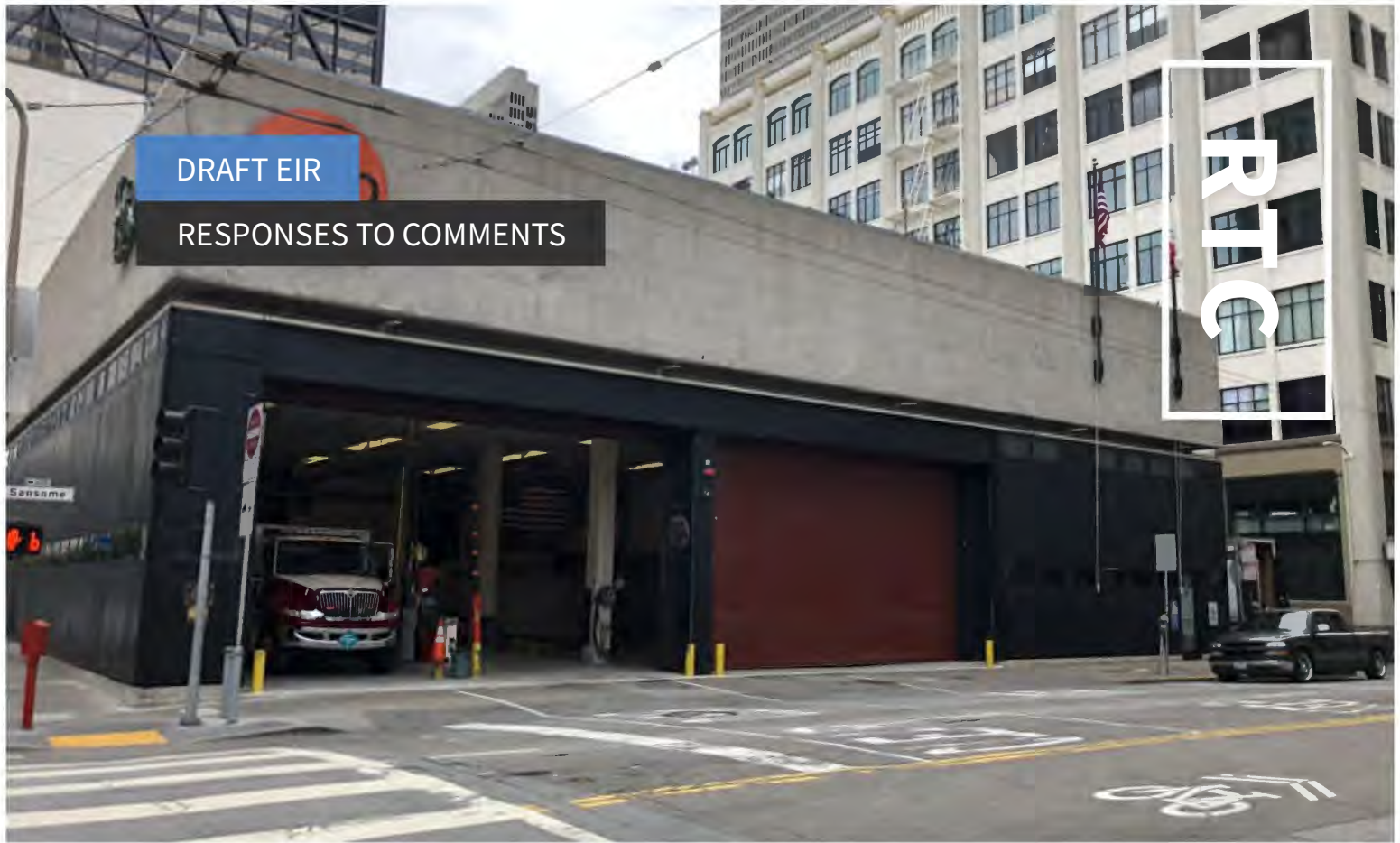




447 BATTERY AND 530 SANSOME STREET

(also known as 530 Sansome Street and Fire Station 13 Development Project)

San Francisco Planning
Case No. **2024-007066ENV**

State Clearinghouse No. 2024110311

<i>Draft EIR Publication Date:</i>	March 11, 2025
<i>Draft EIR Public Hearing Date:</i>	<u>April 10, 2025 continued to April 17, 2025</u>
<i>Draft EIR Public Comment Period:</i>	March 11, 2025–April 28, 2025
<i>Final EIR Certification Hearing Date:</i>	July 17, 2025





MEMORANDUM

Date: July 2, 2025
Case No.: **2024-007066ENV**
Project Title: **447 Battery and 530 Sansome Street (also known as 530 Sansome Street and Fire Station 13 Development Project)**
To: Members of the Planning Commission and Interested Parties
From: Lisa Gibson, Environmental Review Officer
Re: Attached Responses to Comments on Draft Environmental Impact Report for the 447 Battery and 530 Sansome Street Project (Planning Department File No. 2024-007066ENV)

Attached for your review please find a copy of the responses to comments document for the draft environmental impact report (EIR) for the above-referenced project. This document, along with the draft EIR, will be before the planning commission for final EIR certification on July 17, 2025. The planning commission will receive public testimony on the final EIR certification at the July 17, 2025, hearing. Please note that the public review period for the draft EIR ended on April 28, 2025. At the request of a member of the planning commission, the ERO allowed members of the planning commission to provide comments on the draft EIR until May 16, 2025 (one day after a May 15, 2025, informational hearing on the proposed project held before the planning commission). No comments from the planning commissioners were received on May 16, 2025. Comments received after the close of the public review period or at the final EIR certification hearing will not be responded to in writing. The agenda for the July 17, 2025, planning commission hearing showing the start time and order of items at the hearing will become available at <https://sfplanning.org/hearings-cpc-grid>, by close of business Friday, July 11, 2025.

The planning commission does not conduct a hearing to receive comments on the responses to comments document, and no such hearing is required by the California Environmental Quality Act. Interested parties, however, may always write to commission members or to the president of the commission at commissions.secretary@sfgov.org (preferred) or 49 South Van Ness Avenue, Suite 1400, and express an opinion on the responses to comments document, or the commission's decision to certify the final EIR for this project.

This document, along with the draft EIR, constitute the final EIR. The draft EIR may be downloaded from <https://sfplanning.org/environmental-review-documents>. If you have any questions concerning the responses to comments document or the environmental review process, please contact Sherie George, EIR coordinator, at CPC.447Battery530SansomeEIR@sfgov.org or 628.652.7558.

Thank you for your interest in this project and your consideration of this matter.



DRAFT EIR

RESPONSES TO COMMENTS

RTIC

447 BATTERY AND 530 SANSOME STREET

(also known as 530 Sansome Street and Fire Station 13 Development Project)

San Francisco Planning

Case No. **2024-007066ENV**

State Clearinghouse No. 2024110311

Draft EIR Publication Date:	March 11, 2025
Draft EIR Public Hearing Date:	<u>April 10, 2025 continued to April 17, 2025</u>
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San Francisco
Planning

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- Attachment B Draft EIR Comment Letters and Emails

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CHAPTER 1

INTRODUCTION

1.A Purpose of the Responses to Comments Document

The purpose of this responses to comments (RTC) document is to present comments received on the draft environmental impact report (draft EIR) for the proposed 447 Battery and 530 Sansome Street Project, sometimes also referred to as the 530 Sansome Street and Fire Station 13 Development Project (proposed project), to respond in writing to comments on environmental issues, and to revise the draft EIR as necessary to provide additional clarity. Pursuant to the California Environmental Quality Act (CEQA) section 21091(d)(2)(A) and (B), the San Francisco Planning Department (planning department) has considered the comments received on the draft EIR, evaluated the issues raised, and is providing written responses that address each substantive environmental issue that was raised by commenters. In accordance with CEQA, the responses to comments focus on addressing physical environmental effects associated with the proposed project. Such effects include physical impacts or changes attributable to the proposed project.

None of the comments received provides new information that warrants recirculation of the draft EIR. The comments do not identify new significant impacts or a substantial increase in the severity of previously identified impacts. Furthermore, beyond minor clarifications to mitigation measures, they do not identify or result in feasible project alternatives or mitigation measures that are considerably different from those analyzed in the draft EIR and/or that the project sponsor did not agree to implement.

The draft EIR together with this RTC document constitutes the final EIR for the proposed project in fulfillment of CEQA requirements and consistent with CEQA Guidelines section 15132. The final EIR was prepared in compliance with CEQA, including the CEQA Guidelines and San Francisco Administrative Code chapter 31. It is an informational document for use by (1) governmental agencies (such as the City and County of San Francisco) and the public to aid in the planning and decision-making process by disclosing the physical environmental effects of the project and identifying possible ways of reducing or avoiding the potentially significant impacts and (2) the San Francisco Planning Commission (planning commission) and other City entities (such as the San Francisco Board of Supervisors), where applicable, prior to their decisions to approve, disapprove, or modify the proposed project. If the planning commission and other City entities approve the proposed project, they would be required to adopt CEQA findings and a mitigation monitoring and reporting program (MMRP) to ensure that mitigation measures identified in the final EIR are implemented.

1.B Environmental Review Process

1.B.1 Notice of Preparation

The planning department, as lead agency responsible for administering the environmental review of projects within the City and County of San Francisco under CEQA, published a notice of preparation (NOP) of an EIR on November 6, 2024 (included as Appendix A in the draft EIR), to inform agencies and the general public that the draft EIR would be prepared based upon the criteria of CEQA Guidelines sections 15064 (Determining Significant Effects) and 15065 (Mandatory Findings of Significance). A notice of availability (NOA) of the NOP

1. Introduction

1.B. Environmental Review Process

and the NOP were sent to the State Clearinghouse, governmental agencies, organizations, and persons who may have an interest in the proposed project. The planning department mailed the NOA of the NOP to tenants and property owners within 300 feet of the project site and sent email notifications to neighborhood groups and individuals that requested project notifications from the planning department. The planning department posted these notices on the planning department's environmental review webpage and filed the NOA with San Francisco County Clerk's office. The planning department also published a newspaper advertisement in the San Francisco Examiner on November 6, 2024, announcing the opportunity for public comment on the project.

1.B.2 Historic Preservation Alternative Scoping Meeting

On January 15, 2025, a draft of the proposed historic preservation alternatives for the proposed project was presented to the Historic Preservation Commission (HPC) for review and comment.

1.B.3 Draft EIR

The planning department prepared the draft EIR for the proposed project in accordance with CEQA, the CEQA Guidelines, and San Francisco Administrative Code chapter 31. The draft EIR was published on March 11, 2025. An initial study was attached to the draft EIR (Appendix B). The draft EIR was circulated for a 50-day public review and comment period, which began on March 11, 2025, and ended on April 28, 2025.

The planning department distributed paper copies of the notice of public hearing and availability of the draft EIR to relevant state and regional agencies, organizations, tenants and property owners within 300 feet of the project site, and persons interested in the proposed project, including those listed on the planning department's standard distribution lists. The planning department also distributed the notice electronically, using email, to recipients who had provided email addresses; published notification of its availability in a newspaper of general circulation in San Francisco; and posted the Notice of Public Hearing and Availability of the EIR at the County Clerk's office and on the project site. Paper copies of the draft EIR were provided for public review at the San Francisco Permit Center, 49 South Van Ness Avenue, 2nd Floor, San Francisco, CA 94103, and to members of the public that requested hard copies. Electronic copies of the draft EIR were made available for review or download on the planning department's "Environmental Review Documents" webpage:

<https://sfplanning.org/environmental-review-documents>

During the draft EIR public review period, the planning department received written comments from two agencies, four organizations, six individuals.

As there are historic resources on the project site, a public hearing was held before the HPC on April 2, 2025, in order for the HPC to provide comments on the draft EIR for consideration by the planning commission. Subsequent to that hearing, the HPC submitted a comment letter to the planning department.

During the public review period, the planning commission conducted a public hearing to receive oral comments on the adequacy, accuracy, and scope of the draft EIR on April 17, 2025. A court reporter attended the public hearing remotely to transcribe the oral comments verbatim and provide a written transcript (Attachment A).

Attachment B of this RTC document includes copies of the comment letters and emails submitted to the planning department on the draft EIR and at the public hearing.

At the request of a member of the planning commission, the ERO allowed members of the planning commission to provide comments on the draft EIR until May 16, 2025 (one day after an informational hearing on the proposed project held before the planning commission).

1.B.4 Responses to Comments Document and Final EIR

The comments received during the public review period are the subject of this RTC document, which addresses all substantive written and oral comments on the draft EIR. Under CEQA Guidelines section 15201, members of the public may comment on any aspect of the project. Furthermore, CEQA Guidelines section 15204(a) states that the focus of public review should be on “the sufficiency of the [draft EIR] in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.” In addition, “when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.” As discussed above, CEQA Guidelines section 15088 specifies that the lead agency is required to respond to comments that raise significant environmental issues during the public review period. Therefore, this RTC document is focused on the sufficiency and adequacy of the draft EIR with respect to disclosing the significance of the physical environmental impacts of the proposed project evaluated in the draft EIR.

The planning department distributed this RTC document for review to the planning commission, as well as to persons who commented on the draft EIR. The planning commission will consider the adequacy of the final EIR, consisting of the draft EIR and the RTC document, with respect to complying with the requirements of CEQA, the CEQA Guidelines, and San Francisco Administrative Code chapter 31. If the San Francisco Planning Commission finds that the final EIR is adequate, accurate, complete, and in compliance with CEQA requirements, it will certify the final EIR and then consider the associated Mitigation Monitoring and Reporting Plan as well as the requested approvals for the proposed project.

Consistent with CEQA Guidelines section 15097, the MMRP is designed to ensure implementation of the mitigation measures identified in the final EIR and adopted by decision-makers to mitigate or avoid the proposed project’s significant environmental effects. CEQA also requires the adoption of findings prior to approval of a project for which an EIR was certified. Because the draft EIR identified significant adverse impacts that cannot be mitigated to a less-than-significant level, the planning commission must adopt findings that include a statement of overriding considerations for those significant and unavoidable impacts, should they approve the proposed project (CEQA Guidelines section 15093(b)). The project sponsor is required to implement the MMRP as a condition of project approval.

1.C Document Organization

This RTC document consists of the following sections and attachments, as described below:

- **Chapter 1, Introduction**, discusses the purpose of the RTC document, the environmental review process for the EIR, and the organization of the RTC document.
- **Chapter 2, List of Persons Commenting**, presents the names of persons who provided comments on the draft EIR during the public comment period. The list is organized into the following groups: public agencies and commissions, organizations, and individuals.
- **Chapter 3, Comments and Responses**, presents substantive comments, excerpted verbatim from a transcript of the hybrid planning commission public hearing and written correspondence. The complete transcript as well as the letters and emails with the comments are provided in Attachments A and B of this RTC document. The comments and responses in this section are organized by topic and, where appropriate, by subtopic, including the same environmental topics addressed in Chapter 3 of the draft EIR and Section E of the initial study. Following each comment or group of comments on a topic are the planning department's responses. The responses generally clarify the text in the draft EIR. In some instances, the responses may result in revisions or additions to the draft EIR. Text changes are shown as indented text, with deleted material shown as ~~strike through~~ text and new text double underlined.
- **Chapter 4, Draft EIR Revisions**, presents staff-initiated text changes to the draft EIR that were made by the planning department to update, correct, or clarify the text of the draft EIR. These changes do not result in significant new information with respect to the proposed project, including the level of significance of project impacts or any new significant impacts. Therefore, recirculation of the draft EIR, pursuant to CEQA Guidelines section 15088.5, is not required.
- **Attachments**
 - Attachment A: Draft EIR Public Hearing Transcript
 - Attachment B: Draft EIR Comment Letters and Emails

CHAPTER 2

LIST OF PERSONS COMMENTING

2.A Public Agencies and Commissions and Individuals Commenting on the Draft EIR

This RTC document includes responses to all comments received on the draft EIR, including written comments submitted by letter or email, as well as oral comments presented at the public hearing that was held on April 17, 2025. This section lists all public agencies and commissions and individuals who submitted comments on the draft EIR. **RTC Table 2-1** lists the commenters' names, along with the corresponding commenter codes used in Chapter 3, Comments and Responses, to denote each set of comments received by category and date received by the planning department. Oral comments given at the planning commission hearing is included in Attachment A, Draft EIR Hearing Transcript. All written and oral comments submitted on the draft EIR are included in Attachment B, Draft EIR Comment Letters and Emails.

- Comments from public agencies and commissions are designated by "A-" and the agency's name or acronym.
- Comments from individuals are designated by "I-" and the commenter's last name.
- Comments from organization are designated by "O-" and the organization's name or acronym.

RTC Table 2-1 Persons Commenting on the Draft EIR

Comment Letter Code	Name and Title of Commenter	Agency/Organization	Comment Format	Comment Date
Public Agencies and Commissions				
A-HPC	Commissioner Diane Matsuda, President	Historic Preservation Commission	Letter	April 18, 2025
A-PC-Braun	Commissioner Derek Braun	Planning Commission	PC Hearing Transcript	April 17, 2025
A-PC-Campbell	Commissioner Amy Campbell	Planning Commission	PC Hearing Transcript	April 17, 2025
A-PC-Imperial	Commissioner Theresa Imperial	Planning Commission	PC Hearing Transcript	April 17, 2025
A-PC-McGarry	Commissioner Sean McGarry	Planning Commission	PC Hearing Transcript	April 17, 2025
A-PC-Moore	Commissioner Kathrin Moore, Vice President	Planning Commission	PC Hearing Transcript	April 17, 2025
A-PC-Williams	Commissioner Gilbert Williams	Planning Commission	PC Hearing Transcript	April 17, 2025

2. List of Persons Commenting

2.A. Public Agencies and Commissions and Individuals Commenting on the Draft EIR

Comment Letter Code	Name and Title of Commenter	Agency/Organization	Comment Format	Comment Date
Individuals				
I-Bash	Alec Bash, AICP, Vice President	Gateway Tenants Association	Email	April 17, 2025
I-Carlson	Douglas F. Carlson	—	Email	April 27, 2025
I-Hannan	Bill Hannan	—	Email	April 28, 2025
I-Kuzinich	Danielle Kuzinich	—	Email	March 13, 2025
I-Lansing	James Lansing	—	PC Hearing Transcript	April 17, 2025
I-Zhu1	Jiahua Zhu	—	Email	April 28, 2025
I-Zhu2	Jiahua Zhu	—	PC Hearing Transcript	April 17, 2025
Organization				
O-OPCMIALocal300	Israel Vargas	Plasterers and Cement Masons Local 300	PC Hearing Transcript	April 17, 2025
O-SFBCTC	Rudy Gonzalez	San Francisco Building and Construction Trades Council	PC Hearing Transcript	April 17, 2025
O-SFECl	Alex Lantsberg	San Francisco Electrical Construction Industry	PC Hearing Transcript	April 17, 2025
O-UALocal38	John Corso	Plumbers Union Local 38	PC Hearing Transcript	April 17, 2025
O-UALocal483	Dan Torres	Sprinkler Fitters U.A. Local 483	PC Hearing Transcript	April 17, 2025

CHAPTER 3

COMMENTS AND RESPONSES

3.A Introduction

This chapter presents the substantive comments received on the draft EIR and initial study and responses to those comments. The comments and responses are organized by subject and are generally in the same order as presented in the draft EIR and initial study. General comments pertinent to CEQA and the draft EIR and general comments not pertinent to CEQA and the draft EIR are grouped accordingly at the end of this chapter. The order of the comments and responses in this chapter is shown in **RTC Table 3-1**, along with the corresponding section number, prefix to the topic code, and page of this chapter on which the comments and responses start.

RTC Table 3-1 Comment Organization

Section	Topic	Topic Code	Page No.
3.B	Project Description	PD	3-2
3.C	Historic Resources	CR	3-6
3.D	Air Quality	AQ	3-9
3.E	Alternatives	AL	3-11
3.F	Transportation	TR	3-13
3.G	Noise	NO	3-15
3.H	Shadow	SH	3-22
3.I	Public Services	PS	3-23
3.J	General Comments (CEQA)	GC-CEQA	3-24
3.K	General Comments (Non-CEQA)	GC-NON-CEQA	3-33

Within each topic, similar comments are grouped together under subheadings, designated by a topic code and sequential number. For example, the comments in Section 3.D, Historic Resources, coded as “CR,” are organized under subheading CR-1.

Under each subheading, the applicable comments are listed by comment code, as described in Chapter 2, List of Persons Commenting. Each comment is then presented verbatim and concludes with the commenter’s name and, if applicable, title and affiliation; the comment source (i.e., public hearing transcript, letter, email); and the comment date. Following each comment or group of comments, a comprehensive response is provided to address environmental issues raised in the comments and clarify or augment information in the draft EIR, as appropriate. Response numbers correspond to the topic code; for example, the response to Comment PD-1 is presented under Response PD-1. The responses may clarify the draft EIR text or revise or add text to the Final EIR. New or revised text, including text changes initiated by planning department staff, is double underlined; deleted material is shown in ~~strikethrough~~ (also see Chapter 4, Draft EIR Revisions).

3.B Project Description [PD]

The comments and corresponding responses in this section cover the subjects included in draft EIR Chapter 2, Project Description. The comment topic relates to:

- PD-1: Previous Projects and Background
- PD-2: Project Objectives

3.B.1 Comment PD-1: Previous Projects and Background

This response addresses the following comments, which are quoted below:

A-PC-Moore-1

A-PC-Imperial-1

“Obviously, the industry's in strong support of new buildings, and they may have slightly larger insight in what's in front of us than I personally do. I am looking for adequacy and completeness and a good faith effort of full disclosure. The rush by which this DEIR is coming forward has somewhat made it an important step, and that is that a project of this scale and this importance -- and important it is indeed -- was presented to this commission prior to a draft EIR coming out.

We got a brief presentation of the elements of the project. The way that the draft EIR is put together, there is no really complete project description that I could comfortably follow in order to understand subtlety with what was briefly summarized about the project. For that reason, my own comments are really impaired and incomplete.

There is a history to this project, and that is actually a really interesting one that has not been touched upon, and I would love this commission to also hear the previous iteration of this project was a magnificent project which was in front of this commission in 2021, where a public-private partnership between the city-owned fire station site and the adjoining property created a very nuanced, integrated project that actually very interestingly proposed two solutions: One was an office/hotel project; and the other one, in the same -- pretty much same building configuration, proposed housing. And unknown to -- kind of new to me was that we approved both project -- projects depending on the market outcome. It would be really important for this commission, in hindsight, to also understand the subtlety of their project because it did just amazing things.

What's in front of us again, to repeat for me, is still only disclosed today and in too brief a fashion to make meaningful comments.” (*Commissioner Kathrin Moore, Vice President, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Moore-1, PD-1]*)

“I also share the same sentiment as Vice President Moore in terms of the previous projects that were presented and the new project that is being presented in front of us. I think it will be good -- I understand that there will be another informational hearing on May 15 about this, but it will be great to see those differences from the previous and the new proposal.” (*Commissioner Theresa Imperial, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Imperial-1, PD-1]*)

Response PD-1

The comments request information regarding the difference between the previous project proposals compared to the current proposed project. Previous proposals included two separate projects at the project site, with different project sponsors.

In response to the comments, a new section “2.B, Project Background and Previous Projects” has been added to draft EIR p. 2-2 to provide context and background information on the two previous projects proposed on the project site:

2.B Project Background and Previous Projects

This section includes background on two discrete projects that were previously proposed on the site of the current proposed project to provide context on the project description for the currently proposed project included in Chapter 2. The two projects are (1) the 447 Battery Street Project at Block/Lot 0206/002; and (2) the 530 Sansome Street Project at Block/Lots 0206/013, 014, and 017.

The 447 Battery Street Project (Case No. 2014.1036E) was proposed in 2014 by 447 Partners LLC in 2014 and was limited to the parcel at 447 Battery Street. The project consisted of retaining the existing building façade; replacing the internal structure to bring it up to building and structural codes; and constructing an addition to create a new 18-story, 200-foot-tall hotel with a ground-floor lobby and restaurant. The proposed hotel included 198 hotel rooms on 16 floors, with another restaurant on the 18th floor. Four below-grade basement levels were proposed to contain conference rooms, mechanical equipment, a loading area, and vehicle and bicycle parking. New privately owned public open space (POPOS) was proposed to be provided along Merchant Street, in addition to private terraces for hotel guests and restaurant patrons. The 447 Battery Street Project also proposed to include improvements to Merchant Street along the building frontage. An draft EIR was prepared for the 447 Battery Street Project to analyze historic architectural resources, while the remaining resource topics were analyzed in an initial study in accordance with CEQA Guidelines section 15128 and attached as an appendix to the draft EIR. During the pendency of the City’s review of the 447 Battery Street hotel project proposal, the Board of Supervisors initiated the Article 10 landmark designation process for the existing building at 447 Battery Street in 2021 and later designated the building as a landmark in 2022. The 447 Battery Street Project proposal was withdrawn by 447 Partners LLC in late 2021. The EIR prepared for the 447 Battery Street Project was never completed, nor was the project ever approved.

In 2019, the 530 Sansome Street Project (Case No. 2019-017481ENV) was proposed by EQX Jackson SQ Holdco LLC, the San Francisco Bureau of Real Estate,¹ and the San Francisco Fire Department. This project consisted of demolition of the existing buildings at 530 Sansome Street, 425 Washington Street, and 439–445 Washington Street, and construction of a 19-story building and a four-story replacement fire station, with three below grade levels under both buildings. The 19-story, approximately 218-foot-tall (236 feet total, including rooftop mechanical equipment) building was proposed to provide approximately 6,470 square feet of retail/restaurant space; approximately 40,490 square feet of office space; approximately 35,230 square feet of fitness center space; and approximately 146,065 square feet of hotel space that would accommodate up to 200 guest rooms.

¹ This department has since been renamed to the San Francisco Real Estate Division.

3. Comments and Responses

3.B. Project Description [PD]

At the fourth floor, the 19-story building was proposed to cantilever over the third floor of the replacement fire station. The three below-grade levels were proposed to provide 48 vehicle parking spaces, one loading space, two vehicle service spaces, 22 class 1 bicycle parking spaces, lockers and showers, and utility rooms. The 530 Sansome Street Project also proposed converting the western portion of Merchant Street in front of the project site into a shared street/living alley with approximately 4,810 square feet of POPOS. An additional 26 class 2 bicycle parking spaces were proposed to be located on streets adjacent to the project site, subject to San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works approval.

The sponsors also proposed a residential variant to the previous 530 Sansome Street Project, which included 256 residential units instead of the hotel, office, fitness center, and retail/restaurant uses in the approximately 218-foot-tall building. The four-story replacement fire station building was proposed to remain the same for the residential variant. The three below-grade levels for the residential variant were proposed to provide 82 vehicle parking spaces, one loading space, two vehicle service spaces, 143 class 1 bicycle parking spaces, and utility rooms for the fire station. An additional 19 class 2 bicycle parking spaces were proposed to be located on streets adjacent to the project site, subject to SFMTA and San Francisco Public Works approval. The environmental impacts of the 530 Sansome Street Project were analyzed in a mitigated negative declaration, which was adopted by the planning commission in July 2021, along with project approvals. The board of supervisors affirmed the planning commission's adoption of the mitigated negative declaration in October 2022. In early 2024, the planning commission approved extensions of the 2021 project approvals.

To provide additional context unrelated to CEQA regarding the background of the 530 Sansome Project and the currently proposed project, in 2018, the City issued a call for bids seeking a developer to rebuild the existing Fire Station 13 at 530 Sansome Street as part of a newly constructed tower on the site, with affordable housing impact fees from the project supporting the construction of offsite affordable housing several blocks away in Chinatown. EQX JACKSON SQ HOLDCO LLC ("Developer" or "Related California") was selected as the successful bidder. The City and the Developer are parties to a Conditional Property Exchange Agreement ("CPEA") approved by the Board of Supervisors in 2020 affecting 530 Sansome Street and the two Washington Street parcels (Block/Lots 0206/013, 014, and 017).²

Under the terms of the currently approved CPEA, the Developer has the conditional right to acquire 530 Sansome Street in exchange for building a new fire station and conveying the fire station and underlying property to the City, and at the same time building the 530 Sansome Street Project initially approved in July 2021. The CPEA provides for the 19-story mixed-use building containing the new fire station, sharing certain structural elements and reciprocal easements.

Neither variant of the 530 Sansome Street Project is feasible due to current market conditions and unforeseen design and operational challenges. In August 2024, the project sponsors for the currently proposed project (San Francisco Fire Department, the San Francisco Real Estate Division, and EQX JACKSON SQ HOLDCO LLC), submitted applications to the planning department for the currently proposed project, which would maintain key components of the 530 Sansome Street Project that are beneficial to the City, while redesigning both the mixed-use building and the fire station and adding the fourth parcel at 447 Battery Street. An affiliate of EQX JACKSON SQ HOLDCO LLC's sole member is party to an agreement to purchase 447 Battery Street. The purchase of the fourth parcel would allow for construction of the fire station on a standalone parcel (447

² Vimr, Jonathan, Senior Planner and Preservation Specialist, San Francisco Planning Department, Memo to the Planning Commission, May 15, 2025.

Battery Street) that would be transferred to the City pursuant to the Amendment to Conditional Property Exchange Agreement between the City and EQX JACKSON SQ HOLDCO LLC, as noted on draft EIR p. 2-35. The various applications for the proposed project were formally accepted on December 18, 2024.³

The project sponsors for the currently proposed project (San Francisco Fire Department, the San Francisco Real Estate Division, and EQX JACKSON SQ HOLDCO LLC), are the same project sponsors as the previous 530 Sansome Street Project. However, as described above, the development program is materially different from the previous project. The physical environmental impacts associated with the currently proposed project are analyzed in accordance with CEQA Guidelines section 15126. Under CEQA, comparison of the proposed project to previously considered projects at the site is not required. It should be noted, however, that draft EIR Chapter 5, Alternatives, does consider the previous 530 Sansome Street project as Alternative C, 19-Story Building Full Preservation Alternative.

These comments do not raise specific issues pertaining to the adequacy, accuracy, or completeness of the draft EIR's analysis of the proposed project's physical environmental impacts, and no further response is required. The comments will be provided to City decision-makers for their consideration prior to taking an approval action on the proposed project.

3.B.2 Comment PD-2: Project Objectives

This response addresses the following comment, which is quoted below:

A-HPC-7

"Commission President Matsuda commented in general about the project objectives and noted that the project objectives don't include any mention of honoring historic resources, and that the demolition of the landmark is not noted in "areas of controversy" in the DEIR." (*Commissioner Diane Matsuda, President, Historic Preservation Commission, Letter, April 8, 2025, [A-HPC-7, PD-1]*)

Response PD-2

The comment notes that the project objectives do not include any mention of honoring historic resources. Draft EIR Chapter 2, Project Description, complies with CEQA's requirements for a project description and includes each of the required components, including a statement of objectives sought by the project (CEQA Guidelines section 15124[b]). The project objectives listed in the draft EIR adequately include the underlying purpose of the proposed project.

The function of the project objectives under CEQA are to help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. Draft EIR Chapter 5, Alternatives, identifies a reasonable range of historic preservation alternatives that fulfill CEQA criteria and evaluates the alternatives for their comparative merits with respect to minimizing adverse environmental effects, including those on historic architectural resources that would occur with the proposed project. As such, modifying the project

³ Ibid.

3. Comments and Responses

3.C. Historic Resources [CR]

objectives in the draft EIR would not alter the analysis or conclusions of the draft EIR with respect to historic architectural resources and no change to the project objectives has been made in response to Comment PD-2.

