Pinag-aaralan ng Kagawaran ng Pagpaplano ng San Francisco ang mga potensyal na epekto sa kapaligiran ng isang proyekto at tinatanggap ang iyong mga komento. Ang nakapaloob na paunawa ay patungkol sa isang proyekto na matatagpuan sa **447 Battery and 530 Sansome Street (2024-007066ENV)**. Inilalarawan ng kabilang panig ng pahinang ito ang proseso ng pagsusuri sa kapaligiran sa ilalim ng batas ng estado. Maaari kang magbigay ng mga komento sa **12/9/2024** o humiling ng mga bagong kaalaman sa proyekto sa hinaharap mula sa pagkontak sa kawani na nakalagay sa kalakip na abiso.

Upang makakuha ng impormasyon tungkol sa paunawang ito sa Filipino, mangyaring tumawag sa **628.652.7550**. Mangyaring maabisuhan na ang Kagawaran ng Pagpaplano ay mangangailangan ng kahit isang araw ng may trabaho o pasok upang tumugon sa anumang tawag.

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date:	November 6, 2024
Case No.:	**2024-007066ENV**
Project Title:	**447 Battery and 530 Sansome Street Project**
Project Address:	447 Battery Street, 530 Sansome Street, 425 Washington Street, and 439–445 Washington Street
Zoning:	C-3-O (Downtown Office) Use District 200-S Special Height and Bulk District
Block/Lot:	Block 0206/Lots 002, 013, 014, 017
Site Area:	24,830 (0.57 acres)
Project Sponsors:	James Abrams, J. Abrams Law, P.C. on behalf of EQX JACKSON SQ HOLDCO LLC 415.999.4402, jabrams@jabramslaw.com Andrico Penick, San Francisco Bureau of Real Estate 415.554.9850, andrew.penick@sfgov.org Michael Mullin, San Francisco Fire Department 415.674.5066, michael.mullin@sfgov.org
Lead Agency:	San Francisco Planning Department
Staff Contact:	Sherie George, CPC.447Battery530SansomeEIR@sfgov.org, 628.652.7558

Introduction

The San Francisco Planning Department (planning department) prepared this Notice of Preparation (NOP) of an Environmental Impact Report (EIR) in connection with the 447 Battery and 530 Sansome Street Project (proposed project or project). The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the project's significant physical adverse effects, and to describe and analyze possible alternatives to the proposed project that would reduce or avoid those effects. The planning department is issuing this NOP to inform the public and responsible and interested agencies about the intent to prepare an EIR for the proposed project and to solicit comments on the scope of the EIR. This notice also identifies environmental issues anticipated to be analyzed in the EIR. Comments received during the public scoping process will be considered during preparation of the EIR for this project.

This notice is available for public review on the department's website at https://sfplanning.org/sfceqadocs and at the San Francisco Permit Center's document viewing room on the second floor of 49 South Van Ness Avenue, San Francisco, CA 94103.

Written comments should be sent to Sherie George, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California 94103; or emailed to CPC.447Battery530SansomeEIR@sfgov.org.

Project Summary

The San Francisco Fire Department, the San Francisco Bureau of Real Estate, and EQX JACKSON SQ HOLDCO LLC (project sponsors) propose to redevelop the approximately 24,830-square foot project site located on the block bound by Sansome Street to the west, Washington Street to the north, Battery Street to the east, and Merchant Street to the south. The proposed project would involve demolition of the existing 17,800-square foot, 3-story commercial building at 425 Washington Street (Block/Lot 0206/014), and the 12,862-square foot, 2-story commercial building at 439-445 Washington Street (Block/Lot 0206/013) owned by EQX JACKSON SQ HOLDCO LLC; the 20,154-square foot, 3-story commercial building at 447 Battery Street (Block/Lot 0206/002) owned by Battery Street Holdings LLC; and the 18,626-square-foot fire station at 530 Sansome Street (Block/Lot 0206/017) owned by the City and County of San Francisco. During construction, Fire Station 13 operations (including personnel and firetrucks) would temporarily relocate to nearby offsite existing San Francisco Fire Department facilities prior to demolition of 530 Sansome Street and until construction of a replacement fire station is completed. No construction or tenant improvements would be required for temporary relocation. No interruption of fire department service would occur and relocated fire department operations would continue to serve the Financial District neighborhood and the city in general.

The project sponsors propose to construct a 4-story replacement fire station and a separate high-rise building up to 41 stories tall. The replacement fire station would be located on the 447 Battery Street parcel and would include approximately 31,200 square feet (including basement) in a 4-story, approximately 55-foot-tall building (60 feet total, including rooftop mechanical equipment) on the eastern portion of the project site. The high-rise building, approximately 544 feet tall (574 feet total, including rooftop mechanical equipment), would be located on the remaining three parcels and would include approximately 7,405 square feet of retail/restaurant space; between approximately 344,840 and 390,035 square feet of office space; approximately 27,195 square feet of office amenity space; between approximately 127,710 and 188,820 square feet of hotel space for approximately 100 to 200 hotel rooms; and approximately 10,135 square feet of ballroom/pre-function/meeting space. There would be three below-grade levels under the high-rise building, which would provide approximately 74 vehicle parking spaces, 77 Class 1 and 27 Class 2 bicycle parking spaces, and utility rooms.

The proposed project would convert all of Merchant Street between Battery and Sansome streets into a shared street/living alley with approximately 12,695 square feet of privately owned public open space (POPOS).

Project Location and Site Characteristics

Project Site

The approximately 24,830-square-foot project site consists of four lots (Assessor's Block 0206, Lots 002, 013, 014, and 017) located on the block bound by Sansome Street to the west, Washington Street to the north, Battery Street to the east, and Merchant Street to the south (see **Figure 1**). The project site is located in the Financial District neighborhood of San Francisco. The project site is in the C-3-O Downtown-Office district and a 200-S Height and Bulk district.

Existing Site Characteristics

The project site is fully developed with no permeable surfaces. The project site is generally flat with a ground surface elevation of approximately 23 feet above mean sea level. The site is generally rectangular in shape, with approximately 99 feet of frontage on Sansome Street, 74 feet of frontage on Battery Street, 179 feet of frontage on Washington Street, and 276 feet of frontage on Merchant Street. The project site covers most of the Block 0206, except for lot 018-124 at 423 Washington Street which has approximately 97 feet of frontage on Washington Street and 25 feet on Battery Street (see **Figure 2**, p. 5). The two buildings at 425 and 439-445 Washington Street were built in 1906 and 1907, respectively, and a third story was added to the building at 425 Washington Street in 1928. Neither building is eligible for listing on the California Register of Historical Resources (California Register), nor are they eligible for inclusion in the nearby Jackson Square Historic District.[1] The Fire Station 13 was constructed in 1974. The sculpture mounted on the fire station building's north façade (referred to as *Untitled)* is considered individually eligible for listing in the California Register, and both the building and *Untitled* are contributors to the California Register-eligible Embarcadero Center Historic District.[2,3]

The fire station currently operates 24 hours per day and seven days per week and includes 34 full-time personnel, ten of which are on site at any given time. An approximately 74-foot-wide curb cut provides access to the fire trucks from Sansome Street, and an approximately 10-foot-wide curb cut on Merchant Street provides access to the existing ground-level garage with 21 parking spaces for Fire Station 13 employees and fire department vehicles and equipment.

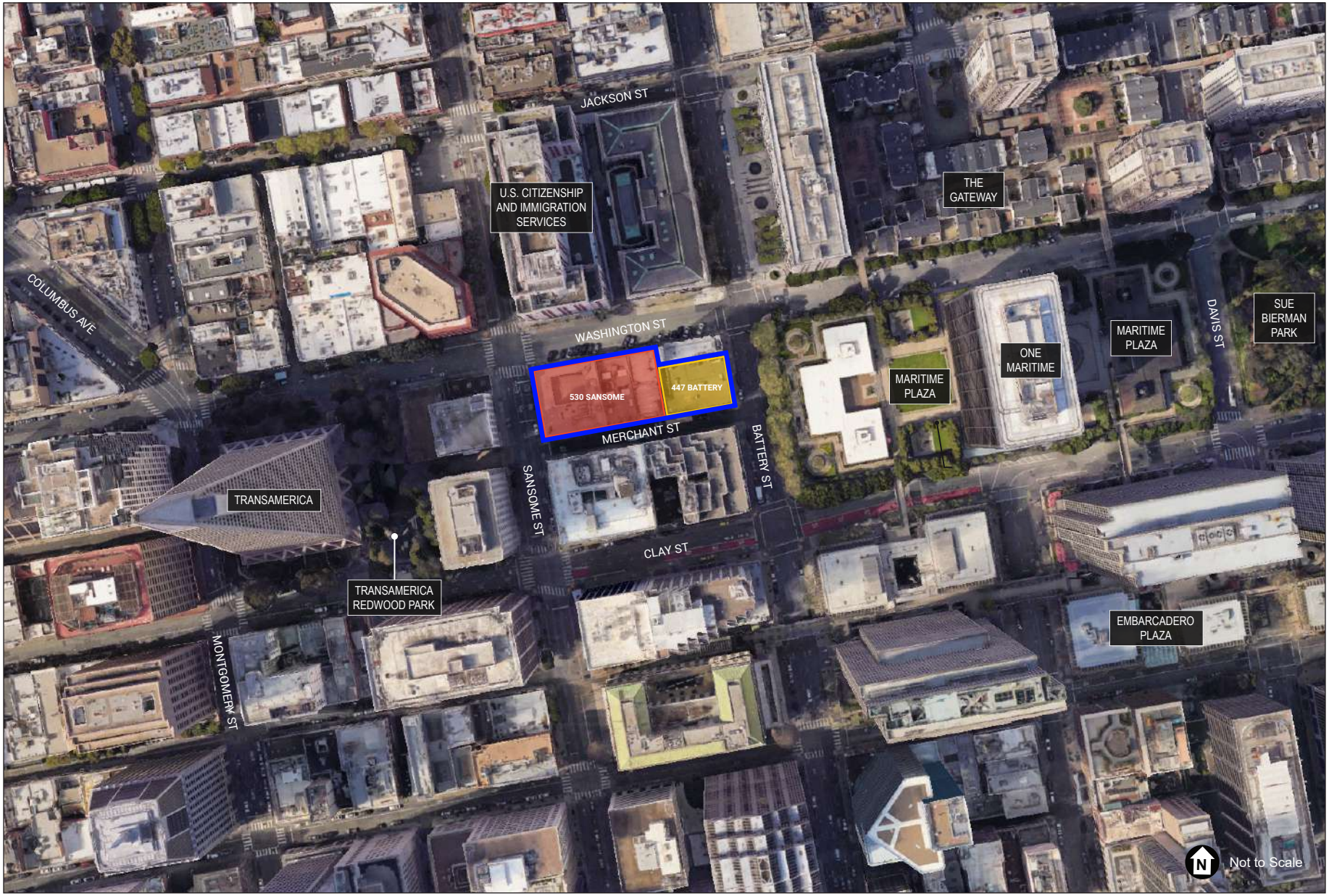
The three-story building at 447 Battery Street is currently designated as a historical landmark under article 10 of the planning code and is considered a historic resource.[4] The building is occupied by a wine bar on the ground floor and an enterprise software firm on the second floor. The remainder of the building is vacant.

