



PUBLIC NOTICE

Availability of a Notice of Preparation of an Environmental Impact Report And Notice of a Public Scoping Meeting

PROJECT INFORMATION

Date: January 28, 2026
Project Title: Amazon 900 7th Street Project
Project Address: 900 7th Street, San Francisco, CA 94107
Case No.: 2021-012250ENV
Block/Lot No.: Assessor's Block 3807, Lots 001, 002, 004, 008, 011, 012, and 021
Zoning District(s): PDR-1-G (Production, Distribution & Repair - General) Use District
58-X District
Neighborhood: Showplace Square/Potrero Hill Area Plan
Project Sponsor: Amazon, Stephen Maduli-Williams, 415-230-9788, maduliwi@amazon.com
EIR Coordinator: Josh Pollak, (628) 652-7493, CPC.900-7thStreet@sfgov.org

PUBLIC SCOPING MEETING INFORMATION

Date: February 12, 2026
Time: 5:30 pm
Location: 49 South Van Ness Avenue,
Room 194, San Francisco, CA
94103

WRITTEN COMMENTS

Planner: Josh Pollak
Via Mail: 49 South Van Ness Ave, Suite 1400
San Francisco, CA 94103
Via Email: CPC.900-7thStreet@sfgov.org
From January 28, 2026 to 5 p.m. on March 2, 2026

COMMENTS AT THE PUBLIC HEARING

Location: 49 South Van Ness Avenue,
Room 194, San Francisco, CA
94103
Date, Time: February 12, 2026 at 5:30 p.m.

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

For more information:

了解更多信息

Para más información

Para sa karagdagang impormasyon

Để biết thêm thông tin

sfplanning.org/whatisCEQA

628.652.7550



Project Description

The Amazon 900 7th Street Project (proposed project) site encompasses approximately 6.23 acres and is located on Assessor's Block 3807, Lots 001, 002, 004, 008, 011, 012, and 021, in Showplace Square/Potrero Hill Area Plan neighborhood. The project site is bounded by 7th Street to the northeast, Berry Street to the northwest, De Haro Street to the west, Carolina Street to the south, and Channel Street to the southeast. The project site previously operated as a Recology waste management services site for automotive uses, including parking and maintaining their fleet of garbage trucks, and administrative uses. The project site is developed with approximately 187,000 square feet of surface parking with 311 surface parking spaces, two separate buildings that total 36,627 square feet that are used for administrative offices and vehicle maintenance and repair, and two portable structures totaling 2,522 square feet used for storage.

The proposed project would demolish all the existing structures on the project site and construct a new, approximately 710,000 square-foot production, distribution, and repair (PDR) building with approximately 706,000 square-feet of parcel delivery service uses (including approximately 17,700 square-feet of accessory office use) and approximately 3,562 square-feet of ground level commercial space. Additionally, the proposed project would provide approximately 13,700 square feet of public open space at the corner of 7th and Berry streets. The proposed project would provide 510 employee parking spaces located on the roof of the PDR building and 61 bicycle parking spaces. Additionally, the proposed project would provide 503 spaces for vans and local delivery vehicles. The proposed project would include construction along the project site frontage to accommodate vehicular access to the project site, which would include creating two new curb cuts on Channel Street and one new curb cut on 7th Street.

Construction of the proposed project is anticipated to take place over 18 months, beginning in 2028. The proposed project is anticipated to be constructed on cast in place foundation and no pile driving or piers are proposed or required. Construction activities would result in temporary lane closures, primarily affecting Channel Street, Berry Street, and De Haro Street.

Purpose of Notice

The planning department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project.

Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

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

Written comments will be accepted until **5:00 p.m. on March 2, 2026**. Written comments should be sent to Josh Pollak, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.900-7thStreet@sfgov.org, and should reference the project title and case number on the front of this notice.

Pursuant to California Public Resources Code section 21083.9 and State CEQA Guidelines section 15206, the department will also hold a public scoping meeting to solicit public comments concerning the scope of the EIR. The meeting will be held on February 12, 2026, starting at 5:30 p.m. at 49 South Van Ness, Room 194, San Francisco, CA 94103. To request a language interpreter or to accommodate a persons with disabilities at the scoping meeting, please contact Josh Pollak, (628) 652-7493, at least 72 hours in advance of the meeting.

The notice of preparation and other project-related materials are available here: sfplanning.org/sfceqadocs. You may also request a paper copy or electronic copy (on a flash drive) of the NOP by contacting Josh Pollak (see above).

General Information about Procedures

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

Date: 1/28/2026

The San Francisco Planning Department is studying a project's potential environmental effects and welcomes your comments. The enclosed notice concerns a project located at **900 7th Street, San Francisco, CA 94107 (2021-012250ENV)**. The other side of this page describes the environmental review process under state law. You may provide comments by **3/2/2026** or request future project updates from the staff contact indicated in the attached notice.

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

三藩市規劃局 (San Francisco Planning Department) 正在研究一項專案的潛在環境影響，歡迎大家踴躍提出意見。本函所附的通知書涉及位於 **900 7th Street, San Francisco, CA 94107 (2021-012250ENV)** 的專案。本頁背面對加州法律規定的環境影響審核流程做了詳細說明。請於 **3/2/2026** 日之前針對本案提出評論，或者向本函所附通知書中指定的聯絡人提出要求，繼續瞭解專案的最新發展。

請致電 **628.652.7550** 以索取通知書中文版本資訊。請注意，規劃局需要至少一個工作天才能回電。

El Departamento de Planificación está estudiando los posibles efectos medioambientales de un proyecto y desea saber su opinión. El aviso incluido concierne a un proyecto ubicado en **900 7th Street, San Francisco, CA 94107 (2021-012250ENV)**. Al reverso de esta página se describe el proceso de análisis medioambiental según la ley estatal. Usted puede entregar sus opiniones y comentarios a más tardar el **3/2/2026** o solicitar futuras actualizaciones sobre el proyecto al contacto indicado en el aviso adjunto.

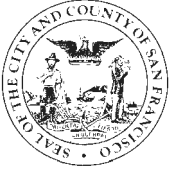
Para obtener información sobre este aviso en español, llame al **628.652.7550**. Le informamos que el Departamento de Planificación necesitará por lo menos un día hábil para responder cualquier llamada.

Pinag-aaralan ng Kagawaran ng Pagpapalano ng San Francisco ang mga potensyal na epekto sa kapaligiran ng isang proyekto at tinatanggap ang iyong mga komento. Ang nakapaloob na paunawa ay patungkol sa isang proyekto na matatagpuan sa **900 7th Street, San Francisco, CA 94107 (2021-012250ENV)**. Inilalarawan ng kabilang panig ng pahinang ito ang proseso ng pagsusuri sa kapaligiran sa ilalim ng batas ng estado. Maaari kang magbigay ng mga komento sa **3/2/2026** o humiling ng mga bagong kaalaman sa proyekto sa hinaharap mula sa pagkontak sa kawani na nakalagay sa kalakip na abiso.

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

Sở Quy Hoạch San Francisco đang xem xét các tác động tiềm tàng đến môi trường của dự án và hoan nghênh ý kiến của bạn. Thông báo kèm theo liên quan đến một dự án nằm tại **900 7th Street, San Francisco, CA 94107 (2021-012250ENV)**. Phía bên kia của trang này mô tả quy trình đánh giá môi trường theo luật tiểu bang. Bạn có thể cung cấp nhận xét bằng **3/2/2026** hoặc yêu cầu cập nhật dự án trong tương lai từ nhân viên liên hệ được nêu trong thông báo đính kèm.

Để nhận thông tin về thông báo này bằng tiếng Việt, vui lòng gọi số **628.652.7550**. Xin lưu ý rằng Sở Quy Hoạch cần ít nhất một ngày làm việc để phản hồi bất kỳ cuộc gọi nào.



PUBLIC NOTICE

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

Date: January 28, 2026
Comment Deadline: March 2, 2026
Case No.: 2021-012250ENV
Project Title: Amazon 900 7th Street Project
Project Address: 900 7th Street, San Francisco, CA 94107
Zoning: PDR-1-G (Production, Distribution & Repair - General)
Height/Bulk: 58-X District
Block/Lot: Assessor's Block 3807, Lots 001, 002, 004, 008, 011, 012, and 021
Lot Size: 271,673 square feet (6.23 acres)
Neighborhood: Showplace Square/Potrero Hill Area Plan
Supervisor District: District 6 (Matt Dorsey)
Cross Streets: Berry, 7th, De Haro, and Channel streets
Staff Contact: Josh Pollak, (628) 652-7493, CPC.900-7thStreet@sfgov.org

Introduction

The San Francisco Planning Department (department) prepared this notice of preparation of an environmental impact report (EIR) and notice of a public scoping meeting in connection with the proposed Amazon 900 7th Street Project (proposed project). The California Environmental Quality Act (CEQA) requires public agencies to evaluate environmental impacts prior to approving any project and to reduce those impacts to the degree feasible. (See the attached Fact Sheet for more information about EIRs.) The purpose of an EIR is to:

- (1) provide information about potential significant physical environmental effects of a proposed project,
- (2) identify possible ways to reduce the significant effects, and
- (3) describe and analyze possible alternatives to the project that could reduce significant environmental effects.