Regarding including demolition of a historic landmark in the potential areas of controversy, in response to the comments, the text on draft EIR p. S-72, Section S.7, Areas of Known Controversy and Issues to Be Resolved, was revised as follows:

Based on the comments received on the notice of preparation of an EIR and on the draft EIR, potential areas of controversy for the proposed project include:

- Demolition of historic structures
- Construction-related air quality, health risk, and noise impacts
- Pedestrian circulation and access to adjacent building during construction
- Handling of hazardous waste during construction

3.C Historic Resources [CR]

The comments and corresponding responses in this section cover the subjects included in draft EIR Section 3.A, Historic Resources. The comment topics relate to:

- CR-1: Mitigation Measures
- CR-2: Historic Analysis

3.C.1 Comment CR-1: Mitigation Measures

This response addresses the following comments, which are quoted below:

A-HPC-2

A-HPC-5

“Commissioner Baldauf requested clarification where the Sculpture Untitled would be placed.”
(*Commissioner Diane Matsuda, President, Historic Preservation Commission, Letter, April 8, 2025, [A-HPC-2, CR-1]*)

“Commissioners Baroni, Baldauf, and Nageswaran requested more robust mitigation regarding the salvage of the 447 Battery Street building materials. Commissioner Baldauf commented that the salvage plan should specify whether the brick façade shown in the new design is composed of salvaged materials, and noted the mitigation measure should specify what will be done with the bricks and salvaged materials.” (*Commissioner Diane Matsuda, President, Letter, April 8, 2025, [A-HPC-5, CR-1]*)

Response CR-1

The comments request revisions to or reconsideration of the adequacy of the existing mitigation measures for the historical resource—447 Battery Street—that would be demolished with implementation of the proposed project. Specifically, the comments raise (1) whether additional detail could be added to the salvage plan in Mitigation Measure M-CR-1b regarding the use of salvaged materials, including potential reuse of the existing building façade’s bricks, and (2) whether additional specificity related to the relocation of the sculpture *Untitled* could be added to the project proposal. One commenter also requested additional mitigation to support preservation of another building and/or legacy businesses.

With regard to salvage of character-defining building materials from the 447 Battery Street building, Mitigation Measure M-CR-1b, Salvage Plan, calls for protection of character-defining building materials to enable salvage of reusable materials. The comments correctly identify the existing building façade’s bricks as being the character-defining material that could most likely be salvaged during project demolition. The only other exterior building materials the planning department anticipates being potentially salvageable are the second- and third-level windows, which are not considered character-defining features as they are modern replacement units.⁴ The contents of any salvage plan can only be prepared pending further study closer to the actual demolition of the building (completed contemporaneously with the preparation and processing of a demolition permit after project approval), allowing a more careful assessment of the condition of the character-defining features, potential methods for salvage as a component part of the demolition plan, and the potential for reuse given the quantity and condition of the materials estimated to be potentially salvageable.

The mitigation measure describes the use of any salvaged materials in the interpretive program (Mitigation Measure M-CR-1c, Public Interpretive Program), possible incorporation of the materials into new construction on the site, or possible donation to interested historical, educational, or artistic groups. Due to the condition and age of the materials, (for example, the exterior bricks have been sandblasted) and practical design constraints for planning for the reuse of historic building materials of uncertain condition and quantity for the construction of a new essential public safety building, the project sponsors do not propose to reuse the historic bricks for the construction of the new fire station; however, in accordance with M-CR-1c, the sponsor team, in consultation with the planning department’s preservation staff, will make a good faith effort to identify opportunities to incorporate any salvageable historic materials as part of the interpretive program required by M-CR-1c or in the architecture of the proposed project.

The commenters note that additional details regarding the distribution of any salvaged materials (to the extent not used by the proposed project) is desired. As noted in the Mitigation Measure M-CR-1b on draft EIR p. 3.A-24, should the sponsor in consultation with the planning department’s preservation staff determine any character-defining materials may be salvaged, a salvage plan would address how any salvaged materials would be used or donated. The project sponsor has agreed to make any salvaged materials not selected for reuse on site (as part of an interpretive program or for other on-site uses) available to non-profit or cultural affiliated groups and, should no such group express interest in them, to an approved architectural salvage company. In this way any salvaged material that is not already slated for reuse by the project sponsor or by identified interested parties can be offered to a wider audience through the architectural salvage company.

⁴ San Francisco Planning Department, *Historic Resource Evaluation Response for 447 Battery Street, Part I*, December 2017, p. 2.

To clarify the intended distribution plan for any salvaged materials, Mitigation Measure M-CR-1b on draft EIR p. 3.A-24 was revised as follows:

Mitigation Measure M-CR-1b: Salvage Plan. Prior to the issuance of Pre-Construction Environmental Compliance Letter, the project sponsor shall consult with the department’s preservation staff as to whether any character-defining building materials may be salvaged, in whole or in part, during demolition or alteration. The project sponsor shall make a good faith effort to salvage and protect such character-defining building materials to be used as part of the interpretative program (if required), incorporated into the architecture of the new building that will be constructed on the site, ~~or~~ offered to non-profit or cultural affiliated groups. If this proves infeasible, the sponsor shall attempt to donate significant character-defining features or features of interpretative or historical interest to a historical organization or other educational or artistic group, and, should no such organization or group desire the materials, to one or more architectural salvage companies for reuse. The project sponsor may prepare a salvage plan for review and approval by the department’s preservation staff prior to issuance of the Pre-Construction Environmental Compliance Letter.

In response to the comment regarding the sculpture *Untitled*, Mitigation Measure M-CR-1d, Interpretation and Relocation Plan for the Sculpture *Untitled*, would require the removal of the sculpture during construction and reinstallation to a public-facing façade of the replacement fire station (with a provision for planning department preservation staff approval of relocation to another prominent publicly accessible location on the project site). Mitigation Measure M-CR-1d includes requirements for protection of the sculpture during construction as well as provisions for subsequent review of the proposed new location of the sculpture by the planning department. The final new location of the sculpture is dependent on the final design for the fire house following approval by the San Francisco Arts Commission of the final design of the fire station, including the location of the sculpture. The rendered building elevations shown in the EIR are not final designs. When more detail about the final design is prepared, Mitigation Measure M-CR-1d outlines the requirements for the treatment of the sculpture, including its final location on the building. This is required prior to the issuance of the architectural addendum to the site permit. Current preliminary design documents suggest that the sculpture would be located at the lower level of the new fire station at the building’s southeast corner, at the southern edge of the Merchant Street façade. However, the specific location of the sculpture is not final at this time; therefore, the mitigation measure ensures that it will be installed in a location appropriate for maintaining the historical significance of the object.

CEQA Guidelines section 15126.4(a)(4)(B) states that mitigation measures must be “roughly proportional” to the impact of the project. Some commenters at the HPC hearing noted the displacement of commercial tenants and legacy businesses in the area. While legacy businesses are strong contributors to the community fabric of the neighborhood, they are not included in the CEQA definition of *historical resource* and are therefore not addressed further under this topic.

3.C.2 Comment CR-2: Historic Analysis

This response addresses the following comment, which is quoted below:

A-HPC-1

“The HPC found the analysis of historic resources in DEIR to be adequate and accurate. The HPC concurs with the finding that the proposed project would result in a significant, unavoidable impact to the 447 Battery Street building.” (*Commissioner Diane Matsuda, President, Letter, April 8, 2025, [A-HPC-1, CR-2]*)

Response CR-2

The comment states that the HPC agreed that the analysis of historic resources in the draft EIR was adequate and accurate. The draft EIR further provides context of the proposed project’s street façade and heights. Figures 2-4 and 2-5 on draft EIR pp. 2-10 and 2-11 show illustrations of each side of the proposed project and building heights (including surrounding buildings). The architectural context of the new buildings are not relevant to the draft EIR’s historic resource analysis (see draft EIR pp. 3.A-17 through 3.A-20 for discussion of relevant historic districts in and around the project’s vicinity). Regarding vacant sites in the vicinity, refer to Response AL-2, Alternatives Considered but Rejected, p. 3-12.

Regarding cumulative impacts, cumulative impacts on historic resources are analyzed on draft EIR pp. 3.A-28 to 3.A-29. The cumulative projects within 0.25-mile radius of the project site are shown in Figure 3-1, draft EIR p. 3-11. The analysis concluded that cumulative impacts on historic resources would be less than significant, and no mitigation measures are required.

3.D Air Quality [AQ]

The comments and corresponding responses in this section cover the subjects included in draft EIR Section 3.B, Air Quality. The comment topic relates to:

- AQ-1: Construction Air Quality

3.D.1 Comment AQ-1: Construction Air Quality

This response addresses the following comments, which are quoted below:

I-Zhu1-3

I-Zhu1-5

I-Zhu1-6

I-Zhu2-2

“The constant noise, dust, and disturbances associated with construction could create hazardous conditions that severely affect patient comfort and safety.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-3, AQ-1, TR-1, NO-1]*)

“Environmental and Health Considerations

I am deeply concerned about the environmental impact of this construction. In addition to road blockage, dust and noise pollution could affect our patients and our business.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-5, AQ-1, TR-1, NO-1]*)

“The dust and debris may worsen air quality issues, posing health risks, particularly for those with respiratory concerns. As a healthcare provider, I am particularly sensitive to the potential health hazards this project could bring to the neighborhood.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-6, AQ-1]*)

“It will generate constant noise, dust and disturbance creating hazardous conditions that can seriously compromise patient comfort and safety.” (*Jiahua Zhu, PC Hearing, April 17, 2025 [I-Zhu2-2, AQ-1, TR-1, NO-1]*)

Response AQ-1

The comments express general concern regarding air quality, including dust, and associated health risks during construction of the proposed project.

Regarding fugitive construction dust, as described in draft EIR Section 3.B, Air Quality, pp. 3.B-34 to 3.B-35, the proposed project would be subject to the City’s Construction Dust Control Ordinance, which would reduce dust generated during construction and minimize the amount of dust and dirt that is spread to off-site locations. This ordinance is enforced by the Department of Building Inspection (DBI) and Department of Public Health (health department). Because the project sites for 447 Battery and 530 Sansome streets exceeds one-half acre in size and construction is assumed to occur concurrently, the project sponsor must submit a site-specific Dust Control Plan to the health department. Minimum dust control measures that apply to all projects include watering all construction areas sufficiently to prevent dust from becoming airborne; providing as much water as necessary to control dust (without creating runoff) in any area of land clearing, earth movement, excavation, and other dust generating activity; during excavation and dirt moving activities, wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday; and covering any inactive stockpiles greater than 10 cubic yards or 500 square feet of excavated materials, and using dust enclosures, curtains, and dust collectors as necessary to control dust in the excavation area. Other dust control measures in the required site-specific dust control plan could include but are not limited to wetting down the area around soil improvements; analyzing wind direction; placement of dust monitors; recordkeeping for particulate monitoring results; inspecting and record keeping for visible dust; and establishing a hotline for surrounding community members to call and report visible dust problems. Compliance with the regulations and procedures set forth by the Construction Dust Control Ordinance would ensure that potential dust-related impacts during project construction would be less than significant.

Additionally, Mitigation Measure M-AQ-3a, Clean Off-Road Construction Equipment, draft EIR pp. 3.B-42 to 3.B-43, would minimize emissions from construction equipment through the use of the cleanest available pieces of construction equipment. This measure also requires that the project sponsor and/or construction contractor submit a Construction Emissions Minimization Plan to the Planning Department prior to the start of work and provide documentation of compliance with the plan throughout the construction period.

These comments do not raise specific issues pertaining to the adequacy, accuracy, or completeness of the draft EIR’s analysis of the proposed project’s physical environmental impacts, and no further response is required. The comments will be provided to City decision-makers for their consideration prior to taking an approval action on the proposed project.

3.E Alternatives [AL]

The comments and corresponding responses in this section cover the subjects included in draft EIR Chapter 5, Alternatives. The comment topics relate to:

- AL-1: Preservation Alternatives
- AL-2: Alternatives Considered but Rejected

3.E.1 Comment AL-1: Preservation Alternatives

This response addresses the following comment, which is quoted below:

A-HPC-6

“Commissioners Nageswaran, Vergara, and Wright expressed support for the full preservation alternatives (Alternatives Band C), which would retain the 447 Battery Street building.” (*Commissioner Diane Matsuda, President, Letter, April 8, 2025, [A-HPC-6, AL-1]*)

Response AL-1

The comment expresses support for the full preservation alternatives. Regarding comments supporting one or more of the CEQA alternatives, these comments are noted and will be provided to City decision-makers for their consideration prior to taking an approval action on the proposed project.

For reference, the partial preservation alternative (Alternative D) is described on draft EIR pp. 5-21 to 5-22. Unlike the proposed project, which would demolish the building at 447 Battery Street, Alternative D would partially retain portions of the building. Response GC-CEQA-1, Landmark Delisting, p. 3-25 provides additional information regarding the delisting process for the 447 Battery Street building.

3.E.2 Comment AL-2: Alternatives Considered but Rejected

This response addresses the following comment, which is quoted below:

A-HPC-3

“Commissioners commented in general about the range of preservation alternatives to address historic resource impacts. Commissioner Baldauf requested further study of an alternative that would relocate the 447 Battery Street building and could be included as a rejected alternative.” (*Commissioner Diane Matsuda, President, Historic Preservation Commission, Letter, April 8, 2025, [A-HPC-3, AL-2]*)

Response AL-2

The comment suggests relocation of the building at 447 Battery Street be considered as an additional preservation alternative. The comments from the Commissioners at the HPC hearing further compare the building at 447 Battery Street to Commerce High School (135 Van Ness Avenue), which was moved to its current site in 1913. While both 447 Battery Street and Commerce High School buildings are constructed of brick masonry the conditions under which relocation did or could take place are vastly different in 2025. In 1913, the city was in the midst of recovery from the 1906 earthquake and fire. This meant that there were both ample open lots upon which to relocate the building and there were many fewer impediments along the path of travel (trees, street lights, power poles, overhead electronic and communication lines, adjacent buildings, etc.) The path of travel was more open and less encumbered in 1913 than it is in 2025.

The 447 Battery Street building is approximately 74 feet wide and 97 feet long. Battery Street is approximately 76 feet wide (including the sidewalks), and 55 feet wide curb-to-curb. Washington Street is approximately 72 feet wide including the sidewalks, and 51 feet wide curb-to-curb.⁵ Other streets in the project vicinity are similar in width or narrower. Therefore, relocating the building would require either partial or complete disassembly. This process is likely to result in substantial damage to the character-defining bricks, which are already compromised due to previous sandblasting.

Comments at the HPC hearing also refer to Victorians that have been relocated within the city. One recent example of a historic building move was the three-story, wood-frame, Italianate-style residential building (635 Fulton Street), which was relocated to its current site in 2021. The residential building at 635 Fulton Street is much smaller in scale and constructed of wood. The smaller scale enabled its transportation through the modern city street grid. Its wood frame construction is inherently flexible and more conducive to relocation as it accommodates greater variances in terrain (both in transit and on a final site) than brick masonry construction. Regardless of the relative difficulty of relocating buildings, the historical significance of 447 Battery Street is intricately linked to its current location. As described on draft EIR p. 3.A-14, the building at 447 Battery Street was determined to be eligible for listing in the California Register under Criteria 1 and 3. Under Criterion 1 (events), it is directly associated with reconstruction efforts in downtown San Francisco after the widespread destruction caused by the 1906 earthquake and fire. It is also significant under Criterion 1 for its association with the Jones-Thierbach Coffee Company and the city's coffee industry. Under Criterion 3 (design/construction), the building is significant as "an outstanding example of a late 19th/early 20th century store-and-warehouse building." Because there are no suitable vacant lots within the Financial District neighborhood, the building would likely be relocated to another part of the city. Removing the building from its location in downtown San Francisco would significantly impact its association with post-earthquake redevelopment. It is also part of a warehouse and coffee context that is strongly associated with its current location.

For these reasons: lack of suitable relocation parcel, complications with path of travel to a site located outside of downtown, impacts to the material integrity of the building due to disassembly, and loss of integrity associated with a changed location, the relocation of the 447 Battery Street building was not considered as a viable alternative to be further explored during the preservation alternatives process.

⁵ All dimensions as noted are approximate.

In response to comments, the following text has been added to draft EIR p. 5-40 as an alternative considered but rejected:

5.E.5 Relocation of the 447 Battery Street Building

This alternative considered the possibility of relocating the 447 Battery Street building in its entirety to another location. This alternative is infeasible and was rejected for the following reasons:

- The 447 Battery Street building is wider than the existing surrounding streets and would require partial or complete disassembly for the path of travel to another site. This process is likely to result in substantial damage to the character-defining bricks, which are compromised on account of having been sandblasted, projecting window sills and segmental arch window headers, and the brick cornice.
- There are no suitable vacant lots within the current neighborhood, which would require the building to be relocated to another part of the city. Removing the building from its location in downtown San Francisco would significantly impact its association with post-earthquake redevelopment. It is also part of a warehouse and coffee context that is also strongly associated with its current location and historical significance.

3.F Transportation [TR]

The comments and corresponding response in this section cover issues related to vehicle and pedestrian circulation and access. The comment topic relates to:

- TR-1: Construction

3.F.1 Comment TR-1: Construction

This response addresses the following comments, which are quoted below:

I-Zhu1-3

I-Zhu1-5

I-Zhu2-2

“The constant noise, dust, and disturbances associated with construction could create hazardous conditions that severely affect patient comfort and safety.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-3, AQ-1, TR-1, NO-1]*)

“Environmental and Health Considerations

I am deeply concerned about the environmental impact of this construction. In addition to road blockage, dust and noise pollution could affect our patients and our business.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-5, AQ-1, TR-1, NO-1]*)

“It will generate constant noise, dust and disturbance creating hazardous conditions that can seriously compromise patient comfort and safety.” (*Jiahua Zhu, PC Hearing, April 17, 2025 [I-Zhu2-2, AQ-1, TR-1, NO-1]*)

Response TR-1

The comments express concern regarding how construction could result in road closures and patient access to the business adjacent to the project site. While construction activities can be loud and disruptive, and could be a nuisance for neighbors within proximity to the project site, such activities would be temporary in nature and would therefore not represent a permanent change to the environment.

Impact TR-1 on initial study pp. 48 to 51 (draft EIR Appendix B) addresses the transit, pedestrian, bicycle, and vehicle accessibility concerns for areas adjoining the project site during construction raised by the commenter. As described under Impact TR-1 on p. 48, the project sponsor and/or construction contractor(s) would be required to meet with San Francisco Public Works (public works) and San Francisco Municipal Transportation Agency (SFMTA) staff to develop and review construction plans in preparation for obtaining relevant construction permits. This may include reviewing truck routing plans for the disposal of excavated materials, material delivery and storage, as well as staging for construction vehicles. The construction contractor(s) also would be required to comply with the San Francisco Regulations for Working in San Francisco Streets, (the Blue Book), including those regarding sidewalk and lane closures, and would meet with SFMTA staff to determine if any special traffic permits would be required. If a special traffic permit is required, SFMTA, in coordination with public works, may include necessary measures in the special traffic permit to ensure the safety and accessibility of people walking, bicycling, driving, and public transit operations at or near the project site.

The analysis acknowledges that all equipment staging is expected to occur on-site (i.e., not public right-of-way areas). However, the initial study p. 50 notes that intermittent sidewalk and/or lane closures along project frontages may be required for public safety and to permit equipment access. In these instances, a temporary sidewalk is required to provide continuous pedestrian access. Closures would occur intermittently; and to stem any potential vehicle or pedestrian conflicts during construction, steps would be taken to ensure safe vehicle and pedestrian travel within the vicinity of the project site in compliance with the City regulations. Any pedestrian walkways fronting construction areas would be covered, and temporary fencing would be installed as needed. No sidewalk or travel lane closures would occur for extended durations, and, as described below, compliance with existing City rules and guidance would ensure safe and adequate access during non-closure periods.

Overall, compliance with City regulations with regard to truck travel routes, construction staging locations, and/or periodic sidewalk/street closures would ensure that work is done safely and minimizes interference to pedestrians, bicyclists, and vehicles, and would avoid creating hazardous conditions. Adherence to these regulations also would ensure the less-than-significant impact identified in the initial study.

These comments do not raise specific issues pertaining to the adequacy, accuracy, or completeness of the draft EIR’s analysis of the proposed project’s physical environmental impacts, and no further response is required. The comments will be provided to City decision-makers for their consideration prior to taking an approval action on the proposed project.

3.G Noise [NO]

The comments and corresponding responses in this section cover issues related to noise. The comment topic relates to:

- NO-1: Construction Noise and Mitigation Measures
- NO-2: Fire Station Operations

3.G.1 Comment NO-1: Construction Noise and Mitigation Measures

This response addresses the following comments, which are quoted below:

I-Bash-1

I-Hannan-1

I-Zhu1-3

I-Zhu1-5

I-Zhu1-7

I-Zhu2-2

“Noise will be a big issue for The Gateway Apartment and Townhomes’ residents, and especially for those in the 440-unit apartment building at 550 Battery Street, east side Battery Street north of Washington Street. Noise was addressed in the Initial Study rather than the Draft EIR, having been found to be less than significant following mitigation. However, I have these comments

The Draft EIR’s Initial Study in Section E.6 Evaluation of Environmental Effects - Noise, Mitigation Measure M-NO-1: Construction Noise Control, page 78, states ‘*The project sponsor shall notify the ERO or their designee of any night noise permit application filed with the Department of Building Inspection on the day of the filing and any emergency/unanticipated activity with the potential to exceed standards as soon as possible*’.

We request that the project sponsor concurrently notify The Gateway’s General Manager, so that management could notify tenants what to expect.” (Alec Bash, Email, April 17, 2025 [I-Bash-1, NO-1])

“I am a resident of the Gateway Apartments, a 1254-unit residential complex near the proposed site of the 447 Battery/530 Sansome project. My 400-unit building at 550 Battery Street has 200 west-facing units, including mine. My concerns are related to noise during the 39 months of demolition and construction, and fire siren noise at the new location.

I am relieved to see that pile drivers will not be used for foundation work, but that boring or drilling rigs will be used instead (Initial Study, page 71), and that “quiet” methods and equipment such as sound mufflers and silencers will be used (Initial Study, page 178).” (Bill Hannan, Email, April 28, 2025 [I-Hannan-1, NO-1])

“The constant noise, dust, and disturbances associated with construction could create hazardous conditions that severely affect patient comfort and safety.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-3, AQ-1, TR-1, NO-1]*)

“Environmental and Health Considerations

I am deeply concerned about the environmental impact of this construction. In addition to road blockage, dust and noise pollution could affect our patients and our business.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-5, AQ-1, TR-1, NO-1]*)

“The disturbing noise could also deter dental patients and make daily business operations more difficult.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-7, NO-1]*)

“It will generate constant noise, dust and disturbance creating hazardous conditions that can seriously compromise patient comfort and safety.” (*Jiahua Zhu, PC Hearing, April 17, 2025 [I-Zhu2-2, AQ-1, TR-1, NO-1]*)

Response NO-1

The comments express concern about construction noise, impact to adjacent business operations, or request clarification regarding construction noise mitigation. The commenter also requested that nearby tenants be notified when night noise permit applications are filed.

Construction noise impacts are addressed on pp. 65 to 93 of the initial study (draft EIR, Appendix B). The building at 401 Washington Street is identified as an offsite commercial receptor and construction noise levels were analyzed for this receptor under Impact NO-1. As stated on p. 74 of the initial study, daytime construction noise would exceed FTA’s 100 dBA exterior noise standard for commercial uses during all phases of construction resulting in a potentially significant impact and identifies Mitigation Measure M-NO-1, Construction Noise Control, to reduce the severity of the noise impact. Implementation of Mitigation Measure M-NO-1 would include requirements to minimize substantial temporary or periodic increases in ambient noise levels, including preparation of a construction noise control plan, construction noise monitoring, construction equipment measures (e.g., locating equipment away from noise sensitive uses, equipment shielding, noise barriers), communication with neighbors regarding construction timelines and potentially disruptive activities, and an establishing a process by which neighbors could lodge noise-related complaints and receive responses to such complaints. The mitigation measure requires that complaint procedures and contact information be posted at the site. The project sponsor and construction contractor(s) would be charged with implementing Mitigation Measure M-NO-1. Oversight would be provided by the planning department, building department, and/or the police department, typically on a complaint basis as well as by responding to the noise exceedances detected from the monitoring conducted during construction.

Also, most of the construction would occur only during daytime hours, and construction activities extending beyond normal hours (i.e., between 8 p.m. and 7 a.m.) would be limited to activities such as several 20-hour concrete pours, crane and hoist erection and adjustment activities, utility work, site maintenance activities and material delivery and handling. In addition, these activities with higher noise-generating construction

equipment such as demolition, site preparation, and foundation work would be limited and not throughout the entire 39-month construction duration. Therefore, while it is acknowledged there would be significant construction noise impacts associated with constructing the project, the impacts would be reduced to a less-than-significant level with implementation of construction noise mitigation.

In response to comment I-Bash-1, Mitigation Measure M-NO-1 on initial study p. 78 was revised as follows to clarify that the building at 550 Battery Street would be notified of any night permit application and any emergency or unanticipated activities:

The project sponsor shall notify the ERO or their designee and The Gateway's (550 Battery Street) General Manager of any night noise permit application filed with the Department of Building Inspection on the day of filing and any emergency/unanticipated activity with the potential to exceed standards as soon as possible.

Refer to Response AQ-1, Construction Air Quality, and TR-1, Construction, for responses to these topic areas.

These comments do not raise specific issues pertaining to the adequacy, accuracy, or completeness of the draft EIR's analysis of the proposed project's physical environmental impacts, and no further response is required. The comments will be provided to City decision-makers for their consideration prior to taking an approval action on the proposed project.

3.G.2 Comment NO-2: Fire Station Operations

This response addresses the following comments, which are quoted below:

I-Bash-2

I-Carlson-1

I-Hannan-2

The Initial Study a couple pages later, page 83, states '*... there would be no increase in operational noise from the replacement fire station when compared to existing conditions*'. However, the project does place the fire station and its egress with emergency sirens just across an intersection from 550 Battery Street, one block closer than its current location.

- In the earlier Initial Studies Section E.5 Evaluation of Environmental Effects - Transportation and Circulation, Impact TR-2, page 52 states '*Fire trucks exiting the project site from the driveway onto Battery Street would use emergency sirens and lights to warn people walking and bicycling of vehicle activity ... would not result in new potentially hazardous conditions along Battery Street.*'
- The following Impact TR-3, page 55, states '*The proposed project would include features to support the replacement fire station across from Battery Street, including the emergency vehicle preemption system installed at the traffic signals on Washington Street at the Sansome and Battery Street intersections to facilitate fire truck egress onto westbound Washington Street via northbound Battery Street, red curbs, and "KEEPCLEAR" markings on Battery Street.*'

3. Comments and Responses

3.G. Noise [NO]

The EIR should note that the 447 Battery Street Fire Station would be across the Battery & Washington Streets intersection from 550 Battery Street, The Gateway's 440-unit apartment building." (*Alec Bash, Email, April 17, 2025 [I-Bash-2, NO-2]*)

"I am writing to provide comments on the draft Environmental Impact Report for the proposed project located at 447 Battery Street and 530 Sansome Street (case number 2024-007066ENV).

In my assessment, the draft EIR is inadequate, inaccurate, and not of a sufficient scope due to its failure to consider the effect of the significant noise that relocation of the fire station from 530 Sansome Street to 447 Battery Street will inflict on residents in the nearby, high-density Golden Gateway Center residential complex.

The Golden Gateway Center consists of four high-rise buildings, as well as townhouses located one level above the street. Closest to the project is a 22-story apartment building located at 550 Battery Street. Approximately half the units face west above and along Battery Street, and the other half of the units face east. The corner units on the south side of the building face Washington Street (and 447 Battery Street). Other buildings in the complex are located on Jackson Street (25 stories) and on Davis Court (22 and 25 stories). Townhouses fill the blocks bounded by Battery, Jackson, Davis, and Washington. The complex is home to approximately 1,100 residential units and perhaps 2,000 or more residents.

The current fire station exit faces Sansome Street, which is a business district, not a residential area. Large buildings nearby tend to muffle the sound of the sirens on fire vehicles exiting the fire station, at least for the residents of 550 Battery Street that face east and, presumably, many of the other residents in the Golden Gateway Center. I have lived at 550 Battery Street for over 20 years, and I do not consider the nearby fire station to create significant noise for my east-facing residence.

Moving the exit for the fire station to 447 Battery Street will direct the siren noise toward the Golden Gateway Center. Although fire trucks typically will depart southbound on Battery Street, away from the Golden Gateway Center, the project plans call for fire vehicles to possess an option to stop traffic at the traffic signal at Battery and Washington so trucks can depart northbound on Battery Street, alongside the Golden Gateway Center. Regardless of which direction the trucks depart, residents at 550 Battery Street, and particularly those facing west and south, will hear substantial new, high-decibel noise less than a block away that they currently do not hear. As further information, the high-rise buildings are not air conditioned and generally are warm year round. Therefore, many residents leave sliding doors and windows open for many hours of the day and night. Even when closed, sliding doors do not block sound well.

I reviewed fire call data that I obtained from a public records request to the San Francisco Fire Department. From January 1 to March 31, 2025, an average of 29 fire vehicles departed code 3 (lights and siren) from station 13 every day. On almost every one of those days, the station responded to at least a few calls between midnight and 6:00 AM. On some days, the station responded to several calls during overnight hours, when most residents are sleeping.

The draft EIR asserts that the proposed project "would not result in significant cumulative noise and vibration impacts." However, the draft EIR did not consider the substantial noise effect on up to 2,000 residents that will result from relocating the exit to a busy city fire station from Sansome Street to Battery Street. And the draft EIR certainly did not consider the effect of the noise on residents of 550 Battery Street. Approximately

half of these residents face Battery Street, less than a block away from 447 Battery Street. The amount of noise at all hours of the day, and especially during the quiet overnight hours, will be substantially higher than many of the noises, such as the noise of building mechanical equipment, that the draft EIR considered.

The draft EIR is **inadequate** for failing to consider and analyze the noise that the relocation of the fire station will inflict on a residential community. Directing high-decibel noise at all hours of the day and night toward a minimum of 200 residential units less than a block away is a substantial issue that a draft EIR must consider. The draft EIR is **not accurate** in determining that the project will not result in significant cumulative noise impacts when, in fact, the project will direct significant noise into a quiet residential complex. The **scope** of the draft EIR is **too narrow** because it did not consider the noise that one of the key components of the project, the relocation of a fire station, will cause, nor did it study the reach of the noise and evaluate how many residents the noise would affect. Finally, the draft EIR failed to consider possible mitigations or alternatives, such as maintaining the exit from the fire station into a business district on Sansome Street rather than in the direction of a residential community that borders on Battery Street.” (Douglas F. Carlson, Email, April 27, 2025 [I-Carlson-1, NO-2])

“My remaining concern is noise from sirens when SFFD fire engines emerge onto Battery Street and turn north on Battery Street (against traffic) to turn west onto Washington Street, as currently planned. The new proposed location is 150 feet closer to 550 Battery than the current location, and routing the engines through the intersection of Battery and Washington will bring siren noise far closer to our residences than previously. I question the statement at page 83 of the Initial Study in the paragraph headed “Operational Fire Station Noise” that discusses “noise from sirens”, that “there would be no increase in operational noise from the replacement fire station when compared to existing conditions. The proposed project would have a **less-than-significant impact** with respect to an increase in operational noise associated with the fire station.” (emphasis in original) I suggest that there will be a significant increased noise impact to residents of the Gateway unless mitigation measures are employed to reduce siren decibel levels at the new location.” (Bill Hannan, Email, April 28, 2025 [I-Hannan-2, NO-2])

Response NO-2

The comments express concern about fire station-related operational noise associated with the proposed project.