[1] San Francisco Planning Department, *Preservation Team Review Form, 425 and 439-445 Washington Street,* February 11, 2018.
[2] San Francisco Planning Department, *Historic Resources Evaluation Response Part I, San Francisco*, December 3, 2020.
[3] Environmental Science Associates, *Historic Resources Evaluation Report, Part 1, 530 Sansome Street*, September 2020.
[4] See EIR Section 3.A, Historic Resources.

SOURCE: San Francisco Planning Department, 2024; ESA, 2024

447 Battery and 530 Sansome Street

FIGURE 1
PROJECT LOCATION



SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 2

AERIAL VIEW OF PROJECT SITE AND SURROUNDING USES

Surrounding Land Uses

The project site is primarily surrounded by office uses with ground-floor retail uses (see Figure 2, p. 5). U.S. Citizenship and Immigration Services offices are located to the north at 444 Washington Street. The Transamerica Pyramid and associated Transamerica Redwood Park are located to the west at 600 Montgomery Street. A nine-story office building with ground-floor retail uses is also located to the west at 545 Sansome Street. A seven-story office building with ground-floor retail uses and a basement is located to the east at 423 Washington Street. An eight-story office building is located to the south at 500 Sansome Street.

The nearest residential buildings include the 21-story mixed-use building at 550 Battery Street (the Gateway apartments and townhomes) and a 23-story mixed-use residential building northeast of the project site. The nearest hotels are the Club Quarters Hotel at 424 Clay Street and The Jay Hotel at 333 Battery Street, immediately south of the project site, and the Hilton at 750 Kearny Street, two blocks west of the project site. Although the project site is adjacent to three- and seven-story buildings, the area includes high-rise buildings as well, such as the Transamerica Pyramid, the second-tallest building in San Francisco, One Maritime Plaza and the 21-story mixed-use building at 550 Battery Street.

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

Project Description

Table 1 summarizes the proposed project's characteristics.

Table 1 Proposed Project Characteristics

Project Component	Existing (sf)	Proposed (sf)	Net New (sf)
FIRE STATION 13			
Height of Building	Approx. 40'	60' (to top of rooftop appurtenances)	20'
Number of Stories	3	4 (above grade)	1
Office	20,155	0	-20,155
Public Facility (Fire Station)	0	24,440	24,440
Below Grade	0	6,760	6,760
Parking Spaces[a]	0	18	18
Class 1 Bicycle Parking Spaces[b]	0	4	4
Class 2 Bicycle Parking Spaces[b]	0	2	2
Car Share Parking Spaces[c]	0	0	0
SUBTOTAL	*20,155*	*31,200*	*11,045*

Project Component	Existing (sf)	Proposed (sf)	Net New (sf)
MIXED USE HOTEL HIGH-RISE BUILDING			
Height of Building	44'	574' (to top of rooftop appurtenances)	530'
Number of Stories	2–3	41 (above grade)	38-39
Public Facility (Fire Station)	18,625	0	-18,625
Hotel	0	Between 127,710 (approx. 100 hotel rooms, 3,660 SF Hotel Lobby) and 188,820 (approx. 200 hotel rooms, 3,660 SF Hotel Lobby on Level 3)[d]	Between 127,710 and 188,820
Hotel Ballroom/Pre-Function/Meeting	0	10,135	10,135
Back of House (BOH) for Hotel and Office Uses	0	16,170	16,170
Office	20,720	Between 344,840 and 390,035 [d]	Between 324,120 and 369,315
Office Amenities	0	27,195	27,195
Retail/Restaurant	0	7,405	7,405
Passenger Loading/Parking Area	0	705	705
Below Grade	8,850	52,410	43,560
Parking Spaces	21	74	53
Loading Spaces[e]	0	1,840	1,840
Class 1 Bicycle Parking Spaces[b]	0	77	77
Class 2 Bicycle Parking Spaces[b]	0	27	27
Car Share Parking Spaces[c]	0	0	0
SUBTOTAL	*48,195*	*649,510*	*601,315*
PROJECT TOTAL		***680,710***	***612,360***

SOURCES: Skidmore, Owings & Merrill LLP, ALTA, San Francisco Fire Department, 2024

ABBREVIATION: sf = square feet

NOTES:

a. Parking provided exceeds limits on accessory parking in San Francisco Planning Code due to fire department parking requirements. The fire department parking spaces would be entitled as a non-accessory parking garage.
b. Bike parking is calculated per San Francisco Planning Code section 155.2. The proposed project provides 20 of the 27 class 2 bicycle parking spaces. The remaining seven spaces are proposed through a Development Agreement modification and in-lie payment pursuant to Planning Code section 430.
c. A Planning Code section 166 modification is proposed for car share parking.
d The square footage calculations for each use vary from those shown in the plan set submitted for the project because they do not include basement square footage.
e Loading spaces are calculated per San Francisco Planning Code article 1.5, section 152.1.

447 Battery Street Replacement Fire Station

The proposed project includes demolition of the existing Fire Station 13 at 530 Sansome Street and construction of a replacement fire station on the eastern portion of the project site on the 447 Battery Street parcel. The site plan is shown in **Figure 3,** site elevation is shown in **Figure 4**, p. 10, and building sections are shown in **Figure 5**, p. 11. The replacement fire station would not result in an increase in staff or operations but would result in an adequately sized state-of-the-art station with built-in training features based on current operations. The proposed 55-foot-tall, 4-story fire station would provide approximately 24,440 square feet on Levels 1 through 4. In addition to the four floors above grade, the replacement fire station would have one 6,760-square-foot basement level reserved for equipment storage, utility rooms parking spaces, and class I bicycle parking spaces (see **Figure 6**, p. 12). The basement would be accessed internally via one egress stair and one elevator and externally via a vehicular ramp from Merchant Street. Fire apparatuses would access the station on Battery Street. The ground floor (Level 1) would contain the apparatus bays, a public lobby and restroom, gear and equipment rooms, a communications room, an office, and additional support spaces (see Figure 6, p. 12). Level 2 would contain the living areas including dining and kitchen spaces and a day room, with a small exterior terrace (**Figure 7**, p. 13). Level 3 would be dedicated to sleeping quarters, restrooms, and locker space, while Level 4 would contain a fitness room, library, rooftop mechanical equipment, and an exterior training roof (see Figure 7, p. 13 and **Figure 8**, p. 14).

Fire station apparatuses responding to calls would either turn right on Battery Street and follow the southbound, one-way flow of traffic or turn left on Battery after employing a signal control stopping traffic at the intersection of Washington and Battery streets. Fire apparatuses returning to the station would approach the bays from the north and with the flow of one-way southbound traffic on Battery Street.

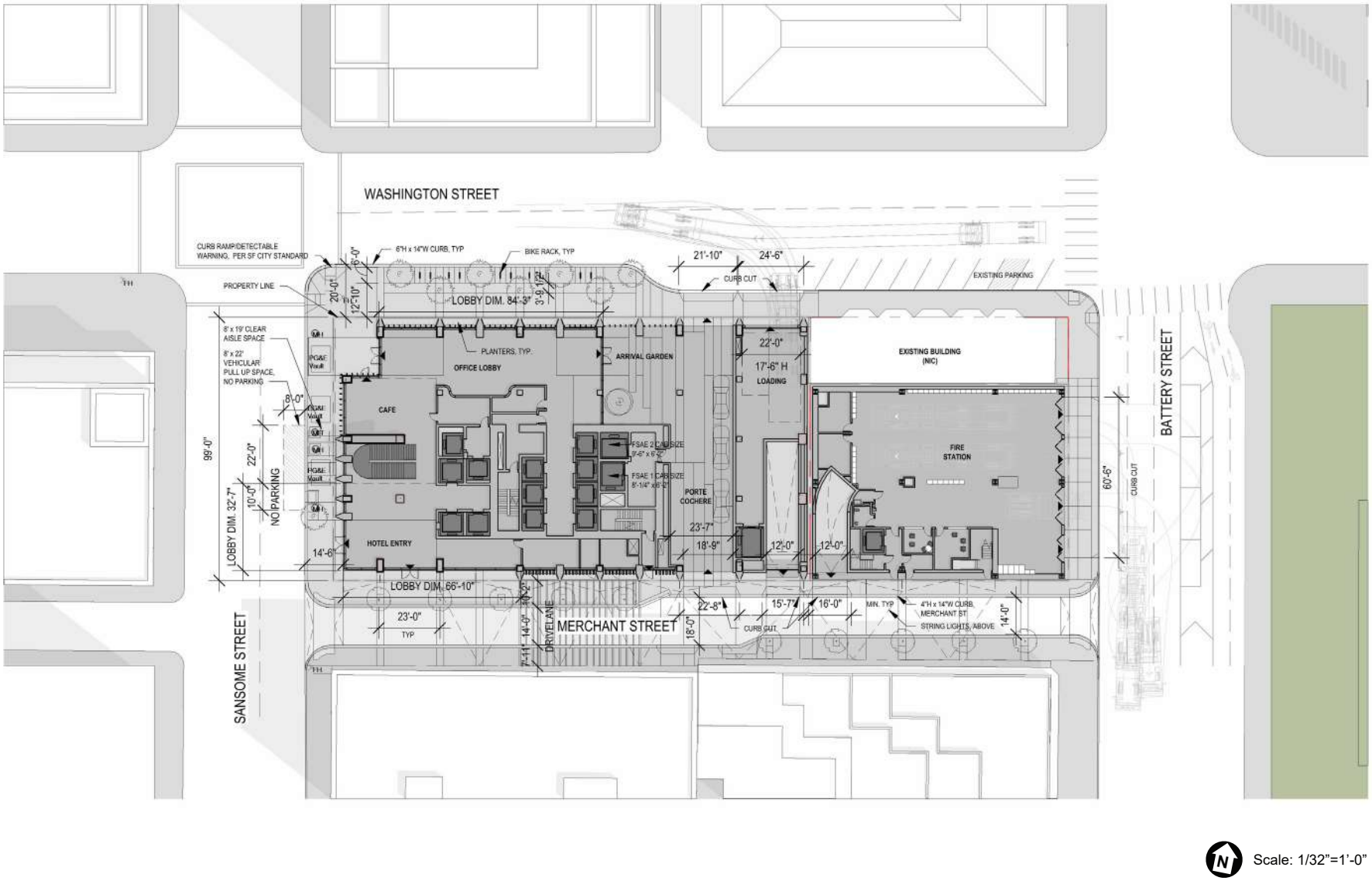
On the north façade of the existing Fire Station 13 building at 530 Sansome Street is a wall-mounted sculpture by artist Henri Marie-Rose named *Untitled*. The three-dimensional copper sculpture depicts firefighters with a hose battling a blaze next to the letters “SFFD.” The sculpture *Untitled* would be integrated into the project and relocated to either the replacement fire station’s east façade on Battery Street or south façade on Merchant Street (see Figure 3, p. 9).

VEHICLE PARKING

The proposed project would include 18 vehicle parking spaces for the fire department in the basement level of the replacement fire station (see Figure 6, p. 12).

BICYCLE PARKING

The proposed project would include four class 1 bicycle parking spaces on the basement level of the replacement fire station and two class 2 bicycle parking spaces on streets adjacent to the project site, subject to SFMTA and San Francisco Public Works approval.



SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

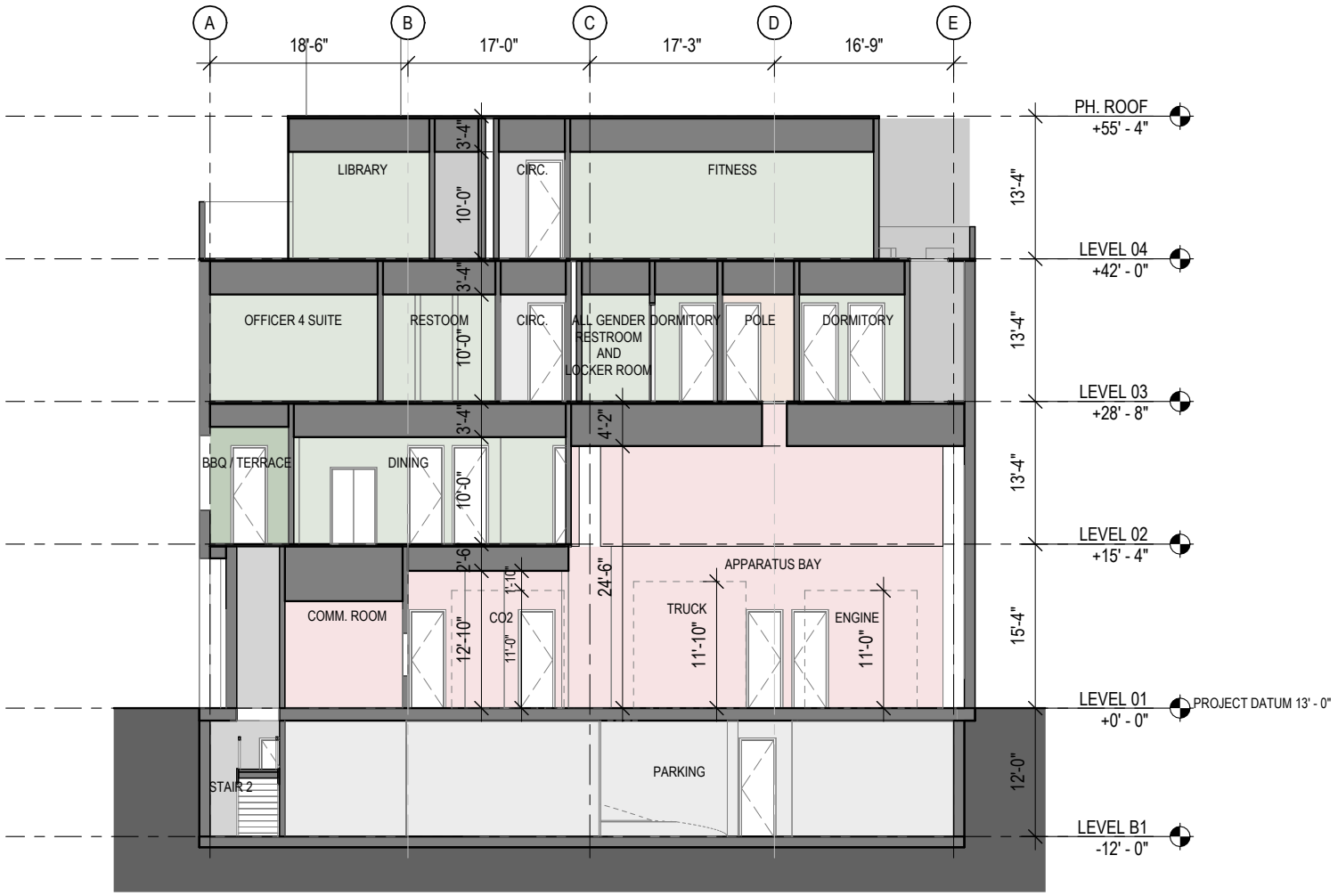
FIGURE 3
SITE PLAN

SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 4

447 BATTERY STREET REPLACEMENT FIRE STATION BASE ELEVATION

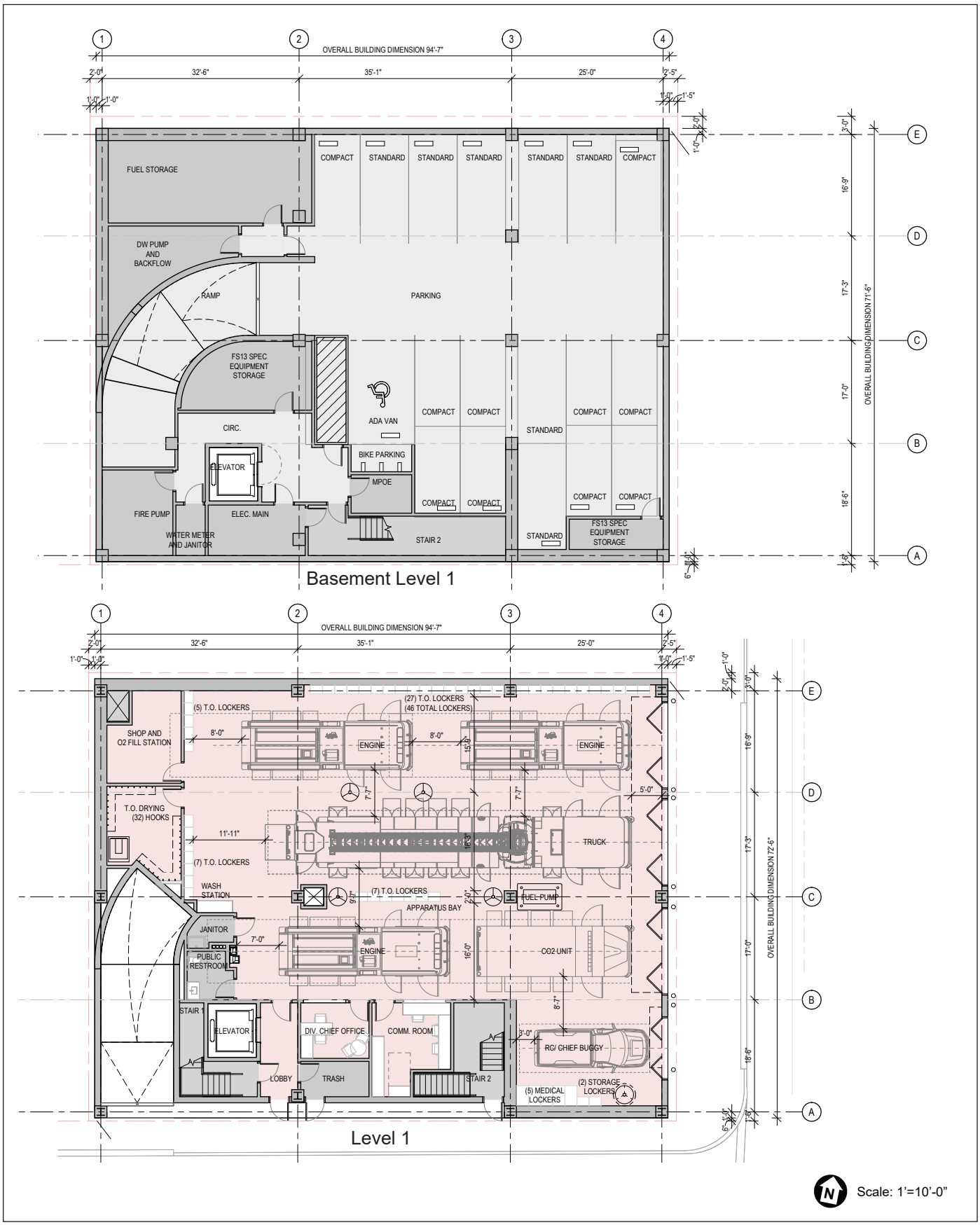


SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 5

REPLACEMENT FIRE STATION EAST/WEST BUILDING SECTION

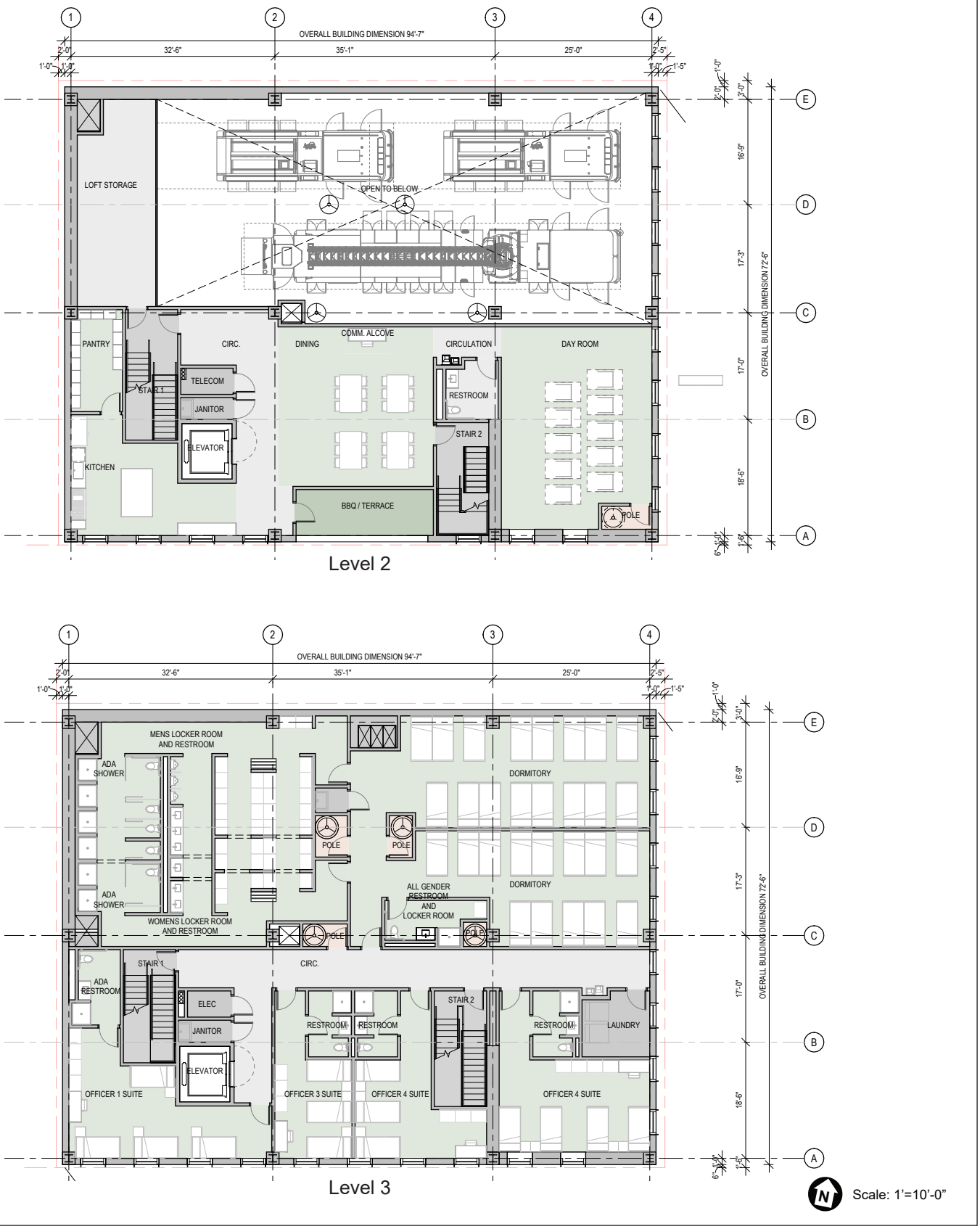


SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 6

REPLACEMENT FIRE STATION BASEMENT LEVEL 1 AND LEVEL 1 FLOOR PLAN

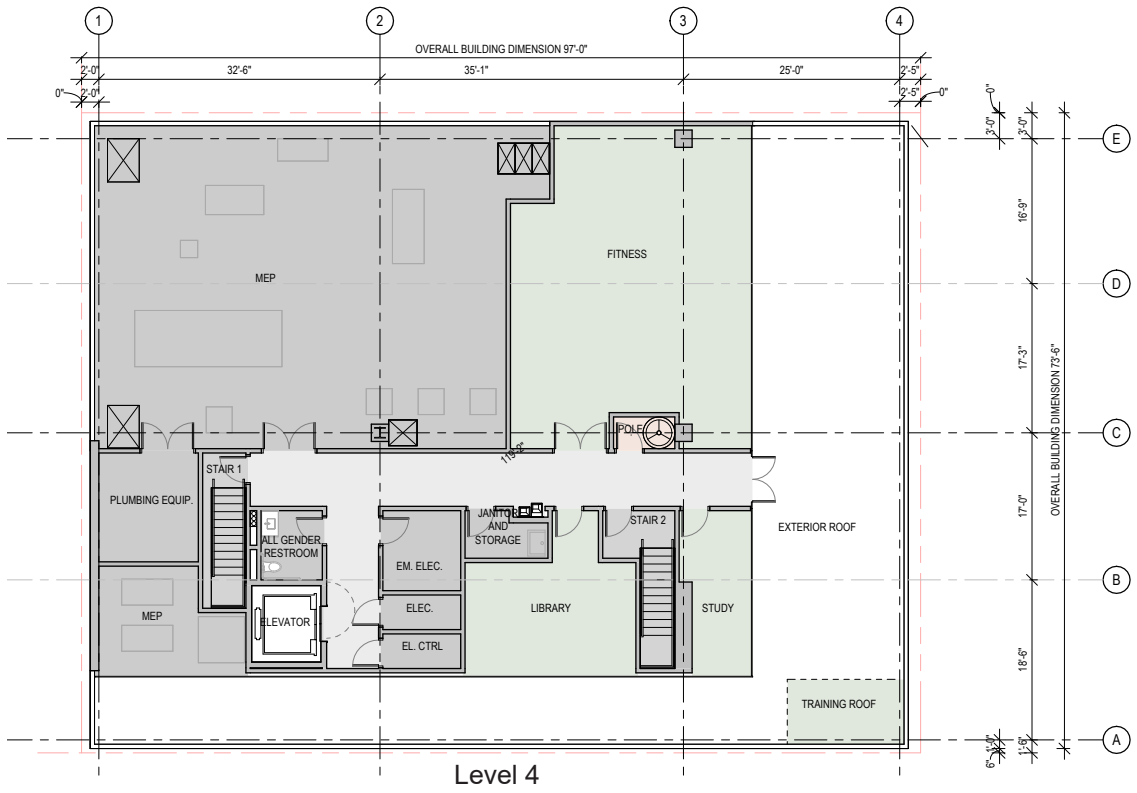


SOURCE: Skidmore, Owings & Merrill, LLP, 2024

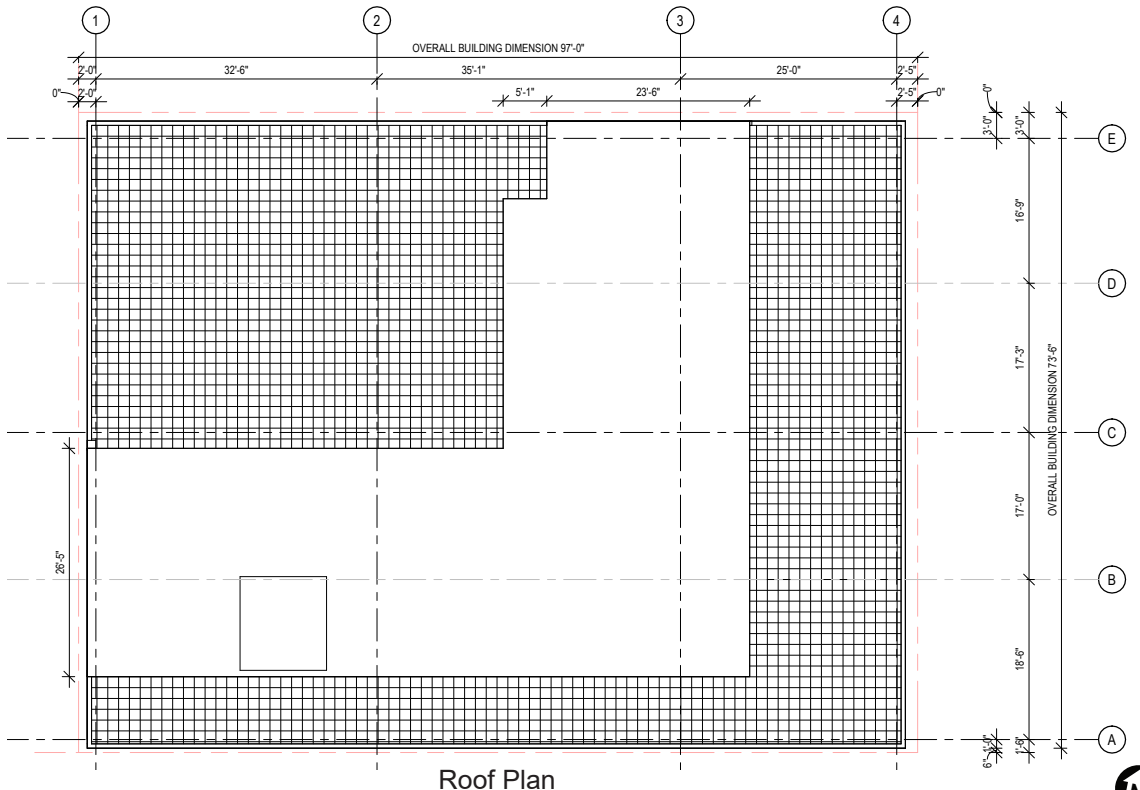
447 Battery and 530 Sansome Street

FIGURE 7

REPLACEMENT FIRE STATION LEVELS 2-3 FLOOR PLAN



Level 4



Roof Plan

Scale: 1'=10'-0"

SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 8

REPLACEMENT FIRE STATION LEVEL 4 FLOOR PLAN AND ROOF PLAN

530 Sansome Street Mixed-Use High-Rise Building

Figure 9 shows the site elevation of the proposed 41-story high-rise building, and **Figure 10**, p. 17 shows the high-rise building sections. **Figure 11** through **Figure 17**, pp. 18 through 24, show representative floor plans for the proposed project's mixed-use high-rise building.

RETAIL/RESTAURANT USE

The high-rise building would include approximately 7,405 square feet of retail/restaurant use on Levels 1 through 3. The café and food and beverage space on the ground floor would be accessed from a pedestrian entrance on Sansome Street.

OFFICE USE