This notice informs the public, responsible and trustee agencies, and interested parties that the department is preparing an EIR in compliance with CEQA and the State CEQA Guidelines. This notice describes the proposed project, the EIR process, and how to provide input on the environmental review. This notice also

identifies environmental issues anticipated to be analyzed in the EIR. The comments received during the public scoping process will be considered during preparation of the EIR for this project.

An in-person public scoping meeting will be held on February 12, 2026, starting at 5:30 p.m. at 49 South Van Ness, Room 194, San Francisco, CA. Comments will be accepted in person at the scoping meeting and in writing until 5:00 p.m. on March 2, 2026. Written comments should be sent to Josh Pollak, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.900-7thStreet@sfgov.org.

This notice is available for public review on the department's website at sfplanning.org/sfceqadocs.

Project Overview

Introduction

The 900 7th Street project site encompasses approximately 6.23 acres and is located on Assessor's Block 3807, Lots 001, 002, 004, 008, 011, 012, and 021, in San Francisco's Showplace Square/Potrero Hill Area Plan neighborhood. The project site is bounded by 7th Street to the northeast, Berry Street to the northwest, De Haro Street to the west, Carolina Street to the south, and Channel Street to the southeast (see **Figure 1: Project Site Location** and **Figure 2: Project Site and Surrounding Uses**).

The project site previously operated as a Recology waste management services site for automotive uses, including parking and maintaining their fleet of garbage trucks, and administrative uses. The project site is currently developed with approximately 187,000 square feet of surface parking with 311 surface parking spaces, two separate buildings that total 36,627 square feet that are used for administrative offices and vehicle maintenance and repair, and two portable structures totaling 2,522 square feet used for storage. However, Recology ceased operations in 2021, and the site is currently vacant. The proposed project would construct a new production, distribution, and repair (PDR) building with three levels of parcel delivery service use, and accessory parking on the unenclosed fourth level rooftop. The proposed project would serve as a "last mile" delivery station for Amazon Logistics with local delivery vehicles transporting retail merchandise to locations across San Francisco (see **Figure 3: Project Site Plan** and **Figure 4: Project Rendering**).

The proposed project would demolish all the existing structures on the project site and construct a new, approximately 710,000-square-foot PDR building with approximately 706,000 square-feet of parcel delivery service uses (including approximately 17,700 square-feet of accessory office use), and approximately 3,562 square-feet of ground level commercial space. Additionally, the proposed project would provide approximately 13,700 square feet of public open space at the corner of 7th and Berry streets. The proposed project would provide 510 employee parking spaces located on the roof of the PDR building and 61 bicycle parking spaces. The proposed project would include construction along the project site frontage to accommodate vehicular access to the project site, which would include creating two new curb cuts on Channel Street and one new curb cut on 7th Street (see Table 1).

Table 1 Project Summary

Use	Existing	Proposed ^{NOTE A}	Net Change ^{NOTE B}
Number of Building(s)	4	1	(3)
Building Stories	1 story	3 stories	2 stories
Maximum Building Height (feet)	10 to 20 feet	58 feet	38 to 48 feet
Commercial / CIE Uses	0 sf	3,562 gsf	3,562 gsf
Vehicle Parking	Approximately 187,000 sq ft. site area/ 311 spaces	Approximately 207,500 sq ft. / 510 spaces	Approximately 20,500 sq ft. / 199 spaces
Off-Street Surface Parking	Approximately 187,000 sq ft. site area / 311 spaces	-	(Approximately 187,000 sq ft. site area / 311 spaces)
Off-Street Structured Parking	-	Approximately 207,478 sq ft. / 510 spaces	Approximately 207,478 sq ft./ 510 spaces
Off-Street Car-Share Parking	-	8 spaces	8 spaces
Office Building	20,427 sq ft.	-	(20,427 sq ft.)
Maintenance Building	16,200 sq ft.	-	(16,200 sq ft.)
Portable Structures	Portable Structure #1 (800 sq ft.) Portable Structure #2 (1,722 sq ft.)	-	(Portable Structure #1 [800 sq ft.]) (Portable Structure #2 [1,722 sq ft.])
Parcel Delivery Service (PDR Use)	-	Approximately 706,275 sq ft. /	Approximately 706,275 sq ft. /
Level One	-	Approximately 237,646 sq ft.	Approximately 237,646 sq ft.
Level Two	-	Approximately 226,076 sq ft. / 226 Delivery Van stalls	Approximately 226,076 sq ft. / 226 Delivery Van stalls
Level Three	-	Approximately 242,553 sq ft. / 277 Delivery Van stalls	Approximately 242,553 sq ft. / 277 Delivery Van stalls
Freight and Delivery Van Loading	-	10 spaces	10 spaces
Off-Street Freight Loading Spaces	-	10 spaces	10 spaces
On-Street Freight Loading Spaces	-	-	-
Delivery Van Stalls	-	503 spaces	503 spaces

Use	Existing	Proposed ^{NOTE A}	Net Change ^{NOTE B}
Bicycle Parking Spaces (class 1 / class 2) ^{NOTE D}	–	61 spaces (55 class 1 / 6 class 2)	61 spaces (55 class 1 / 6 class 2)
Open Space	–	13,700 sq ft.	13,700 sq ft.
Privately-Owned Public Open Space (At-Grade)	–	13,700 sq ft.	13,700 sq ft.
TOTAL BUILDING SQUARE FOOTAGE	Existing: 39,100 sq ft. ^{NOTE C}	Proposed Project: 710,000 sq ft.	Net Change: 670,900 sq ft.
Notes: gsf = gross square feet; sf = square feet; CIE = cultural/institutional/educational uses. ^{NOTE A} Numbers rounded to closest 100 gsf or sf and correspond to the current conceptual design of the proposed project. The values presented are the expected maximum size for each component to provide a conservative analysis of impacts. The floor areas of the final design may result in variances from the values presented. ^{NOTE B} Net change reductions have been noted as parentheses. ^{NOTE C} Total includes existing building space and excludes surface parking lot. ^{NOTE D} Class 1 bicycle parking facilities are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and workday bicycle storage by unit residents, non-residential occupants, and employees. Class 2 spaces are bicycle racks located in publicly accessible and highly visible locations intended for transient or short-term use by visitors, guests, and patrons to the building or use. Class 2 bicycle racks allow the bicycle frame and one wheel to be locked to the rack (with one U-shaped lock) and provide support to bicycles without damage to the wheels, frame, or components (planning code section 155.1).			
Source: MG2 2025			

Project Setting and Site Characteristics

PROJECT SITE HISTORY

The project site previously operated as a Recology waste management services site for automotive uses, including parking and maintaining their fleet of garbage trucks, and administrative uses. The Recology waste management facility ceased operations in 2021 and the site is currently vacant. The project site is developed with approximately 187,000 square feet of surface parking with 311 surface parking spaces, two separate buildings that total 36,627 square feet that are used for administrative offices and vehicle maintenance and repair, and two portable structures totaling 2,522 square feet used for storage.

ADJACENT LAND USES

Land uses adjacent to the project site consist of residential, educational, industrial, and commercial uses. A five-story mixed-use residential building and a four-story commercial building are located north of Berry Street. Additional mixed-use residential buildings are located farther north by one block, across King Street. Caltrain tracks and Mission Creek are located to the east of 7th Street, and commercial buildings ranging from four to five stories tall are located south of Channel Street. Interstate 280 lies east of the project site, across the Caltrain tracks. Additionally, Founder's Hall of the California College of the Arts lies south of Channel Street. Founder's Hall is a five-story building that serves as student housing and café on the first floor. The remainder of the California College of the Arts campus lies an additional block south, across Hooper Street and includes student housing. Industrial buildings and an EV charging station lie southwest adjacent to the project site boundary. To the west of De Haro Street is 99 Rhode Island that previously served as a distribution center and is planned to reopen in Fall 2026 as Hiba Academy, a pre-kindergarten through

fifth grade school.¹ The Townsend-Division-8th Turnaround Park and the Mission Creek Park North are located within one to two blocks north and east of the project site, respectively.