With respect to the commenter’s concern regarding fire station-related operational noise, noise impacts from operation of the replacement fire station are addressed in initial study Section E.5, Noise, p. 83. The analysis does note that fire station vehicle access bays would be relocated from Sansome Street to Battery Street, approximately 150 feet closer to residential receptors. The initial study incorrectly stated that the emergency vehicle access bays for the replacement fire station would be located along Merchant Street. The correct location for the emergency bays is the east side of the project site along Battery Street. Accordingly, the text in the initial study has been corrected to note that the vehicle access bays of the replacement fire station would be 250 feet (not 150 feet) closer to the nearest residential receptors. In addition, there is a

3. Comments and Responses

3.G. Noise [NO]

typographical error regarding the residential receptor address. The text in initial study Section E.5, Noise, p. 83, was revised as follows:

The existing fire station generates noise from sirens associated with emergency response calls and occasional truck maintenance operations. The proposed project would replace the existing station and relocate the emergency vehicle access bays from Sansome Street to ~~Merchant~~ Battery Street approximately ~~1250~~ 550 feet closer to the residential receptors at ~~5550~~ 550 Battery Street when compared to the location of the existing bays on Sansome Street. However, there would be no increase in number of employees, the service area, or the level of operations; therefore, there would be no increase in operational noise from the replacement fire station when compared to existing conditions. The proposed project would have a *less-than-significant impact* with respect to an increase in operational noise associated with the fire station.

As stated in the initial study, emergency vehicles responding to calls would use sirens, which could cause a temporary elevation of ambient noise levels on an intermittent basis at nearby noise-sensitive land uses adjacent to the emergency vehicle routes. Emergency vehicle sirens can generate intermittent L_{max} noise levels up to 106 dBA, which would result in interior noise levels of up to 91 dBA intermittently throughout the day and night. Typical residential buildings would reduce noise from outside to inside the building between 12 and 18 dB⁶ (with an average of 15 dB) with windows open.⁷ Given the age of the building at 550 Battery Street, forced air conditioning is not assumed and therefore, a 15 dBA exterior to interior reduction is used to account for open windows.

Ambient noise in an urban environment includes various types and levels of noise including those associated with fire station activities. Emergency services are prevalent in the project area and throughout the city under existing conditions, and the use of sirens is a common element of the urban noise environment in the city and is considered a necessary part of negotiating traffic congestion on local roadways when responding to public needs within an urban environment within appropriate emergency response times.

Due to the existing fire station at 530 Sansome Street, siren noise from emergency vehicles is already part of the ambient noise environment in the area and would therefore not be a new noise source. The commenter states that they reviewed data between January 1 to March 31, 2025, and states that the fire station had an average of 29 code 3 (using lights and sirens) calls each day. The San Francisco Fire Department (fire department) provided the number of runs taken by Engine 13 (E13), Truck 13 (T13), and Rescue Captain 1⁸ (RC1), which are stationed at fire station 13, between January 1 and March 31, 2025 for this response. During this 90-day period, E13 had 809 calls, T13 had 412 calls, and RC1 had 1,551 calls, for a total of 2,772 calls, or approximately 31 calls per day.⁹ The fire department also provided a further breakdown for code 3 calls, which included 749 calls for E13, 384 calls for T13, and 1,377 calls for RC1, for a total of 2,610 calls, or approximately 29 calls per day.¹⁰ This aligns with the average number of calls noted by the commenter. The fire department has clarified that RC1 has a high run volume and many of their runs are received while they

⁶ California Governor's Office of Planning and Research, *General Plan Guidelines*, Appendix D: Noise Element Guidelines, p. 378, 2017, http://lci.ca.gov/docs/OPR_Appendix_D_final.pdf, accessed June 11, 2025.

⁷ U.S. Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*, Appendix B, Table B-4, p. B-6, March 1974.

⁸ RC1 is a paramedic supervisor.

⁹ Mullin, Michael, Assistant Deputy Chief, San Francisco Fire Department, e-mail correspondence with Susan Yogi, Senior Managing Associate, Environmental Science Associates, June 12, 2025.

¹⁰ Mullin, Michael, Assistant Deputy Chief, San Francisco Fire Department, e-mail correspondence with Susan Yogi, Senior Managing Associate, Environmental Science Associates, June 16, 2025.

are responding to other calls. This means that RC1 is receiving calls via radio while they are driving and not responding from fire station 13 for many of these runs.¹¹ The distinction between RC1's response from the fire station or while they are driving are not differentiated in the 1,377 code 3 calls noted above. Therefore, the average of 29 code 3 calls per day is a conservative estimate, and the actual number is likely lower. Code 2 (no lights and sirens) calls for this time period was significantly lower at 59 calls for E13, 27 calls for T13, and 72 calls for RC1, for a total of 158 calls or an average of 1.8 calls per day.¹² The proposed project would not increase the number of employees, the service area, or the level of operations; therefore, the number of emergency calls handled by the fire station would not change as a result of the proposed project.

As the commentors note, the project would relocate the fire station and place its egress along Battery Street, just across the Battery and Washington Street intersection from the receptors at 550 Battery Street and one block closer than its current location. The proposed project would not increase operations; therefore, it is reasonably assumed that the replacement fire station would not change the number of calls as a result of the proposed project. Emergency vehicles exiting the replacement fire station would either travel south on Battery Street or travel north and turn left onto Washington Street. Therefore, emergency vehicles would not travel on the segments of Battery or Washington streets directly adjacent to the 550 Battery Street receptors. However, vehicles entering the intersection with their sirens turned on would still increase noise levels at these receptors. The proposed project would incorporate signal preemption measures at the Battery and Washington street intersection, which would reduce the need and duration of horn and siren use of vehicles exiting the station and entering this intersection.¹³

Traffic signal preemption (also called traffic signal prioritization) is a system that allows an operator to override the normal operation of traffic lights. The most common use of these systems manipulates traffic signals in the path of an emergency vehicle, halting conflicting traffic and allowing the emergency vehicle right-of-way, thereby reducing response times and enhancing traffic safety. At intersections equipped with traffic signal preemption, the traffic light turns green for the travel direction of the emergency vehicle (in this case, for traffic going north on Battery Street) and red for the other directions (for traffic going south on Battery Street and for traffic going west on Washington Street), allowing the responder vehicles to pass safely while reducing response times during which the sirens would be used. Preemption studies have shown a 15 to 50 percent reduction in response times at intersections.¹⁴ Traffic signal preemption has already been successfully implemented in the city, and the fire department indicates it would be effective at reducing the use of sirens and horns at the Battery and Washington street intersection. Furthermore, the fire department has established operational protocols to further reduce the use of sirens and horns. Sirens and horns are used only as needed to allow the fire department to respond promptly to emergency calls. If traffic lights and intersections are generally clear, vehicles may use only lights as a warning signal (and not engage sirens and horns). In addition, sirens and horns are not used when returning to the fire station. The fire department has also confirmed that while siren use would depend on traffic, emergency vehicles typically do not turn on sirens during late night and early morning hours and until they are one or two blocks away from the fire

¹¹ Mullin, Michael, Assistant Deputy Chief, San Francisco Fire Department, e-mail correspondence with Susan Yogi, Senior Managing Associate, Environmental Science Associates, June 12, 2025.

¹² Mullin, Michael, Assistant Deputy Chief, San Francisco Fire Department, e-mail correspondence with Susan Yogi, Senior Managing Associate, Environmental Science Associates, June 16, 2025.

¹³ Mullin, Michael, Assistant Deputy Chief, San Francisco Fire Department, telephone conversation with Susan Yogi, Senior Managing Associate, Environmental Science Associates, May 8, 2025.

¹⁴ Fire Apparatus & Emergency Equipment, 2021. Traffic Preemption: It's More Than a Green Light, February 1, 2021, www.fireapparatusmagazine.com/fire-apparatus/traffic-preemption-its-more-than-a-green-light/, accessed June 17, 2025.

3. Comments and Responses

3.H. Shadow [SH]

station, which is past the nearest residential receptors at 550 Battery Street.¹⁵ While this location would be closer to the residences at 550 Battery Street, and could potentially increase exposure to siren noise, the fire department takes several measures to reduce siren noise as much as possible without compromising safety. Also, siren noise is considered part of the existing noise environment of living within a dense urban area. These protocols, combined with the proposed traffic signal preemption would reduce siren and horn noise in the vicinity of the Washington and Battery street intersection (including the nearest receptors at 550 Battery Street) to a less-than-significant level. As such, the impact with respect to an increase in operational noise associated with the fire station would be less than significant.

3.H Shadow [SH]

The comments and corresponding responses in this section cover issues related to shadow. The comment topic relates to:

- SH-1: Impacts on Parks

3.H.1 Comment SH-1: Impacts on Parks

This response addresses the following comments, which are quoted below:

A-PC-Moore-2

A-PC-Imperial-3

“The only thing I looked for is the shadow study, which was only referenced in -- in -- by words, not by any new shadow fan. And since this project indeed was 41 feet, 41 stories exceeds the previous height of the then-proposed project, which was 19 feet. I would believe that some depiction of shadow in our co-op with Justin Herman Plaza, Sue Bierman Park east and west, together with Portsmouth Square would be something I would like to know about and comment. And again, it is just the full disclosure on the project, which is not in the current document.” (*Commissioner Kathrin Moore, Vice President, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Moore-2, SH-1]*)

“Also I echo the same way, in terms of -- Commissioner Moore, in terms of the shadow impact in other parks that -- as mentioned, and that will be good as well if that could be part of the informational hearing on May 15.” (*Commissioner Theresa Imperial, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Imperial-3, SH-1]*)

Response SH-1

The comments express concern about the proposed project’s impact related to shade on parks. Proposed project shadow impacts were evaluated in initial study Section E.10, Shadow (see draft EIR Appendix B pp. 102 to 112). As discussed in this section, the proposed project would cast net new shadow on Washington Square, Willie “Woo Woo” Wong Playground, Maritime Plaza, Sue Bierman Park, Transamerica Redwood

¹⁵ Mullin, Michael, Assistant Deputy Chief, San Francisco Fire Department, telephone conversation with Susan Yogi, Senior Managing Associate, Environmental Science Associates, May 8, 2025.

Park, and Syndey G. Walton Square in the vicinity of the project site. Net new shadow on Washington Square, Willie “Woo Woo” Wong Playground, Sue Bierman Park, and Transamerica Redwood Park would likely not be noticeable because of the very limited duration and physical extent of net new shadow. While net new shadow could be noticeable on Maritime Plaza and Sydney G. Walton Square, net new shadow would not be anticipated to substantially affect the use and enjoyment of these open spaces because at most times when the proposed project would newly shade Maritime Square, other areas would remain in sunlight and that most park users are transitory (passing through), and given the time of day and relatively limited extent of net new shadow when the plaza would be fully shaded. For Sydney G. Walton Square, project shadow would be of limited duration and extent over most of the year. As a result, the draft EIR analysis found that the proposed project would have a less-than-significant impact on affected open spaces, and no mitigation measures are necessary.

Comments also expressed the desire to view shadow graphics in the draft EIR. Draft EIR pp. 1-7 and 1-8 describe the organization of the document and directs readers to the contents of the initial study, which includes the shadow section. As discussed on draft EIR Appendix B, p. 103, to identify the publicly accessible open spaces affected by proposed project shadow, a full-year shadow fan diagram was prepared, which takes into account the presence of existing shadow from nearby buildings. The shadow fan diagram identified the six publicly accessible open spaces that would receive net new shadow from the proposed project, discussed above. The information in initial study Section E.10, Shadow, is based on a shadow analysis report prepared for the proposed project, which is included as an appendix to the draft EIR.

There is a typographical error regarding the appendix lettering. The text on initial study Section E.10, Shadow, p. 102, was revised as follows:

The information in this section is based on a shadow analysis report prepared for the proposed project, which is included as Appendix ~~F~~ H.

Draft EIR Appendix H, Shadow Analysis Report, contains graphical representations of the extents and durations of net new proposed project shadow in exhibit A. Draft EIR Appendix H, exhibit A1.2 specifically illustrates net new proposed project shadow locations and duration ranges on the March 22 and September 20 spring/fall equinoxes and maximum shadow dates for Sue Bierman Park. It is noted that proposed project shadow would not affect Embarcadero Plaza (previously known as Justin Herman Plaza) or Portsmouth Square (draft EIR Appendix H, p. 28).

3.I Public Services [PS]

The comments and corresponding responses in this section cover issues related to public services. The comment topic relates to:

- PS-1: Impact of Relocation of SFFD Equipment

3.I.1 Comment PS-1: Impact of Relocation of SFFD Equipment

This response addresses the following comment, which is quoted below:

A-HPC-4

3. Comments and Responses

3.J. General Comments (CEQA) [GC-CEQA]

“Commissioner Baroni requested clarification for Impact PS-1 regarding the relocation of San Francisco Fire Department equipment to other fire stations and how this would take place without impacting the community.” (*Commissioner Diane Matsuda, President, Historic Preservation Commission, Letter, April 8, 2025 [A-HPC-4, PS-1]*)

Response PS-1

The comment requested clarification regarding potential community impacts related to the provision of fire protection services during construction of the replacement fire station.

In response to the comment, initial study Section E.13, Public Services (see draft EIR Appendix B, pp. 129 to 130), discusses impacts during construction related to the provision of fire protection services associated with the proposed project. As also described in draft EIR Chapter 2, Project Description, and on p. 130 of draft EIR Appendix B, during construction fire department personnel and fire trucks would be relocated to existing fire department facilities as close to the project site as possible and would continue to serve the Financial District neighborhood and the city in general. No construction or tenant improvements would be required for temporary relocation. The fire department prepares relocation plans when there is rehabilitation of existing facilities or construction of new fire stations. Such relocation plans have been prepared for fire stations 1, 5, 16, and 36, and these plans detail specifics of which equipment will be relocated to nearby stations. While response times may slightly increase temporarily, there would be no interruption of fire services during construction as this project site is in the service area of Battalion 1. As noted on p. 129 of draft EIR Appendix B, other stations in Battalion 1 include Station 2 (1340 Powell Street at Broadway), Station 28 (1814 Stockton Street at Greenwich Street), and Station 41 (1325 Leavenworth Street at Jackson Street). Thus, the existing levels of fire protection would be maintained during construction of the proposed project. Therefore, impacts on fire protection during construction would be temporary and are identified as less than significant, and no mitigation measures are necessary.

3.J General Comments (CEQA) [GC-CEQA]

The comments and corresponding responses in this section cover the general issues related to CEQA. The comment topics relate to:

- GC-CEQA-1: Landmark Delisting
- GC-CEQA-2: EIR Procedural Process

3.J.1 Comment GC-CEQA-1: Landmark Delisting

This response addresses the following comments, which are quoted below:

A-PC-Campbell-2

A-HPC-8

“I think most of my commentary is really more -- it's not related to D -- the EIR, DEIR, so -- other than I did have a burning question about just in regards to the historic resource at 447, which I know was something

the HPC took issue with, was really how that became a landmark building to begin with. It seems very questionable to me, and I don't know if that's something that anyone can speak to, because I know that's not a good look, but it really does make we wonder why -- how that even -- it just doesn't -- I'm not seeing anything in the report that acknowledges the historic significance, and I just -- it kind of puts a little bit of a stain on the project and just -- I don't know if anyone can speak to that, but -- or we just let that float out there.”
(Commissioner Amy Campbell, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Campbell-2, GC-CEQA-1])

“The HPC expressed opposition to the delisting of a landmarked building and requested clarification and direction from the City Attorney's Office for the delisting process.” (Commissioner Diane Matsuda, President, Historic Preservation Commission, Letter, April 8, 2025, [A-HPC-8, GC-CEQA-1])

Response GC-CEQA-1

One comment expresses opposition to delisting a historic landmark and requests clarification regarding the delisting process.

The proposed rescission of the article 10 landmark designation of the building at 447 Battery Street would occur through a planning code amendment ordinance that would be processed and voted on by the Board of Supervisors along with an ordinance approving the project's Development Agreement and an ordinance approving amendments to the general plan. Pursuant to its authority under the City Charter, the proposed ordinance would be presented to the Historic Preservation Commission at a public hearing for a recommendation to the Board of Supervisors as to the proposed rescission of the landmark designation.

The Historic Preservation Commission hearing on the planning code amendment ordinance that would rescind the landmark designation of the building at 447 Battery Street is anticipated to occur on July 16, 2025.

One commenter requested information regarding how the 447 Battery Street building came to be a landmark. The previous eligibility evaluation of the 447 Battery Street building in the Historic Resources Evaluation Response (HRER) Part I is described on draft EIR pp. 3.A-14 to 3.A-17. The following bullet points provide the timeline for the 447 Battery Street building's landmark designation process:

- The board of supervisors adopted Resolution No. 009-21 on January 12, 2021, which initiated the landmark designation process of 447 Battery Street as a San Francisco Landmark pursuant to section 1004.1 of the planning code. The mayor approved the resolution on January 22, 2021. The resolution, sponsored by the then District 3 supervisor, requested that the planning department prepare a landmark designation report to submit to the historic preservation commission (HPC) for its consideration of the 447 Battery Street building and whether it warrants a landmark designation, followed by a recommendation to the board of supervisors according to article 10 of the planning code.¹⁶
- A landmark designation fact sheet was prepared by planning department preservation staff who met the Secretary of the Interior's Professional Qualification Standards and the report was reviewed in conformance with the standards of article 10 of the planning code.

¹⁶ San Francisco Board of Supervisors, Initiating Landmark Designation – Jones-Thierbach Coffee Company Building – 447 Battery Street, January 12, 2021, available at: <https://sfgov.legistar.com/View.ashx?M=F&ID=9169319&GUID=5F8CA49B-756E-4FFD-B246-A4C6B48E999A>, accessed May 8, 2025.

3. Comments and Responses

3.J. General Comments (CEQA) [GC-CEQA]

- The HPC reviewed the planning department’s analysis of the historical significance of 447 Battery Street in the landmark designation fact sheet at a regular meeting on August 4, 2021. After considering the analysis prepared by planning department staff and holding a public hearing on the proposed designation, the HPC recommended the designation of 447 Battery Street as a landmark with modifications to planning staff’s recommendations by Resolution No. 1196.¹⁷ These modifications amended the basis for recommending the building eligible for landmark designation to narrow the architectural significance of the building from a “historically significant example of a brick store-and-warehouse building type”¹⁸ to a building that “embodies the distinctive characteristics of a type, period, or method of construction.”¹⁹
- The board of supervisors adopted Ordinance No. 43-22 on March 15, 2022, which amended the planning code to designate 447 Battery Street as a landmark.²⁰

To provide clarification regarding the landmark designation timing, the text on draft EIR p. 3.A-15 was revised as follows:

Subsequent to the determination of 447 Battery Street as a historical resource in the HRER Part I (December 2017), the landmark designation process was initiated in January 2021 by the board of supervisors. Following HPC review and recommendation in August 2021, the board of supervisors adopted Ordinance No. 43-22, which designated the building ~~was designated~~ as an article 10 landmark (Landmark No. 299) in March 2022.

3.J.2 Comment GC-CEQA-2: EIR Procedural Process

This response addresses the following comments, which are quoted below:

A-PC-Braun-1

A-PC-Moore-4

A-PC-Williams-1

“I have had an opportunity review the draft EIR since we were notified of it in March, and I look forward to reviewing comments and the Response to Comments document.” (*Commissioner Derek Braun, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Braun-1, GC-CEQA-2]*)

“I would like to ask -- if it is possible, I'd like to ask the project sponsor and I'd like to ask our -- the Planning Department: I would like to suggest that we have informational presentation about this building prior to the

¹⁷ San Francisco Historic Preservation Commission, Landmark Resolution Recommendation Resolution No. 1196, August 4, 2021, available as an attachment to the board packet at: <https://sfgov.legistar.com/View.ashx?M=F&ID=10575961&GUID=23D53313-91E4-4057-BDD6-359E1AA51D74>, accessed May 8, 2025.

¹⁸ San Francisco Planning Department, Landmark Designation Recommendation Executive Summary, August 4, 2021, available as an attachment to the board packet at <https://sfgov.legistar.com/View.ashx?M=F&ID=10575961&GUID=23D53313-91E4-4057-BDD6-359E1AA51D74>, accessed May 8, 2025.

¹⁹ San Francisco Historic Preservation Commission, Landmark Resolution Recommendation Resolution No. 1196, August 4, 2021, available as an attachment to the board packet at: <https://sfgov.legistar.com/View.ashx?M=F&ID=10575961&GUID=23D53313-91E4-4057-BDD6-359E1AA51D74>, accessed May 8, 2025.

²⁰ San Francisco Board of Supervisors, Ordinance No. 43-22: Article 10 Landmark Designation for 447 Battery Street (aka Jones-Thierbach Coffee Company Building),” File No. 211021, February 28, 2022 (recommended as amended), March 15, 2022 (officially passed), available at: <https://sfbos.org/sites/default/files/o0043-22.pdf>, accessed May 8, 2025.

April date, April 28th date, so that we can support this project or make substantive comments, which will, I think, be helpful if that could be scheduled.

Secretary Ionin, is there any possibility? I'm asking our applicant. Is there any possibility --

Yeah, but that is after the closing of comments on this draft EIR --

-- and I would like us to make supportive and substantive comments --

-- because you see only two people speaking today, and I think it would help everybody. You see everybody --

Actually, I had asked not for extending the comment period but having the informational presentation so that people here on this commission could participate in draft comments in a reasonable manner and understanding better of how this project works. This is a complicated project.

And given what is in the draft EIR, it is very difficult to understand. And I even have to admit that, although I'm pretty facile to reading plans.

So, that said, it is really in support of your work that I'm asking to find a way to move the informational presentation forward to help you to get a more substantive look at the project.

But that would give --

-- people time to write a comment because they saw something in support or an additional question that would do that within the time frame that you have set. It's really in support of your project more than anything else. This project is an important project, has a lot to offer, but it's not fully understood.

And as you heard me, I was not asking for that.

I was asking to move the presentation forward, leave the date, and that is all.

It was only in support of people more fully understanding and in support of your project.

Right, so that we don't hear the presentation after the fact. We want to hear it before --

I really appreciate that because the burden of us to participate in the role that we have makes it easier to have you grant us that opportunity. And I am not sure we can grab it now that everything's totally clear, but I appreciate the ability to do that with that exception." (*Commissioner Kathrin Moore, Vice President, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Moore-4, GC-CEQA-2]*)

"Yeah, I just wanna -- just to follow up on what Commissioner Moore -- Vice President Moore was saying, I think we -- you know, we've had this draft EIR, and then we had another one to review, and it's a lot of content. I wanna just say that, you know, as a newer commissioner, it's a lot to get through. And I think that's what Vice President Moore was getting at, extending the period for us to review, for us to digest what's in front of us, to read through it, and then present some questions upon that.

3. Comments and Responses

3.J. General Comments (CEQA) [GC-CEQA]

I've mentioned this before to the Planning Department, that we need more than one week to look at some of these really complicated projects. You know, I know some folks, you know, have a real easy time doing that, but I'm not one of them. And I -- even if it was an extra week, I think it would afford us more time to really dig into the -- to the details and get a real grip on what's in front of us. And so I just wanted to throw that commentary in there because I think Commissioner Moore had a great point.

Now, as far as moving the dates out and all that, I'm not exactly sure. But again, we -- we've had two huge EIRs to deal with in two weeks. That's not enough time. And so I would really appreciate if the Planning Department would, like, try to just, you know, push those out a little bit more and give us time.”

(Commissioner Gilbert Williams, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Williams-1, GC-CEQA-2])

Response GC-CEQA-2

The comments request clarity around EIR review procedures and opportunities for public comment. Some comments expressed concern over the amount of time available to review and provide comments on the draft EIR.

An EIR that is submitted to the State Clearinghouse for review, as the draft EIR for the proposed project was, is required to undergo a review period of at least 45 days. The CEQA Guidelines state “[t]he public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances” (CEQA Guidelines section 15105(a)). Lead and responsible agencies may use their discretion to extend such time periods to allow for additional public review and comments.

The City published the draft EIR on March 11, 2025, including the Notice of Availability (NOA) that informed the public on how to access the draft EIR and related materials, provide comments on the draft EIR, and specified the designated public review period, ending on April 28, 2025 (prior to draft EIR publication, a Notice of Preparation [NOP] was published on November 6, 2024, describing the proposed project, identifying potential environmental impacts, and welcoming public comment on the scope of the EIR’s analysis until December 9, 2024). The draft EIR and its referenced appendices were made available to the public in a readily accessible electronic format on the City’s website on the first day of the public review period. Printed copies were also made available upon request. Two public hearings were held to accept comments from the public during the 45-day review period. The HPC held a public hearing on the draft EIR on April 2, 2025, to provide its comments on the draft EIR, specifically on the adequacy of the analysis of preservation alternatives in the draft EIR. Refer to Response AL-1, Preservation Alternatives, p. 3-11, for a discussion of the preservation alternatives and early input received from the HPC on January 15, 2025, prior to publication of the draft EIR. The planning commission also held a public hearing on the draft EIR during the 45-day public review and comment period for this EIR to solicit public comment on the information presented in the draft EIR. The public hearing was scheduled be held on April 10, 2025, but was moved to April 17, 2025, due to a planning commission request for continuance to a later date.

At the planning commission hearing on April 17, 2025, commissioners made requests to provide additional comments after hearing additional project details at a scheduled informational hearing on May 15, 2025. The City’s Environmental Review Officer (ERO) determined that under the circumstances of this project, the 45-day period is adequate time for the public to provide meaningful comment on the draft EIR, but that the City would consider comments received from planning commissioners 24 hours after the close of the

informational hearing on May 15, 2025. No further comments from the planning commissioners were received on May 16, 2025.

Comments also request clarification regarding the EIR certification and project approval process, and future opportunities for decision-makers to make comments on the proposed project.

Regarding the EIR certification process, draft EIR Chapter 1, Introduction, on pp. 1-3 to 1-6, outlines the CEQA environmental review process, which has been conducted in accordance with the EIR process set forth in CEQA Guidelines sections 15080 and 15097. This “Response to Comments” document contains all written, email, and recorded oral comments received on this draft EIR and written responses to those comments, along with copies of the letters or emails received, a transcript of the public hearing on the draft EIR, and any necessary revisions to the draft EIR. The draft EIR and the Responses to Comments document will constitute the final EIR. Not less than 10 days prior to the planning commission hearing to consider certification of the final EIR, the final EIR will be made available to the public and any boards, commissions or departments that will carry out or approve the proposed project.

As discussed on draft EIR Chapter 1, p. 1-6, the planning commission, in an advertised public meeting, will consider the documents and, if found adequate, accurate, and objective, certify the final EIR, provided it (1) was completed in compliance with CEQA; (2) was presented to the planning commission and the planning commission reviewed and considered the information contained in the final EIR prior to taking an approval action on the proposed project; and (3) reflects the lead agency’s independent judgment and analysis, per San Francisco Administrative Code chapter 31. CEQA requires that agencies shall neither approve a project nor implement a project unless the project’s significant environmental impacts have been reduced to a less-than-significant level, thereby essentially eliminating, avoiding, or substantially lessening the potentially significant impacts of the project, except when certain findings are made. If an agency approves a project that would result in the occurrence of significant adverse impacts that cannot feasibly be mitigated to less-than-significant levels (that is, significant and unavoidable impacts), the agency must state the reasons for its action in writing; demonstrate that mitigation is infeasible, based on the EIR or other information in the record; and adopt a statement of overriding considerations.

The HPC and planning commission had the opportunity to comment on the adequacy and accuracy of the analysis in the draft EIR during the public review period and at two hearings on the draft EIR. A letter summarizing the HPC’s comments at the HPC hearing was provided to the ERO before the close of the public comment period on April 18, 2025. Additionally, the planning commission hearing was transcribed by a court reporter and all comments were categorized and are responded to in this document. Future opportunities for comments on the proposed project outside of the CEQA process will be available through the project approvals process. Refer to Response GC-CEQA-1, Landmark Delisting, p. 3-25, for a discussion of the landmark delisting process and future opportunities for discussion and comment.

Other comments requested information on the process by which an alternative to the proposed project could be approved.

CEQA Guidelines section 15041 outlines the authority to adopt a feasible alternative to a project; a lead agency for a project has authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment. The analysis of the impacts and benefits of preservation alternatives are located in draft EIR Chapter 5 and conform with requirements of CEQA Guidelines section 15126.6(d), by providing “sufficient information about each alternative to allow

3. Comments and Responses

3.J. General Comments (CEQA) [GC-CEQA]

meaningful evaluation, analysis, and comparison with the proposed project” and describing significant impacts in “less detail than the significant effects of the project.” All topics covered in draft EIR Chapter 3 and the initial study (draft EIR Appendix B) are briefly discussed, including historic architectural resources, and impacts of the alternative are compared to those of the project (see draft EIR pp. 5-10 through 5-38). As suggested by the CEQA Guidelines, the draft EIR also provides a matrix (Table 5-3), allowing comparison of the effects of each alternative and the proposed project. This matrix is supplemented by another (Table 5-2) providing more detail about historic architectural resources and the character defining features that would be retained by the proposed project and alternatives. The end result is an analysis of potential alternatives that provides sufficient detail to compare impacts of the alternatives to those of the proposed project and would allow decision-makers to select one of the alternatives for adoption in lieu of the proposed project if the decision-makers find that the alternative is feasible and would avoid or lessen significant impacts.

3.J.3 Comment GC-CEQA-3: Support for the Proposed Project and EIR

This response addresses the following comments, which are quoted below:

A-PC-Campbell-1

A-PC-McGarry-1

O-OPCMIALocal300-1

O-SFBCTC-1

O-SFECL-1

O-UALocal38-1

O-UALocal483-1

“Yeah, I -- I'm in huge support of the project in general. I'd like to see us move it along as quickly as possible and not extend the public comment period.” (*Commissioner Amy Campbell, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Campbell-1, GC-CEQA-3]*)

“While there is a -- this is downtown proper, it is great that the developer is gonna double down on San Francisco. While there is a 37% vacancy rate, it's a lot lower the higher you go up. So the actual mixture of actually switching it, putting the hotel down below and the office space up higher, is actually very clever, and it is basically adhering to the market conditions that we find ourselves in, and it's a double down.

So I'm very impressed with that. The fact that everybody is here in support of it is also very, very gratifying because, basically, yes, it will basically double down and put people to work. So, yeah, I'm in support of this EIR.” (*Commissioner Sean McGarry, Planning Commission, PC Hearing, April 17, 2025 [A-PC-McGarry-1, GC-CEQA-3]*)

“I'm the representative of Plasterers and Cement Masons Local 300, and on behalf of all members in our union, we'd like to speak in favor of the Environmental Impact Report.” (*Israel Vargas, Plasterers and Cement Masons Local 300, PC Hearing, April 17, 2025 [O-OPCMIALocal300-1, GC-CEQA-3]*)

“I think it’s worth noting that, in areas where there were mitigation efforts or mitigation notations, I think the project sponsor can and will solve for this. They have a long track record of developing in San Francisco and being very sensitive to these issues. Specifically around the shade, I’ve been before this commission and you’ve had projects with various iterations of this body, where height and shade have been very controversial, and I think the project sponsor deserves some credit for mitigating those on the front end with respect to how it’s massing the building and the higher elevations.

I also think that, with respect to wind, there are mitigations they can solve for. Certainly any construction in the city is going to have a certain degree of unavoidable issues with respect to air quality, but there are technologies that we can employ in the construction sector that can mitigate those, everything from which kind of forklifts we use to how we muffle our engines and exhaust on various types of equipment.