The high-rise building would include office use ranging between approximately 344,840 and 390,035 square feet. The representative floor plans show office use on Levels 18 through 41. Approximately 27,195 square feet of office amenities (e.g., food and beverage, fitness, and coworking spaces) would be located on two levels of the building (shown on Levels 16 and 17 in the representative floor plans). Outdoor terrace spaces would be located on the north or south end of the building on intermittent levels. The main office lobby would be located on Level 1 and would be accessible from Sansome Street. The office drop-off for passengers would be at the internal drive-through area on the east side of the main office lobby.

HOTEL USE

The high-rise building would include a hotel ranging between approximately 127,710 square feet (approximately 100 rooms) and 188,820 square feet (approximately 200 guest rooms). The representative floor plans show hotel use with 200 rooms located on Levels 4 through 14. The hotel arrival space, accessible from both Sansome Street and Merchant Street, would be located at the southwest corner of Level 1. The main hotel lobby would be located on Level 3.

BALLROOM/PRE-FUNCTION/MEETING SPACE

The high-rise building would include a ballroom, pre-function space, and meeting space, totaling approximately 10,135 square feet, on Level 3. The ballroom, pre-function space, and meeting space would be accessible from the hotel and office levels.

VEHICLE PARKING

The proposed project would include 74 vehicle parking spaces for office and hotel uses on basement Levels 2 and 3 under the high-rise building.

BICYCLE PARKING

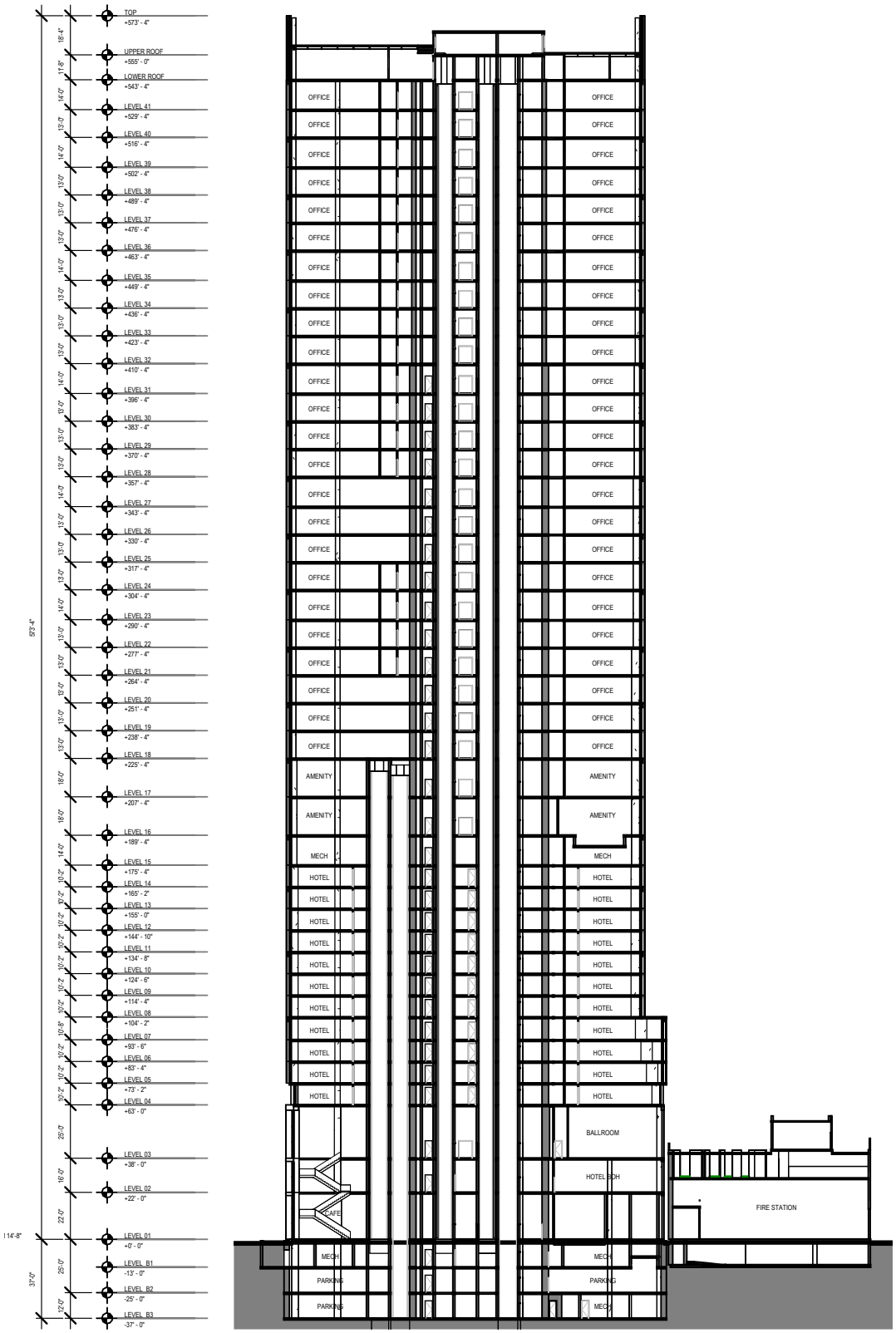
The proposed project would include 77 class 1 bicycle parking spaces on basement Level 1 and 27 class 2 bicycle parking spaces on streets adjacent to the project site, subject to SFMTA and San Francisco Public Works approval.

SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 9

PROPOSED PROJECT OVERALL SOUTH ELEVATION

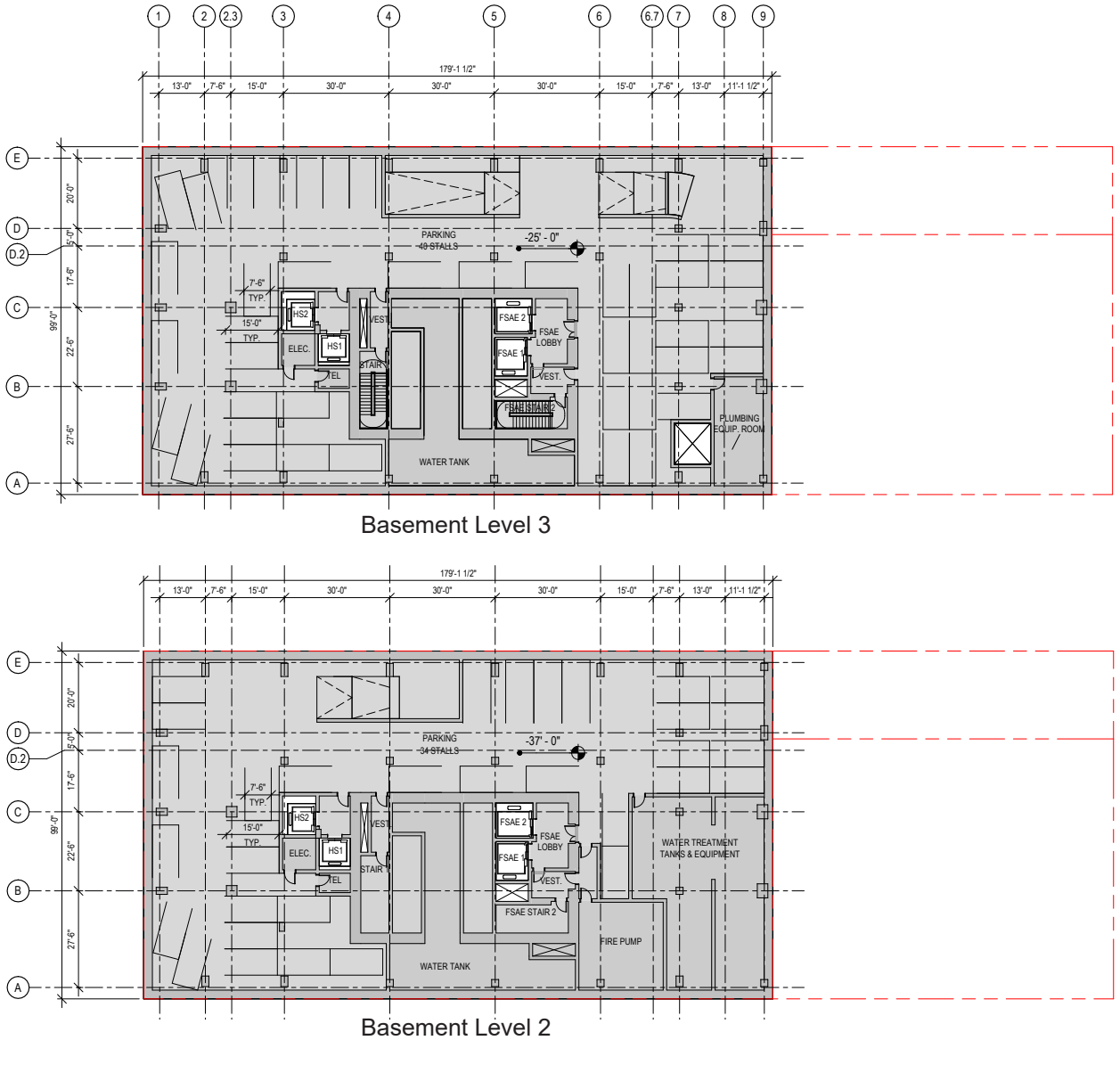


SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 10

HIGH-RISE BUILDING EAST-WEST SECTION

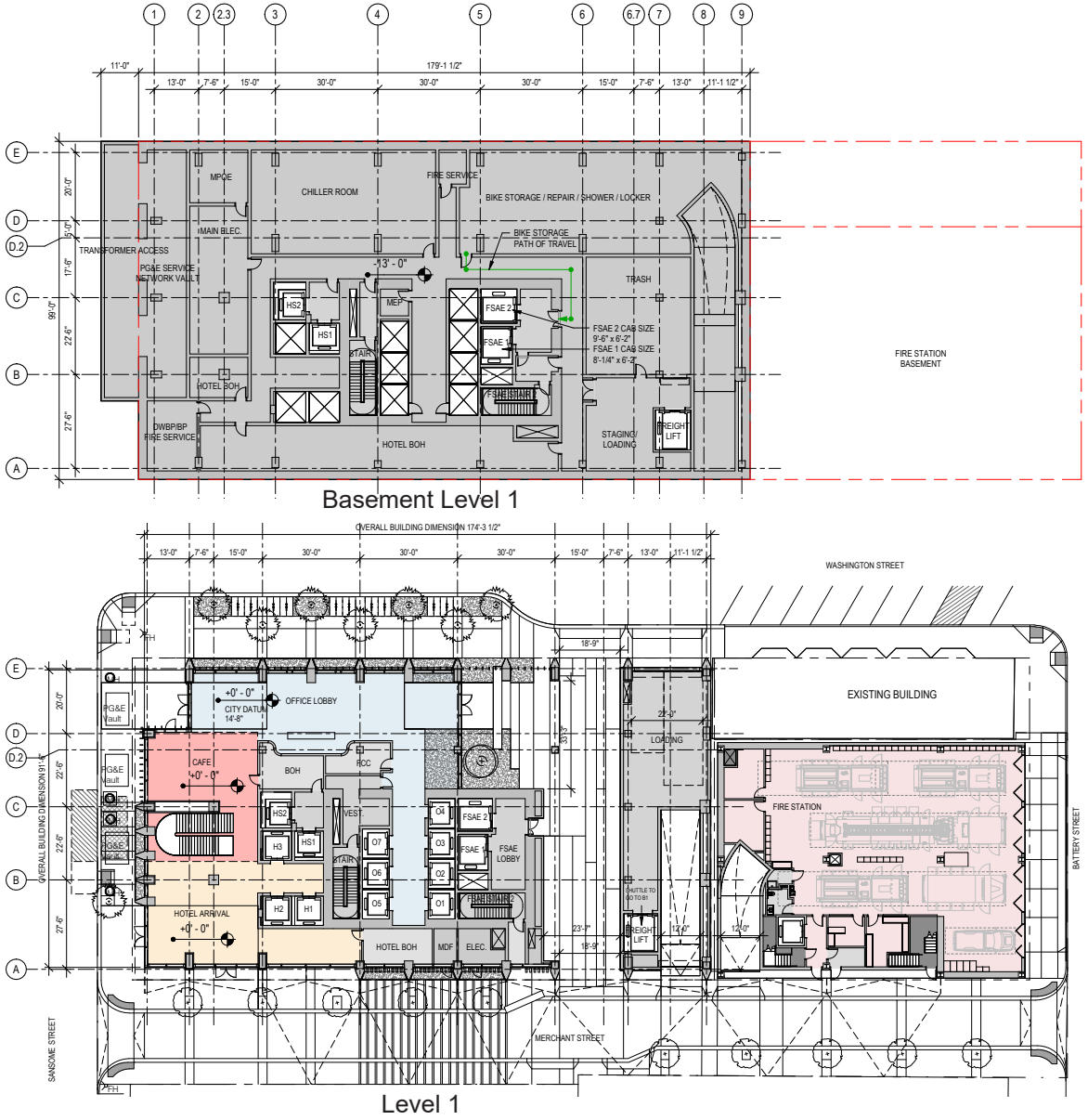


SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 11

HIGH-RISE BUILDING BASEMENT LEVELS 3 AND 2 FLOOR PLAN



SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 12

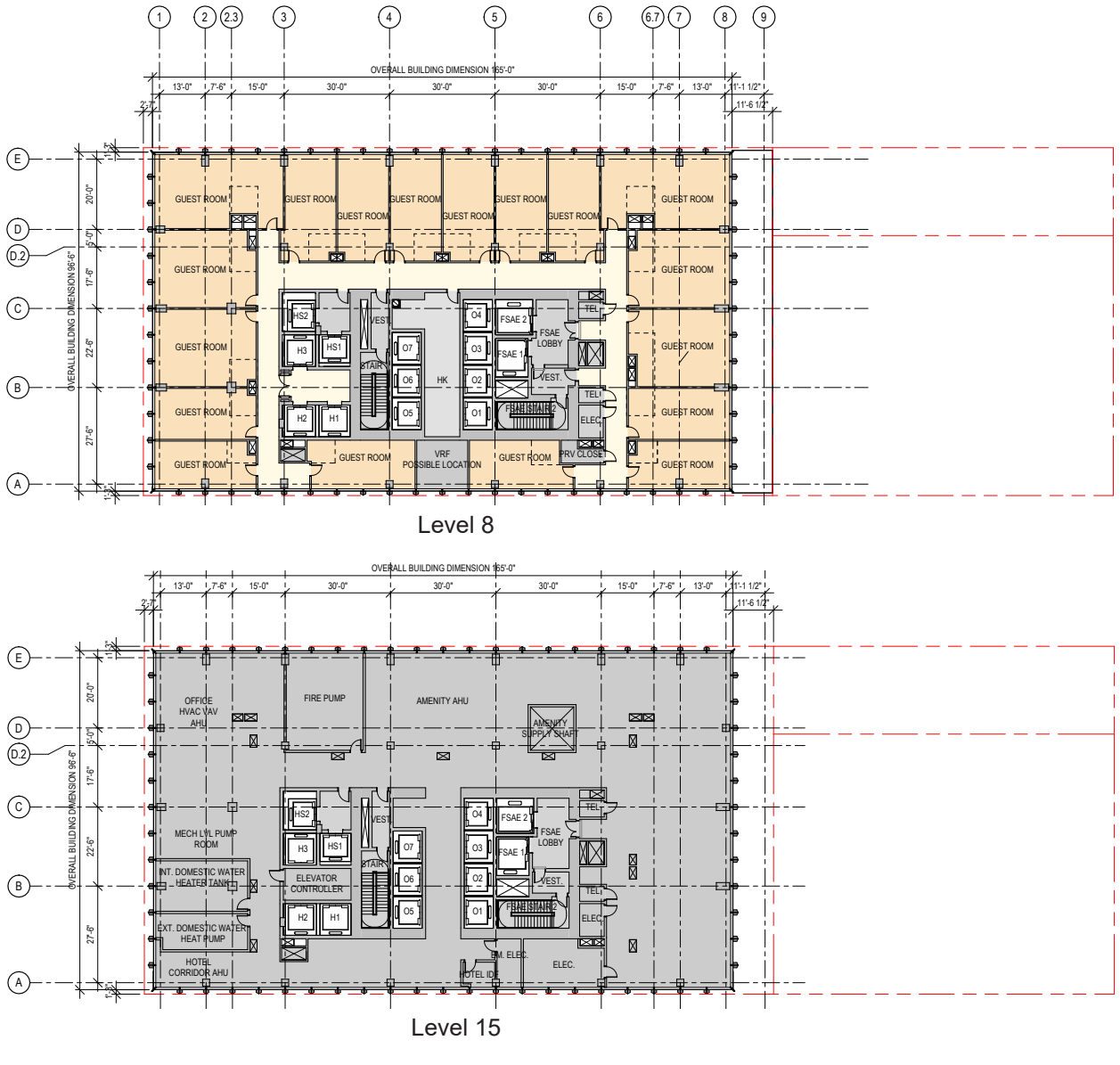
HIGH-RISE BUILDING BASEMENT LEVEL 1 AND LEVEL 1 FLOOR PLAN

SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 13

HIGH-RISE BUILDING LEVELS 2-3 FLOOR PLAN

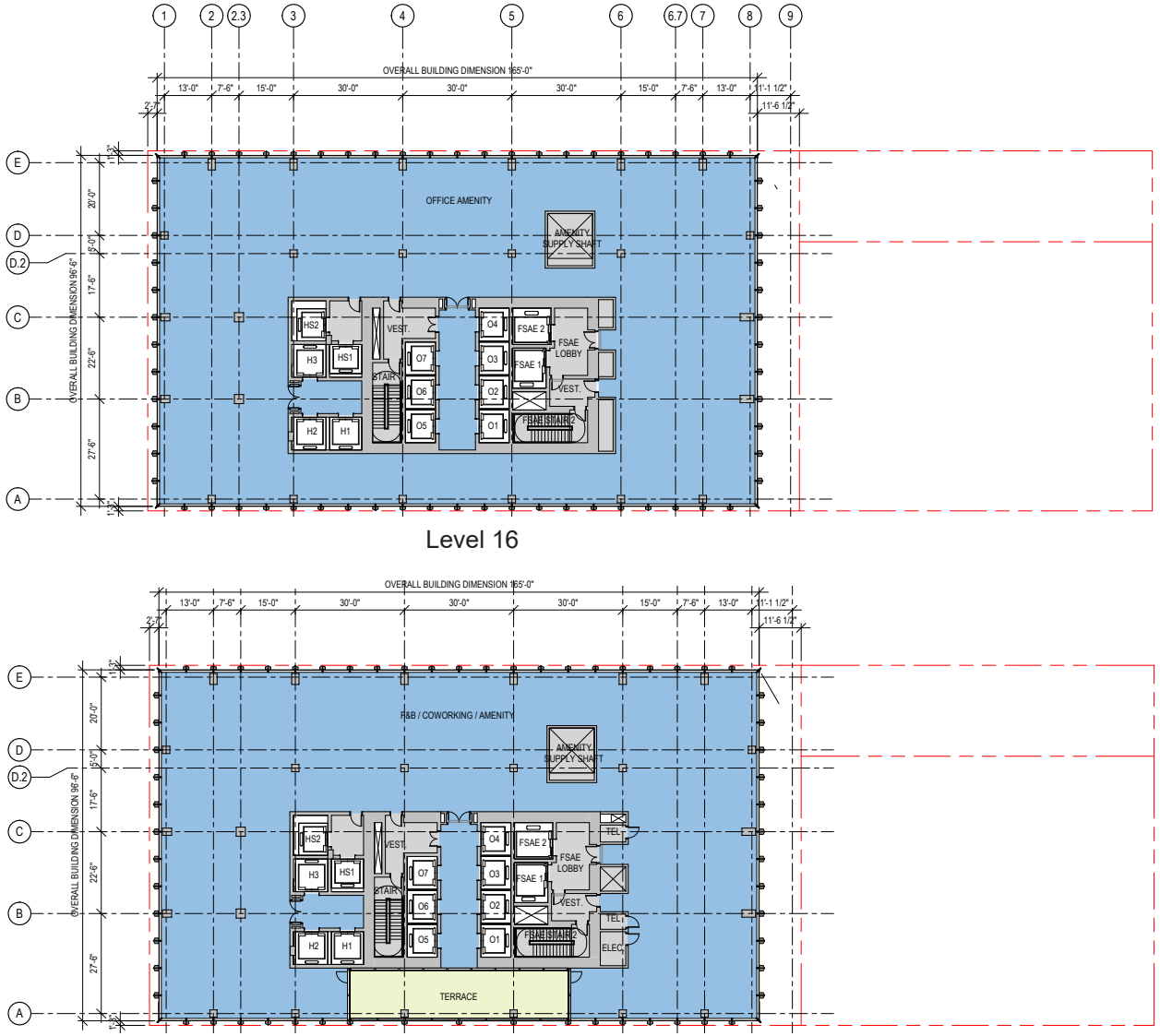


SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 14

HIGH-RISE BUILDING LEVEL 8 (TYPICAL HOTEL LEVEL) AND LEVEL 15 FLOOR PLAN

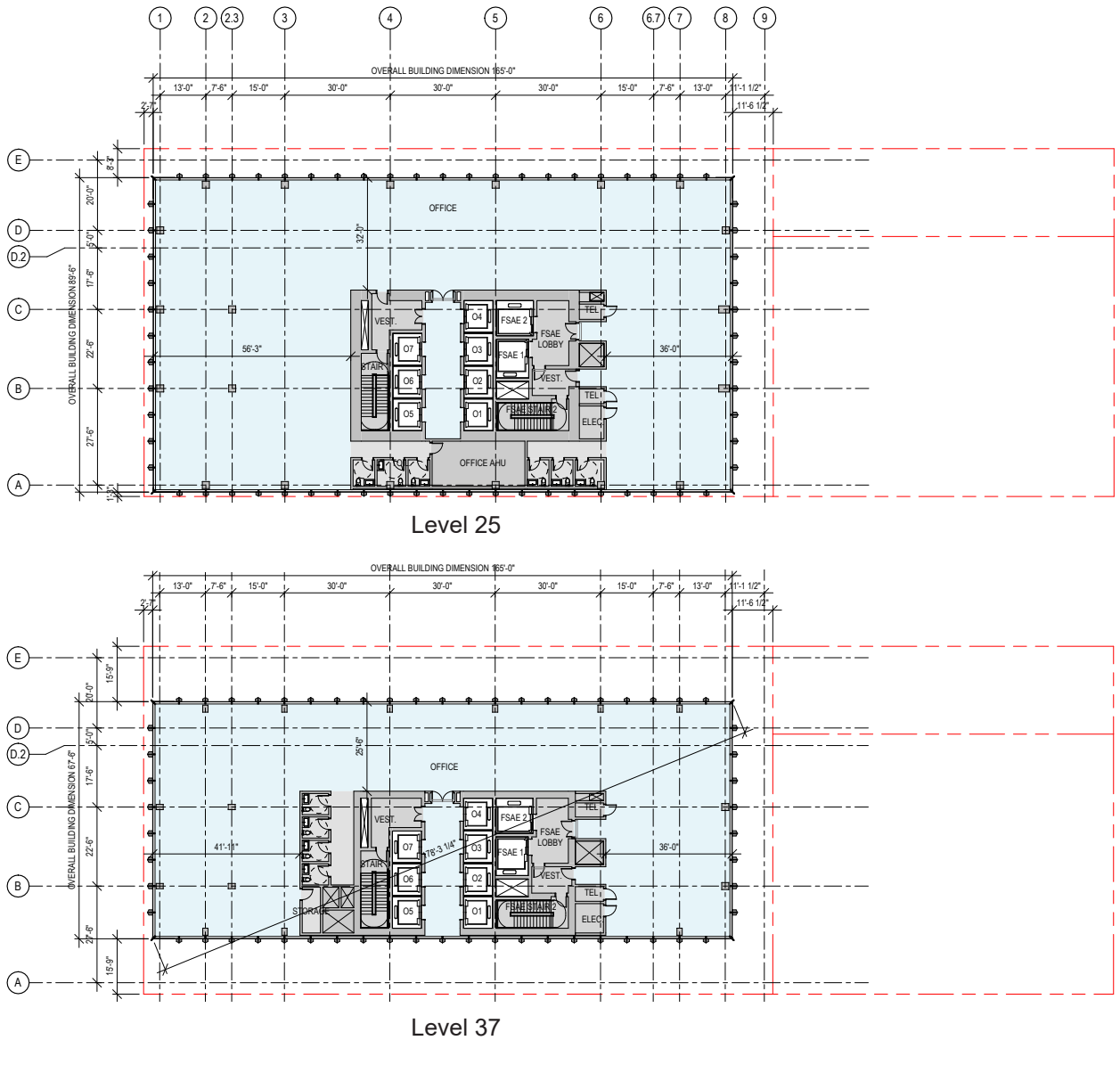


SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 15

HIGH-RISE BUILDING LEVELS 16-17 FLOOR PLAN

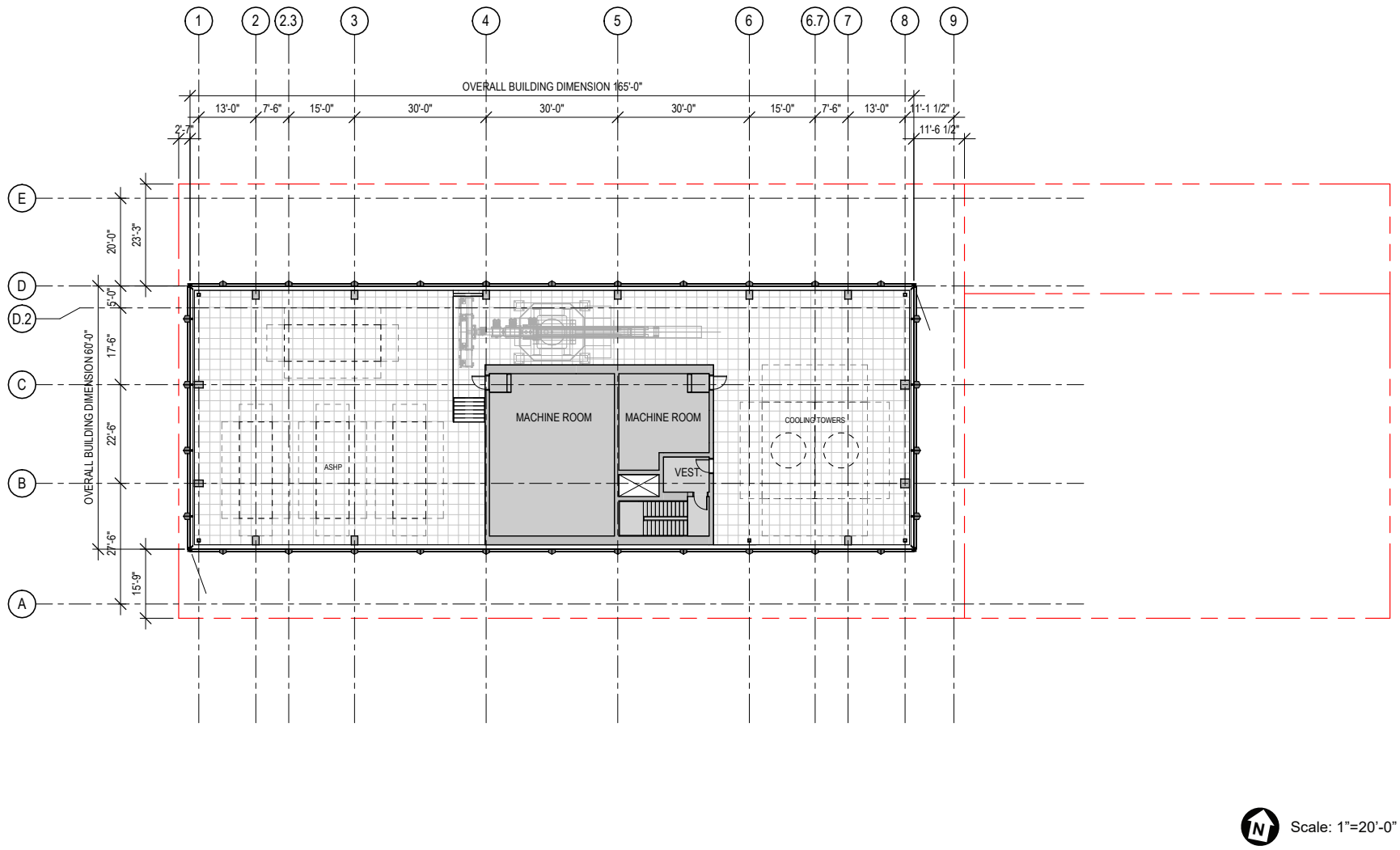


SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 16

HIGH-RISE BUILDING LEVEL 25 AND LEVEL 37 FLOOR PLAN (TYPICAL OFFICE LEVELS)



SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 17

HIGH-RISE BUILDING ROOF PLAN

Vehicle and Loading Access

Firetruck access to the replacement fire station would occur via an approximately 70-foot-wide curb cut on Battery Street. Access to the fire department parking spaces located on the basement level of the replacement fire station would be from a ramp on Merchant Street.