EXISTING ZONING AND GENERAL PLAN DESIGNATION

The project site is located in the Showplace Square/Potrero Hill Area Plan and within the Production, Distribution, and Repair-1-General (PDR-1-G) zoning district. The PDR-1-G zoning district is intended to “retain and encourage existing production, distribution, and repair activities and promote new business formation.” The site has a 58-X height and bulk designation which allows for buildings up to 58 feet in height.

Proposed Project Characteristics

PDR BUILDING

The proposed project would be a PDR building with three stories plus rooftop parking totaling approximately 710,000 gross square feet. The PDR building would have a maximum building height of 58 feet. The proposed project would include heating, ventilation, and air conditioning (HVAC) systems located in the mechanical zone of the roof.

Level One would include 235,859 gross square feet of PDR use (parcel delivery service), 3,562 gross square feet of ground level commercial space, and 1,787 gross square feet of utility space (see **Figure 5: Project Floor Plan – Level One**). Level One would contain an enclosed delivery station where packages would be unloaded, sorted, assigned to delivery routes, placed on movable racks, and prepared for dispatch. The packages would arrive on line-haul trucks which would be unloaded into the delivery station. Equipment used to handle materials would be located on Level One of the facility. Once packages have been placed on movable racks and prepared for dispatch, they would be loaded into delivery vehicles which would depart for destinations across San Francisco.

Level Two would consist of approximately 226,076 gross square feet of PDR parcel delivery service use and would contain facilities for storage and staging of local delivery vehicles along with queuing areas for vehicles descending to Level One for package loading and departure. Level Two would include 226 van stalls for storage, staging, and queuing. The van parking facilities would be electric vehicle (EV)-ready (see **Figure 6: Project Floor Plan – Level Two**).

Level Three would consist of approximately 242,553 gross square feet of PDR parcel delivery service use and would contain similar EV-ready facilities for storage and queuing of local delivery vehicles, with an approximately 17,699 square-foot accessory office area. Level Three would include 277 van stalls for storage and queuing (see **Figure 7: Project Floor Plan – Level Three**). In addition, the proposed project would have a total of 297 EV chargers on Levels 2 and 3, subject to power availability.

Level Four, which would be the rooftop level, would be approximately 242,413 gross square feet in total and consist of 510 accessory automobile parking stalls along with 11,501 square feet of green roof space and 23,434 square feet of mechanical area. Solar panels would also be provided above the parking stalls, totaling 94,236 square feet (see **Figure 8: Project Floor Plan - Roof**).