So I’m very confident, and as a personal point of privilege, I recognize that Mr. Witte and his organization are doubling down on San Francisco at a time when we don’t see that in the hospitality or commercial sector. And I recognize that that is a little bit outside the scope of my comments in supporting the adequacy of the draft Environmental Impact Report, but I think, in this moment, and having come out of the mayor’s hundred-day report today, I think it’s a really important opportunity for us to send the right signal that when developers can mitigate the concerns and the DEIRs, that we should move forward and, frankly, roll out the red carpet for them. It’s an incredible opportunity for our local economy and a local construction workforce that I represent.” *(Rudy Gonzalez, San Francisco Building and Construction Trades Council, PC Hearing, April 17, 2025 [O-SFBCTC-1, GC-CEQA-3])*

“I want to echo my colleagues here, say that we believe that the EIR is adequate. And the developer is actually going to be using a lot of local workers on this thing, so we’re really going to be reducing the Jobs-Housing Fit impacts related to development.” *(Alex Lantsberg, San Francisco Electrical Construction Industry, PC Hearing, April 17, 2025 [O-SFECEI-1, GC-CEQA-3])*

“Our organization thinks that the draft EIR is adequate, and we’d like to move along with this project.” *(John Corso, Plumbers Union Local 38, PC Hearing, April 17, 2025 [O-UALocal38-1, GC-CEQA-3])*

“I represent over 1,250 men and women that install, test and maintain life safety fire sprinkler systems. I’m coming up to you to let you know that we find the draft EIR adequate, and we are in support of this proj -- or this development.” *(Dan Torres, Sprinkler Fitters U.A. Local 483, PC Hearing, April 17, 2025 [O-UALocal483-1, GC-CEQA-3])*

Response GC-CEQA-3

The comments express support for the proposed project and/or the adequacy of the draft EIR. These comments, in and of themselves, do not raise specific environmental issues about the adequacy or accuracy of the draft EIR’s coverage of physical environmental impacts that require a response in this RTC document

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under CEQA Guidelines section 15088. Although general support of the proposed project do not raise specific issues concerning the adequacy or accuracy of the draft EIR under CEQA, such comments may be considered and weighed by the decision-makers prior to rendering a final decision to approve, modify, or disapprove the proposed project. This consideration is carried out independent of the environmental review process.

3.J.4 Comment GC-CEQA-4: General Construction Impacts

This response addresses the following comments, which are quoted below:

I-Zhu1-2

I-Zhu1-4

I-Zhu2-1

I-Zhu2-3

I-Zhu2-5

A-PC-Imperial-2

“Impact on My Business and Patient Care

The construction could harm my practice by reducing foot traffic and creating an unwelcoming atmosphere. My dental office serves a diverse patient base, many of whom are elderly, have compromised health, or rely on a quiet, professional environment.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-2, GC-CEQA-4]*)

“As a healthcare facility, it is crucial that we maintain a peaceful, clean environment, and this project threatens to compromise that. Moreover, patients may be discouraged from attending appointments, leading to a significant loss of revenue for my practice and potentially driving away long-time patients. In recent years, many major corporations have adopted ‘work-from-home’ policies, which have reduced foot traffic in the area, particularly during weekday office hours. The absence of employees commuting to their offices means fewer potential patients who may have previously come in for appointments during their workday breaks. This shift has already compounded the challenges facing local businesses, and the proposed construction will only exacerbate the situation, potentially driving away more customers. This loss of business could have long-lasting financial consequences for my practice, which depends on a steady stream of customers.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-4, GC-CEQA-4]*)

“My name is Jiahua Zhu. I’m a dentist and owner of a small dental practice, Yerba Buena Dentistry, which is located at 423 Washington Street, right next to 447 Battery and 530 Sansome Street. In fact, our office is not just adjacent to, it is halfly -- half surrounded by this “L”-shaped construction project. Our dental office serves thousands of patients from a diverse background, including many elderly individuals and working professionals. They all rely on a peaceful and clean environment for their care. We currently have six staff member and five dentists. We're deeply concerned that this construction will reduce foot traffic and create a unwelcoming atmosphere.” (*Jiahua Zhu, PC Hearing, April 17, 2025 [I-Zhu2-1, GC-CEQA-4]*)

“As a healthcare facility, maintaining a quiet, clean and safe environment is critical. This project will discourage patients from keeping their appointments and drive away many longtime patients. We fear that this construction will threaten our ability to function as a healthcare provider.” (*Jiahua Zhu, PC Hearing, April 17, 2025 [I-Zhu2-3, GC-CEQA-4]*)

“We also encourage the City to explore alternative designs on construction plans that will minimize disruption to local business.” (*Jiahua Zhu, PC Hearing, April 17, 2025 [I-Zhu2-5, GC-CEQA-4]*)

“In terms of the EIR -- my comments should be about the EIR -- the -- one of the public speaker comment about the construction plan and how it would impact the surrounding small business -- or actually small business within that -- within that development or within that scope. And I'd like to see in the response in terms of how is that going to be mitigated surrounding the -- the small businesses for the construc -- during the construction.” (*Commissioner Theresa Imperial, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Imperial-2, GC-CEQA-4]*)

Response GC-CEQA-4

The comments express general concern regarding construction impacts and the need for a quiet and clean environment for local businesses. These comments do not raise specific issues pertaining to the adequacy, accuracy, or completeness of the draft EIR’s analysis proposed project. However, responses for specific topic areas raised by the commenters are provided as follows:

- Response AQ-1, Construction Air Quality, p. 3-10, for a discussion of air quality impacts.
- Response NO-1, Construction Noise and Mitigation Measures, p. 3-16, for a discussion of noise impacts.
- Response TR-1, Construction, p. 3-14, for a discussion of vehicle and pedestrian circulation.

3.K General Comments (Non-CEQA) [GC-NON-CEQA]

Several comments are general comments unrelated to CEQA or unrelated to the topics studied in the CEQA Guidelines Appendix G checklist. Some comments suggest adding additional information unrelated to environmental impact analysis. Others are general concerns regarding the proposed project or the analysis in the draft EIR but do not identify any particular deficiencies in the analysis or conclusions in the draft EIR regarding the physical environmental impacts of the proposed project.

The comment topics relate to:

- GC-NON-CEQA-1: Opposition to the Proposed Project
- GC-NON-CEQA-2: General Comments

3.K.1 Comment GC-NON-CEQA-1: Opposition to the Proposed Project

This response addresses the following comments, which are quoted below:

I-Kuzinich-1

I-Lansing-1

I-Zhu1-1

I-Zhu1-8

I-Zhu2-4

I-Zhu2-6

“I am writing to express my deep concern and strong opposition to any effort to rescind the historic landmark designation of 447 Battery Street, a decision that would not only erase an irreplaceable part of San Francisco’s architectural history but would also force me out of the business I have poured my heart into for nearly 15 years.

I am the owner of San Francisco Wine Society, a business I founded in this beloved location four years ago. However, my journey in this building began much earlier—back in 2011, when I first oversaw the buildout and relocation of The Hidden Vine, a wine bar that became a cherished part of the financial district neighborhood until its closure in 2020. Over the years, I have cultivated a loyal community of guests who come not only for the world-class wine but also for the ambiance that this historic brick building uniquely provides. The character of 447 Battery Street cannot be replicated, and losing it to a modern high-rise would be an immeasurable cultural and historical loss.

Beyond its historic significance, this wine bar is my livelihood. If it is demolished to make way for a fire station and redevelopment project, I will lose my business, and with it, my ability to contribute to the city’s vibrant hospitality scene. The impact of such a loss extends far beyond me—it will affect my employees, my customers, and the fabric of the community that has formed around this space.

San Francisco’s architectural history is one of its greatest assets, and preserving buildings like 447 Battery Street is essential to maintaining the city’s unique charm and identity. I urge you to uphold its historic landmark designation and prevent its destruction. Please consider the countless memories, the small business, and the irreplaceable character that will be lost if this building is erased from our city’s landscape.

Thank you for your time and consideration. I welcome the opportunity to discuss this matter further and appreciate your dedication to preserving San Francisco’s history.” (*Danielle Kuzinich, Email, March 13, 2025 [I-Kuzinich-1, GC-NON-CEQA-1]*)

“While I’m not directly affected by this project, my first objection to it is the height of the project. And I have to ask -- if I’m not mistaken, we have quite a few empty office spaces in the city now, that we can’t seem to fill, so I’m not sure how building another large, dense building near Jackson Square is gonna solve this problem. There seems to be the ethos that if you build it they will come, and I don’t see that happening. So I

would be for this building to be scaled down, if possible.” (*James Lansing, PC Hearing, April 17, 2025 [I-Lansing-1, GC-NON-CEQA-1]*)

“I have already emailed you a letter stated my objection of the proposed project. There are a few things that I wanted to add.

There is a very high vacancy rate in commercial property in the city. What are we building another monstrous structure for? Small businesses are already suffering and dying in the city. This will be another example of city policy smothering small businesses.

I think small businesses are treated very unfairly in the matter. It's a city sponsored project. It's like the referee is also playing the game. The city has a role to make sure all things are fair and small players' right are protected as well. If the government always teams up with big corporation, what could we do as a small business owner?

In the hearing to protect the historic landmark building (4/2/25), everyone else came in at 12 noon and had to wait for hours for the 471 Washington project, while you and representatives of Related California came in right on the dot. It is pretty evident that they are getting special treatment.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-1, GC-NON-CEQA-1]*)

“Challenges Post-COVID and Economic Hardship

Like many small businesses, operating a business in the post-COVID era has been incredibly challenging. However, we are still striving to rebuild. Besides the significant amount of money that we have already invested in renovations, equipment, and medical supplies, we must overcome the huge obstacles of staff recruitment and patient pool accumulation through advertising, which is expensive and takes years to accomplish.

We have a team of dedicated staff members whose livelihoods depend on the success of the practice. In addition, we have enormous business loans, high monthly rent that remains at pre-COVID rates, and other business expenses that are growing rapidly with today's inflation and must be met every month. The added disruption from major construction next door could prove devastating. The potential loss of patients, increased costs, and prolonged economic instability would place an unbearable strain on my business and could result in severe financial hardship for us.

Request for Alternatives

I respectfully urge the city to provide assistance to affected businesses. Additionally, I encourage the city to explore alternative locations or designs that would minimize disruption to local businesses. I cannot emphasize enough how much we need your help in protecting the health, stability, and future of our practice.” (*Jiahua Zhu, Email, April 28, 2025 [I-Zhu1-8, GC-NON-CEQA-1]*)

“While we're doing everything we can to care for our patients and keep our doors open -- and, like many small businesses, we're still recovering from the challenges of the post-Covid era -- in addition to the substantial investments we have already made in renovation equipment and the medical supplies, we face

3. Comments and Responses

3.K. General Comments (Non-CEQA) [GC-NON-CEQA]

enormous challenges in hiring staff, building a stable patient base, efforts that require expensive marketing and take years to achieve. So I earnestly appeal to the City of San Francisco: While supporting large commercial developments, please do not forget the small business. Unlike tech company, we cannot work from home. We respectfully urge the City to provide support to our practice.” (*Jiahua Zhu, PC Hearing, April 17, 2025 [I-Zhu2-4, GC-NON-CEQA-1]*)

“As a graduate of UCSF and longtime resident and practitioner in San Francisco for over 20 years, I want to see our downtown thrive, but progress should not come at the expense of small businesses like ours. I hope the City can step up in meaningful support; otherwise, we may not survive this. Thank you so much.” (*Jiahua Zhu, PC Hearing, April 17, 2025 [I-Zhu2-6, GC-NON-CEQA-1]*)

Response GC-NON-CEQA-1

The comments express opinions or opposition to the proposed project, including comments about historic resources and economic and workforce impacts to local businesses. Comments include general statements that the proposed project would result in the loss of historic resources. Portions of these comments also include concerns regarding the landmark delisting process. The following identifies responses where additional information is provided in this RTC document regarding environmental topics for specific comments:

- Response AQ-1, Construction Air Quality, p. 3-10, for a discussion of air quality impacts.
- Response TR-1, Construction, p. 3-14, for a discussion of vehicle and pedestrian circulation.
- Response AL-1, Preservation Alternatives, p. 3-11, for a discussion of preservation alternatives, which considered alternative designs that did not include demolition activities at the 447 Battery Street site.
- Response NO-1, Construction Noise and Mitigation Measures, p. 3-16, for a discussion of noise impacts.
- Response GC-CEQA-1, Landmark Delisting, p. 3-25, for a discussion of the landmark delisting process.

Regarding the commenter’s objection to the proposed building height, draft EIR Chapter 5, Alternatives, analyzed a 19-story full preservation alternative to the proposed project.

Economic or workforce considerations are not considered environmental impacts under CEQA unless there would be a physical impact on the environment resulting from such effects (such as impacts addressed in air quality, transportation and circulation, and noise and vibration sections of the draft EIR), or if such effects would result in the need for the construction of new or physically altered facilities that would result in significant physical environmental impacts. These comments do not raise specific issues pertaining to the adequacy, accuracy, or completeness of the draft EIR’s analysis of the proposed project’s physical environmental impacts, and no further response is required. Although general opposition to the proposed project do not raise specific issues concerning the adequacy or accuracy of the draft EIR under CEQA, such comments may be considered and weighed by the decision-makers prior to rendering a final decision to approve, modify, or disapprove the proposed project. This consideration is carried out independent of the environmental review process.

3.K.2 Comment GC-NON-CEQA-2: General Comments

This response addresses the following comment, which is quoted below:

A-PC-Moore-3

“I want to also ask, although that is perhaps not exactly an EIR -- DEIR issue: Downtown revitalization has been on the agenda literally every week of this particular commission. And with the attempt for downtown revitalization, in light of the 37% office vacancy, the request for this being an office building together with a hotel is somewhat -- something that requires further clarification, and together with hotels and downtown hotels which are seriously struggling, Huntington, Stanford Court Hotels, who are barely hanging on, having reduced occupancy, and other hotels basically leaving. That combination of uses, I think, needs to be explained to us in a manner that we could also comment on it.

And last and not least -- and I'm gonna have to say that, although I am really jumping into it, only having seen the height simulation of this project -- there was a time when we discouraged tall buildings soldiering up in a single line because they all wipe out each other's ability to look alongside each other and create a larger participation in viewing the city as a whole.

In this particular case, we just had a very major redo of the Transamerica Pyramid. And irrespective how everybody feels about that building -- and there are people of different opinions on that in the city -- I felt that that particular office renovation, together with the significant improvements of this ground floor and open space, created something that I would like to see further explored and addressed as this other project is coming forward. And those are my comments.” (*Commissioner Kathrin Moore, Vice President, Planning Commission, PC Hearing, April 17, 2025 [A-PC-Moore-3, GC-NON-CEQA-2]*)

Response GC-NON-CEQA-2

This comments generally represents the opinion of the commenter regarding various aspects of the proposed project and general development in the project area. The comment also address the merits of the proposed project and recommendations for modification of the proposed project. This comments does not pertain to the adequacy, accuracy, or completeness of the draft EIR's analysis of the project's physical environmental impacts. No further response to this comment is required pursuant to CEQA Guidelines section 15088. Although general comments on the proposed project do not raise specific issues concerning the adequacy or accuracy of the draft EIR under CEQA, such comments, including recommendations for modifications to the project, may be considered and weighed by the decision-makers prior to rendering a final decision to approve, modify, or disapprove the proposed project. This consideration is carried out independent of the environmental review process.

3. Comments and Responses

3.K. General Comments (Non-CEQA) [GC-NON-CEQA]

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CHAPTER 4

DRAFT EIR REVISIONS

The following changes to the text of the draft EIR are made in response to comments on the draft EIR or are included to clarify the draft EIR text. The revisions reflect changes identified in Chapter 3, Comments and Responses, or staff-initiated text changes; all of which clarify, expand, or update information and/or graphics presented in the draft EIR. Staff-initiated changes to clarify information presented in the draft EIR are highlighted with an asterisk (*) in the margin to distinguish them from text changes in response to comments.

The revised text does not provide new information that would result in any new significant impact not already identified in the draft EIR and initial study or a substantial increase in the severity of an impact identified in the draft EIR and initial study that cannot be mitigated to less than significant with implementation of mitigation measures agreed to by the project sponsor. Thus, none of the text revisions would require recirculation pursuant to CEQA Guidelines section 15088.5. The draft EIR and this response to comments document together constitute the final EIR for the 447 Battery and 530 Sansome Street project. In the revisions shown below, deleted text is shown in ~~striketrough~~ and new text is double-underlined.

4.A Revisions to the Summary Chapter

- * The first sentence on p. S-2 was revised as follows to correctly reflect the square footage of the Merchant Street improvements:²¹

The proposed project would convert all of Merchant Street between Battery and Sansome streets into a shared street/living alley with approximately ~~12,695~~ 10,364 square feet of privately maintained public open space improvements.

- * Mitigation Measure M-CR-1b, pp. S-6 to S-7, was revised as follows:

Mitigation Measure M-CR-1b: Salvage Plan. Prior to the issuance of Pre-Construction Environmental Compliance Letter, the project sponsor shall consult with the department's preservation staff as to whether any character-defining building materials may be salvaged, in whole or in part, during demolition or alteration. The project sponsor shall make a good faith effort to salvage and protect such character-defining building materials to be used as part of the interpretative program (if required), incorporated into the architecture of the new building that will be constructed on the site, ~~or~~ offered to non-profit or cultural affiliated groups. If this proves infeasible, the sponsor shall attempt to donate significant character-defining features or features of interpretative or historical interest to a historical organization or other educational or artistic group and, should no such organization or group desire the materials, to one or more architectural salvage company for reuse. The project sponsor may prepare a salvage plan for review and approval by the department's preservation staff prior to issuance of the Pre-Construction Environmental Compliance Letter.

²¹ Based on an updated civil survey and city agency review of the streetscape improvement plans in June 2025, the area of improvements to Merchant Street between Battery and Sansome streets was updated to approximately 10,364 square feet, consisting of approximately 9,580 square feet in the public right-of-way and 784 square feet located on the project site adjacent to the Merchant Street right-of-way.

4. Draft EIR Revisions

4.B. Revisions to Chapter 1, Introduction

- * Mitigation Measure M-NO-1 on p. S-39 was revised as follows:

The project sponsor shall notify the ERO or their designee and The Gateway's (550 Battery Street) General Manager of any night noise permit application filed with the Department of Building Inspection on the day of filing and any emergency/unanticipated activity with the potential to exceed standards as soon as possible.

Section S.7, Areas of Known Controversy and Issues to Be Resolved, p. S-72, was revised as follows:

Based on the comments received on the notice of preparation of an EIR and on the draft EIR, potential areas of controversy for the proposed project include:

- Demolition of historic structures
- Construction-related air quality, health risk, and noise impacts
- Pedestrian circulation and access to adjacent building during construction
- Handling of hazardous waste during construction

4.B Revisions to Chapter 1, Introduction

- * The first sentence of the third paragraph on p. 1-1 was revised as follows to correctly reflect the square footage of the Merchant Street improvements:

The proposed project would convert all of Merchant Street between Battery and Sansome streets into a shared street/living alley with approximately ~~12,695~~ 10,364 square feet of privately maintained public open space improvements.

4.C Revisions to Chapter 2, Project Description

- * The last sentence on p. 2-1 was revised as follows to correctly reflect the square footage of the Merchant Street improvements:

The proposed project would convert all of Merchant Street between Battery and Sansome streets into a shared street/living alley with approximately ~~12,695~~ 10,364 square feet of privately maintained public open space improvements.

A new Section 2.B, Project Background and Previous Projects, p. 2-2, was added as follows:

2.B Project Background and Previous Projects

This section includes background on two discrete projects that were previously proposed on the site of the current proposed project to provide context on the project description for the currently proposed project included in Chapter 2. The two projects are (1) the 447 Battery Street Project at Block/Lot 0206/002; and (2) the 530 Sansome Street Project at Block/Lots 0206/013, 014, and 017.

The 447 Battery Street Project (Case No. 2014.1036E) was proposed in 2014 by 447 Partners LLC in 2014 and was limited to the parcel at 447 Battery Street. The project consisted of retaining the

existing building façade; replacing the internal structure to bring it up to building and structural codes; and constructing an addition to create a new 18-story, 200-foot-tall hotel with a ground-floor lobby and restaurant. The proposed hotel included 198 hotel rooms on 16 floors, with another restaurant on the 18th floor. Four below-grade basement levels were proposed to contain conference rooms, mechanical equipment, a loading area, and vehicle and bicycle parking. New privately owned public open space (POPOS) was proposed to be provided along Merchant Street, in addition to private terraces for hotel guests and restaurant patrons. The 447 Battery Street Project also proposed to include improvements to Merchant Street along the building frontage. An draft EIR was prepared for the 447 Battery Street Project to analyze historic architectural resources, while the remaining resource topics were analyzed in an initial study in accordance with CEQA Guidelines section 15128 and attached as an appendix to the draft EIR. During the pendency of the City’s review of the 447 Battery Street hotel project proposal, the Board of Supervisors initiated the Article 10 landmark designation process for the existing building at 447 Battery Street in 2021 and later designated the building as a landmark in 2022. The 447 Battery Street Project proposal was withdrawn by 447 Partners LLC in late 2021. The EIR prepared for the 447 Battery Street Project was never completed, nor was the project ever approved.

In 2019, the 530 Sansome Street Project (Case No. 2019-017481ENV) was proposed by EQX Jackson SQ Holdco LLC, the San Francisco Bureau of Real Estate,²² and the San Francisco Fire Department. This project consisted of demolition of the existing buildings at 530 Sansome Street, 425 Washington Street, and 439–445 Washington Street, and construction of a 19-story building and a four-story replacement fire station, with three below grade levels under both buildings. The 19-story, approximately 218-foot-tall (236 feet total, including rooftop mechanical equipment) building was proposed to provide approximately 6,470 square feet of retail/restaurant space; approximately 40,490 square feet of office space; approximately 35,230 square feet of fitness center space; and approximately 146,065 square feet of hotel space that would accommodate up to 200 guest rooms. At the fourth floor, the 19-story building was proposed to cantilever over the third floor of the replacement fire station. The three below-grade levels were proposed to provide 48 vehicle parking spaces, one loading space, two vehicle, service spaces, 22 class 1 bicycle parking spaces, lockers and showers, and utility rooms. The 530 Sansome Street Project also proposed converting the western portion of Merchant Street in front of the project site into a shared street/living alley with approximately 4,810 square feet of POPOS. An additional 26 class 2 bicycle parking spaces were proposed to be located on streets adjacent to the project site, subject to San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works approval.

The sponsors also proposed a residential variant to the previous 530 Sansome Street Project, which included 256 residential units instead of the hotel, office, fitness center, and retail/restaurant uses in the approximately 218-foot-tall building. The four-story replacement fire station building was proposed to remain the same for the residential variant. The three below-grade levels for the residential variant were proposed to provide 82 vehicle parking spaces, one loading space, two vehicle service spaces, 143 class 1 bicycle parking spaces, and utility rooms for the fire station. An additional 19 class 2 bicycle parking spaces were proposed to be located on streets adjacent to the project site, subject to SFMTA and San Francisco Public Works approval. The environmental impacts of the 530 Sansome Street Project were analyzed in a mitigated negative declaration, which was adopted by the

²² This department has since been renamed to the San Francisco Real Estate Division.

planning commission in July 2021, along with project approvals. The board of supervisors affirmed the planning commission's adoption of the mitigated negative declaration in October 2022. In early 2024, the planning commission approved extensions of the 2021 project approvals.

- * Due to the addition of Section 2.B above, the following revision was made to the subheadings on draft EIR p. 2-2:

2.BC Project Sponsor Objectives

2.CD Project Location and Site Characteristics

2.CD.1 Project Location

- * Due to the addition of Section 2.B above, the following revision was made to the subheading on draft EIR p. 2-4:

2.CD.2 Existing Site Characteristics

- * Due to the addition of Section 2.B above, the following revision was made to the subheading on draft EIR p. 2-6:

2.CD.3 Surrounding Land Uses and Existing Zoning/Height Bulk Requirements

- * Due to the addition of Section 2.B above, the following revision was made to the subheading on draft EIR p. 2-7:

2.DE Project Location and Site Characteristics

- * Due to the addition of Section 2.B above, the following revision was made to the subheading on draft EIR p. 2-16:

2.DE.1 447 Battery Street Replacement Fire Station

- * Due to the addition of Section 2.B above, the following revision was made to the subheading on draft EIR p. 2-20:

2.DE.2 Mixed-Use High Rise Building at 530 Sansome Street

- * Due to the addition of Section 2.B above, the following revision was made to the subheadings on draft EIR p. 2-28:

2.DE.3 Vehicle and Loading Access

2.DE.4 Streetscape Improvements and Open Space

- * Due to the addition of Section 2.B above, the following revision was made to the subheadings on draft EIR p. 2-30:

2.~~DE~~.5 Utilities and Stormwater Retention

2.~~EF~~ Project Construction

- * The first sentence on p. 2-30 was revised as follows to correctly reflect the square footage of the Merchant Street improvements:

The proposed project would include conversion of all of Merchant Street into a shared street/living alley¹¹ with approximately ~~12,695~~ 10,364 square feet of privately maintained public open space improvements that would extend from Sansome Street to the eastern edge of the project site (see Figure 2-21).

- * Due to the addition of Section 2.B above, the following revision was made to the subheadings on draft EIR p. 2-33:

2.~~FG~~ Required Project Approvals

2.~~FG~~.1 Local Agencies

4.D Revisions to Section 3.A, Historic Resources

To provide clarification regarding the landmark designation timing, the text on draft EIR p. 3.A-15 was revised as follows:

Subsequent to the determination of 447 Battery Street as a historical resource in the HRER Part I (December 2017), the landmark designation process was initiated in January 2021 by the board of supervisors. Following HPC review and recommendation in August 2021, the board of supervisors adopted Ordinance No. 43-22, which designated the building as an article 10 landmark (Landmark No. 299) in March 2022.

Mitigation Measure M-CR-1b, p. 3.A-24, was revised as follows:

Mitigation Measure M-CR-1b: Salvage Plan. Prior to the issuance of Pre-Construction Environmental Compliance Letter, the project sponsor shall consult with the department's preservation staff as to whether any character-defining building materials may be salvaged, in whole or in part, during demolition or alteration. The project sponsor shall make a good faith effort to salvage and protect such character-defining building materials to be used as part of the interpretative program (if required), incorporated into the architecture of the new building that will be constructed on the site, ~~or~~ offered to non-profit or cultural affiliated groups. If this proves infeasible, the sponsor shall attempt to donate significant character-defining features or features of interpretative or historical interest to a historical organization or other educational or artistic group, and, should no such organization or group desire the materials, to one or more architectural salvage companies for reuse. The project sponsor may prepare a salvage plan for review and approval by the department's preservation staff prior to issuance of the Pre-Construction Environmental Compliance Letter.

4.E Revisions to Chapter 5, Alternatives

A new Section 5.E.5, Relocation of the 447 Battery Street Building, p. 5-40, was added as follows:

5.E.5 Relocation of the 447 Battery Street Building

This alternative considered the possibility of relocating the 447 Battery Street building in its entirety to another location. This alternative is infeasible and was rejected for the following reasons:

- The 447 Battery Street building is wider than the existing surrounding streets and would require partial or complete disassembly for the path of travel to another site. This process is likely to result in substantial damage to the character-defining bricks, which are compromised on account of having been sandblasted, projecting window sills and segmental arch window headers, and the brick cornice.
- There are no suitable vacant lots within the current neighborhood, which would require the building to be relocated to another part of the city. Removing the building from its location in downtown San Francisco would significantly impact its association with post-earthquake redevelopment. It is also part of a warehouse and coffee context that is also strongly associated with its current location and historical significance.

4.F Revisions to Initial Study Section E.5, Transportation and Circulation

- * The third sentence of the second paragraph on p. 53 was revised as follows to correctly reflect the square footage of the Merchant Street improvements:

In addition, the proposed project would convert Merchant Street between Sansome Street and Battery Street into a shared street/living alley⁵⁵ with approximately ~~12,695~~ 10,364 square feet of privately maintained public open space improvements that would extend from Sansome Street to the eastern edge of the project site at Battery Street.

4.G Revisions to Initial Study Section E.6, Noise

Mitigation Measure M-NO-1 on initial study p. 78 was revised as follows:

The project sponsor shall notify the ERO or their designee and The Gateway's (550 Battery Street) General Manager of any night noise permit application filed with the Department of Building Inspection on the day of filing and any emergency/unanticipated activity with the potential to exceed standards as soon as possible.

The text on initial study Section E.5, Noise, p. 83, was revised as follows:

The existing fire station generates noise from sirens associated with emergency response calls and occasional truck maintenance operations. The proposed project would replace the existing station and relocate the emergency vehicle access bays from Sansome Street to Merchant-Battery Street approximately 1250 feet closer to the residential receptors at 5550-550 Battery Street when compared to the location of the existing bays on Sansome Street. However, there would be no increase in number of employees, the service area, or the level of operations; therefore, there would

be no increase in operational noise from the replacement fire station when compared to existing conditions. The proposed project would have a *less-than-significant impact* with respect to an increase in operational noise associated with the fire station.

4.H Revisions to Initial Study Section E.10, Shadow

- * The text on initial study Section E.10, Shadow, p. 102, was revised as follows:

The information in this section is based on a shadow analysis report prepared for the proposed project, which is included as Appendix ~~F~~ H.

4.I Revisions to Initial Study Section E.11, Recreation

- * The third sentence of the second paragraph on p. 113 was revised as follows to correctly reflect the square footage of the Merchant Street improvements:

The proposed project would convert all of Merchant Street between Battery and Sansome streets into a shared street/living alley with approximately ~~12,695~~ 10,364 square feet of privately maintained public open space improvements.

4. Draft EIR Revisions

4.I. Revisions to Initial Study Section E.11, Recreation

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ATTACHMENT A

Draft EIR Public Hearing Transcript

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CITY AND COUNTY OF SAN FRANCISCO
PLANNING COMMISSION

---oOo---

PROJECT TITLE:)
447 BATTERY/530 SANSOME STREET)
)
)
CASE NO.: 2024-007066ENV)
)

Pages 1 - 36

PUBLIC HEARING ON DRAFT EIR
Thursday, April 17th, 2025

Stenographically reported by:
Brianna Rudd, CSR 13668

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A P P E A R A N C E S

COMMISSIONERS:

KATHRIN MOORE, Vice President

DEREK BRAUN, Commissioner

AMY CAMPBELL, Commissioner

THERESA IMPERIAL, Commissioner

SEAN MCGARRY, Commissioner

GILBERT WILLIAMS, Commissioner

STAFF:

JONAS IONIN, Commission Secretary

LISA GIBSON, Environmental Review Officer

JOY NAVARRETE, Principal Environmental Planner

PROJECT:

MATT WITTE, Related California

MARK SCHWETTMANN, Architect, Skidmore, Owings & Merrill

COUNSEL:

JIM ABRAMS, Counsel for Project Sponsor

---o0o---

1 Thursday, April 17, 2025 - 3:11 p.m.

2 P R O C E E D I N G S

3 ---o0o---

4 ...

5 (Proceedings prior to agenda item #8 not reported.)

6
7 COMMISSION SECRETARY IONIN: If there's no
8 further comment, commissioners, we can move on to item 8,
9 for Case Number 2024-007066ENV at 447 Battery and 530
10 Sansome Street, also a draft EIR.

11 Please note that written comments will be
12 accepted at the Planning Department until 5:00 p.m. on
13 April 28th, 2025.