The high-rise building would provide two loading dock spaces accessible from Washington Street via an approximately 25-foot-wide curb cut at the northeast corner of the first floor. The parking spaces located on the basement levels would be from a ramp on Merchant Street.

Office drop-off for passengers and hotel valet parking drop off would be located at the internal drive-through area on the east side of the main office lobby on Level 1. In addition, and subject to review and approval by the SFMTA, the proposed project would include a passenger loading zone that would extend along the east side of Sansome Street. The vehicle circulation plan is shown in **Figure 18**.

Streetscape Improvements and Open Space

Implementation of the proposed project would remove the three existing street trees along the north side of Merchant Street. The proposed project would comply with San Francisco Public Works Code requirements for street trees associated with new developments by including four new street trees along Sansome Street and five new street trees along Merchant Street. An in-lieu fee would be paid for street tree plantings otherwise required by the public works code that cannot reasonably be accommodated on the site.

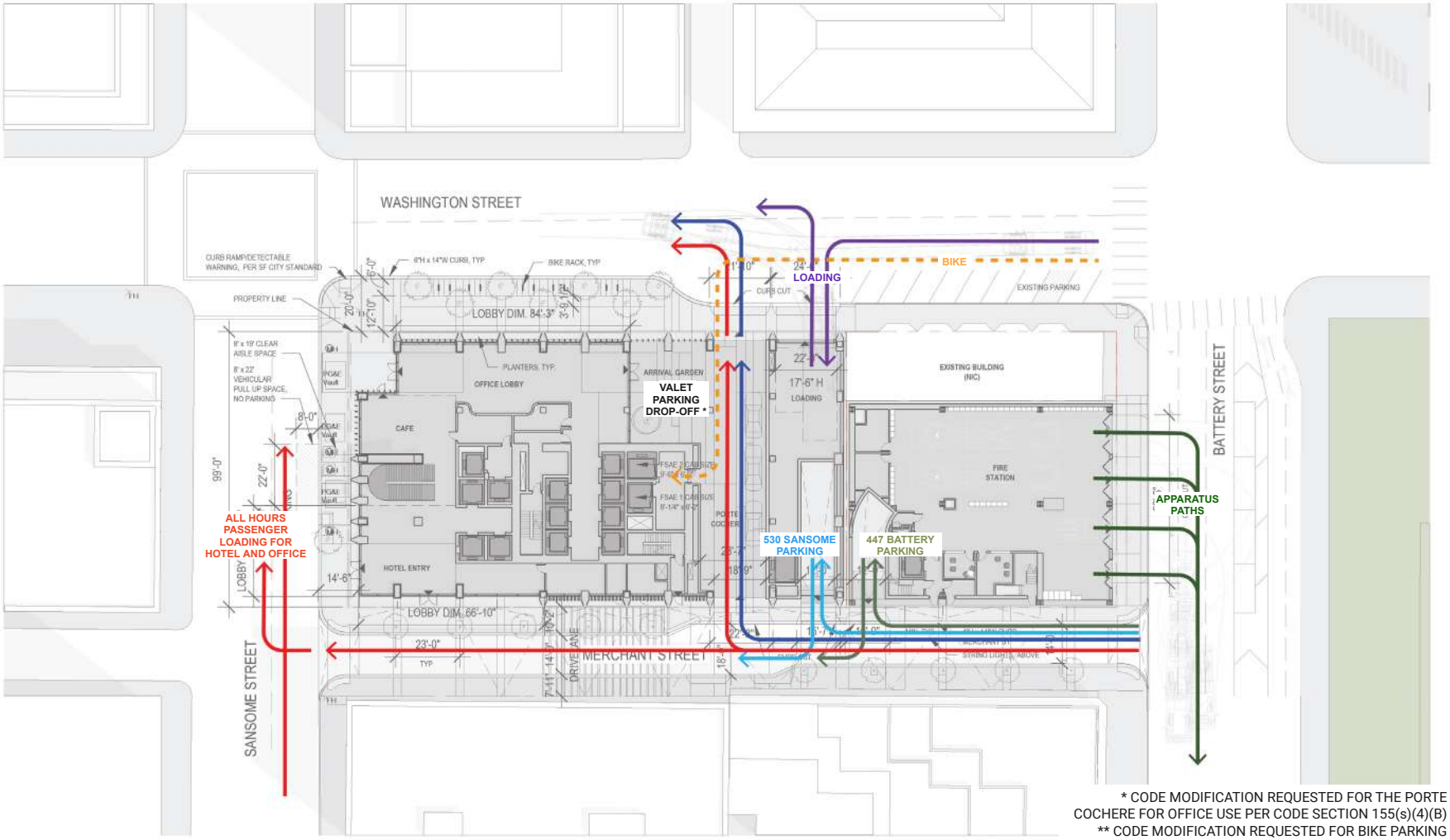
The proposed project would include conversion all of Merchant Street into a shared street/living alley[5] with approximately 12,695 square feet of POPOS that would extend from Sansome Street to the eastern edge of the project site (see **Figure 19**, p. 27). Streetscape improvements include installation of a raised crosswalk and roadway ramp at Merchant Street's intersections with Battery and Sansome streets, new street lighting and installation of street furnishings.

The proposed project would include a plan for driveway loading and operations and the project's POPOS programming and activation plan on Merchant Street. The plans and programming would be subject to approval from the planning department, SFMTA, and San Francisco Public Works.

The proposed project would include removal of up to 17 existing on-street parking spaces along the southern side of Washington Street between Sansome and Battery streets and provide a freight loading zone in front of the loading dock on Washington Street for the high-rise building. The proposed project would include removal of four existing on-street parking spaces along the western edge of Battery Street to provide firetruck and apparatus access to the fire station.

Implementation of any proposed improvements within the public right-of-way would require coordination with city agencies, including SFMTA and San Francisco Public Works, for approvals regarding sidewalk widening and modifications to related infrastructure.

[5] A shared street/living alley is a narrow, low-volume traffic street designed to prioritize pedestrians, bicyclists, and provides space for social uses. Vehicles may access but with reduced speeds.