¹ SF PIM | Property Information Map | SF Planning, Case No. 2024-008698PRJ

Figure 1 Project Site Location

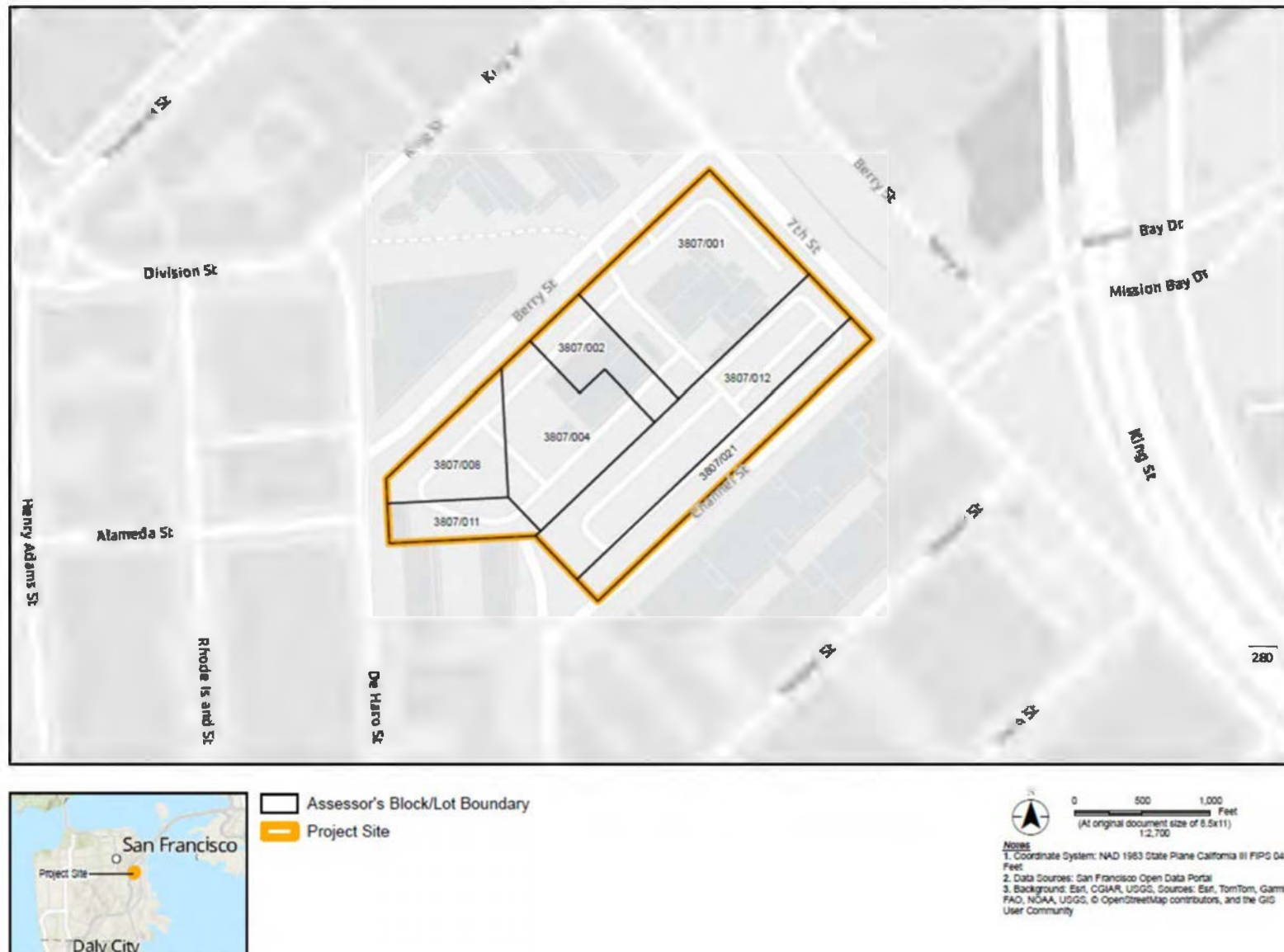


Figure 2 Project Site and Surrounding Uses



Figure 3 Project Site Plan

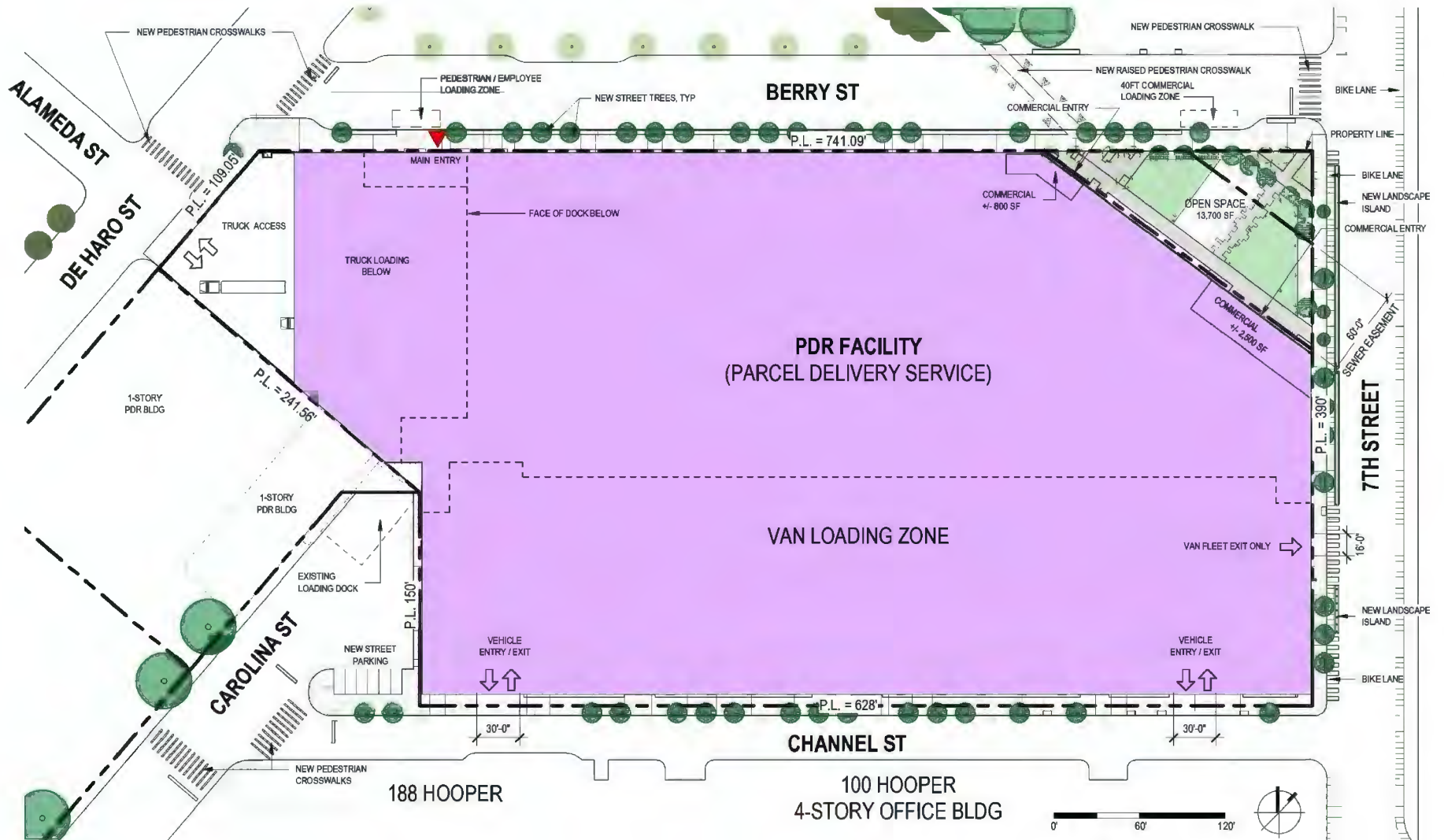


Figure 4 Project Rendering



Figure 5 Project Floor Plan – Level One