14 MS. NAVARRETE: Good afternoon, Vice President
15 Moore, members of the commission. I'm Joy Navarrete of
16 Planning staff, speaking on behalf of Sherie George, EIR
17 coordinator for the 447 Battery/530 Sansome Street
18 project, or the "proposed project." I am joined today by
19 Planning Department staff, and members of the project
20 sponsor team are also present.

21 The item before you is the review and comment on
22 the 447 Battery/530 Sansome Street project draft
23 Environmental Impact Report, or "draft EIR." The purpose
24 of today's hearing is to take public comments on the
25 adequacy, accuracy and scope of the draft EIR pursuant to

PUBLIC HEARING ON DRAFT EIR - April 17, 2025

1 the California Environmental Quality Act, or "CEQA," and
2 San Francisco's local procedures for implementing CEQA.
3 No approval action on this project is before you at this
4 time.

5 The draft EIR was published on March 11th, 2025.
6 The review period will continue until 5:00 p.m. on April
7 28th, 2025. Links to the notice of public hearing and
8 availability of the draft EIR have been provided to the
9 commission in advance of today's hearing.

10 The 28,830-square-foot project site comprises --
11 is comprised of four parcels and located in the Financial
12 District neighborhood and on the block bound by Sansome,
13 Washington, Battery and Merchant Streets. The project
14 site contains a three-story commercial building at 425
15 Washington Street, a two-story commercial building at
16 439-445 Washington street, and the 530 Sansome Street,
17 which is where the Fire Station 13 is, and the
18 three-story commercial building at 447 Battery Street.

19 The building at 447 Battery Street was
20 constructed in 1907 and is individually eligible for
21 listing on the California Register of Historical
22 Resources, and it's designated as a historical landmark
23 under Article 10 of the Planning Code. Although the
24 existing fire station at 530 Sansome Street is not
25 individually eligible for listing in the California

1 Register, the sculpture titled "Untitled" is considered a
2 historic resource under CEQA.

3 Now I would like to introduce the project
4 sponsor team, who will provide a brief overview of the
5 project.

6 COMMISSION SECRETARY IONIN: You'll have five
7 minutes.

8 MR. SCHWETTMANN: Thank you, commissioners.
9 Mark Schwettmann on behalf of the project sponsor,
10 architect with Skidmore, Owings & Merrill.

11 The project site is at the north end of the
12 Financial District, south of Washington Street, and
13 surrounded on all sides by tall buildings, the
14 Transamerica Pyramid to the west, One Maritime Plaza and
15 the Embarcadero Center to the east and southeast, and a
16 high-rise federal office building to the north. At the
17 ground, the site has an interesting condition, bounded
18 entirely on the south by Merchant Street, which visually
19 connects the elevated open space of One Maritime Plaza to
20 the Transamerica Redwood Park and Mark Twain Place.

21 On the site, we propose two structures, a
22 mixed-use tower of around 650,000 feet and a three-story
23 fire station. This mix of uses creates a wide range of
24 opportunities for activation and enlivenment at the
25 street level, with lobbies and retail spaces facing

1 north, west and southwest, and the fire station at the
2 east end of the site.

3 We proposed a wide range of public realm
4 improvements, including parking removal, sidewalk
5 widening, a double row of street trees on Washington
6 Street, new street trees on Sansome Street, and expensive
7 improvements to Merchant Street, including new
8 pedestrian-favored, high-quality paving, raised curb
9 crossings, street trees on both sides of the street and,
10 potentially, integrated lighting.

11 This shows a view of the new Merchant Street
12 from the west and the hotel lobby. And at the northwest
13 corner of the site, here you see the office lobby and the
14 podium of the building, a three-story base with a relief
15 floor at the fourth floor, above which a slender,
16 vertically proportioned tower rises. At the opposite end
17 of the site, the simple architecture of the fire station
18 of brick and glass expresses the residential and social
19 uses of the first two floors, with the vehicle bays on
20 the ground floor.

21 530 Sansome would be the first significant
22 mixed-used building built in the Financial District in
23 over 30 years, and its combination of uses is an
24 interesting one, with the amenity space, hotel, lobbies
25 and retail placed at the bottom portion of the building,

1 where they can better enliven the public realm and the
2 streetscape, and state-of-the-art office space placed at
3 the top. The building has a simple, elegant, distinctive
4 profile in the skyline, especially slender from the east
5 and west, and this shape has been guided not just by
6 architecture and program but by the need to reduce and
7 eliminate shadows on important open spaces.

8 Above the height of the north face of One
9 Maritime Plaza, the building gradually sets back, which,
10 among with other aspects of shaping of the building, has
11 reduced the shadow impacts to less than significant, as
12 described in the document before you, and eliminated them
13 completely from the playground at the northeast corner of
14 Sue Bierman.

15 Seen in the context of the city, the project can
16 be seen as a transition from dense masonry towers of the
17 '60s and '70s to the glassier, more sculptural buildings
18 beyond. And the height of the building has been
19 carefully considered in the context of the skyline,
20 peeking at the Transamerica Pyramid, dropping to One
21 Maritime, and then rising again at the end of the
22 Embarcadero Center.

23 With that, I'll ask our client, Matt Witte, to
24 jump in.

25 MR. WITTE: Thank you, commissioners.

1 With the brief time that we have, I'll just say
2 that, as you may recall, this was a project that was
3 previously entitled as a hotel. With the events that
4 occurred after that entitlement in 2021, the project
5 obviously was no longer feasible. Rather than walk away
6 from it, my partners and I decided to look at the market
7 here in San Francisco.

8 And while it may seem counterintuitive to think
9 about taking two uses, hospitality and office, that today
10 are both struggling, there are reasons we'd be happy to
11 discuss with you, if you're interested, in why we think
12 this project is feasible. And I'll just leave it at
13 that.

14 MS. NAVARRETE: Thank you for that project
15 overview.

16 To continue, the draft EIR concluded that the
17 proposed project would result in a significant and
18 unavoidable impact on the historic resource due to the
19 demolition of 447 Battery Street, and a significant and
20 unavoidable impact on air quality due to the uncertainty
21 related to the project's contribution of toxic air
22 contaminants. The EIR identified four mitigation
23 measures to reduce the project's impact on historic
24 resources. While these mitigation measures would reduce
25 the impact on the resource, this impact would remain

1 significant and unavoidable.

2 One mitigation measure, an onsite interpretation
3 and relocation plan for the sculpture "Untitled," would
4 reduce that project's impact on the historic resource to
5 a less-than-significant level. Similarly, mitigation
6 measures to reduce the significant and unavoidable air
7 quality impact would reduce the air quality impact but
8 not to a less-than-significant level. The draft EIR also
9 found impacts listed at the bottom of this slide which
10 could be mitigated to a less-than-significant level. And
11 all other impacts associated with the proposed project
12 were found to be less than significant.

13 To comply with CEQA, a reasonable range of
14 alternatives to the project were developed to avoid or
15 lessen the significant impact. In addition to the no
16 project alternative, as required by CEQA, the draft EIR
17 analyzed two full preservation and one partial
18 preservation alternative.

19 Under the full preservation 41-story
20 alternative, which is shown here on the right, 447
21 Battery would be retained. The three other buildings
22 would be demolished and redeveloped with a 41-story
23 mixed-use building with an integrated replacement fire
24 station. This alternative would avoid significant
25 impacts to 447 Battery while partially meeting the

1 project objectives. Air quality impacts would remain
2 significant and unavoidable with mitigation.

3 Under the full preservation 19-story
4 alternative, which is shown on the left, the building at
5 447 Battery would be retained. The three other buildings
6 would be demolished and replaced with a 19-story
7 mixed-use building with an integrated replacement fire
8 station. This alternative would avoid significant
9 impacts to 447 Battery while partially meeting the
10 project objectives. It would also reduce the air quality
11 impact to less than significant with mitigation. This is
12 the environmentally superior alternative under CEQA.

13 The partial preservation alternative, shown on
14 the right, would substantially modify 447 Battery to
15 house the new fire station. The other three buildings
16 would be demolished and replaced with a 41-story
17 mixed-use building. Though some character-defining
18 features would be retained, this alternative would not
19 avoid a significant impact related to 447 Battery.
20 Similar to the proposed project, this alternative would
21 result in a significant and unavoidable-with-mitigation
22 impact to 447 Battery and a less-than-significant impact
23 to "Untitled." And the air quality impacts would remain
24 significant and unavoidable with mitigation. And it
25 would partially meet project objectives.

1 A hearing to receive the Historic Preservation
2 Commission's comments on the draft EIR was held on April
3 2nd, 2025. I'll provide you with an electric copy of
4 their comments when the HPC president signs the memo.

5 But to summarize, the HPC found the analysis of
6 historic resources in the draft EIR to be adequate and
7 accurate. They concurred with the finding that the
8 project would result in a significant unavoidable impact
9 to 447 Battery Street. Requests were made: to clarify
10 where the sculpture "Untitled" would be placed; to
11 specify in the public services section how fire service
12 might be affected during relocation of Fire Station 13's
13 staff and equipment during construction; bolster the
14 mitigation regarding the removal of 447 Battery Street
15 building materials, including the brick facade and other
16 salvaged materials; and also further study an alternative
17 that would relocate the 447 Battery Street building.

18 HPC commissioners also expressed support for
19 both full preservation alternatives. It was mentioned
20 that the project objectives don't include any mention of
21 honoring historic resources. The HPC expressed
22 opposition to the delisting of a landmark building and
23 requested direction from the City Attorney's office for
24 the delisting process.

25 Today, the Planning Department is seeking

1 comments on the adequacy and accuracy of the information
2 contained in the draft EIR. For members of the public
3 who wish to speak, please state your name for the record
4 and speak slowly and clearly so that the court reporter
5 can make an accurate transcript of today's proceedings.

6 Please note that staff is not here to answer any
7 comments today. Comments will be transcribed and
8 responded to in writing in the Responses to Comments
9 document, which will respond to verbal and written
10 comments received during the public comment period,
11 including the HPC comments, and revisions will be made to
12 the draft EIR as appropriate.

13 If you wish to ensure that you're sent the
14 Responses to Comments document, please provide your
15 contact information to
16 CPC.447Battery530SansomeEIR@sfgov.org.

17 Those who are interested in commenting on the
18 draft EIR may submit their comments in writing to Sherie
19 George, EIR coordinator, either by mail or e-mail, by
20 5:00 p.m. on April 28th, 2025. The addresses are noted
21 on this slide.

22 Unless the commissioners have questions on the
23 CEQA process, I respectfully suggest that the public
24 hearing on the item be opened. Thank you.

25 COMMISSION SECRETARY IONIN: Indeed. With that,

1 members of the public, if you have any comments to submit
2 at this time, please do so. You can line up on the
3 screen side of the room. You each have two minutes.

4 Sure, just put it down.

5 MEMBER OF PUBLIC: Good afternoon, dear
6 commissioners and fellow San Franciscans.

7 My name is Jiahua Zhu. I'm a dentist and owner
8 of a small dental practice, Yerba Buena Dentistry, which
9 is located at 423 Washington Street, right next to 447
10 Battery and 530 Sansome Street. In fact, our office is
11 not just adjacent to, it is halfly -- half surrounded by
12 this "L"-shaped construction project. Our dental office
13 serves thousands of patients from a diverse background,
14 including many elderly individuals and working
15 professionals. They all rely on a peaceful and clean
16 environment for their care. We currently have six staff
17 member and five dentists. We're deeply concerned that
18 this construction will reduce foot traffic and create a
19 unwelcoming atmosphere. It will generate constant noise,
20 dust and disturbance creating hazardous conditions that
21 can seriously compromise patient comfort and safety.

22 As a healthcare facility, maintaining a quiet,
23 clean and safe environment is critical. This project
24 will discourage patients from keeping their appointments
25 and drive away many longtime patients. We fear that this

I-Zhu2-3
(cont.)I-Zhu2-4
GC-NON-CEQA-1

construction will threaten our ability to function as a healthcare provider. While we're doing everything we can to care for our patients and keep our doors open -- and, like many small businesses, we're still recovering from the challenges of the post-Covid era -- in addition to the substantial investments we have already made in renovation equipment and the medical supplies, we face enormous challenges in hiring staff, building a stable patient base, efforts that require expensive marketing and take years to achieve.

So I earnestly appeal to the City of San Francisco: While supporting large commercial developments, please do not forget the small business. Unlike tech company, we cannot work from home. We respectfully urge the City to provide support to our practice. We also encourage the City to explore alternative designs on construction plans that will minimize disruption to local business.

As a graduate of UCSF and longtime resident and practitioner in San Francisco for over 20 years, I want to see our downtown thrive, but progress should not come at the expense of small businesses like ours. I hope the City can step up in meaningful support; otherwise, we may not survive this. Thank you so much.

COMMISSION SECRETARY IONIN: Thank you for

I-Zhu2-5
GC-CEQA-4I-Zhu2-6
GC-NON-CEQA-1

1 your comments.

2 MEMBER OF PUBLIC: My name is James Lansing,
3 resident of San Francisco.

4 While I'm not directly affected by this project,
5 my first objection to it is the height of the project.
6 And I have to ask -- if I'm not mistaken, we have quite a
7 few empty office spaces in the city now, that we can't
8 seem to fill, so I'm not sure how building another large,
9 dense building near Jackson Square is gonna solve this
10 problem. There seems to be the ethos that if you build
11 it they will come, and I don't see that happening. So I
12 would be for this building to be scaled down, if
13 possible.

14 COMMISSION SECRETARY IONIN: I'm gonna remind
15 members of the public that this is comment on the draft
16 Environmental Impact Report, so we're looking for
17 comments whether or not you believe that the document is
18 accurate and adequate, not necessarily about the project
19 itself.

20 MEMBER OF PUBLIC: You said this is just on the
21 environmental, not the overall project?

22 COMMISSION SECRETARY IONIN: That's right.

23 MEMBER OF PUBLIC: Okay.

24 MEMBER OF PUBLIC: Good afternoon,
25 commissioners. My name is Dan Torres. I am a business

1 representative for Sprinkler Fitters U.A. Local 483.

O-UALocal483-1
GC-CEQA-3

2 I represent over 1,250 men and women that
3 install, test and maintain life safety fire sprinkler
4 systems. I'm coming up to you to let you know that we
5 find the draft EIR adequate, and we are in support of
6 this proj -- or this development. Thank you.

7 MEMBER OF PUBLIC: Good afternoon,
8 commissioners. Thank you. My name is John Corso. I'm a
9 representative of the Plumbers Union Local 38 here in San
10 Francisco.

O-UALocal38-1
GC-CEQA-3

11 Our organization thinks that the draft EIR is
12 adequate, and we'd like to move along with this project.
13 Thank you.

14 MEMBER OF PUBLIC: Good afternoon,
15 commissioners. Alex Lantsberg, research and advocacy
16 director with the San Francisco Electrical Construction
17 Industry.

O-SFECI-1
GC-CEQA-3

18 I want to echo my colleagues here, say that we
19 believe that the EIR is adequate. And the developer is
20 actually going to be using a lot of local workers on this
21 thing, so we're really going to be reducing the
22 Jobs-Housing Fit impacts related to development. So,
23 thank you. Bye.

O-OPCMIALocal300-1
GC-CEQA-3

24 MEMBER OF PUBLIC: Hi. Good afternoon. Israel
25 Vargas. I'm the representative of Plasterers and Cement

O-OPCMIALocal300-1
(cont.)

1 Masons Local 300, and on behalf of all members in our
2 union, we'd like to speak in favor of the Environmental
3 Impact Report. Thank you.

4 MEMBER OF PUBLIC: Good afternoon,
5 commissioners. Rudy Gonzalez with the San Francisco
6 Building and Construction Trades Council. You heard from
7 some of my colleagues.

O-SFBCTC-1
GC-CEQA-3

8 I think it's worth noting that, in areas where
9 there were mitigation efforts or mitigation notations, I
10 think the project sponsor can and will solve for this.
11 They have a long track record of developing in San
12 Francisco and being very sensitive to these issues.
13 Specifically around the shade, I've been before this
14 commission and you've had projects with various
15 iterations of this body, where height and shade have been
16 very controversial, and I think the project sponsor
17 deserves some credit for mitigating those on the front
18 end with respect to how it's massing the building and the
19 higher elevations.

20 I also think that, with respect to wind, there
21 are mitigations they can solve for. Certainly any
22 construction in the city is going to have a certain
23 degree of unavoidable issues with respect to air quality,
24 but there are technologies that we can employ in the
25 construction sector that can mitigate those, everything

O-SFBCTC-1
(cont.)

1 from which kind of forklifts we use to how we muffle our
2 engines and exhaust on various types of equipment.

3 So I'm very confident, and as a personal point
4 of privilege, I recognize that Mr. Witte and his
5 organization are doubling down on San Francisco at a time
6 when we don't see that in the hospitality or commercial
7 sector. And I recognize that that is a little bit
8 outside the scope of my comments in supporting the
9 adequacy of the draft Environmental Impact Report, but I
10 think, in this moment, and having come out of the mayor's
11 hundred-day report today, I think it's a really important
12 opportunity for us to send the right signal that when
13 developers can mitigate the concerns and the DEIRs, that
14 we should move forward and, frankly, roll out the red
15 carpet for them. It's an incredible opportunity for our
16 local economy and a local construction workforce that I
17 represent. Thank you for your time and consideration.

18 COMMISSION SECRETARY IONIN: Last call for
19 public comment. Seeing none, public comment is closed.

20 This matter is now before you, commissioners.

21 COMMISSIONER MOORE: Thank you for everybody who
22 came and comment.

23 Obviously, the industry's in strong support of
24 new buildings, and they may have slightly larger insight
25 in what's in front of us than I personally do. I am

A-PC-Moore-1
PD-1

A-PC-Moore-1
(cont.)

1 looking for adequacy and completeness and a good faith
2 effort of full disclosure. The rush by which this DEIR
3 is coming forward has somewhat made it an important step,
4 and that is that a project of this scale and this
5 importance -- and important it is indeed -- was presented
6 to this commission prior to a draft EIR coming out.

7 We got a brief presentation of the elements of
8 the project. The way that the draft EIR is put together,
9 there is no really complete project description that I
10 could comfortably follow in order to understand subtlety
11 with what was briefly summarized about the project. For
12 that reason, my own comments are really impaired and
13 incomplete.

14 There is a history to this project, and that is
15 actually a really interesting one that has not been
16 touched upon, and I would love this commission to also
17 hear the previous iteration of this project was a
18 magnificent project which was in front of this commission
19 in 2021, where a public-private partnership between the
20 city-owned fire station site and the adjoining property
21 created a very nuanced, integrated project that actually
22 very interestingly proposed two solutions: One was an
23 office/hotel project; and the other one, in the same --
24 pretty much same building configuration, proposed
25 housing. And unknown to -- kind of new to me was that we

A-PC-Moore-1
(cont.)

1 approved both project -- projects depending on the market
2 outcome. It would be really important for this
3 commission, in hindsight, to also understand the subtlety
4 of their project because it did just amazing things.

A-PC-Moore-2
SH-1

5 What's in front of us again, to repeat for me,
6 is still only disclosed today and in too brief a fashion
7 to make meaningful comments. The only thing I looked for
8 is the shadow study, which was only referenced in --
9 in -- by words, not by any new shadow fan. And since
10 this project indeed was 41 feet, 41 stories exceeds the
11 previous height of the then-proposed project, which was
12 19 feet. I would believe that some depiction of shadow
13 in our co-op with Justin Herman Plaza, Sue Bierman Park
14 east and west, together with Portsmouth Square would be
15 something I would like to know about and comment. And
16 again, it is just the full disclosure on the project,
17 which is not in the current document.

A-PC-Moore-3
GC-NON-CEQA-2

18 I want to also ask, although that is perhaps not
19 exactly an EIR -- DEIR issue: Downtown revitalization
20 has been on the agenda literally every week of this
21 particular commission. And with the attempt for downtown
22 revitalization, in light of the 37% office vacancy, the
23 request for this being an office building together with a
24 hotel is somewhat -- something that requires further
25 clarification, and together with hotels and downtown

A-PC-Moore-3
(cont.)

1 hotels which are seriously struggling, Huntington,
2 Stanford Court Hotels, who are barely hanging on, having
3 reduced occupancy, and other hotels basically leaving.
4 That combination of uses, I think, needs to be explained
5 to us in a manner that we could also comment on it.

6 And last and not least -- and I'm gonna have to
7 say that, although I am really jumping into it, only
8 having seen the height simulation of this project --
9 there was a time when we discouraged tall buildings
10 soldiering up in a single line because they all wipe out
11 each other's ability to look alongside each other and
12 create a larger participation in viewing the city as a
13 whole.

14 In this particular case, we just had a very
15 major redo of the Transamerica Pyramid. And irrespective
16 how everybody feels about that building -- and there are
17 people of different opinions on that in the city -- I
18 felt that that particular office renovation, together
19 with the significant improvements of this ground floor
20 and open space, created something that I would like to
21 see further explored and addressed as this other project
22 is coming forward. And those are my comments.

23 And I'm looking here at the roster.

24 Commissioners, I encourage you to use this opportunity.

25 Commissioner McGarry.

A-PC-McGarry-1
GC-CEQA-3

1 COMMISSIONER MCGARRY: I'll go. While there is
2 a -- this is downtown proper, it is great that the
3 developer is gonna double down on San Francisco. While
4 there is a 37% vacancy rate, it's a lot lower the higher
5 you go up. So the actual mixture of actually switching
6 it, putting the hotel down below and the office space up
7 higher, is actually very clever, and it is basically
8 adhering to the market conditions that we find ourselves
9 in, and it's a double down.

10 So I'm very impressed with that. The fact that
11 everybody is here in support of it is also very, very
12 gratifying because, basically, yes, it will basically
13 double down and put people to work. So, yeah, I'm in
14 support of this EIR. Thank you.

15 COMMISSIONER MOORE: Commissioner Imperial.

16 COMMISSIONER IMPERIAL: Thank you.

A-PC-Imperial-1
PD-1

17 I also share the same sentiment as Vice
18 President Moore in terms of the previous projects that
19 were presented and the new project that is being
20 presented in front of us. I think it will be good -- I
21 understand that there will be another informational
22 hearing on May 15 about this, but it will be great to see
23 those differences from the previous and the new proposal.

A-PC-Imperial-2
GC-CEQA-4

24 In terms of the EIR -- my comments should be
25 about the EIR -- the -- one of the public speaker comment

A-PC-Imperial-2
(cont.)

1 about the construction plan and how it would impact the
2 surrounding small business -- or actually small business
3 within that -- within that development or within that
4 scope. And I'd like to see in the response in terms of
5 how is that going to be mitigated surrounding the -- the
6 small businesses for the construc -- during the
7 construction.

A-PC-Imperial-3
SH-1

8 Also I echo the same way, in terms of --
9 Commissioner Moore, in terms of the shadow impact in
10 other parks that -- as mentioned, and that will be good
11 as well if that could be part of the informational
12 hearing on May 15. So, thank you.

13 COMMISSIONER MOORE: Are there any other
14 comments?

A-PC-Moore-4
GC-CEQA-2

15 I would like to ask -- if it is possible, I'd
16 like to ask the project sponsor and I'd like to ask
17 our -- the Planning Department: I would like to suggest
18 that we have informational presentation about this
19 building prior to the April date, April 28th date, so
20 that we can support this project or make substantive
21 comments, which will, I think, be helpful if that could
22 be scheduled.

23 Secretary Ionin, is there any possibility? I'm
24 asking our applicant. Is there any possibility --

25 COMMISSION SECRETARY IONIN: You mentioned April

1 28th, but what did you mean? Because the informational
2 is tentatively scheduled for May 15th.

A-PC-Moore-4
(cont.)

3 COMMISSIONER MOORE: Yeah, but that is after the
4 closing of comments on this draft EIR --

5 COMMISSION SECRETARY IONIN: Oh, I see what
6 you're saying.

A-PC-Moore-4
(cont.)

7 COMMISSIONER MOORE: -- and I would like us to
8 make supportive and substantive comments --

9 COMMISSION SECRETARY IONIN: Well...

A-PC-Moore-4
(cont.)

10 COMMISSIONER MOORE: -- because you see only two
11 people speaking today, and I think it would help
12 everybody. You see everybody --

13 COMMISSION SECRETARY IONIN: The only way to
14 provide for that is to extend the comment period, because
15 today is already April 17th. April 24th is canceled.

16 COMMISSIONER MOORE: Ms. Gibson, could you
17 please help us with that.

18 MS. GIBSON: Lisa Gibson, environmental review
19 officer. Good afternoon, commissioners.

20 So the question pertains to extending the
21 comment period for the draft EIR. Can you just -- I just
22 want to step back and ask, again, to understand the
23 context here.

24 This is with regard to an informational hearing
25 to -- that was for understanding the project in a great

1 -- in a greater detail. Just to clarify, that would be
2 something that, you know, isn't something that we do in
3 all cases for projects. And, you know, for purposes of
4 the draft EIR hearing, we did hear a description of the
5 project and have that presented, you know, in a fashion
6 that is typical for us for conducting the draft EIR
7 hearing.

8 So I just want to understand what is the request
9 with regard to extending the comment period in regard to
10 the informational hearing and just to understand the
11 connection.

A-PC-Moore-4
(cont.)

12 COMMISSIONER MOORE: Actually, I had asked not
13 for extending the comment period but having the
14 informational presentation so that people here on this
15 commission could participate in draft comments in a
16 reasonable manner and understanding better of how this
17 project works. This is a complicated project.

18 MS. GIBSON: Yeah.

A-PC-Moore-4
(cont.)

19 COMMISSIONER MOORE: And given what is in the
20 draft EIR, it is very difficult to understand. And I
21 even have to admit that, although I'm pretty facile to
22 reading plans.

23 So, that said, it is really in support of your
24 work that I'm asking to find a way to move the
25 informational presentation forward to help you to get a

26

more substantive look at the project.

MS. GIBSON: So the informational hearing would be a hearing that is something that -- where we wouldn't be collecting -- receiving comments on the draft EIR. So I just want to clarify that, you know, our hope is today that we -- we have a court reporter today to receive comments. And so perhaps, Secretary Ionin, you can --

COMMISSION SECRETARY IONIN: Well, right --

MS. GIBSON: -- help to clarify the issue here.

COMMISSION SECRETARY IONIN: -- the informational presentation will be focused on the project itself, not the Environmental Impact Report.

MS. GIBSON: Right.

COMMISSIONER MOORE: But that would give --

COMMISSION SECRETARY IONIN: So there's sort of two different paths.

COMMISSIONER MOORE: -- people time to write a comment because they saw something in support or an additional question that would do that within the time frame that you have set. It's really in support of your project more than anything else. This project is an important project, has a lot to offer, but it's not fully understood.

MR. ABRAMS: Yeah. Jim Abrams. I'm land use counsel to the project sponsor.

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A-PC-Moore-4
(cont.)

A-PC-Moore-4
(cont.)

A-PC-Moore-4
(cont.)

1 I would suggest that if there are questions
2 about the project description, that the project sponsor
3 would be happy to meet with any commissioners who would
4 like to understand the project description better, and
5 that would allow you to submit comments before the close
6 of the comment period. You know, given the schedule of
7 the project and given the importance of downtown
8 revitalization, moving this project forward, we're not
9 supportive of extending the date of the comment period
10 for the EIR, which would delay the schedule.

A-PC-Moore-4
(cont.)
11 COMMISSIONER MOORE: And as you heard me, I was
12 not asking for that.

13 MR. ABRAMS: Okay.

A-PC-Moore-4
(cont.)
14 COMMISSIONER MOORE: I was asking to move the
15 presentation forward, leave the date, and that is all.

16 MR. ABRAMS: Okay.

A-PC-Moore-4
(cont.)
17 COMMISSIONER MOORE: It was only in support of
18 people more fully understanding and in support of your
19 project.

20 COMMISSIONER IMPERIAL: Before May 15; right?

A-PC-Moore-4
(cont.)
21 COMMISSIONER MOORE: Right, so that we don't
22 hear the presentation after the fact. We want to hear it
23 before --

24 COMMISSION SECRETARY IONIN: Well, Commission --
25 Commission Chair Moore, with all due respect, that would

1 be impossible without moving the public comment period
2 out, because April 24th is canceled. The deadline for
3 comment is April 28th. Your next hearing is May 1st. So
4 without moving the public comment period out, you would
5 not be able to have the informational presentation before
6 it ends.

7 MS. GIBSON: So with regard to extending the
8 comment period, once again I would say, with all due
9 respect, that we would -- we have circumstances under
10 which we would extend the comment period. And for an
11 informational hearing, that isn't relevant to the
12 adequacy, accuracy of the EIR. That wouldn't be a basis
13 for extending the comment period because, you know, under
14 our -- our goal of ensuring that our environmental review
15 process is conducted in accordance with CEQA and our
16 Administrative Code, you know, I wouldn't want to take
17 into consideration something that's really about the
18 project approvals.

19 I do want to note that, again, as has been
20 stated, there -- there are -- if there are comments -- I
21 will just say with regard to this commission, if this
22 commission had comments that were to arise at the -- my
23 understanding it's a May 1st hearing right now? Or
24 what -- I'm sorry -- April...

25 COMMISSION SECRETARY IONIN: May 15th --

1 MS. GIBSON: May 15th, yeah.

2 COMMISSION SECRETARY IONIN: -- is the scheduled
3 informational --

4 MS. GIBSON: Yeah.

5 COMMISSION SECRETARY IONIN: -- presentation.

6 MS. GIBSON: That would be -- you know, it would
7 be outside the comment period, so I just would encourage
8 that the -- if you -- to the best of your ability, you
9 provide your comments today. And we heard that -- your
10 concerns about the project description, and we will
11 address those in the Responses to Comments document.

12 COMMISSIONER MOORE: Okay.

13 MS. GIBSON: And other -- in addition to those
14 other comments.

15 MR. SCHWETTMANN: If I might respond to the
16 substantive question that was asked -- I'm an architect,
17 not an attorney.

18 We are happy to present the project through
19 whatever lens and level of detail any or all
20 commissioners would like between now and the close of the
21 project comment period. We're at your -- available at
22 your convenience. Can't comment on what forum that would
23 have to take place, but there is a significant amount of
24 detail and study that has gone into the project to this
25 date. We would be happy to share it. We were limited

1 today to five minutes, so we did what we could in that
2 time.

3 COMMISSIONER MOORE: Thank you, Mr. Schwettmann.
4 Commissioner Campbell.

5 COMMISSIONER CAMPBELL: Thank you. Thank you
6 for the presentation.

A-PC-Campbell-1
GC-CEQA-3

7 Yeah, I -- I'm in huge support of the project in
8 general. I'd like to see us move it along as quickly as
9 possible and not extend the public comment period.

A-PC-Campbell-2
GC-CEQA-1

10 I think most of my commentary is really more --
11 it's not related to D -- the EIR, DEIR, so -- other than
12 I did have a burning question about just in regards to
13 the historic resource at 447, which I know was something
14 the HPC took issue with, was really how that became a
15 landmark building to begin with. It seems very
16 questionable to me, and I don't know if that's something
17 that anyone can speak to, because I know that's not a
18 good look, but it really does make we wonder why -- how
19 that even -- it just doesn't -- I'm not seeing anything
20 in the report that acknowledges the historic
21 significance, and I just -- it kind of puts a little bit
22 of a stain on the project and just -- I don't know if
23 anyone can speak to that, but -- or we just let that
24 float out there.