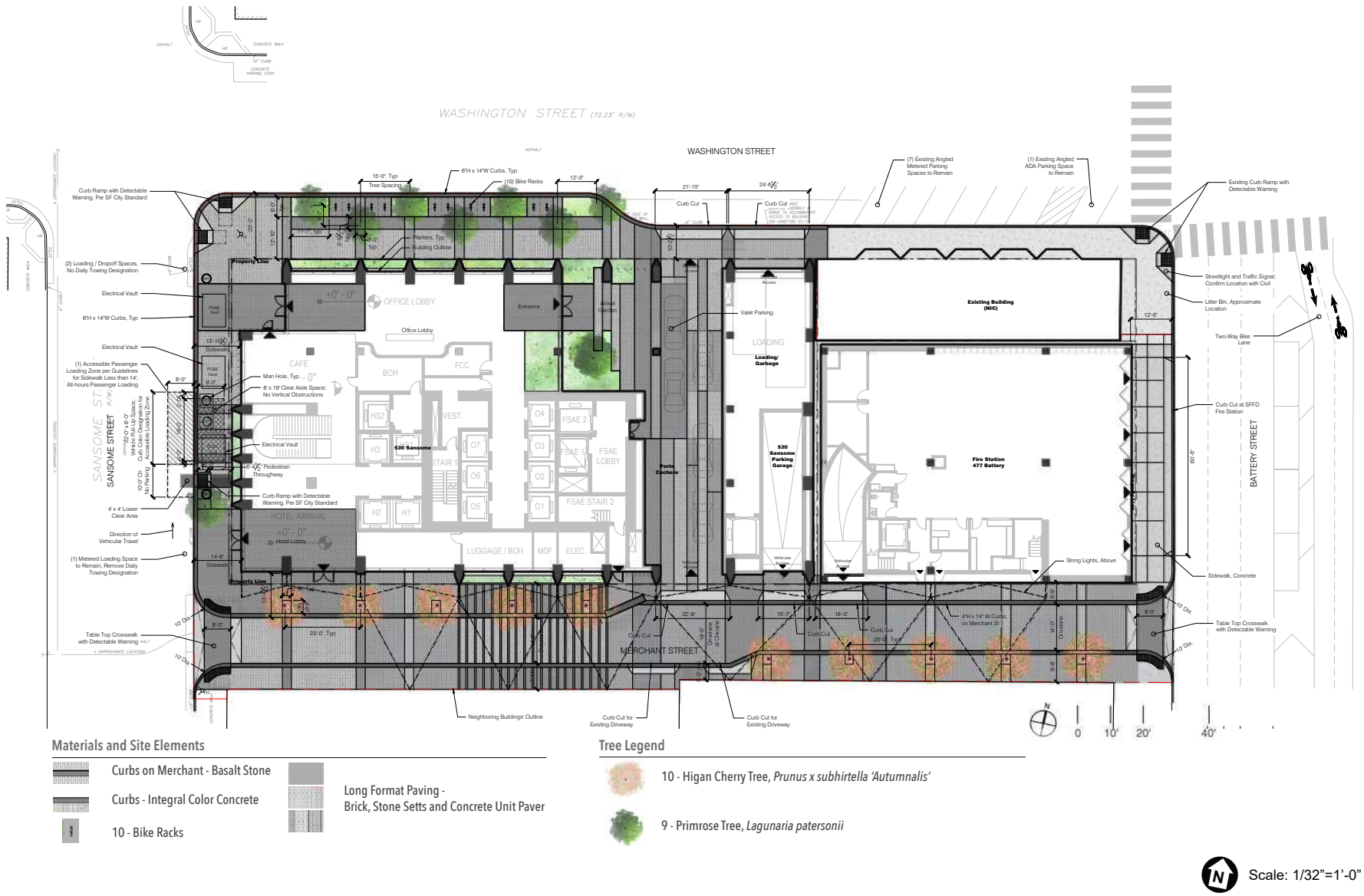


SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 18

VEHICLE CIRCULATION PLAN



Materials and Site Elements

- Curbs on Merchant - Basalt Stone
- Curbs - Integral Color Concrete
- 10 - Bike Racks
- Long Format Paving - Brick, Stone Setts and Concrete Unit Paver

Tree Legend

- 10 - Higan Cherry Tree, *Prunus x subhirtella 'Autumnalis'*
- 9 - Primrose Tree, *Lagunaria patersonii*

Scale: 1/32"=1'-0"

SOURCE: Skidmore, Owings & Merrill, LLP, 2024

447 Battery and 530 Sansome Street

FIGURE 19
LANDSCAPE PLAN

Utilities and Stormwater Retention

The proposed project would include connections to existing sewer, water, and electricity lines along Sansome, Battery, and Washington Streets. The proposed project also would include implementation of stormwater management in compliance with the City's 2016 Stormwater Management Requirements and Design Guidelines to ensure the proposed project meets performance measures set by the San Francisco Public Utilities Commission related to stormwater runoff rate and volume prior to connection to the existing combined sewer system.

Project Construction

Construction of the proposed project would last approximately 39 months, beginning in 2027 (see **Table 2**). Construction would begin with mobilization and staging, followed by demolition and site preparation, structural and large utility work, and architectural and site work. Some construction stages would overlap. Demolition would take approximately one month. Excavation and shoring would last approximately six months. Foundation and below-grade construction would last about 22 months. Building construction and exterior and interior finishing phases would partially overlap and last approximately 32 months. Construction of the basement levels and foundation installation would require excavation extending to approximately 15 feet below ground surface (bgs) for the replacement fire station and approximately 40 feet bgs for the 41-story building. Overall, excavation of the basement levels would remove approximately 42,000 cubic yards of soil.

Table 2 **Preliminary Construction Schedule**

Construction Stage	Start	Finish	Duration
Demolition	1/1/2027	2/5/2027	1 month
Grading/Excavation	2/6/2027	7/31/2027	6 months
Drainage/Utilities/Sub-Grade	3/14/2027	6/22/2027	3 months
Foundations and Concrete Pour	4/4/2027	1/13/2029	22 months
Building Construction	8/13/2027	3/20/2030	32 months
Architectural coatings	4/16/2029	4/1/2030	12 months
Paving	2/2/2030	4/1/2030	2 months
TOTAL			**39 months**

SOURCE: Related, 2024

During construction, fire department personnel and firetrucks would be relocated to nearby offsite fire stations and would continue to serve the Financial District neighborhood and the city in general. Relocation of fire equipment would take no more than eight hours to complete.

Project construction would generally occur six to seven days per week and between the hours of 6 a.m. to 6 p.m., which extends beyond the normal hours of the San Francisco Police Code section 2908 (7 a.m. and 8 p.m.). Construction activities that would extend beyond normal hours (i.e., between 8 p.m. and 7 a.m.), include four to six 20-hour concrete pours for the foundation, crane and hoist erection and adjustment activities, utility work, site maintenance activities and material delivery and handling. Construction activities

that extend beyond normal hours would be subject to review, permitting, and approval by the San Francisco Department of Building Inspection.

Required Project Approvals

The following is a preliminary list of anticipated approvals for the proposed project and is subject to change. These approvals may be considered by City decision-makers in conjunction with the required environmental review, but they may not be granted until completion of the environmental review.

Local Agencies

SAN FRANCISCO BOARD OF SUPERVISORS

- Approval of a Development Agreement for the proposed project, including a master conditional use authorization process to approve the project, including modifications to certain Planning Code controls and Administrative Code provisions.
- Approval of General Plan Amendment to the Downtown Area Plan to permit construction of a building that is approximately 600 feet tall.
- Approval of a Zoning map amendment for height district reclassification.
- Approval of Amendment to Conditional Property Exchange Agreement between the City and EQX JACKSON SQ HOLDCO LLC regarding transfers of land to facilitate project implementation.

SAN FRANCISCO PLANNING COMMISSION

- Recommend to the Board of Supervisors approval of a Development Agreement.
- Recommend to the Board of Supervisors approval of a General Plan Amendment to the Downtown Area Plan to permit construction of a building that is approximately 600-feet tall.
- Recommend to the Board of Supervisors approval of a Zoning Map Amendment for Height District Reclassification: The building height of the proposed project would exceed the height limit of the existing 200-S Height and Bulk District. The Board of Supervisors would need to approve an amendment to the Zoning Map Height and Bulk Districts pursuant to Planning Code section 302 to permit construction of an approximately 600-foot-tall building.
- Approval of shadowing on publicly accessible open space under the jurisdiction of the Recreation and Park Commission after consultation with the Recreation and Parks Commission (Planning Code section 295).
- Approval of a single Conditional Use Authorization pursuant to the Development Agreement to approve the project including certain Planning Code modifications.
- Approval of an allocation of office square footage under Planning Code sections 320-325.

SAN FRANCISCO HISTORIC PRESERVATION COMMISSION

- Recommend to the Board of Supervisors approval of an ordinance to rescind the landmark designation of 447 Battery Street and/or obtain a Certificate of Appropriateness to demolish the 447 Battery Street building under Planning Code Article 10.

JOINT ACTION BY THE PLANNING COMMISSION AND THE RECREATION AND PARK COMMISSION

- Approval of increase to annual cumulative shadow limit for Maritime Plaza and Sue Bierman Park

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

- Approval of building permit(s)

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

- Approval of permits for streetscape modifications in the public right-of-way
- Approval of parking and traffic changes including fire station striping on Battery Street and color curb zones
- Approval of change to the transportation code for the removal of PM peak northbound lane on eastern side of Sansome Street adjacent to Project site

SAN FRANCISCO PUBLIC WORKS

- Approval of permits for streetscape modifications in the public right-of-way
- Approval of new, removed, or relocated street trees
- Approval of any situations involving construction that would need to extend beyond normal hours (i.e., between 8 p.m. and 7 a.m.), which could include concrete pours, crane and hoist erection and adjustment activities, site maintenance activities and material delivery and handling
- Approval of major encroachment permit for improvements to Merchant Street

SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

- Approval of site mitigation plan pursuant to Maher Ordinance

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

- Issuance of permits for the installation and operation of emergency generators

SAN FRANCISCO PUBLIC UTILITIES COMMISION

- Approval of the use of groundwater wells during dewatering associated with construction
- Approval of landscape and irrigation plans to extent project installs or modifies 500 square feet or more of landscape area

SAN FRANCISCO FIRE COMMISSION

- Approval of demolition of existing Fire Station 13 and construction of replacement Fire Station 13

Certification of the final EIR by the planning commission establishes the start of the 30-day period for the appeal of the EIR to the board of supervisors pursuant to section 31.16(c)(2) of the San Francisco Administrative Code.

Summary of Potential Environmental Issues

The proposed project could result in potentially significant environmental effects. As such, the San Francisco Planning Department will prepare an initial study, consistent with CEQA Guidelines sections 15063(b)(1)(a) and 15063(c)(3), to provide documentation to determine which of the proposed project's effects warrant more-detailed environmental analysis in an EIR. As required by CEQA, the EIR will further examine those issues identified in the initial study that could result in potentially significant effects, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce the environmental effects to less-than-significant levels. The initial study will be published as an appendix to the EIR and will essentially be part of the EIR.

The initial study and EIR will be prepared in compliance with CEQA (California Public Resources Code sections 21000 et seq.), the CEQA Guidelines, and chapter 31 of the San Francisco Administrative Code, and will address project-specific construction and operational impacts. The initial study and EIR are informational documents for use by governmental agencies and the public to aid in the planning and decision-making process. The initial study and EIR will disclose any physical environmental effects of the proposed project and identify possible ways of reducing or avoiding their potentially significant impacts.

The initial study and EIR will evaluate the environmental impacts of the proposed project resulting from construction and operational activities, and will propose mitigation measures for impacts determined to be significant. The initial study and EIR also will identify potential cumulative impacts that consider impacts of the proposed project in combination with impacts of other cumulative projects. The initial study and EIR will address all environmental topics in the San Francisco Planning Department's CEQA environmental checklist, including the following environmental topics:

- Land Use and Planning
- Population and Housing
- Cultural Resources
- Tribal Cultural Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind
- Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology, Soils, and Paleontological Resources
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral Resources
- Energy
- Agriculture and Forestry Resources
- Wildfire

In addition, the EIR will include an analysis of the comparative environmental impacts of feasible alternatives (such as full and partial preservation) to the proposed project that would reduce or avoid one or more of the significant impacts of the project while still meeting most of the project objectives, and will also describe any alternatives that were considered but rejected. The EIR will evaluate a No Project Alternative, which considers reasonably foreseeable conditions at the project site if the proposed project is not implemented. The EIR also will include a discussion of topics required by CEQA, including the proposed project's growth-inducing impacts, significant unavoidable impacts, significant irreversible impacts, any known controversy associated with the project and its environmental effects, and issues to be resolved by decision-makers. It will also identify the environmentally superior alternative.

The proposed project meets all the requirements of a transit-oriented infill development project under California Public Resources Code section 21099; therefore, the EIR will not analyze potential significant environmental effects related to aesthetics and parking.

Finding

This project may have a significant effect on the environment and an EIR is required. This finding is based upon the criteria of CEQA Guidelines sections 15064 (Determining Significant Effect) and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Public Scoping Comments

The department welcomes your comments concerning potential environmental effects of this project. Written comments will be accepted until **5 p.m.** on December 9, 2024. Written comments should be sent to Sherie George, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California 94103; or emailed to CPC.447Battery530SansomeEIR@sfgov.org.

If you work for an agency that is a Responsible or Trustee Agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

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

Recipients of this notice are encouraged to pass on this information to others who may have an interest in the project.

November 6, 2024
Date

Lisa Gibson
Lisa Gibson
Environmental Review Officer