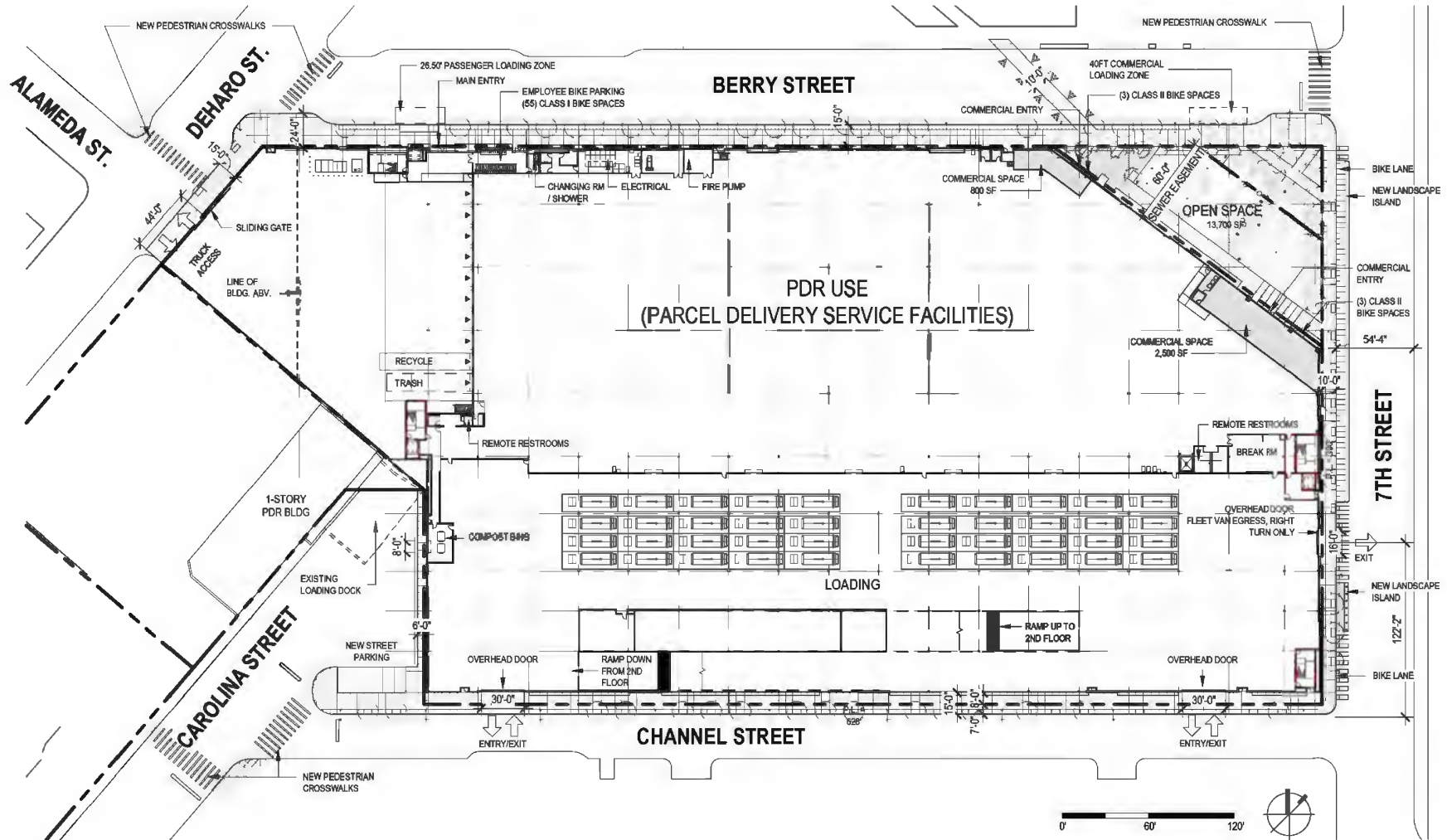


Figure 6 Project Floor Plan – Level Two

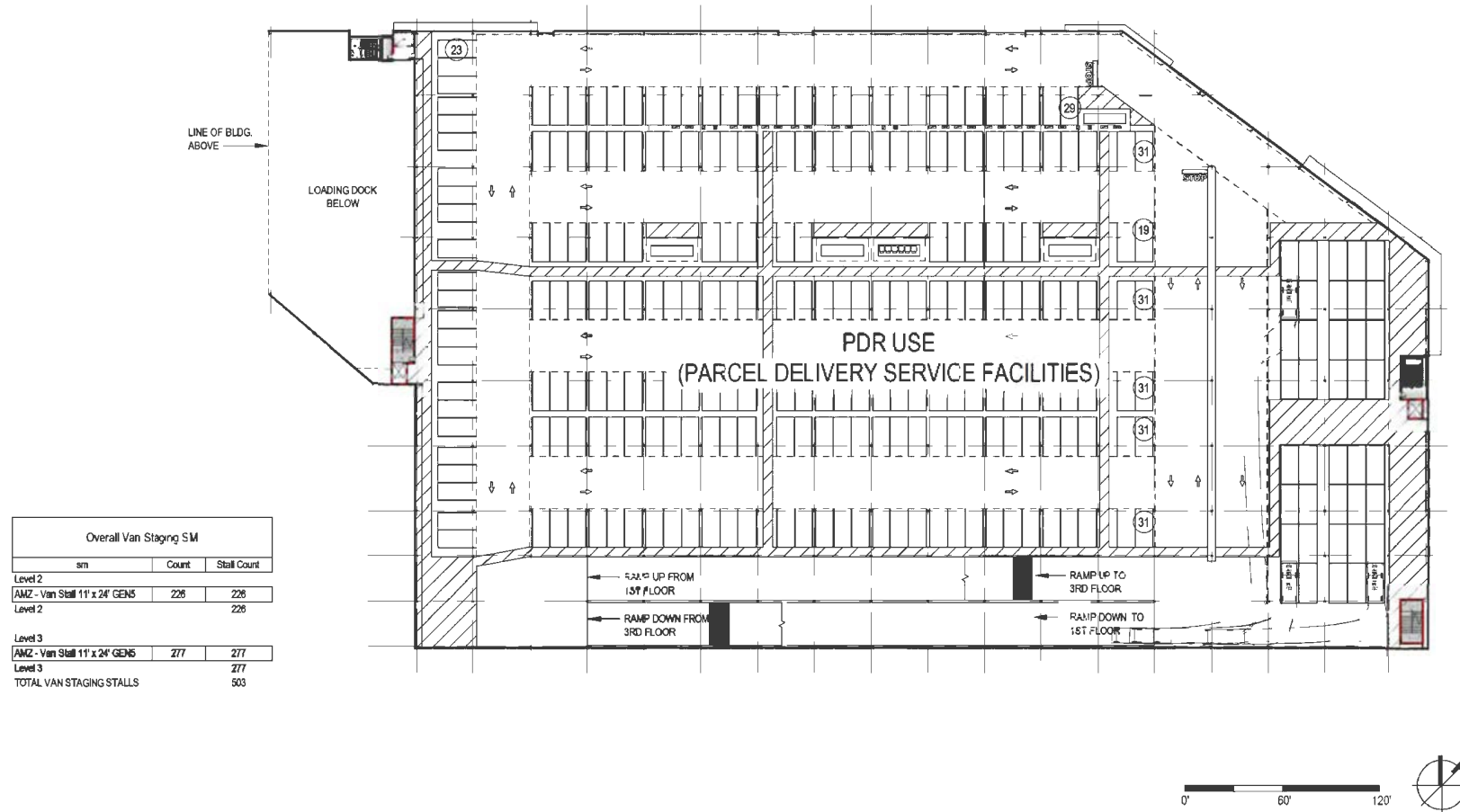


Figure 7 Project Floor Plan – Level Three

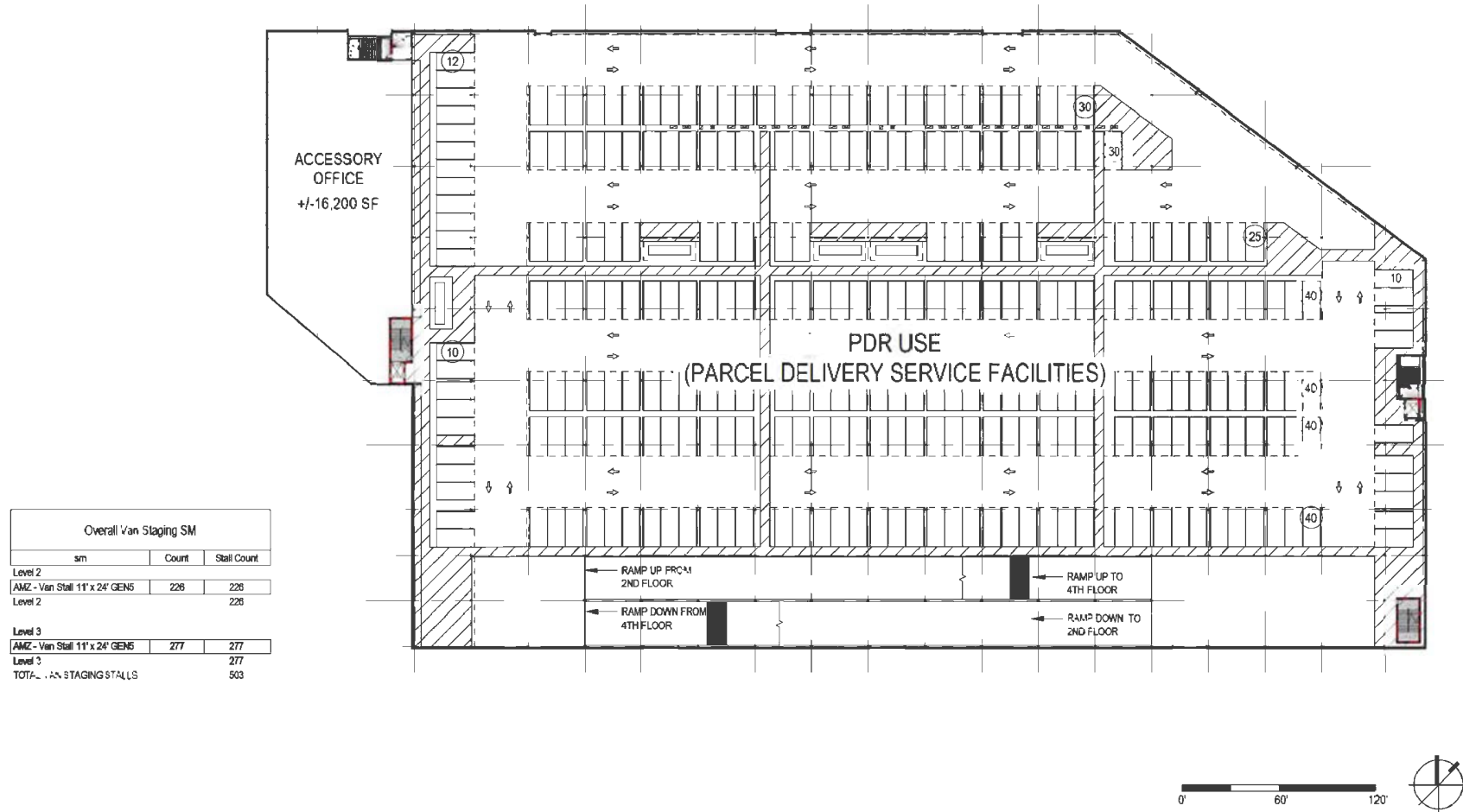


Figure 8 Project Floor Plan – Roof

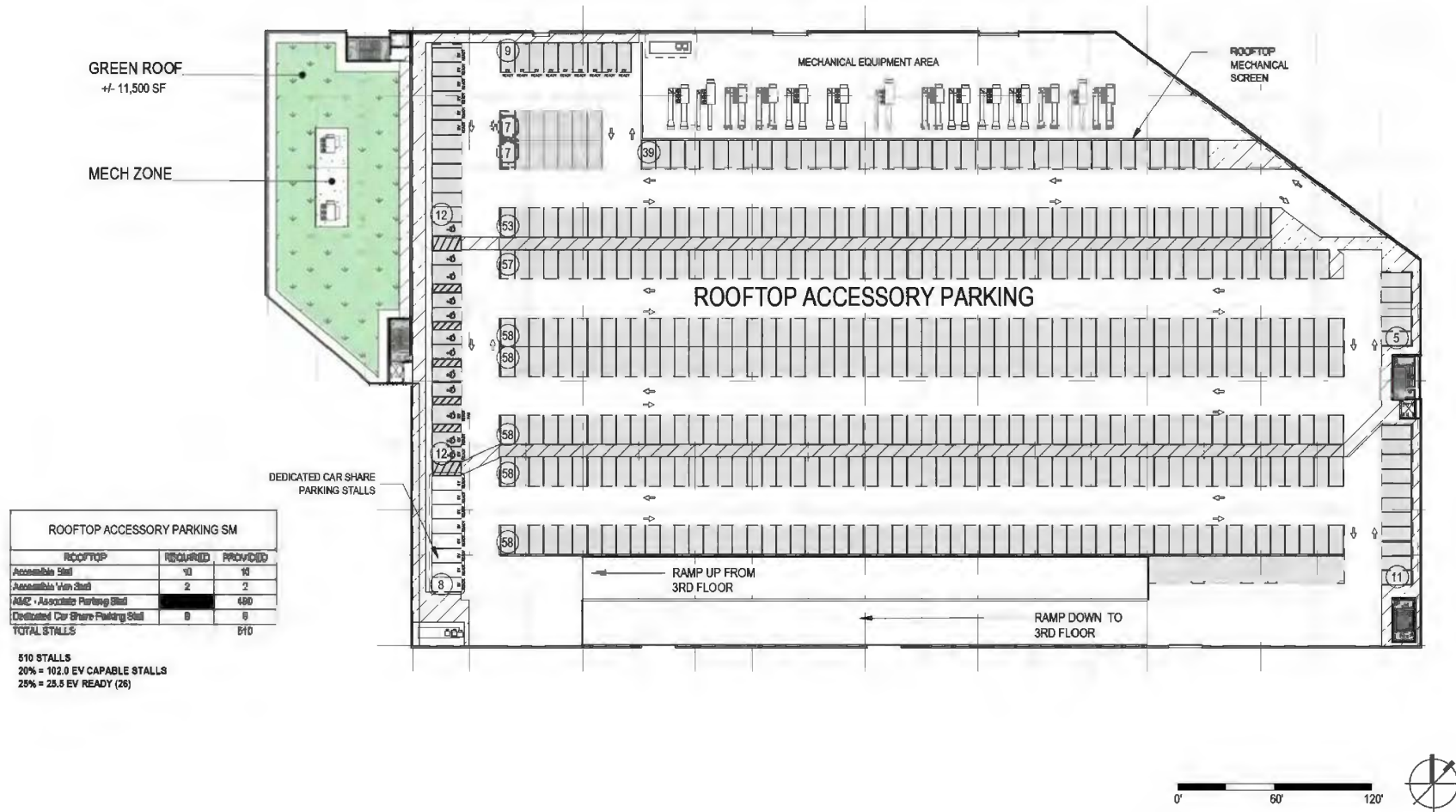
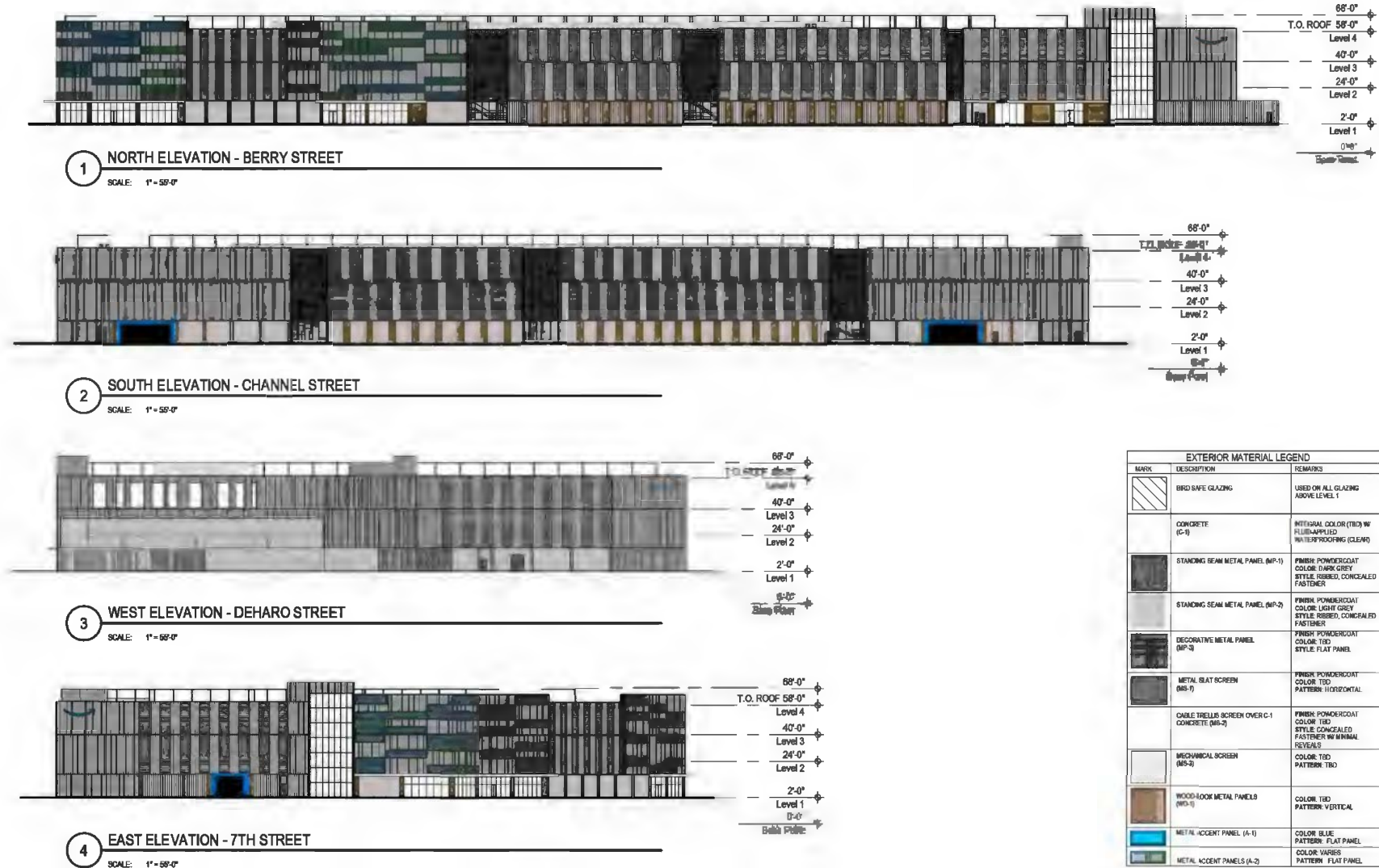