25 Otherwise, I didn't have any other comments.

A-PC-Williams-1
GC-CEQA-2

1 COMMISSIONER MOORE: Commissioner Williams.

2 COMMISSIONER WILLIAMS: Yeah, I just wanna --
3 just to follow up on what Commissioner Moore -- Vice
4 President Moore was saying, I think we -- you know, we've
5 had this draft EIR, and then we had another one to
6 review, and it's a lot of content. I wanna just say
7 that, you know, as a newer commissioner, it's a lot to
8 get through. And I think that's what Vice President
9 Moore was getting at, extending the period for us to
10 review, for us to digest what's in front of us, to read
11 through it, and then present some questions upon that.

12 I've mentioned this before to the Planning
13 Department, that we need more than one week to look at
14 some of these really complicated projects. You know, I
15 know some folks, you know, have a real easy time doing
16 that, but I'm not one of them. And I -- even if it was
17 an extra week, I think it would afford us more time to
18 really dig into the -- to the details and get a real grip
19 on what's in front of us. And so I just wanted to throw
20 that commentary in there because I think Commissioner
21 Moore had a great point.

22 Now, as far as moving the dates out and all
23 that, I'm not exactly sure. But again, we -- we've had
24 two huge EIRs to deal with in two weeks. That's not
25 enough time. And so I would really appreciate if the

A-PC-Williams-1
(cont.)

1 Planning Department would, like, try to just, you know,
2 push those out a little bit more and give us time.

3 That's all.

4 COMMISSIONER MOORE: Commissioner Braun.

5 COMMISSIONER BRAUN: I have had an opportunity

6 review the draft EIR since we were notified of it in

7 March, and I look forward to reviewing comments and the

8 Response to Comments document.

9 COMMISSIONER MOORE: Ms. Gibson.

10 MS. GIBSON: Yes, I want to acknowledge the

11 comments that I've heard from the commissioners regarding

12 the desire to ensure that you've had opportunity to

13 review the draft EIR and to -- you're taking this

14 responsibility seriously.

15 And so I want to note that one opportunity to, I

16 think, perhaps satisfy both goals we have here, which is

17 to wrap up the public comment period as currently

18 scheduled and to also consider comments that you might

19 have, is that if you did have comments -- if the Planning

20 Commission did have comments after that hearing, the

21 informational hearing, that you wanted to submit, that we

22 could make an exception to consider your comments and

23 include them in the Responses to Comments document.

24 Now, I would note that we don't have a court

25 reporter scheduled for that hearing. It's not a formal

1 draft EIR hearing. But if there were -- that the
2 individual commissioners had comments that you wish --
3 wanted to submit after that hearing, that we could do a
4 courtesy to include them in as part of the official
5 comments for the draft EIR.

6 COMMISSIONER MOORE: Thank you for that
7 sensitive comment.

8 MS. GIBSON: Yeah.

A-PC-Moore-4
(cont.)

9 COMMISSIONER MOORE: I really appreciate that
10 because the burden of us to participate in the role that
11 we have makes it easier to have you grant us that
12 opportunity. And I am not sure we can grab it now that
13 everything's totally clear, but I appreciate the ability
14 to do that with that exception. Thank you.

15 COMMISSION SECRETARY IONIN: Okay. I'll only
16 mention to Commissioner Williams' comments, is that the
17 draft EIR was issued some time ago because this matter
18 was originally scheduled for April 10th. But in light of
19 the 2588 Mission Street project that was also scheduled
20 for April 10th, items were moved to accommodate that
21 project, and then it's been continued again and again,
22 which sort of kicks things down line, but it does impact
23 other projects. And we have no intention on having two
24 draft Environmental Impact Reports on the same date,
25 but pushing them further and further out also was not

1 an option.

2 So it's just a matter of trying to juggle your
3 calendar, and the continuances of projects that are
4 controversial can impact your calendar in the future.

5 COMMISSIONER WILLIAMS: You mean to tell me I've
6 had this for...

7 COMMISSION SECRETARY IONIN: Apparently since
8 March.

9 COMMISSIONER WILLIAMS: It must have been
10 hiding.

11 COMMISSION SECRETARY IONIN: Apparently since
12 March.

13 COMMISSIONER WILLIAMS: Okay. Thank you.

14 MS. GIBSON: Yes, that's right.

15 We did, for the record, submit the draft EIR
16 about three weeks ago. I think it was on March 11th.
17 Yes. I understand you may have some other books on your
18 bedside to read and you didn't get to this one.

19 COMMISSION SECRETARY IONIN: If there are no
20 further comments on the draft Environmental Impact
21 Report, commissioners, that will conclude this item.

22 You've already made your comment, sir, so you
23 can do so in writing to staff. You can make -- you can
24 provide -- you can ask that question to staff. This is
25 not a question-and-answer period. This is just a

1 comment period.

2 COMMISSIONER MOORE: Mr. Ionin, Ms. Gibson can
3 perhaps take the question if there's an environmental
4 comment.

5 COMMISSION SECRETARY IONIN: Yes --

6 COMMISSIONER MOORE: She can --

7 COMMISSION SECRETARY IONIN: -- absolutely.

8 COMMISSIONER MOORE: Yeah, she's just going and
9 helping him.

10 Ms. Gibson will answer your question if you have
11 one.

12 COMMISSION SECRETARY IONIN: Okay,
13 commissioners. If there's nothing further on this item,
14 we can move on to item 9.

15 (Whereupon the hearing on agenda item #8 was
16 adjourned at 3:55 p.m.)

17 ---oOo---

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REPORTER'S CERTIFICATE

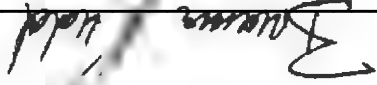
I, BRIANNA RUDD, a Shorthand Reporter,
State of California, do hereby certify:

That said proceedings were taken before
me at said time and place, and were taken down in

shorthand by me, a Certified Shorthand Reporter of the
State of California, and were thereafter transcribed into
typewriting, and that the foregoing transcript
constitutes a full, true and correct report of said
proceedings that took place.

IN WITNESS WHEREOF, I have hereunto
subscribed my hand this 24th day of April 2025.

Brianna Rudd, CSR NO. 13668



ATTACHMENT B

Draft EIR Comment Letters and Emails



April 18, 2025

Ms. Lisa Gibson
Environmental Review Officer
San Francisco Planning Department
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

Dear Ms. Gibson,

On April 2, 2025, the Historic Preservation Commission (HPC) held a public hearing for the commissioners to hear public testimony and to provide comments to the San Francisco Planning Department on the Draft Environmental Impact Report (DEIR) for the proposed 447 Battery and 530 Sansome Street Project (2024-007066ENV). After discussion, the HPC arrived at the comments below on the draft EIR:

- | | |
|-----------------|--|
| A-HPC-1
CR-2 | • The HPC found the analysis of historic resources in DEIR to be adequate and accurate. The HPC concurs with the finding that the proposed project would result in a significant, unavoidable impact to the 447 Battery Street building. |
| A-HPC-2
CR-1 | • Commissioner Baldauf requested clarification where the Sculpture <i>Untitled</i> would be placed. |
| A-HPC-3
AL-2 | • Commissioners commented in general about the range of preservation alternatives to address historic resource impacts. Commissioner Baldauf requested further study of an alternative that would relocate the 447 Battery Street building and could be included as a rejected alternative. |
| A-HPC-4
PS-1 | • Commissioner Baroni requested clarification for Impact PS-1 regarding the relocation of San Francisco Fire Department equipment to other fire stations and how this would take place without impacting the community. |
| A-HPC-5
CR-1 | • Commissioners Baroni, Baldauf, and Nageswaran requested more robust mitigation regarding the salvage of the 447 Battery Street building materials. Commissioner Baldauf commented that the salvage plan should specify whether the brick façade shown in the new design is composed of salvaged materials, and noted the mitigation measure should specify what will be done with the bricks and salvaged materials. |
| A-HPC-6
AL-1 | • Commissioners Nageswaran, Vergara, and Wright expressed support for the full preservation alternatives (Alternatives B and C), which would retain the 447 Battery Street building. |
| A-HPC-7
PD-1 | • Commission President Matsuda commented in general about the project objectives and noted that the project objectives don't include any mention of honoring historic resources, and that the demolition of the landmark is not noted in "areas of controversy" in the DEIR. |

A-HPC-8
GC-CEQA-1

- The HPC expressed opposition to the delisting of a landmarked building and requested clarification and direction from the City Attorney's Office for the delisting process.

The HPC appreciates the opportunity to participate in review of this environmental document.

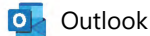
Sincerely,



Diane Matsuda, President
Historic Preservation Commission

4/21/25, 2:19 PM

Mail - George, Sherie (CPC) - Outlook

**Re: Draft Environmental Impact Report (EIR) regarding the 447 Battery/530 Sansome Street Project - Case #2024-007066ENV**

From CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>
Date Thu 4/17/2025 9:00 PM
To DPH-alec.bash <alec.bash@gmail.com>
Cc Madeleine Trembley <madeleinetrembley@gmail.com>

Dear Mr. Bash-

Thank you for your comments on the Draft EIR. Your comment will be responded to in the Response to Comments document and you will be notified by email when it is published.

Thanks,
Joy Navarrete

From: Alec Bash <alec.bash@gmail.com>
Sent: Thursday, April 17, 2025 5:14 PM
To: CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>
Cc: Madeleine Trembley <madeleinetrembley@gmail.com>
Subject: Draft Environmental Impact Report (EIR) regarding the 447 Battery/530 Sansome Street Project - Case #2024-007066ENV

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Sherie George,

I-Bash-1
NO-1

I am providing the following comments on the subject Draft EIR.

Noise will be a big issue for The Gateway Apartment and Townhomes' residents, and especially for those in the 440-unit apartment building at 550 Battery Street, east side Battery Street north of Washington Street. Noise was addressed in the Initial Study rather than the Draft EIR, having been found to be less than significant following mitigation. However, I have these comments

The Draft EIR's Initial Study in Section E.6 Evaluation of Environmental Effects - Noise, Mitigation Measure M-NO-1: Construction Noise Control, page 78, states "*The project sponsor shall notify the ERO or their designee of any night noise permit application filed with the Department of Building Inspection on the day of the filing and any emergency/unanticipated activity with the potential to exceed standards as soon as possible*".

We request that the project sponsor concurrently notify The Gateway's General Manager, so that management could notify tenants what to expect.

I-Bash-2
NO-2

The Initial Study a couple pages later, page 83, states "...there would be no increase in operational noise from the replacement fire station when compared to existing conditions". However, the project does place the fire station and its egress with emergency sirens just across an intersection from 550 Battery Street, one block closer than its current location..

- In the earlier Initial Studies Section E.5 Evaluation of Environmental Effects - Transportation and Circulation, Impact TR-2, page 52 states "*Fire trucks exiting the project site from the driveway onto Battery Street would use emergency sirens and lights to warn people walking and bicycling of vehicle activity...would not result in new potentially hazardous conditions along Battery Street*".
- The following Impact TR-3, page 55, states "*The proposed project would include features to support the replacement fire station across from Battery Street, including the emergency vehicle preemption system installed at the traffic signals on Washington Street at the Sansome and Battery Street intersections to facilitate fire truck egress onto westbound Washington Street via northbound Battery Street, red curbs, and 'KEEP CLEAR' markings on Battery Street*".

The EIR should note that the 447 Battery Street Fire Station would be across the Battery & Washington Streets intersection from 550 Battery Street, The Gateway's 440-unit apartment building.

Thank you,

Alec Bash, AICP
Gateway Tenants Association VP (External)
550 Jackson Street
San Francisco, CA 94111



Re: Comments on Draft EIR - Case No. 2024-007066ENV

From CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>
Date Mon 4/28/2025 11:47 AM
To Doug Carlson <doug.carlson@sbcglobal.net>
Cc CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>

Thank you for your email and confirming receipt; we have received your comments regarding the 447 Battery/530 Sansome Street DEIR.

Sherie George, Senior Planner
 Acting Transportation Review Team Lead
 Environmental Planning Division
 San Francisco Planning
 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
 Direct: 628.652.7558 | www.sfplanning.org
[San Francisco Property Information Map](#)

From: Doug Carlson <doug.carlson@sbcglobal.net>
Sent: Sunday, April 27, 2025 10:55 PM
To: CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>
Subject: Comments on Draft EIR - Case No. 2024-007066ENV

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I-Carlson-1
 NO-2

I am writing to provide comments on the draft Environmental Impact Report for the proposed project located at 447 Battery Street and 530 Sansome Street (case number 2024-007066ENV).

In my assessment, the draft EIR is inadequate, inaccurate, and not of a sufficient scope due to its failure to consider the effect of the significant noise that relocation of the fire station from 530 Sansome Street to 447 Battery Street will inflict on residents in the nearby, high-density Golden Gateway Center residential complex.

The Golden Gateway Center consists of four high-rise buildings, as well as townhouses located one level above the street. Closest to the project is a 22-story apartment building located at 550 Battery Street. Approximately half the units face west above and along Battery Street, and the other half of the units face east. The corner units on the south side of the building face Washington Street (and 447 Battery Street). Other buildings in the complex are located on Jackson Street (25 stories) and on Davis Court (22 and 25 stories). Townhouses fill the blocks bounded by Battery, Jackson, Davis, and Washington. The complex is home to approximately 1,100 residential units and perhaps 2,000 or more residents.

The current fire station exit faces Sansome Street, which is a business district, not a residential area. Large buildings nearby tend to muffle the sound of the sirens on fire vehicles exiting the fire station, at least for the residents of 550 Battery Street that face east and, presumably, many of the other residents in the Golden Gateway Center. I have lived at 550 Battery Street for over 20 years, and I do not consider the nearby fire station to create significant noise for my east-facing residence.

Moving the exit for the fire station to 447 Battery Street will direct the siren noise toward the Golden Gateway Center. Although fire trucks typically will depart southbound on Battery Street, away from the Golden Gateway Center, the project plans call for fire vehicles to possess an option to stop traffic at the traffic signal at Battery and Washington so trucks can depart northbound on Battery Street, alongside the Golden Gateway Center. Regardless of which direction the trucks depart, residents at 550 Battery Street, and particularly those facing west and south, will hear substantial new, high-decibel noise less than a block away that they currently do not hear. As further information, the high-rise buildings are not air conditioned and generally are warm year round. Therefore, many residents leave sliding doors and windows open for many hours of the day and night. Even when closed, sliding doors do not block sound well.

I reviewed fire call data that I obtained from a public records request to the San Francisco Fire Department. From January 1 to March 31, 2025, an average of 29 fire vehicles departed code 3 (lights and siren) from station 13 every day. On almost every one of those days, the station responded to at least a few calls between midnight and 6:00 AM. On some days, the station responded to several calls during overnight hours, when most residents are sleeping.

The draft EIR asserts that the proposed project "would not result in significant cumulative noise and vibration impacts." However, the draft EIR did not consider the substantial noise effect on up to 2,000 residents that will result from relocating the exit to a busy city fire station from Sansome Street to Battery Street. And the draft EIR certainly did not consider the effect of the noise on residents of 550 Battery Street.

I-Carlson-1
(cont.)



Approximately half of these residents face Battery Street, less than a block away from 447 Battery Street. The amount of noise at all hours of the day, and especially during the quiet overnight hours, will be substantially higher than many of the noises, such as the noise of building mechanical equipment, that the draft EIR considered.

The draft EIR is **inadequate** for failing to consider and analyze the noise that the relocation of the fire station will inflict on a residential community. Directing high-decibel noise at all hours of the day and night toward a minimum of 200 residential units less than a block away is a substantial issue than a draft EIR must consider. The draft EIR is **not accurate** in determining that the project will not result in significant cumulative noise impacts when, in fact, the project will direct significant noise into a quiet residential complex. The **scope** of the draft EIR is **too narrow** because it did not consider the noise that one of the key components of the project, the relocation of a fire station, will cause, nor did it study the reach of the noise and evaluate how many residents the noise would affect. Finally, the draft EIR failed to consider possible mitigations or alternatives, such as maintaining the exit from the fire station into a business district on Sansome Street rather than in the direction of a residential community that borders on Battery Street.

Thank you for considering my comments.

Douglas F. Carlson
PO Box 191711
San Francisco CA 94119-1711



Outlook

Re: Written comments on draft EIR Case No.: 2024-007066ENV

From CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>

Date Mon 4/28/2025 11:46 AM

To William Hannan <whann@att.net>

Hello,

Thank you for your email and confirming receipt; we have received the attachment with your comments regarding the 447 Battery/530 Sansome Street DEIR.

Sherie George, Senior Planner

Acting Transportation Review Team Lead

Environmental Planning Division

San Francisco Planning

49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103

Direct: 628.652.7558 | www.sfplanning.org

[San Francisco Property Information Map](#)

From: William Hannan <whann@att.net>

Sent: Monday, April 28, 2025 8:27 AM

To: CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>

Subject: Written comments on draft EIR Case No.: 2024-007066ENV

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. George: attached should be my comments on the draft EIR for 447 Battery/530 Sansome. Thank you for your attention to these comments. A hard copy will follow by mail.

-Bill Hannan

whann@att.net

William E. Hannan, III
550 Battery Street, Apt. 1512
San Francisco, CA 94111
whann@att.net

April 28, 2025

Senior Environmental Planner Sherie George
Via email to: CPC.447Battery530SansomeEIR@sfgov.org

Re: Written comments on draft EIR
Case No.: 2024-007066ENV

Dear Ms. George:

I-Hannan-1 | I am a resident of the Gateway Apartments, a 1254-unit residential complex near the proposed
NO-1 | site of the 447 Battery/530 Sansome project. My 400-unit building at 550 Battery Street has 200
west-facing units, including mine. My concerns are related to noise during the 39 months of
demolition and construction, and fire siren noise at the new location.

I am relieved to see that pile drivers will not be used for foundation work, but that boring or
drilling rigs will be used instead (Initial Study, page 71), and that “quiet” methods and
equipment such as sound mufflers and silencers will be used (Initial Study, page 178).

I-Hannan-2 | My remaining concern is noise from sirens when SFFD fire engines emerge onto Battery Street
NO-2 | and turn north on Battery Street (against traffic) to turn west onto Washington Street, as currently
planned. The new proposed location is 150 feet closer to 550 Battery than the current location,
and routing the engines through the intersection of Battery and Washington will bring siren noise
far closer to our residences than previously. I question the statement at page 83 of the Initial
Study in the paragraph headed “Operational Fire Station Noise” that discusses “noise from
sirens”, that “there would be no increase in operational noise from the replacement fire station
when compared to existing conditions. The proposed project would have a *less-than-significant
impact* with respect to an increase in operational noise associated with the fire station.”
(emphasis in original) I suggest that there will be a significant increased noise impact to
residents of the Gateway unless mitigation measures are employed to reduce siren decibel levels
at the new location.

Thank you for your attention to this comment, and for your department’s diligence in preparing
this extensive and comprehensive report.

Sincerely.

William E. Hannan, III



Outlook

Opposition to Rescinding Historic Landmark Designation for 447 Battery Street

From Danielle Kuzinich <danielle@sanfranciscowinesociety.com>**Date** Wed 3/12/2025 1:36 PM**To** CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>**Cc** SauterStaff <SauterStaff@sfgov.org>; sauterdj@gmail.com <sauterdj@gmail.com>

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Historic Preservation Commission,

I-Kuzinich-1
GC-NON-CEQA-1

I am writing to express my deep concern and strong opposition to any effort to rescind the historic landmark designation of 447 Battery Street, a decision that would not only erase an irreplaceable part of San Francisco's architectural history but would also force me out of the business I have poured my heart into for nearly 15 years.

I am the owner of San Francisco Wine Society, a business I founded in this beloved location four years ago. However, my journey in this building began much earlier—back in 2011, when I first oversaw the buildout and relocation of The Hidden Vine, a wine bar that became a cherished part of the financial district neighborhood until its closure in 2020. Over the years, I have cultivated a loyal community of guests who come not only for the world-class wine but also for the ambiance that this historic brick building uniquely provides. The character of 447 Battery Street cannot be replicated, and losing it to a modern high-rise would be an immeasurable cultural and historical loss.

Beyond its historic significance, this wine bar is my livelihood. If it is demolished to make way for a fire station and redevelopment project, I will lose my business, and with it, my ability to contribute to the city's vibrant hospitality scene. The impact of such a loss extends far beyond me—it will affect my employees, my customers, and the fabric of the community that has formed around this space.

San Francisco's architectural history is one of its greatest assets, and preserving buildings like 447 Battery Street is essential to maintaining the city's unique charm and identity. I urge you to uphold its historic landmark designation and prevent its destruction. Please consider the countless memories, the small business, and the irreplaceable character that will be lost if this building is erased from our city's landscape.

Thank you for your time and consideration. I welcome the opportunity to discuss this matter further and appreciate your dedication to preserving San Francisco's history.

Sincerely,

Danielle Kuzinich

Owner, San Francisco Wine Society
447 Battery Street, Suite 150
San Francisco, CA 94111

M: (925) 565-5603

San Francisco Wine Society

408 Merchant Street, San Francisco, CA 94111
www.SanFranciscoWineSociety.com



Re: Opposition to Rescinding Historic Landmark Designation for 447 Battery Street

From Danny Sauter <sauterdj@gmail.com>

Date Thu 3/13/2025 7:57 AM

To Danielle Kuzinich <danielle@sanfranciscowinesociety.com>

Cc CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>; SauterStaff <SauterStaff@sfgov.org>; Andrews, Michelle (BOS) <michelle.andrews@sfgov.org>

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Danielle,

Thank you for reaching out and for being a longtime business owner in the district. We are just starting to review this project so it would be good to learn more from you and keep you engaged as more information is released.

I'm about to step away on parental leave so I wanted to ask Michelle Andrews from my team (cc'd) to try and find 30 minutes for a call or visit with you to learn more about your concerns and next steps.

Thank you all.

On Wed, Mar 12, 2025 at 1:36 PM Danielle Kuzinich <danielle@sanfranciscowinesociety.com> wrote:

Dear Members of the Historic Preservation Commission,

I am writing to express my deep concern and strong opposition to any effort to rescind the historic landmark designation of 447 Battery Street, a decision that would not only erase an irreplaceable part of San Francisco's architectural history but would also force me out of the business I have poured my heart into for nearly 15 years.

I am the owner of San Francisco Wine Society, a business I founded in this beloved location four years ago. However, my journey in this building began much earlier—back in 2011, when I first oversaw the buildout and relocation of The Hidden Vine, a wine bar that became a cherished part of the financial district neighborhood until its closure in 2020. Over the years, I have cultivated a loyal community of guests who come not only for the world-class wine but also for the ambiance that this historic brick building uniquely provides. The character of 447 Battery Street cannot be replicated, and losing it to a modern high-rise would be an immeasurable cultural and historical loss.

Beyond its historic significance, this wine bar is my livelihood. If it is demolished to make way for a fire station and redevelopment project, I will lose my business, and with it, my ability to contribute to the city's vibrant hospitality scene. The impact of such a loss extends far beyond me—it will affect my employees, my customers, and the fabric of the community that has formed around this space.

San Francisco's architectural history is one of its greatest assets, and preserving buildings like 447 Battery Street is essential to maintaining the city's unique charm and identity. I urge you to uphold its historic landmark designation and prevent its destruction. Please consider the countless memories, the small business, and the irreplaceable character that will be lost if this building is erased from our city's landscape.

Thank you for your time and consideration. I welcome the opportunity to discuss this matter further and appreciate your dedication to preserving San Francisco's history.

3/19/25, 1:07 PM

Mail - George, Sherie (CPC) - Outlook

Sincerely,

Danielle Kuzinich

Owner, San Francisco Wine Society
447 Battery Street, Suite 150
San Francisco, CA 94111

M: (925) 565-5603

San Francisco Wine Society

408 Merchant Street, San Francisco, CA 94111
www.SanFranciscoWineSociety.com

--

Danny Sauter
(415) 562-6441



Re: Opposition to Rescinding Historic Landmark Designation for 447 Battery Street

From Danielle Kuzinich <danielle@sanfranciscowinesociety.com>

Date Thu 3/13/2025 8:20 AM

To Danny Sauter <sauterdj@gmail.com>

Cc CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>; SauterStaff <SauterStaff@sfgov.org>; Andrews, Michelle (BOS) <michelle.andrews@sfgov.org>

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Thank you for getting back to me and congratulations on the new addition to your family!

Michelle, please let me know when you have some time. I'd love to have you come by the wine bar to meet but I also understand how busy you are so if a phone call is better I am open to that as well.

Thank you both for your time. I look forward to hearing from you.

Danielle Kuzinich

Proprietor

San Francisco Wine Society

408 Merchant Street, San Francisco, CA 94111

www.SanFranciscoWineSociety.com

M: (925)565-5603

On Thu, Mar 13, 2025 at 07:57 Danny Sauter <sauterdj@gmail.com> wrote:

Hi Danielle,

Thank you for reaching out and for being a longtime business owner in the district. We are just starting to review this project so it would be good to learn more from you and keep you engaged as more information is released.

I'm about to step away on parental leave so I wanted to ask Michelle Andrews from my team (cc'd) to try and find 30 minutes for a call or visit with you to learn more about your concerns and next steps.

Thank you all.

On Wed, Mar 12, 2025 at 1:36 PM Danielle Kuzinich <danielle@sanfranciscowinesociety.com> wrote:

Dear Members of the Historic Preservation Commission,

I am writing to express my deep concern and strong opposition to any effort to rescind the historic landmark designation of [447 Battery Street](#), a decision that would not only erase an irreplaceable part of San Francisco's

architectural history but would also force me out of the business I have poured my heart into for nearly 15 years.

I am the owner of San Francisco Wine Society, a business I founded in this beloved location four years ago. However, my journey in this building began much earlier—back in 2011, when I first oversaw the buildout and relocation of The Hidden Vine, a wine bar that became a cherished part of the financial district neighborhood until its closure in 2020. Over the years, I have cultivated a loyal community of guests who come not only for the world-class wine but also for the ambiance that this historic brick building uniquely provides. The character of 447 Battery Street cannot be replicated, and losing it to a modern high-rise would be an immeasurable cultural and historical loss.

Beyond its historic significance, this wine bar is my livelihood. If it is demolished to make way for a fire station and redevelopment project, I will lose my business, and with it, my ability to contribute to the city's vibrant hospitality scene. The impact of such a loss extends far beyond me—it will affect my employees, my customers, and the fabric of the community that has formed around this space.

San Francisco's architectural history is one of its greatest assets, and preserving buildings like [447 Battery Street](#) is essential to maintaining the city's unique charm and identity. I urge you to uphold its historic landmark designation and prevent its destruction. Please consider the countless memories, the small business, and the irreplaceable character that will be lost if this building is erased from our city's landscape.

Thank you for your time and consideration. I welcome the opportunity to discuss this matter further and appreciate your dedication to preserving San Francisco's history.

Sincerely,

Danielle Kuzinich

Owner, San Francisco Wine Society

[447 Battery Street](#), Suite 150

[San Francisco, CA 94111](#)

M: (925) 565-5603

San Francisco Wine Society

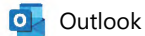
[408 Merchant Street, San Francisco, CA 94111](#)

www.SanFranciscoWineSociety.com

--

Danny Sauter

(415) 562-6441



Re: Re:

From George, Sherie (CPC) <sherie.george@sfgov.org>
Date Mon 4/28/2025 11:38 AM
To Jiahua Zhu <zujiahua@hotmail.com>
Cc CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>

Hello Jiahua,

Thank you for your email and confirming receipt; we have received your comments regarding the 447 Battery/530 Sansome Street DEIR.

Sherie George, Senior Planner
Acting Transportation Review Team Lead
Environmental Planning Division
San Francisco Planning
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
Direct: 628.652.7558 | www.sfplanning.org
[San Francisco Property Information Map](#)

From: Jiahua Zhu <zujiahua@hotmail.com>
Sent: Monday, April 28, 2025 8:05 AM
To: George, Sherie (CPC) <sherie.george@sfgov.org>
Subject: Re: Re:

Hello, Sherie:

I have already emailed you a letter stated my objection of the proposed project. There are a few things that I wanted to add.

There is a very high vacancy rate in commercial property in the city. What are we building another monstrous structure for? Small businesses are already suffering and dying in the city. This will be another example of city policy smothering small businesses.

I think small businesses are treated very unfairly in the matter. It's a city sponsored project. It's like the referee is also playing the game. The city has a role to make sure all things are fair and small players' right are protected as well. If the government always teams up with big corporation, what could we do as a small business owner?

In the hearing to protect the historic landmark building (4/2/25), everyone else came in at 12 noon and had to wait for hours for the 471 Washington project, while you and representatives of Related California came in right on the dot. It is pretty evident that they are getting special treatment.

This is what I have to say so far until my attorney sends in his comment.

Thank you so much!

Cordially
Jiahua Zhu, DDS

General and Cosmetic Dentistry, Dental Implant, Invisalign

Yerba Buena Dentistry
Tel: (415)872-9020
401 Washington St
San Francisco, CA 94111

From: George, Sherie (CPC) <sherie.george@sfgov.org>
Sent: Wednesday, April 23, 2025 12:01 PM

I-Zhu1-1
GC-NON-CEQA-1

To: Jiahua Zhu <zujiahua@hotmail.com>

Subject: Re: Re:

Hello Jiahua,

Here is an outline for the project's CEQA timeline:

- April 28, 2025 - End of DEIR comment period.
- July 2, 2025 - Potential Response to Comments Document publication (This is a tentative date depending on number of comments received during DEIR comment period but this document must be published at least 10 days before EIR certification)
- July 17, 2025 - Proposed EIR certification hearing date at Planning Commission and proposed project entitlements hearing date at Planning Commission. Planning Commissioners will need to take action to certify the final EIR. Then, they will separately take action to carry out the proposed project (entitlements). Ultimately, it will be up to the Planning Commission to take an action (approve or deny) on the project.

I hope that provides additional context to next steps. If you have any other questions on the project's CEQA environmental review process, please let me know.

Sherie George, Senior Planner

Acting Transportation Review Team Lead

Environmental Planning Division

San Francisco Planning

49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103

Direct: 628.652.7558 | www.sfplanning.org

[San Francisco Property Information Map](#)

From: Jiahua Zhu <zujiahua@hotmail.com>

Sent: Wednesday, April 23, 2025 10:39 AM

To: George, Sherie (CPC) <sherie.george@sfgov.org>

Subject: Re: Re:

Hello, Sherie:

What is your ballpark estimate on when this project will get the green light?

Thank you so much!

Cordially

Jiahua Zhu, DDS

Yerba Buena Dentistry

Tel: (415)872-9020

401 Washington St

San Francisco, CA 94111

From: George, Sherie (CPC) <sherie.george@sfgov.org>

Sent: Monday, April 21, 2025 6:15 PM

To: Jiahua Zhu <zujiahua@hotmail.com>

Subject: Re: Re:

Hello Jiahua,

The next **CEQA** hearing before the Planning Commission would be the EIR certification hearing date, which will be tentatively scheduled for 7/17/25 on the Planning Commission's advance calendar. The Project's CEQA Response for Comments document will be published prior to that hearing date.

Please note, there is an informational presentation on the project to Planning Commission on 5/15. This is not a CEQA public comment hearing. As noted - members of the public should provide comments on the DEIR by 5:00PM on April 28, 2025.

If you have any other questions on next steps in the project's CEQA environmental review process, please let me know.

Best,

Sherie George, Senior Planner

Acting Transportation Review Team Lead
Environmental Planning Division
San Francisco Planning
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
Direct: 628.652.7558 | www.sfplanning.org
[San Francisco Property Information Map](#)

From: Jiahua Zhu <zujiahua@hotmail.com>
Sent: Monday, April 21, 2025 3:49 PM
To: George, Sherie (CPC) <sherie.george@sfgov.org>
Subject: Re: Re:

Hello, Sherie:
Thank you for getting back to me!
When will the next hearing be?

Cordially
Jiahua Zhu, DDS

Yerba Buena Dentistry
Tel: (415)872-9020
401 Washington St
San Francisco, CA 94111

From: George, Sherie (CPC) <sherie.george@sfgov.org>
Sent: Monday, April 21, 2025 12:28 PM
To: Jiahua Zhu <zujiahua@hotmail.com>
Cc: CPC.447Battery530SansomeEIR <CPC.447Battery530SansomeEIR@sfgov.org>
Subject: Re: Re:

Hello Jiahua,

Thank you for your email, which was sent to me while out on leave. My understanding is you were able to provide comments on the DEIR at the Planning Commission Hearing on April 17, 2025. These verbal comments will be recorded and responded to in the 447 Battery/530 Sansome Street Project's Response to Comments document. As a commenter on the DEIR, you will receive notification of the Response to Comments document when it is published.

If you have any other questions on next steps in the project's CEQA environmental review process, please let me know.

Beyond your officially submitted comments at the April 17, 2025 hearing, any additional comments are requested to be sent to CPC.447Battery530SansomeEIR@sfgov.org by end of the public comment period, 5:00PM on April 28, 2025.

Thank you,
Sherie

Sherie George, Senior Planner
Acting Transportation Review Team Lead
Environmental Planning Division
San Francisco Planning
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
Direct: 628.652.7558 | www.sfplanning.org
[San Francisco Property Information Map](#)

From: Jiahua Zhu <zujiahua@hotmail.com>
Sent: Thursday, April 10, 2025 3:10 PM
To: George, Sherie (CPC) <sherie.george@sfgov.org>
Subject: Re: Re:

Hello, Sherie:

I went to the public hearing for the project today, but it was rescheduled. I had to block off my work schedule and still pay my employees to attend the hearing. Is there any way I could get an update on those things?

Thank you so much!

Cordially
Jiahua Zhu, DDS

General and Cosmetic Dentistry, Dental Implant, Invisalign

Verba Buena Dentistry

Tel: (415)872-9020

401 Washington St

San Francisco, CA 94111

From: George, Sherie (CPC) <sherie.george@sfgov.org>
Sent: Friday, December 6, 2024 2:35 PM
To: Jiahua Zhu <zujiahua@hotmail.com>
Subject: Re:

Hello,

Thank you for your email. Confirming I have received your comments.

Sherie George, Senior Planner
Acting Transportation Review Team Lead
Environmental Planning Division

San Francisco Planning

49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103

Direct: 628.652.7558 | www.sfpplanning.org

[San Francisco Property Information Map](#)

From: Jiahua Zhu <zujiahua@hotmail.com>
Sent: Wednesday, December 4, 2024 2:59 PM
To: CPC.447Battery530sansomeIR <CPC.447Battery530sansomeIR@sfgov.org>
Subject:

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December 4th, 2024

Sherie George

Sr. Environmental Planner

49 South Van Ness Ave, Suite 1400

San Francisco, CA 94103

Dear Sherie,

I hope this letter finds you well. I am writing to you today regarding the proposed demolition and construction of a new building at 447 Battery and 530 Sansome Streets, which is located right next door to my dental office at 401 Washington Street. As an adjacent local business, I believe this project could have a significant impact on my practice, my patients, and my staff members, and I deeply need your help in ensuring that the development is approached with consideration for our business.

Impact on My Business and Patient Care

The construction could harm my practice by reducing foot traffic and creating an unwelcoming atmosphere. My dental office serves a diverse patient base, many of whom are elderly, have compromised health, or rely on a quiet, professional environment. The constant noise, dust, and disturbances associated with construction could create hazardous conditions that severely affect patient comfort and safety. As a healthcare facility, it is crucial that we maintain a peaceful, clean environment, and this project threatens to compromise that. Moreover, patients may be discouraged from attending appointments, leading to a significant loss of revenue for my practice and potentially driving away long-time patients. In recent years, many major corporations have adopted "work-from-

I-Zhu1-2
GC-CEQA-4
I-Zhu1-3
AQ-1, TR-1, NO-1
I-Zhu1-4
GC-CEQA-4

I-Zhu1-4
(cont.)

home" policies, which have reduced foot traffic in the area, particularly during weekday office hours. The absence of employees commuting to their offices means fewer potential patients who may have previously come in for appointments during their workday breaks. This shift has already compounded the challenges facing local businesses, and the proposed construction will only exacerbate the situation, potentially driving away more customers. This loss of business could have long-lasting financial consequences for my practice, which depends on a steady stream of customers.

I-Zhu1-5
AQ-1, TR-1, NO-1

I-Zhu1-6
AQ-1

I-Zhu1-7
NO-1

I-Zhu1-8
GC-NON-CEQA-1

Environmental and Health Considerations

I am deeply concerned about the environmental impact of this construction. In addition to road blockage, dust and noise pollution could affect our patients and our business. The dust and debris may worsen air quality issues, posing health risks, particularly for those with respiratory concerns. As a healthcare provider, I am particularly sensitive to the potential health hazards this project could bring to the neighborhood. The disturbing noise could also deter dental patients and make daily business operations more difficult.

Challenges Post-COVID and Economic Hardship

Like many small businesses, operating a business in the post-COVID era has been incredibly challenging. However, we are still striving to rebuild. Besides the significant amount of money that we have already invested in renovations, equipment, and medical supplies, we must overcome the huge obstacles of staff recruitment and patient pool accumulation through advertising, which is expensive and takes years to accomplish.

We have a team of dedicated staff members whose livelihoods depend on the success of the practice. In addition, we have enormous business loans, high monthly rent that remains at pre-COVID rates, and other business expenses that are growing rapidly with today's inflation and must be met every month. The added disruption from major construction next door could prove devastating. The potential loss of patients, increased costs, and prolonged economic instability would place an unbearable strain on my business and could result in severe financial hardship for us.

Request for Alternatives

I respectfully urge the city to provide assistance to affected businesses. Additionally, I encourage the city to explore alternative locations or designs that would minimize disruption to local businesses. I cannot emphasize enough how much we need your help in protecting the health, stability, and future of our practice.

I would appreciate the opportunity to discuss these concerns further. Please feel free to contact me at (415) 283-7406 or zujiahua@hotmail.com to arrange a meeting or to provide additional information.

Sincerely,

Jiahua Zhu

Owner, Yerba Buena Dentistry
401 Washington Street
San Francisco, CA 94111
zujiahua@hotmail.com
415 283-7406

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM



<i>Record No.:</i>	2024-007066ENV	<i>Block/Lot:</i>	0206/Lots 002, 013, 014, 017
<i>Project Title:</i>	447 Battery and 530 Sansome Street Project	<i>Lot Size:</i>	24,830 square feet
<i>BPA Nos:</i>	TBD	<i>Project Sponsors:</i>	James Abrams, J. Abrams Law, P.C. on behalf of EQX JACKSON SQ HOLDCO LLC
<i>Zoning:</i>	C-3-O (Downtown Office) Use District 200-S Special Height and Bulk District		415.999.4402, jabrams@jabramslaw.com Andrico Penick, San Francisco Real Estate Division 415.554.9850, andrew.penick@sfgov.org Michael Mullin, San Francisco Fire Department 415.674.5066, michael.mullin@sfgov.org
		<i>Lead Agency:</i>	San Francisco Planning Department
		<i>Staff Contact:</i>	Sherie George, 628.652.7558

The table below indicates when compliance with each mitigation measure must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure’s requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program.

Please note that the City will not approve the building permit application for this project until a Pre-Construction Environmental Compliance Letter has been issued. If you have questions about the monitoring status of your project, please contact the staff listed above, or email CPC.EnvironmentalMonitoring@sfgov.org. Generally, if the mitigation measure has prior to the start of construction requirements (see the Period of Compliance Table below), these measures will require compliance prior to the issuance of the Pre-Construction Environmental Compliance Letter.

Adopted Mitigation Measure	Period of Compliance			Compliance with MM Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Mitigation Measure M-CP-1a: Documentation of the 447 Battery Street Building	X			
Mitigation Measure M-CR-1b: Salvage Plan	X			
Mitigation Measure M-CR-1c: Public Interpretative Program	X		X	
Mitigation Measure M-CR-1d: Interpretation and Relocation Plan for the Sculpture <i>Untitled</i>	X		X	
Mitigation Measure M-AQ-3a: Clean Off-Road Construction Equipment	X	X		
Mitigation Measure M-AQ-3b: Operational Truck Emissions Reduction			X	
Mitigation Measure M-CR-2a: Archeological Testing	X	X	X	
Mitigation Measure M CR 2b: Treatment of Submerged and Deeply Buried Resources		X	X	
Mitigation Measure M-TCR-1: Tribal Cultural Resources Program		X	X	
Mitigation Measure M-NO-1: Construction Noise Control	X	X		
Mitigation Measure M-NO-2: Noise Analysis and Attenuation for Stationary Mechanical Equipment	X			
Mitigation Measure M-NO-3: Protection of Adjacent Buildings/ Structures and Vibration Monitoring during Construction	X	X		
Mitigation Measure M-GE-6a: Worker Environmental Awareness Training Construction	X			
Mitigation Measure M-GE-6b: Discovery of Unanticipated Paleontological Resources during Construction		X		
Mitigation Measure M-GE-6c: Preconstruction Paleontological Evaluation for Projects Located in Class 3 (Moderate) Sensitivity Areas	X			

* Prior to the Pre-Construction Environmental Compliance letter issuance and any ground disturbing activities at the project site.

** Construction is broadly defined to include any physical activities associated with construction of a development project, including but not limited to site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

_____ I agree to implement the attached mitigation measure(s) as a condition of project approval.

Jonathan Shum
box SIGN 469 IXJ28-135215/26

Property Owner or Legal Agent (Signature)

Jonathan Shum

Printed Name

6/25/2025

Date

Note to Sponsor: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection. **Note:** A building permit application cannot be approved for this project until a Pre-Construction Environmental Compliance letter has been issued.

MITIGATION MONITORING AND REPORTING PROGRAM

Monitoring and Reporting Program ^a				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
Historic Architectural Resources				
Mitigation Measure M-CR-1a: Documentation of the 447 Battery Street Building. Prior to issuance of the Pre-Construction Environmental Compliance Letter, the project sponsor shall submit to the department for review photographic and narrative documentation of 447 Battery Street building. The documentation shall be funded by the project sponsor and undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as deemed appropriate by the department's preservation staff), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations, part 61). The department's preservation staff will determine the specific scope of the documentation considering the individual property's character-defining features and reasons for significance identified in Impact CR-1. The documentation scope shall be reviewed and approved by the department prior to any work on the documentation. A documentation package shall consist of the required forms of documentation and shall include a summary of the historic resource and an overview of the documentation provided. The types and level of documentation will be determined by department staff and may include any of the following formats: • <i>HABS/HALS-Like Measured Drawings</i> –A set of Historic American Building/Historic American Landscape Survey-like (HABS/HALS-like) measured drawings that depict the existing size, scale, and dimension of the subject property. The department's preservation staff will accept the original architectural drawings or an as-built set of architectural	Project sponsor, qualified historic consultant	Prior to issuance of the Pre-Construction Environmental Compliance Letter	Planning Department preservation staff	Considered complete upon distribution by the project sponsor of completed documentation approved by Planning Department preservation staff

Monitoring and Reporting Program ^a

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
drawings (plan, section, elevation, etc.). The department's preservation staff will assist the consultant in determining the appropriate level of measured drawings. A cover sheet may be required that describes the historic significance of the property. • <i>HABS/HALS-Like Photographs</i> – Digital photographs of the interior and the exterior of the subject property. Large-format negatives are not required. The scope of the digital photographs shall be reviewed by the department's preservation staff for concurrence, and all digital photography shall be conducted according to current National Park Service standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography. • <i>HABS/HALS-Like Historical Report</i> – A written historical narrative and report shall be provided in accordance with the HABS/HALS Historical Report Guidelines. The written history shall follow an outline format that begins with a statement of significance supported by the development of the architectural and historical context in which the structure was built and subsequently evolved. The report shall also include architectural description and bibliographic information. • The project sponsor, in consultation with the department, shall conduct outreach to determine which repositories may be interested in receiving copies of the documentation. Potential repositories include but are not limited to, the San Francisco Public Library, the Environmental Design Library at the University of California, Berkeley, the Northwest Information Center, San Francisco Architectural Heritage, the California Historical Society, and Archive.org. The final approved documentation shall be provided in electronic form to the department and the interested repositories. The department will make electronic versions of the documentation available to the public for their use at no charge.				

Monitoring and Reporting Program ^a				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
The professional(s) shall submit the completed documentation for review and approval by the department's preservation staff. All documentation must be reviewed and approved by the department prior to the issuance of the Pre-Construction Environmental Compliance Letter for a proposed project.				
Mitigation Measure M-CR-1b: Salvage Plan. Prior to the issuance of the Pre-Construction Environmental Compliance Letter, the project sponsor shall consult with the department's preservation staff as to whether any character-defining building materials may be salvaged, in whole or in part, during demolition or alteration. The project sponsor shall make a good faith effort to salvage and protect such character-defining building materials to be used as part of the interpretive program (if required), incorporated into the architecture of the new building that will be constructed on the site, or offered to non-profit or cultural affiliated groups. If this proves infeasible, the sponsor shall attempt to donate significant character-defining features or features of interpretive or historical interest to a historical organization or other educational or artistic group and, should no such organization or group desire the materials, to one or more architectural salvage companies for reuse. The project sponsor shall prepare a salvage plan for review and approval by the department's preservation staff prior to issuance of the Pre-Construction Environmental Compliance Letter.	Project sponsor and qualified preservation consultant at the direction of the ERO	Prior to issuance of the Pre-Construction Environmental Compliance Letter; prior to issuance of an occupancy permit for completed implementation of the salvage plan.	Planning Department	Considered complete after salvage program is complete
Mitigation Measure M-CR-1c: Public Interpretative Program. The project sponsor shall facilitate the development of a public interpretive program focused on the history of the 447 Battery Street building and its significant historic context. The interpretive program should be developed and implemented by a qualified design professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, as well as a professionally qualified historian or architectural historian, or community group approved by the department. The primary goal of the program	Project sponsor, qualified design professional, qualified historian or architectural historian, or community group	Prior to issuance of the Pre-Construction Environmental Compliance Letter; prior to issuance of an occupancy permit for installation and maintenance of interpretation program	Planning Department preservation staff	Considered complete when Planning Department preservation staff approve the installation of interpretation program; maintenance of

Monitoring and Reporting Program ^a

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
is to educate visitors of the building's historical themes, associations, and broader historical, social, and physical landscape contexts. The interpretive program shall be initially outlined in an interpretive plan subject to review and approval by the department's preservation staff prior to issuance of the Pre-Construction Environmental Compliance Letter for the project. The plan shall include the general parameters of the interpretive program including the substance, media, and other elements of the interpretive program. The interpretive program shall include within publicly accessible areas of the project site permanent display(s) of interpretive materials concerning the history and design features of the 447 Battery Street building. The display shall be placed in a prominent, public setting within, on the exterior of, or in the vicinity of the newly constructed buildings or other features within the project site. The interpretive material(s) shall be made of durable all-weather materials and may also include digital media in addition to a permanent display. The interpretive material(s) shall be of high quality and installed to allow for high public visibility. Content developed for other mitigation measures, as applicable, including the oral history and documentation programs, may be used to inform and provide content for the interpretive program. The interpretive program may also incorporate video documentation completed under M-CR-1a, Documentation of the 447 Battery Street Building, as applicable to provide a narrated video that describes the materials, construction methods, current condition, historical use, historic context and cultural significance of the historic resource. The detailed content, media, and other characteristics of such an interpretive program shall be coordinated and approved by the department's preservation staff. The final components of the public interpretation program shall be constructed and an agreed upon schedule for their installation and a plan for their				interpretation program ongoing

Monitoring and Reporting Program ^a

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
along its east (Battery Street) or south (Merchant Street) façade; or, if approved by planning department preservation staff, to another prominent publicly accessible location on the project site. The relocation plan shall also include an initial reinstallation plan and maintenance plan for the sculpture and schedule for reviewing and finalizing those plans in consultation with planning department preservation staff prior to issuance of the temporary certificate of occupancy.				
Air Quality				
Mitigation Measure M-AQ-3a: Clean Off-Road Construction Equipment. The project sponsor shall comply with the following: 1. <i>Engine Requirements.</i> All off-road equipment shall meet the following requirements: a. All air compressors, cement and mortar mixers, concrete/industrial saws, fixed cranes, pumps, and welders shall be electric. If grid electricity is not available at the site, propane or natural gas for these off-road equipment shall be used until electricity is available. These equipment pieces shall not be gasoline or diesel powered. b. Zero-emission off-road equipment shall be used for all off-road equipment used during each construction phase and activity, if commercially available. Available technologies currently include battery-electric and hydrogen fuel cell technologies. Portable equipment shall be powered by grid electricity if available. If grid electricity is not available, a portable electric charging station shall be used to power electric equipment. Forklifts shall be powered by propane if electric versions are not commercially available. c. All engines that cannot be electrically powered must meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board (air board) Tier	Project sponsor and construction contractor	Prior to issuance of the Pre-Construction Environmental Compliance Letter project sponsor to submit each phase of construction, project sponsor to submit: 1. Construction emissions minimization plan for review and approval, and 2. Signed certification statement	Planning Department	Considered complete upon planning department review and acceptance of construction emissions minimization plan, implementation of the plan, and submittal of final report summarizing use of construction equipment pursuant to the plan

Monitoring and Reporting Program ^a

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
4 Final off-road emission standards. This adherence shall be verified through submittal of an equipment inventory and Certification Statement to the ERO. The Certification Statement must state that each contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of the contractor's agreement and/or the general contract with the project applicant. d. For purposes of this mitigation measure, zero-emission off-road equipment shall ordinarily be considered "commercially available" if the vehicle is capable of serving the intended purpose and is included in the California Air Resources Board's Advanced Clean Equipment (ACE) List, https://ww2.arb.ca.gov/our-work/programs/msei/off-road-advance-clean-equipment, included in California Air Resources Board's Clean Off-Road Equipment Voucher Incentive Project (CORE) catalog, https://californiacore.org/equipmentcatalog/, or listed as available in the US on the Global Commercial Vehicle Drive to Zero Off-Road Zero-Emission Technology Inventory (ZETI) inventory, https://globaldrivetozero.org/tools/zeti-offroad/. 2. <i>Waivers.</i> a. The ERO may waive the electric engine requirement of item 1.b if electric power is limited or infeasible at the project site or if equipment is not commercially available, as defined above. The ERO shall be responsible for the final determination of commercial availability, based on all the facts and circumstances at the time the determination is made. For the ERO to make a determination that such vehicles are commercially unavailable, the operator must submit documentation from a minimum of three (3) zero-emission off-road equipment dealers identified on the ACE or CORE websites demonstrating the inability to obtain the				

Monitoring and Reporting Program ^a

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
required zero-emission off-road equipment needed within 6 months. If the ERO grants the waiver, the contractor must submit documentation that the equipment used for on-site power generation meets the requirements of item 1.c. b. The ERO may waive the equipment requirements of item 1.c if (1) the contractor does not have the required type of equipment within its current available inventory or has ordered such equipment at least 60 days in advance and has made a good faith effort to lease or rent such equipment but it is not available; (2) a particular piece of Tier 4 final off-road equipment is technically or financially infeasible; (3) the equipment would not produce desired emissions reduction due to expected operating modes; or (4) there is a compelling emergency need to use off-road equipment that is not Tier 4 Final compliant. If the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment that is commercially available, or another alternative that results in comparable reductions of DPM emissions. 3. <i>Construction Emissions Minimization Plan</i>. Before starting onsite construction activities, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the contractor will meet the requirements of item 1. a. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include but is not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, expected fuel type (e.g., diesel, gasoline, electric, propane, natural gas), and hours of operation.				

Monitoring and Reporting Program ^a

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
b. The project sponsor shall make the Plan available to the public for review on-site during working hours. The contractor shall post a notice summarizing the Plan. The notice shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The project sponsor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. 4. <i>Reporting.</i> After start of construction activities, the project sponsor shall submit annual reports to the ERO documenting compliance with the Plan. Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan. 5. <i>Certification Statement and Onsite Requirements.</i> Prior to commencing construction activities, the project sponsor shall certify that all applicable requirements of the Plan have been incorporated into contract specifications. The effectiveness of Mitigation Measure M-AQ-3a was evaluated in the health risk assessment. Mitigation Measure M-AQ-3a would reduce TAC emissions associated with off-road construction equipment by requiring electric and U.S. EPA Tier 4 Final engines. Tier 4 Final off-road engines emit approximately 71 percent less DPM and exhaust PM_{2.5} than default fleet construction equipment.				

Monitoring and Reporting Program ^a

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
Mitigation Measure M-AQ-3b: Operational Truck Emissions Reduction. The project sponsor shall incorporate the following measures into the project design and construction contracts (as applicable) to reduce emissions associated with operational trucks, along with the potential health risk caused by exposure to TACs. These features shall be submitted to the planning department ERO for review and approval prior to the issuance of building permits and shall be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. Emissions from project-related diesel trucks shall be reduced by implementing the following measures: 1. Prohibit trucks from idling for more than two minutes, and post “no idling” signs at the site entry point, at all loading locations, and throughout the project site. 2. Equip all truck delivery bays with electrical hook-ups for diesel trucks at loading docks to accommodate plug-in electric truck transport refrigeration units (TRUs) or auxiliary power units during project operations. 3. Encourage the use of trucks equipped with diesel TRUs to meet U.S. Environmental Protection Agency Tier 4 emission standards. 4. Prohibit TRUs from operating at loading docks for more than thirty minutes, and post signs at each loading dock presenting this TRU limit.	Project sponsor	Prior to issuance of the Pre-Construction Environmental Compliance Letter.	Planning Department	Considered complete when the measures are included in the project drawings and approved by the Environmental Review Officer (ERO).
Cultural Resources				
Mitigation Measure M-CR-2a: Archeological Testing. <i>Archeological Testing Program.</i> 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 a historical resource under CEQA. The project sponsor shall retain the services of an archeological consultant from the rotational Qualified	Project sponsor and ERO	Prior to issuance of the Pre-Construction Environmental Compliance Letter	Planning Department/project sponsor	Complete when project sponsor retains qualified archeological consultant.

Monitoring and Reporting Program ^a

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
Archeological Consultants List (QACL) maintained by the planning department. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the 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. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. 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 section 15064.5(a)(c). A California Native American tribe traditionally and culturally affiliated with a geographic area of the project at their discretion shall provide a Native American cultural sensitivity training to all project contractors. A California Native American tribe traditionally and culturally affiliated with a geographic area of the project at their discretion shall provide monitoring of the archeological testing for Native American archeological resources.				

Monitoring and Reporting Program ^a

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<i>Archeological Testing Plan.</i> The archeological testing program shall be conducted in accordance with the approved Archeological Testing Plan (ATP). The archeological consultant and the ERO shall consult on the scope of the ATP, which shall be approved by the ERO prior to any project-related soils disturbing activities commencing. The ATP shall be submitted first and directly to the ERO for review and comment and shall be considered a draft subject to revision until final approval by the ERO. The archaeologist shall implement the testing as specified in the approved ATP prior to and/or during construction. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, lay out 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. The ATP shall also identify the testing method to be used, the depth or horizontal extent of testing, and the locations recommended for testing and shall identify archeological monitoring requirements for construction soil disturbance as warranted.	Project sponsor's qualified archeological consultant and construction contractor	Prior to any project-related soils disturbing activities commencing	Planning Department/project sponsor	Considered complete after implementation of ATP approved by ERO.
<i>Paleoenvironmental Analysis of Paleosols.</i> When a submerged paleosol is identified, irrespective of whether cultural material is present, samples shall be extracted and processed for dating, flotation for paleobotanical analysis, and other applicable special analyses pertinent to identification of possible cultural soils and for environmental reconstruction. The results of analysis of collected samples shall be reported on in the results report that is submitted to planning as described in Archeological Resources Report section below.	Archeological consultant	During construction	Planning Department/project sponsor	Considered complete when samples are collected, processed, analyzed, and reported

Monitoring and Reporting Program ^a				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<i>Discovery Treatment Determination.</i> At the completion of the archeological testing program, the archeological consultant shall submit a written summary of the findings to the ERO. The findings memo shall describe and identify each resource and provide an initial assessment of the integrity and significance of encountered archeological deposits. If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the ERO, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource and the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. The consultant shall submit a draft ARPP to the planning department for review and approval. If preservation in place is not feasible, 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. The ERO in consultation with the archeological consultant shall also determine if additional treatment is warranted, which may include additional testing and/or construction monitoring.	Archaeological consultant	During construction	Archaeological consultant provides summary to ERO. ERO consults with the project sponsor to determine if preservation in place is possible. If so, consultant prepares ARPP. If not, ERO consults with archeological consultant to determine if additional treatment is needed.	Considered completed after review and approval of archeological testing results memo by ERO; or ARPP is approve; or it's determined that treatment is needed
<i>Archeological Sensitivity Training.</i> If it is determined that the project would require ongoing archeological monitoring, the archaeological consultant shall provide a training to the 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. The training shall advise all project contractors to be on the alert for evidence of the presence of the expected archeological resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the	Archeological consultant	Prior to any soils-disturbing activities	Planning Department/project sponsor	Considered complete when training is provided

Monitoring and Reporting Program ^a				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
event of apparent discovery of an archeological resource by the construction crew. <i>Consultation with Descendant Communities.</i> On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group 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 offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A California Native American tribes traditionally and culturally affiliated with a geographic area of the project or appropriate representative of the descendant group at their discretion shall provide a cultural sensitivity training to all project contractors. The ERO and project sponsor shall work with the tribal representative or other representatives of descendant communities to identify the scope of work to fulfill the requirements of this mitigation measure, which may include participation in preparation and review of deliverables (e.g., plans, interpretive materials, artwork). Representatives shall be compensated for their work as identified in the agreed upon scope of work. A copy of the Archeological Resources Report (ARR) shall be provided to the representative of the descendant group.	Archeological consultant, descendant group, project sponsor, and ERO	After discovery of significant resource associated with a descendant group	Archaeological consultant contacts descendant group(s). Archeological consultant, ERO, and project sponsor, and representative(s) determine scope of work for deliverables. Project sponsor is responsible for compensating descendant(s) for work in preparation and review of deliverables. Archaeological consultant sends ARR to descendant(s).	Considered completed after descendant group has received ARR and been compensated for work on deliverables.
<i>Archeological Data Recovery Plan.</i> An archeological data recovery program shall be conducted in accordance with an Archeological Data Recovery Plan (ADRP) if all three of the following apply: (1) a resource has potential to be significant, (2) preservation in place is not feasible, and (3) the ERO determines that an archeological data recovery program is warranted. The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to	Project sponsor's qualified archeological consultant	Upon ERO's determination that data recovery is required in the event an archaeological resource is discovered	Planning Department/project sponsor	Considered complete approval of Final Archeological Results Report by ERO

Monitoring and Reporting Program ^a				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
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. The scope of the ADRP shall include the following elements: • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> 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.				

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
San Francisco (Medical Examiner). The ERO also shall be notified immediately upon the discovery of human remains. In the event of the Medical Examiner's determination that the human remains are Native American remains, the Medical Examiner shall notify the California State Native American Heritage Commission (NAHC), which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98(a)). The landowner may consult with the project archeologist and project sponsor and shall consult with the MLD and ERO on preservation in place or recovery of the remains and any scientific treatment alternatives. The landowner shall then make all reasonable efforts to develop an Agreement with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). Per PRC 5097.98 (b)(1), the Agreement shall address and take into consideration, as applicable and to the degree consistent with the wishes of the MLD, the appropriate excavation, removal, recordation, scientific analysis, custodianship prior to reinterment or curation, and final disposition of the human remains and funerary objects. If the MLD agrees to scientific analyses of the remains and/or funerary objects, the archeological consultant shall retain possession of the remains and funerary objects until completion of any such analyses unless otherwise specified in the Agreement, after which the remains and funerary objects shall be reinterred or curated as specified in the Agreement. Both parties are expected to make a concerted and good faith effort to arrive at an Agreement, consistent with the provisions of PRC 5097.98. However, if the landowner and the MLD are unable to reach an Agreement, the landowner, ERO, and project sponsor shall ensure that the remains and/or mortuary	Examiner, NAHC, and MLD as warranted			have been adhered to, consultation with MLD is completed as warranted, approval of Archeological Results Report, and disposition of human remains has occurred as specified in Agreement.

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materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance, consistent with state law. Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archeological treatment documents, and in any related agreement established between the Medical Examiner and the ERO. The project archeologist shall retain custody of the remains and associated materials while any scientific study scoped in the treatment document is conducted and the remains shall then be curated or respectfully reinterred by arrangement on a case-by-case basis. <i>Cultural Resources Public Interpretation Plan.</i> The project archeological consultant shall submit a Cultural Resources Public Interpretation Plan (CRPIP) if a significant archeological resource is discovered during a project. As directed by the ERO, a qualified design professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, local artists, or community group may also be required to assist the project archeological consultant in preparation of the CRPIP. If the resource to be interpreted is a tribal cultural resource, the CRPIP shall be prepared in consultation with and developed with the participation of Ohlone tribal representatives. The CRPIP shall describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The CRPIP shall be sent to the ERO for review and approval. The CRPIP shall be implemented prior to occupancy of the project.	Archeological consultant at the direction of the ERO will prepare CRPIP. Measure laid out in CRPIP are implemented by sponsor and consultant.	Following completion of treatment and analysis of significant archeological resource by archeological consultant.	Planning Department/project sponsor	CRPIP is complete on review and approval of ERO. Interpretive program is complete on notification to ERO from the project sponsor that program has been implemented.

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<i>Archeological Resources Report.</i> Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the testing program to the ERO. The archeological consultant shall submit a draft Archeological Resources Report (ARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological, historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken, and if applicable, discusses curation arrangements. Formal site recordation forms (CA DPR 523 series) shall be attached to the ARR as an appendix. Once approved by the ERO, copies of the ARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the ARR to the NWIC. The environmental planning division of the planning department shall receive one (1) bound hardcopy of the ARR. Digital files that shall be submitted to the environmental division include an unlocked, searchable PDF version of the ARR, GIS shapefiles of the site and feature locations, 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. The PDF ARR, GIS files, recordation forms, and/or nomination documentation should be submitted via USB or other stable storage device. If a descendant group was consulted during archeological treatment, a PDF of the ARR shall be provided to the representative of the descendant group.	Archeological consultant at the direction of the ERO.	Following completion of treatment by archeological consultant as determined by the ERO.	Planning Department/project sponsor	Complete on certification to ERO that copies of the approved ARR have been distributed

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<i>Curation.</i> Significant archeological collections and paleoenvironmental samples of future research value shall be permanently curated at an established curatorial facility or Native American cultural material shall be returned to local Native American tribal representatives at their discretion. The facility shall be selected in consultation with the ERO. Upon submittal of the collection for curation the sponsor or archeologist shall provide a copy of the signed curatorial agreement to the ERO.	Project archeologist prepares collection for curation and project sponsor pays for curation costs.	In the event a significant archeological resource is discovered and upon acceptance by the ERO of the ARR	Planning Department/project sponsor	Considered complete upon acceptance of the collection by the curatorial facility
Mitigation Measure M-CR-2b: Treatment of Submerged and Deeply Buried Resources. This measure applies to projects that would include subgrade excavation to depths that would penetrate to native soil or below Young Bay Mud, or entail the use of piles, soil improvements or other deep foundations in landfill areas within former creeks, ponds, bay marshes or waters of the bay that may be sensitive for submerged or buried historical or Native American archeological resources; and shall be implemented in the event of the discovery of a submerged or deeply buried resource during archeological testing, archeological monitoring, or soil-disturbing construction activities that occur when an archeologist is not present. In addition to the measures detailed below, for any project during which a significant archeological resource is identified, a preservation or treatment determination shall be made consistent with the provisions of Mitigation Measure M-CR-2a. The following shall be undertaken upon discovery of a potentially significant deeply buried or submerged resource to minimize significant effects from deep project excavations, soil improvements, pile construction, or construction of other deep foundation systems, in cases where the environmental review officer (ERO) has determined through consultation with the project sponsor, and with tribal representatives as applicable, that preservation-in-place—the preferred mitigation—is not a feasible or effective option.	Project sponsor, tribal representative (as applicable), archaeological consultant	In the event that a potentially significant deeply buried or submerged resource is discovered during the construction period.	Project Head Foreman or sponsor shall contact the ERO in the event of discovery. Archaeological consultant to conduct data recovery in accordance with Mitigation Measure M-CR-2. If physical access is constrained, ERO, project sponsor, project archeologist, and tribal representative (for Native American archeological resources) to implement treatment options or compensatory treatment.	Considered complete when treatment determination has been approved by the ERO and treatment has been completed in consultation with ERO.