Figure 9 Exterior Elevations



Stationary mechanical equipment would be located on the rooftop level, excluding a backup generator that would be located on Level One within the generator room (see **Figure 5: Project Floor Plan – Level One**). All exterior mechanical equipment would be screened to hide the equipment. Additionally, the restroom and showering facilities located on Level Three would have roof exhaust fans.

EMPLOYEES AND HOURS OF OPERATION

The proposed project would operate 24 hours per day, seven days a week. Per day, the project site is expected to accommodate approximately 220 associates and managers, 300 delivery van drivers, 80 “flex” drivers, and 28 line-haul truck drivers. Work at the site is anticipated to occur in five shifts, but actual shifts may vary. Anticipated shifts are as follows: Shift 1, 11:00 p.m. to 10:00 a.m. (11 hours), Shift 2, 2:00 a.m. to 2:00 p.m. (12 hours), Shift 3, 7:30 a.m. to 4:30 p.m. (9 hours), Shift 4, 2:00 p.m. to 6:00 p.m. (4 hours), and Shift 5, 4:00 p.m. to 10:00 p.m. (6 hours).

LANDSCAPING AND PUBLIC OPEN SPACE

The proposed project would plant eight street trees along 7th Street, 19 street trees along Berry Street, one tree along De Haro Street, and 16 trees along Channel Street. Three existing trees along 7th Street would remain. The proposed project would remove three existing trees along De Haro Street and 10 trees on the project site would be removed. The approximately 13,700 square foot publicly accessible open space along 7th and Berry streets would include new grass and open turf areas, an open lawn for active gatherings, a plaza, a variety of seating opportunities, and direct access to the Level One commercial spaces.

SITE ACCESS, CIRCULATION, AND STREET IMPROVEMENTS

Vehicular access to the project site would be provided through driveways along Channel, De Haro, and 7th streets. Delivery vans would enter the site from Channel Street driveways and exit on 7th Street. Employee vehicles would enter and exit the site from the Channel Street driveways to access the employee parking spaces on the roof (see **Figure 10: Project Circulation Plan**). Line-haul trucks and trash and recycling removal trucks would enter and exit the facility’s ground floor loading court via De Haro Street. The existing curb cuts on Berry and 7th streets would be removed, and a new driveway on 7th Street south of the existing driveway would allow for delivery van exits only.

Project driveways would be equipped with supplementary devices, such as mirrors, and would have audible and/or visual warning systems to alert people walking and bicycling when vans exit the project site along 7th Street.

Employees accessing the building on foot would primarily be via Berry Street, with secondary points of access on Channel, Carolina and Seventh streets. Pedestrian access to the two ground floor commercial spaces would be from the proposed public open space at the corner of Seventh and Berry streets (i.e., in the vicinity of the midblock crosswalk across Berry Street near Seventh Street).

The proposed project would include the following permanent pedestrian, bicycle and roadway changes on streets adjacent to the project site (see **Figure 5: Project Floor Plan – Level One**):

Berry Street

There is an existing curb and gutter located adjacent to the project site on Berry Street; however, there is no existing sidewalk along the project site’s Berry Street frontage. Additionally, Berry Street has two existing curb cut driveways that would be removed. The proposed project would construct a 15-foot-wide sidewalk from the De Haro Street intersection to the 7th Street intersection along Berry Street, in compliance with the

Better Streets Plan. A bulb-out is proposed at the southeast corner of the De Haro and Berry streets intersection.

The proposed project would construct a crosswalk at the southeast corner of De Haro and Berry streets, and would construct a raised crosswalk at the new midblock pedestrian crossing of Berry Street about 200 feet west of 7th Street.

De Haro Street

The existing 15-foot-wide sidewalk along De Haro Street would remain and a new 44-foot-wide driveway would be provided for access into and out of the proposed ground floor truck loading court. The new driveway would align with the existing driveway located immediately south of the new driveway.

A bulb-out is proposed at De Haro Street along with a curb ramp for pedestrian crossing at the northwest corner of De Haro and Alameda streets (i.e., across the street from the project site). A curb ramp is also proposed on the east side of De Haro Street (i.e., adjacent to the project site) to provide an accessible pedestrian crossing at the intersection. The proposed project would provide a crosswalk across the north leg of De Haro Street at the intersection of De Haro and Alameda streets (i.e., north of the project driveway).

7th Street

7th Street includes an existing 10-foot-wide sidewalk located along the project site frontage and a 28-foot-wide driveway curb cut. Additionally, there is a 7-foot-wide class IV bicycle lane that parallels the 7th Street sidewalk. The sidewalk, roadway layout, and bicycle lane along 7th Street would be maintained and the existing driveway curb cut would be removed and replaced with a standard curb and gutter. A new driveway would be created for delivery vans exiting only further south along 7th Street. The existing bicycle lane would be improved by the addition of a two-foot-wide raised landscape island separating the bike lane and vehicular traffic, which would replace flexible bollards currently installed in this location.

Channel Street

The project proposes to construct a new sidewalk with a width of 15 feet on Channel Street adjacent to the project site between Carolina and 7th streets. In order to maintain the existing roadway width of Channel Street, eight feet of the width of the new sidewalk would be located within the project site boundary. The remaining seven feet of width is within the right-of-way.

Additionally, two 30-foot-wide driveway curb cuts are proposed along Channel Street. These driveways would provide access to the ground floor delivery van staging area and to ramps to the upper floors.