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<i>Submerged or Buried Resource Treatment Determination.</i> If the resource cannot feasibly or adequately be preserved in place, documentation and/or archeological data recovery shall be conducted, as described in Mitigation Measure M-CR-2. However, by definition, submerged or deeply buried resources sometimes are located deeper than the maximum anticipated depth of project excavations, such that the resource would not be exposed for investigation, and/or under water or may otherwise pose substantial access, safety or other logistical constraints for data recovery; or the cost of providing archeological access to the resource may demonstrably be prohibitive. In circumstances where the constraints identified above limit physical access for documentation and data recovery, the ERO, project sponsor, project archeologist, and tribal representative (for Native American archeological resources), shall consult to explore alternative documentation and treatment options to be implemented in concert with any feasible archeological data recovery. The appropriate treatment elements, which would be expected to vary with the type of resource and the circumstances of discovery, shall be identified by the ERO based on the results of consultation from among the treatment measures listed below. Additional treatment options may be developed and agreed upon through consultation if it can be demonstrated that they would be equally or more effective in recovering or amplifying the value of the data recovered from physical investigation of the affected resources by addressing applicable archeological research questions and in disseminating data and meaningfully interpreting the resource to the public. The project archeologist shall document the results of the treatment program consultation with respect to the agreed upon scope of treatment in a treatment program memo, for ERO review and approval. Upon approval by the ERO, the project sponsor shall ensure that treatment program is				

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implemented prior to and during construction, as applicable. Reporting, interpretive, curation and review requirements are the same as delineated under the other cultural resources mitigation measures that are applicable to the project, as noted above. The project sponsor shall be responsible for ensuring the implementation of all applicable mitigation measures, as identified in the treatment program memo. <i>Treatment Options</i> ● <i>Remote Archeological Documentation.</i> Where a historic feature cannot be recovered or adequately accessed in place by the archeologist due to size, bulk or inaccessibility, the archeologist shall conduct all feasible remote documentation methods, such as 3-D photography using a remote access device, remote sensing (e.g., ground penetrating radar with a low range (150 or 200 MHz) antenna), or other appropriate technologies and methods, to document the resource and its context. The project sponsor and contractor shall support remote archeological documentation as needed, by assisting with equipment access (e.g., drone, lights and camera or laser scanner mounted on backhoe); providing personnel qualified to enter the excavation to facilitate remote documentation; and accommodating training of construction personnel by the project archeologist so that they can assist in measuring or photographing the resource from inside the excavation in cases when the archeologist cannot enter. ● <i>Modification of Contractor's Excavation Methods.</i> At the request of the ERO, the project sponsor shall consult with the project archeologist and the ERO to identify potential modifications to the contractor's excavation and shoring methods to facilitate data recovery to prevent damage to the resource before it has been documented, to assist in exposure and facilitate observation and documentation, and to assist in data recovery. Examples include improved dewatering during excavation, use of a smaller excavator				

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bucket or toothless bucket, providing a location where spoils can be spread out and examined by the archeologist prior to being offhauled, and phasing or benching of deep excavations to facilitate observation and/or deeper archeological trenching. • <i>Data Recovery through Open Excavation.</i> If a project will include mass excavation to the depth of the buried/submerged deposit, archeological data recovery shall include manual (preferred) or controlled mechanical sampling of the deposit. If project construction would not include mass excavation to the depth of the deposit but would impact the deposit through deep foundation systems or soil improvements, the ERO and the project sponsor shall consult to consider whether there are feasible means of providing direct archeological access to the deposit (e.g., excavation of portion of the site that overlies the deposit to the subject depth so that a sample can be recovered). The feasibility consideration shall include an estimate of the project cost of excavating to the necessary depth and of providing shoring and dewatering sufficient to allow archeological access to the deposit for manual or mechanical recovery. • <i>Mechanical Recovery.</i> If site circumstances limit access by archeologists to the find, the ERO, project archeologist, and project sponsor shall consult on the feasibility of mechanically removing the feature/ deposit or portion of it intact for off-site documentation and analysis, preservation, and interpretive use. The consultation above shall include consideration as to whether such recovery is logistically feasible and can be accomplished without major data loss. The specific means and methods and the type and size of the sample shall be identified, and the recovery shall be implemented as determined feasible by the ERO. The project sponsor shall assist with mechanical recovery and transport and curation of recovered materials and shall provide for an				

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appropriate and secure off-site location for archeological documentation and storage as needed. • <i>Salvage of Historic Materials.</i> Samples or sections of historical features that cannot be preserved in place (e.g., structural members of piers or wharves, sections of wooden sea wall, rail alignments, or historic utility or paving features of particular data value or interpretive interest) shall be tested for contamination and, if not contaminated, shall be salvaged for interpretive use or other reuse, such as display of a reconstructed resource; use of timbers or planks for site furniture and signage structures; installation in publicly accessible open spaces; or other uses of public interest. Historic wood and other salvageable historic structural material not used for interpretation shall be recovered for reuse, consistent with the San Francisco Ordinance No. 27-06, which requires recycling or reuse of all construction and demolition debris material removed from a project. If the project has the potential to encounter such features, the project sponsor shall plan in advance for reuse of salvaged historic materials to the greatest extent feasible, including identification of a location for interim storage and identification of potential users and reuses. • <i>Data Recovery Using Geoarcheological Cores.</i> If it is deemed infeasible to expose a significant deposit resource for archeological data recovery, geoarcheological coring of the identified deposit shall be conducted at horizontal grid intervals of no greater than 15 feet within areas that will be impacted by project construction. The maximum feasible core diameter shall be used for data recovery coring. The objective of coring is to obtain a minimum of a five percent sample of the estimated total volume of the resource within areas that will impacted by project construction. However, due to the small size of each core, this method alone generally cannot recover a 5 percent sample volume or a sufficient quantity of data to adequately characterize the range of activities that took place at the site. For this reason,				

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if the coring sample constitutes less than five percent of the estimated total volume of the archeological deposit that will be directly impacted by project construction, the project sponsor may elect implementation of one or more of the following additional compensatory measures to amplify the value of the recovered data. <i>Compensatory Treatment Measures:</i> • <i>Scientific Analysis of Data from Comparable Archeological Sites/“Orphaned Collections.”</i> The ERO and the project archeologist shall consult to identify a known archeological site or historical feature, or curated collections or samples recovered during prior investigation of similar sites or features are available for further analysis; and for which site-specific or comparative analyses would be expected to provide data relevant to the interpretation or context reconstruction for the affected site. Examples would include reanalysis or comparative analysis of artifacts or archival records; faunal or paleobotanical analyses; dating; isotopes studies; or such other relevant studies based on the research design developed for the affected site and on data sets available from the impacted resource and comparative collections. The scope of analyses shall be determined by the ERO based on consultation with the project archeologist, the project sponsor and, for sites of Native American origin Native American representatives. <i>Additional Off-Site Data Collection and/or Analysis for Historical and Paleoenvironmental Reconstruction.</i> The ERO and project archeologist shall identify existing geoarcheological data and geotechnical coring records on file with the city; and/or cores extracted and preserved during prior geotechnical or geoarcheological investigations that could contribute to reconstruction of the environmental setting in the vicinity of the identified resource, to enhance the historical and scientific value of recovered data by providing additional data about Native American archeological environmental setting and				

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stratigraphic sensitivity; and/or provide information pertinent to the public interpretation of the significant resource. Relevant data may also be obtained through geoarcheological coring at accessible sites identified by the ERO through consultation with San Francisco public agencies and private project sponsors.				
Tribal Cultural Resources				
Mitigation Measure M-TCR-1: Tribal Cultural Resources Program. <i>Preservation in Place.</i> In the event of the identification or discovery of a tribal cultural resource, the Environmental Review Officer (ERO), the project sponsor, and California Native American tribes traditionally and culturally affiliated with a geographic area of the project shall consult to determine whether preservation in place would be feasible and effective. The planning department shall notice California Native American tribes traditionally and culturally affiliated with a geographic area who will be given the opportunity to opt in to coordination regarding tribal cultural resources. This would include collaboration and review of the preservation plan proposed for the resource. If it is determined that preservation-in-place of the tribal cultural resource would be both feasible and effective, then the project sponsor in consultation with local Native American representatives and the ERO shall prepare a tribal cultural resource preservation plan (TCRPP). If the tribal cultural resource is an archeological resource of Native American origin, the archeological consultant shall prepare an archeological resource preservation plan (ARPP) in consultation with the local Native American representative, which shall be implemented by the project sponsor during construction. The consultant shall submit a draft ARPP to Planning for review and approval.	Project sponsor archeological consultant, and ERO, in consultation with California Native American tribes traditionally and culturally affiliated with a geographic area of the project	Prior to issuance of the Pre-Construction Environmental Compliance Letter or during construction if TCR is identified during construction	Planning Department/project sponsor	Considered complete upon completion and approval of TCRPP and ARPP, as required, and project redesign if required.
<i>Interpretive Program.</i> The project sponsor, in consultation with California Native American tribes traditionally and culturally affiliated with a geographic area of the project, shall prepare a	Project sponsor in consultation with California Native	TCRIP prior to issuance of the Pre-Construction	Planning Department/project sponsor	TCRIP is complete on review and approval of ERO. Interpretive

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Tribal Cultural Resources Public Interpretation Plan (TCRIP) to guide Tribal Cultural Resource interpretive program. The TCRIP may be prepared in tandem with the Cultural Resources Public Interpretation Plan (CRPIP) if required. The TCRIP shall be submitted to ERO for review and approval prior to implementation of the program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, cultural displays, educational panels, or other interpretive elements agreed upon by the ERO, sponsor, and local Native American representatives. Upon approval of the TCRIP and prior to project occupancy, the interpretive program shall be implemented by the project sponsor. The ERO and project sponsor shall work with the tribal representative to identify the scope of work to fulfill the requirements of this mitigation measure, which may include participation in preparation and review of deliverables (e.g., plans, interpretive materials, artwork). Tribal representatives shall be compensated for their work as identified in the agreed upon scope of work.	American tribes traditionally and culturally affiliated with a geographic area of the project	Environmental Compliance Letter or during construction if tribal cultural resource is identified during construction; prior to issuance of an occupancy permit for installation and maintenance of interpretation program		program is complete on notification to ERO by the project sponsor that program has been implemented
Noise				
Mitigation Measure M-NO-1: Construction Noise Control. Prior to issuance of the Pre-Construction Environmental Compliance Letter, the project sponsor shall submit a construction noise control plan to the Environmental Review Officer (ERO) or the ERO's designee for approval. The construction noise control plan shall be prepared by a qualified acoustical engineer, with input from the construction contractor, and include all feasible measures to reduce construction noise. The construction noise control plan shall identify noise control measures to meet the daytime and nighttime performance targets for construction	Project sponsor, Project sponsor's qualified acoustical consultant and construction contractor	Prior to issuance of the Pre-Construction Environmental Compliance Letter	Planning Department	Considered complete upon implementation of Planning Department approved project-specific construction noise control plan and following completion of all construction activities

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activities as identified below at noise sensitive receptors (residences and hotels) and commercial receptors. The project sponsor shall ensure that requirements of the construction noise control plan are included in the contract specifications. If nighttime construction is required, the plan shall include specific measures to reduce nighttime construction noise. The plan shall include specific measures to reduce daytime construction noise to a performance target of 90 dBA exterior noise level and less than 10 dBA over ambient noise levels at noise sensitive receptors; nighttime construction noise to a performance target of 80 dBA at nighttime noise-sensitive uses, less than 5 dBA increase over the ambient noise level at the property line and an interior noise level of 45 dBA; and daytime construction noise to a performance target of 100 dBA exterior noise level at commercial receptors. The plan shall also include measures for notifying the public of construction activities, complaint procedures, and a plan for monitoring construction noise levels in the event complaints are received. The construction noise control plan shall include the following measures to the degree feasible, or other effective measures necessary to reduce construction noise levels, as required: • Use construction equipment that is in good working order, and inspect mufflers for proper functionality; • Select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures); • Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors; • Prohibit the idling of inactive construction equipment for more than five minutes; • Locate stationary noise sources (such as compressors) as far from nearby noise sensitive receptors as possible, muffle				

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such noise sources, and construct barriers around such sources and/or the construction site. • Avoid placing stationary noise-generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (as determined by the acoustical engineer) immediately adjacent to neighbors. • Enclose or shield stationary noise sources from neighboring noise-sensitive properties with noise barriers to the extent feasible. To further reduce noise, locate stationary equipment in pit areas or excavated areas, if feasible; and • Install temporary barriers, barrier-backed sound curtains and/or acoustical panels around working powered impact equipment and, if necessary, around the project site perimeter. When temporary barrier units are joined together, the mating surfaces shall be flush with each other. Gaps between barrier units, and between the bottom edge of the barrier panels and the ground, shall be closed with material that completely closes the gaps, and dense enough to attenuate noise. The construction noise control plan shall include the following measures for notifying the public of construction activities, complaint procedures and monitoring of construction noise levels: • Designation of an on-site construction noise manager for the project; • Notification of neighboring noise sensitive receptors within 300 feet of the project construction area at least 30 days in advance of high-intensity noise-generating activities (e.g., activities that may generate noise levels greater than 90 dBA at noise sensitive receptors or 100 dBA at commercial receptors) about the estimated duration of the activity; • A sign posted on-site describing noise complaint procedures and a complaint hotline number that shall always be answered during construction;				

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• A procedure for notifying the planning department of any noise complaints within one week of receiving a complaint; • A list of measures for responding to and tracking complaints pertaining to construction noise. Such measures may include the evaluation and implementation of additional noise controls at sensitive receptors; and • Conduct noise monitoring (measurements) at the beginning of major construction phases (e.g., demolition, grading, excavation) and during high-intensity construction activities to determine the effectiveness of noise attenuation measures and, if necessary, implement additional noise control measures. The project sponsor shall notify the ERO or their designee and The Gateway's (550 Battery Street) General Manager of any night noise permit application filed with the Department of Building Inspection on the day of filing and any emergency/unanticipated activity with the potential to exceed standards as soon as possible. The project sponsor shall implement the following noise reduction technique to reduce nighttime construction noise: • Provide acoustically rated shielding around the concrete pump engine. This measure would be expected to reduce noise levels by 5 to 10 dBA depending on the proximity of shielding to the pump engine.				
Mitigation Measure M-NO-2: Noise Analysis and Attenuation for Stationary Mechanical Equipment. Prior to issuance of any building permit, the project sponsor shall engage a qualified acoustical engineer to prepare a project-specific stationary mechanical equipment acoustical analysis based on the final design, equipment selection and locations for the high-rise building and replacement fire station. The analysis shall show compliance with the standards in section 2909(b) and 2909(d) for the mixed-use high-rise building and replacement fire station. Attenuation requirements for compliance and specifications for the acoustical screens shall be identified, if	Project sponsor	Noise analysis completed and the specifications of noise attenuation design incorporated into the final design prior to issuance of any building permit.	Planning Department	Considered complete upon installation of mechanical equipment that has been demonstrated to meet the noise ordinance requirements.

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needed. All recommendations from the acoustical analysis necessary to ensure that noise sources would meet applicable requirements of the noise ordinance and/or not result in substantial increases in ambient noise levels shall be incorporated into the building design and operations. The project sponsor shall submit this analysis with the final mechanical equipment design to the ERO or the ERO's designee for approval.				
<i>Vibration</i>				
Mitigation Measure M-NO-3: Protection of Adjacent Buildings/Structures and Vibration Monitoring during Construction. Prior to issuance of the Pre-Construction Environmental Compliance Letter, the project sponsor shall submit a Pre-construction Survey and Vibration Management and Monitoring Plan to the ERO or the ERO's designee for approval. The plan shall identify all feasible means to avoid damage to the potentially affected building at 401 Washington Street. The project sponsor shall ensure that the following requirements of the Pre-Construction Survey and Vibration Management and Monitoring Plan are included in contract specifications, as necessary. <i>Pre-construction Survey.</i> Prior to the start of any ground-disturbing activity, the project sponsor shall engage a consultant to undertake a pre-construction survey of the potentially affected building at 401 Washington Street. Since the potentially affected building is not historic, a structural engineer or other professional with similar qualifications shall document and photograph the existing conditions of the building. The project sponsor shall submit the survey to the ERO or the officer's designee for review and approval prior to the start of vibration-generating construction activity. <i>Vibration Management and Monitoring Plan.</i> The project sponsor shall undertake a monitoring plan to avoid or reduce project-related construction vibration damage to adjacent buildings and/or structures and to ensure that any such damage is	Project sponsor, qualified structural engineer	Prior to issuance of the Pre-Construction Environmental Compliance Letter the project sponsor team to submit for review and approval a Pre-Construction Survey and Vibration Management and Monitoring Plan. Project sponsor team monitor for building damage during construction and submit damage reports as necessary.	Planning Department	Considered complete when the final Vibration Monitoring Results Report is approved by the ERO and following completion of all construction activities (including repairs of adjacent buildings damaged during construction)

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documented and repaired. Prior to issuance of the Pre-Construction Environmental Compliance Letter, the project sponsor shall submit the Plan to the ERO for review and approval. The Vibration Management and Monitoring Plan shall include, at a minimum, the following components, as applicable: • <i>Maximum Vibration Level.</i> Based on the anticipated construction and condition of the affected building at 401 Washington Street, a qualified acoustical/vibration consultant in coordination with a structural engineer (or professional with similar qualifications) shall establish a maximum vibration level that shall not be exceeded at this building, based on existing conditions, character-defining features, soil conditions, and anticipated construction practices (common standards are a peak particle velocity [PPV] of 0.25 inch per second for historic and some old buildings, a PPV of 0.3 inch per second for older residential structures, and a PPV of 0.5 inch per second for new residential structures and modern industrial/commercial buildings). • <i>Vibration-Generating Equipment.</i> The plan shall identify all vibration-generating equipment to be used during construction (including but not limited to site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction). • <i>Alternative Construction Equipment and Techniques.</i> The plan shall identify potential alternative equipment and techniques that could be implemented if construction vibration levels are observed in excess of the established standard (e.g., drilled shafts [caissons] could be substituted for driven piles, if feasible, based on soil conditions, or smaller, lighter equipment could be used in some cases). • <i>Buffer Distances.</i> The plan shall identify buffer distances to be maintained based on vibration levels and site constraints between the operation of vibration-generating construction				

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
equipment and the potentially affected building and/or structure to avoid damage to the extent possible. • <i>Vibration Monitoring.</i> The plan shall identify the method and equipment for vibration monitoring to ensure that construction vibration levels do not exceed the established standards identified in the plan. – Should construction vibration levels be observed in excess of the standards established in the plan, the contractor(s) shall halt construction and put alternative construction techniques identified in the plan into practice, to the extent feasible. – The qualified structural engineer or other professional with similar qualifications (for effects on non-historic buildings and/or structures) shall inspect each affected building and/or structure (as allowed by property owners) in the event the construction activities exceed the vibration levels identified in the plan. – The structural engineer or other professional with similar qualifications shall submit monthly reports to the ERO during vibration-inducing activity periods that identify and summarize any vibration level exceedances and describe the actions taken to reduce vibration. – If vibration has damaged nearby buildings and/or structures that are not historic, the structural engineer or other professional with similar qualifications shall immediately notify the ERO and prepare a damage report documenting the features of the building and/or structure that has been damaged. – If vibration has damaged nearby buildings and/or structures that are not historic, the structural engineer or other professional with similar qualifications shall immediately notify the ERO and prepare a damage report documenting the features of the building and/or structure that has been damaged.				

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- Following incorporation of the alternative construction techniques and/or planning department review of the damage report, vibration monitoring shall recommence to ensure that vibration levels at each affected building and/or structure on adjacent properties are not exceeded. <i>Periodic Inspections.</i> The plan shall identify the intervals and parties responsible for periodic inspections. The qualified structural engineer or other professional with similar qualifications (for effects on historic and non-historic buildings and/or structures) shall conduct regular periodic inspections of each affected building and/or structure on adjacent properties (as allowed by property owners) during vibration-generating construction activity on the project site. The plan will specify how often inspections shall occur. <i>Repair Damage.</i> The plan shall also identify provisions to be followed should damage to any building and/or structure occur due to construction-related vibration. The building(s) and/or structure(s) shall be remediated to their pre-construction condition (as allowed by property owners) at the conclusion of vibration-generating activity on the site. <i>Vibration Monitoring Results Report.</i> After construction is complete the project sponsor shall submit to the ERO a final report from the qualified structural engineer or other professional with similar qualifications. The report shall include, at a minimum, collected monitoring records, building and/or structure condition summaries, descriptions of all instances of vibration level exceedance, identification of damage incurred due to vibration, and corrective actions taken to restore damaged buildings and structures. The ERO shall review and approve the Vibration Monitoring Results Report.				

Monitoring and Reporting Program ^a				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
Wind				
Mitigation Measure M-WI-1: Tree Planting and Maintenance. In order to reduce wind hazard exceedances on and around the project site the project sponsor must plant and maintain in perpetuity a minimum of 14 street trees along the frontages of the project site; including seven on the south side of Washington Street, two on the east side of Sansome Street, and five on the north side of Merchant Street. The project sponsor shall also prepare a maintenance plan for review and approval by the planning department to ensure maintenance in perpetuity of the streetscape features required pursuant to this measure. The maintenance plan shall also be reviewed and approved by public works with respect to streetscape features (landscaping) in the public right-of-way.	Project sponsor, qualified wind consultant	Prior to issuance of the Pre-Construction Environmental Compliance Letter the sponsor team to submit maintenance plan for streetscape features in the public right-of-way	Planning Department, Public Works	Considered complete upon approval of streetscape designs
Geology and Paleontology				
Mitigation Measure M-GE-6a: Worker Environmental Awareness Training Construction. Prior to commencing construction, and ongoing throughout ground-disturbing activities (e.g., excavation, utility installation), the property sponsor and/or their designee shall engage a qualified paleontologist meeting the standards specified by the Society of Vertebrate Paleontology (Society of Vertebrate Paleontology 2010) to train all project construction workers regarding how to recognize paleontological resources and on the contents of the paleontological resources alert sheet, as provided by the department. The Paleontological Resources Alert Sheet shall be prominently displayed at the construction site during ground-disturbing activities for reference regarding potential paleontological resources. In addition, the paleontologist shall inform the project sponsor, contractor, and construction personnel of the immediate stop work procedures and other procedures to be followed if bones or other potential fossils are unearthed at the project site. Should new workers that will be involved in ground-disturbing	Project sponsor, qualified paleontologist	Prior to the start of construction	Planning Department	Considered complete once the ERO receives and approves the affidavit of training.

Monitoring and Reporting Program ^a				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
activities begin employment after the initial training has occurred, the construction supervisor shall ensure that they receive the worker awareness training as described above. The paleontologist shall complete the standard form/affidavit confirming the timing of the worker awareness training and submit it to the environmental review officer (ERO). The affidavit shall confirm the project's location, the date of training, the location of the informational handout display, and the number of participants. The affidavit shall be transmitted to the ERO within five business days of conducting the training.				
Mitigation Measure M-GE-6b: Discovery of Unanticipated Paleontological Resources during Construction. In the event of the discovery of an unanticipated paleontological resource during project construction, ground-disturbing activities shall temporarily be halted within 25 feet of the find until the discovery is examined by a qualified paleontologist as recommended by the Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 2010) and best practices in mitigation paleontology (Murphey et al. 2019). The paleontologist shall consult the ERO. Work within the sensitive area shall resume only when deemed appropriate by the qualified paleontologist in consultation with the ERO. The qualified paleontologist shall determine (1) if the discovery is scientifically significant; (2) the necessity for involving other responsible or resource agencies and stakeholders, if required or determined applicable; and (3) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a Paleontological Evaluation Letter to demonstrate compliance with applicable statutory requirements (e.g., Federal Antiquities Act of 1906, CEQA Guidelines section 15064.5, California Public Resources Code chapter 17, section 5097.5, Paleontological Resources Preservation Act 2009). The Paleontological Evaluation Letter shall be submitted to the ERO for review within 30 days of the discovery.	Project sponsor, qualified paleontologist	Ongoing throughout ground-disturbing activities	Planning Department	Considered complete once ground disturbing activities are complete or once the ERO approves the Paleontological Impact Reduction Program.

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
If the qualified paleontologist determines that a paleontological resource is of scientific importance, and there are no feasible measures to avoid disturbing this paleontological resource, the qualified paleontologist shall prepare a Paleontological Impact Reduction Program (impact reduction program). The impact reduction program shall include measures to fully document and recover the resource of scientific importance. The qualified paleontologist shall submit the impact reduction program to the ERO for review and approval. The impact reduction program shall be submitted to the ERO for review within 10 business days of the discovery. Upon approval by the ERO, ground-disturbing activities in the project area shall resume and be monitored as determined by the qualified paleontologist for the duration of such activities. The mitigation program shall include (1) procedures for construction monitoring at the project site; (2) fossil preparation and identification procedures; (3) curation of paleontological resources of scientific importance into an appropriate repository; and (4) preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground-disturbing activities. The report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The paleontology report shall be submitted to the ERO for review within 30 business days from conclusion of ground-disturbing activities, or as negotiated following consultation with the ERO.				

Monitoring and Reporting Program ^a				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
Mitigation Measure M-GE-6c: Preconstruction Paleontological Evaluation for Projects Located in Class 3 (Moderate) Sensitivity Areas. The project site is located in San Francisco in Moderate Sensitivity Area (class 3), which require ground disturbance activities deeper than 5 feet and would include the removal of more than 2,500 cubic yards of soil. The property owner shall engage a qualified paleontologist to complete a site-specific Preconstruction Paleontological Resources Evaluation (paleontology preconstruction evaluation) prior to commencing soil-disturbing activities occurring on the project site. Prior to issuance of any demolition or building permit, the property owner shall submit the Preconstruction Paleontological Evaluation to the ERO for approval. The purpose of the site-specific preconstruction evaluation is to identify early the potential presence of significant paleontological resources on the project site. At a minimum, the study shall include: 1. Project Description 2. Regulatory Environment – outline applicable federal, state and local regulations. 3. Summary of Sensitivity Classification 4. Research Methods, including but not limited to: 4.1. Field studies conducted by the approved paleontologist to check for fossils at the surface and assess the exposed sediments 4.2. Literature Review to include an examination of geologic maps and a review of relevant geological and paleontological literature to determine the nature of geologic units in the project area 4.3. Locality Search to include outreach to the University of California Museum of Paleontology in Berkeley	Project sponsor and qualified paleontologist	Prior to issuance of demolition or any building permit, qualified paleontologist to prepare a Preconstruction Paleontological Evaluation.	Planning Department	Considered complete once the Environmental Review Officer approves the Preconstruction Paleontological Evaluation.

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
5. Results: To include a summary of literature review and finding of potential site sensitivity for paleontological resources; and depth of potential resources if known. 6. Recommendations for any additional measures that could be necessary to avoid or reduce any adverse impacts to recorded and/or inadvertently discovered paleontological resources of scientific importance, in addition to paleontology standard requirements for Worker Environmental Awareness Training during Construction (M GE 6a) and Discovery of Unanticipated Paleontological Resources during Construction (M GE 6b). Such measures could include: 6.1 Avoidance: If the cost of fossil recovery or other impact reduction options is determined to be too high, or permanent damage to the resource caused by surface disturbance is considered to be unavoidable, given the proposed construction, it may be necessary to “avoid” or “reroute” the portion of the project that intersects the fossil locality in order to prevent adverse impacts on the resource. Avoidance should also be considered if a known fossil locality appears to contain critical scientific information that should be left undisturbed for subsequent scientific evaluation. Avoidance for later scientific research is the typical mitigation recommendation made for scientifically significant extensive paleontological discoveries. 6.2 Fossil Recovery: If isolated small-, medium-, or large-sized fossils are discovered within a project area during field surveys or construction monitoring, and they are determined to be scientifically significant, they should be recovered. Fossil recovery may involve simply collecting a fully exposed fossil from the ground surface, or may involve a systematic excavation, depending upon the size and complexity of the fossil discovery. Fossil excavations should be designed in such a way as to minimize construction delays while properly collecting				

Monitoring and Reporting Program ^a				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
the fossil and associated data according to professional paleontological standards. 6.3 Sampling: Scientifically significant microfossils (vertebrate, invertebrate, plant, or trace fossils) may be identified in rock matrix during surveys or monitoring, or, if they are known to occur elsewhere in the same geologic unit or type of deposit in the general area, a determination of their presence or absence may require the use of test sampling of rock matrix for screen-washing in a paleontological laboratory. In some cases, depending upon the geologic unit involved, test sampling may be appropriate even if microfossils are not visible in the field. The fossils found, if any, will then be inspected and evaluated to determine their significance and whether additional steps are necessary to reduce paleontological impacts. Such steps may include collection of additional matrix for screen-washing. The decision to sample may not be made until monitoring is occurring, because it is usually triggered by conditions in the field. 6.4 Monitoring: If scientifically important paleontological resources are known to be present in an area, or if there is a moderate or high likelihood that subsurface fossils are present in geologic units or members thereof within a given project area based on prior field surveys, museum records, or scientific or technical literature, paleontological monitoring of construction excavations would be required. Monitoring involves systematic inspections of graded cut slopes, trench sidewalls, spoils piles, and other types of construction excavations for the presence of fossils, and the fossil recovery and documentation of these fossils before they are destroyed by further ground-disturbing actions. Standard monitoring is typically used in the most paleontologically sensitive geographic areas/geologic units (moderate, high and very high potential); while spot-check monitoring is typically used in geographic				

Monitoring and Reporting Program ^a				
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areas/geologic units of moderate or unknown paleontological sensitivity (moderate or unknown potential). The goal of monitoring is to identify scientifically significant subsurface fossils as soon as they are unearthed in order to minimize damage to them and remove them and associated contextual data from the area of ground disturbance, thereby resulting in subsurface paleontological clearance. Microfossil sampling, macrofossil recovery, and avoidance of fossils may all occur during any monitoring program.				

a. Definitions of MMRP Column Headings:

- **Adopted Mitigation Measures:** Full text of the mitigation measure(s) copied verbatim from the final CEQA document.
- **Implementation Responsibility:** Entity who is responsible for implementing the mitigation measure. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.
- **Mitigation Schedule:** Identifies milestones for when the actions in the mitigation measure need to be implemented.
- **Monitoring/Reporting Responsibility:** Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor, their contractor, or consultant are responsible for any reporting requirements.
- **Monitoring Actions/Completion Criteria:** Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.

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