The proposed project would provide a crosswalk across Channel Street at the southeast corner of Carolina and Channel streets.

Carolina Street

There is no existing sidewalk, curb, or gutter located along the project site frontage on Carolina Street. The proposed project would construct a 6-foot-wide sidewalk on Carolina Street between Channel Street and the project boundary at the terminus of Carolina Street (a distance of approximately 85.5 feet). Approximately four and a half feet of the sidewalk width would be within the right-of-way, and the remaining width would be located within the project site boundary.

The proposed project would provide a crosswalk across Carolina Street at the southeast corner of Carolina and Channel streets (see **Figure 3: Project Site Plan**).

DRIVEWAY LOCATION VARIANT

Under the Driveway Location Variant, the project would continue to include two vehicle driveways along Channel Street and the driveway for line-haul trucks and trash and recycling removal trucks on De Haro Street as under the proposed project, but the Driveway Location Variant would not construct the delivery van exit driveway on 7th Street. The Channel Street driveways would continue to allow for vehicle entry and exit, but operationally, the Channel Street driveway closest to Carolina Street would also be used for delivery van exits under the Driveway Location Variant. Once delivery vans exit the facility, they would either turn right towards Carolina Street or left along Channel Street to 7th Street. Inbound van traffic would not change in the variant scenario; delivery vans would re-enter the project via either vehicle driveway on Channel Street, depending on which direction they are approaching the building (see **Figure 11: Project Circulation Plan for Driveway Location Variant**).

VEHICLE PARKING

The proposed project would provide a total of 1,013 parking stalls, consisting of 510 accessory parking stalls for employee vehicles and 503 spaces for vans and local delivery vehicles. The proposed vehicle parking is detailed below.

The PDR building would provide approximately 207,478 square feet of accessory parking consisting of 510 parking stalls on the fourth level (roof) of the building. Twenty percent of the stalls (102 stalls) would be EV capable and 25 percent of those EV capable (approximately 26 stalls) would be EV-ready. Additionally, the proposed project would provide 10 accessible stalls, two accessible van stalls, and eight dedicated car share stalls.

The parcel delivery service use would contain a total of 503 van spaces. Level Two would contain a total of 226 van stalls for storage, staging, and queuing. Level Three would contain a total of 277 van stalls for storage and queuing. The 503 van parking facilities would be EV ready.

LOADING

The proposed project would include eight off-street freight loading spaces for line-haul trucks within a ground floor truck court that would be accessed via De Haro Street. This area would also include two loading spaces for a trash compactor and a recycling container.

The project also proposes a new passenger loading zone on the south side of Berry Street adjacent to the building's main entrance, and a new commercial loading zone on the south side of Berry Street in the vicinity of the open space on the corner of Berry Street and 7th Street, which would serve the ground floor commercial spaces which are adjacent to the open space.

Bicycle Parking

The proposed project would provide 55 class 1 bicycle parking spaces and six class 2 bicycle parking spaces on-site. The class 1 bicycle parking would be located in a designated room on Level One adjacent to the main pedestrian entry of the building. The class 2 bicycle parking spaces would consist of bicycle racks installed in the open space at the corner of 7th and Berry streets.

Figure 10 Project Circulation Plan

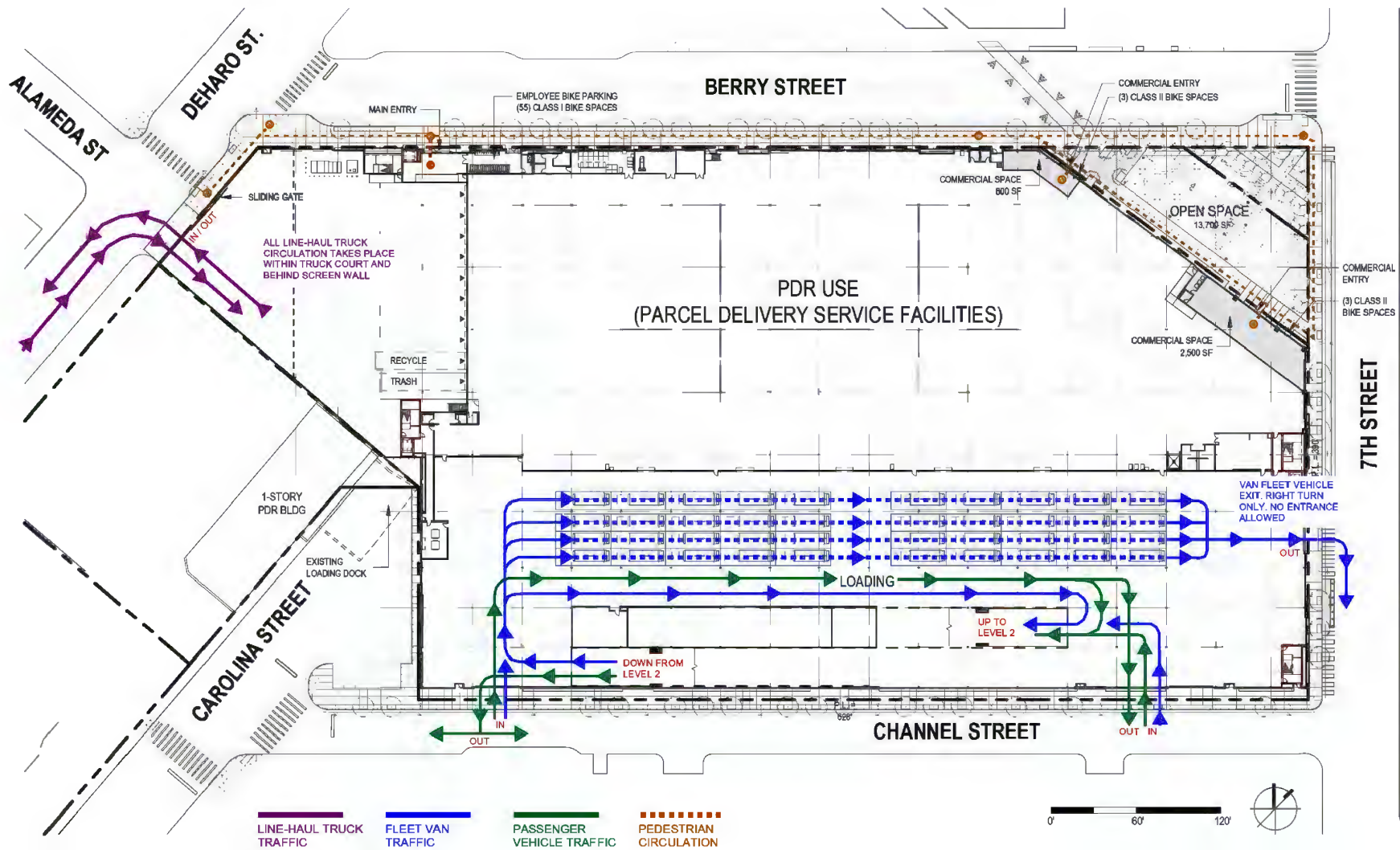
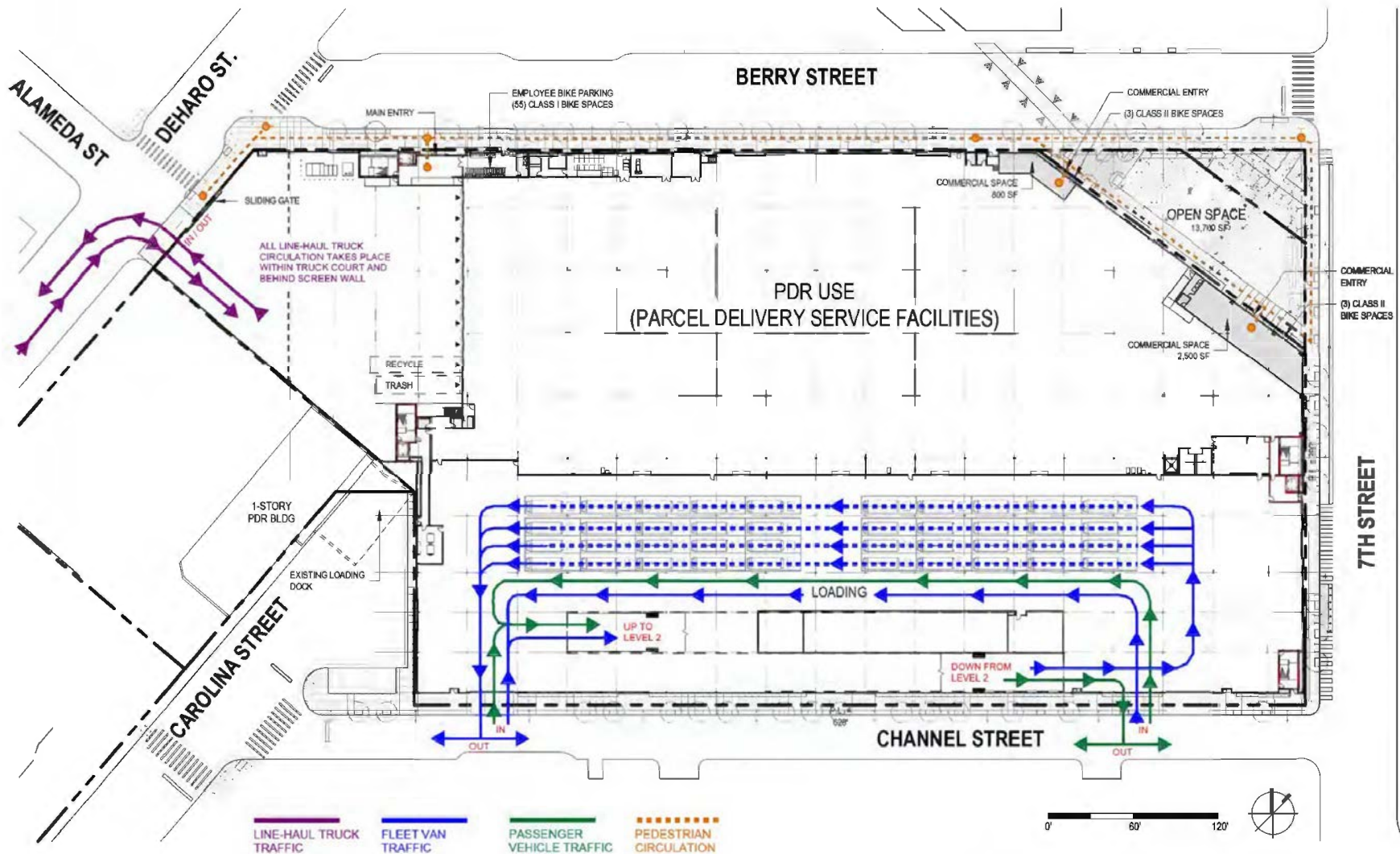


Figure 11 Project Circulation Plan for Driveway Location Variant



UTILITIES AND LIGHTING

The proposed project would include connections to the existing water and combined sewer lines in Berry Street. The proposed project would comply with the City's Non-potable Water Ordinance and Stormwater Management Ordinance. The proposed project would also include implementation of stormwater management in compliance with the City's 2016 Stormwater Management Requirements and Design Guidelines to ensure the proposed project meets performance measures set by the San Francisco Public Utilities Commission related to stormwater runoff rate and volume prior to connection to the existing combined sewer system.

The proposed project would construct new streetlights along the project's De Haro Street frontage, Berry Street frontage, 7th Street frontage, and Channel Street frontage. All exterior lighting would be constructed in accordance with City requirements and standards.

Construction Activities and Schedule

Prior to the start of construction activities, the proposed project would demolish all existing structures on-site. The proposed project is anticipated to be constructed on cast in place foundation and no pile driving or piers are proposed or required. The proposed project would include approximately 16,000 cubic yards (CY) of cut and approximately 6,500 CY of fill, resulting in a net export of approximately 9,500 CY of excavated material.

Construction of the proposed project is anticipated to take place over 18 months, beginning in 2028. The proposed construction schedule is provided in Table 3.

Table 3 Preliminary Estimated Construction Phasing Program

Construction Activity	Start Date	End Date	Duration (Work Days)	Duration (Work Months)
Demolition	8/28/2028	10/16/2028	36	1 month and 6 days
Excavation and Shoring	10/17/2028	2/5/2029	80	2 months and 20 days
Base Building	10/17/2028	9/13/2029	238	7 months and 28 days
Interior Finishing	9/14/2029	3/4/2030	261	8 months and 21 days
Streetscape Improvements	3/4/2029	3/4/2030	122	4 months and 2 days

Construction would generally occur between the hours of 7:00 a.m. and 8:00 p.m. up to seven days a week. However, during the total construction period, night work may be required to perform utility connections or for concrete pours. Construction equipment and materials would be staged primarily on-site, in the proposed dedicated open space near the intersection of 7th and Berry, the loading dock area, and the public right-of-way adjacent to Carolina Street.

Construction activities would result in temporary lane closures, primarily affecting Channel Street, Berry Street, and De Haro Street. On Channel Street, fencing would close up to one lane for the duration of construction, with additional closures lasting about one month to accommodate mobile crane access for structural steel erection. On Berry Street, temporary fencing would be installed in the vicinity of the parking spaces that are currently perpendicular to the street, adjacent to the project site. During most of the

construction phase, the sidewalk along 7th Street would remain open. The existing sidewalk would be closed or relocated during the sitework phase to conduct curb, gutter, and sidewalk improvements.

Anticipated Project Approvals

The following is a preliminary list of the anticipated approvals required for the proposed project; the list is subject to change. These approvals may be reviewed in conjunction with the required environmental review but may not be granted until after the required environmental review is completed. The proposed project would require the following approvals:

ACTIONS BY THE PLANNING COMMISSION

- Certification of an EIR and adoption of findings under CEQA
- Approval of Conditional Use Authorization (planning code section 303(cc))
- Approval of a Transportation Demand Management (TDM) Plan (planning code section 169)

ACTIONS BY OTHER CITY DEPARTMENTS

San Francisco Board of Supervisors

- Findings of consistency with the San Francisco General Plan for subdivision and changes to public streets and sidewalks
- Approval of a parcel map or final subdivision map, including any dedications and easements for public improvements, and acceptance of public improvements, as necessary

San Francisco Department of Building Inspection

- Review and approval of demolition, grading, site, and building permits

San Francisco Public Works

- If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), approval of a street space permit from the Bureau of Street Use and Mapping
- Approval of an encroachment permit or a street improvement permit for streetscape improvements
- Approval of a new curb cut and removal of existing curb cuts
- Approval of new, removed, or relocated street trees
- Approval of any situations involving construction that would need to extend beyond normal hours (i.e., between 8 p.m. and 7 a.m.), which could include concrete pours, crane and hoist erection and adjustment activities, site maintenance activities and material delivery and handling
- Approval of the merger of the seven existing parcels into a single parcel

San Francisco Municipal Transportation Agency

- Approval of modifications to color curb designations for on-street parking and loading spaces
- Approval of a special traffic permit from the Sustainable Streets Division if sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s)
- Approval of temporary use permits during construction, permanent curb modifications, and modifications to the roadway lane configurations on the streets surrounding the project site

San Francisco Public Utilities Commission

- Review and approval of stormwater design features, including a stormwater control plan, in accordance with the city's 2016 Stormwater Management Requirements and Design Guidelines
- Review and approval of the project's landscape and irrigation plans per the Water Efficient Irrigation Ordinance and the San Francisco Public Utilities Commission (SFPUC) Rules and Regulations Regarding Water Service to Customers
- Review and approval of groundwater dewatering wells (if they are to be used during construction), per San Francisco Health Code article 12B (Soil Boring and Well Regulation Ordinance) (joint approval with the San Francisco Department of Public Health)
- Approval of any changes to water and sewer laterals; approval of an erosion sediment control plan before the start of construction, compliance with post-construction stormwater design guidelines, including a new curb and gutter system, and cistern design

San Francisco Department of Public Health

- Review and approval of a site mitigation plan, in accordance with San Francisco Health Code article 22A (Maher Ordinance)
- Review and approval of a construction dust control plan, in accordance with San Francisco Health Code article 22B (Construction Dust Control Ordinance)
- Review and approval of groundwater dewatering wells (if they are to be used during construction) (joint approval with the SFPUC)
- Approval to operate an alternative water source system under San Francisco Health Code article 12C

San Francisco Department of the Environment

- Approval of a Demolition Debris Recovery Plan

ACTIONS BY OTHER GOVERNMENT AGENCIES

Bay Area Air Quality Management District

- Approval of any necessary air quality permits for installation, operation, and testing (e.g., Authority to Construct/Permit to Operate) of individual air pollution sources, such as the proposed backup emergency generator and any necessary boilers

Summary of Potential Environmental Issues

The proposed project could result in potentially significant environmental effects. Therefore, the department will prepare an General Plan Exemption Checklist and EIR tiering off the Eastern Neighborhoods Rezoning and Area Plans EIR to evaluate the physical environmental effects of the proposed project.² The General Plan Exemption Checklist will assess both project-specific and cumulative impacts for all topics in the department's General Plan Exemption Checklist and will identify which topics may show significant environmental impacts caused by the proposed project. The General Plan Exemption Checklist will be published as an appendix to the draft EIR and will be part of the EIR.

As required by CEQA, the EIR will further examine those issues identified in the General Plan Exemption Checklist as having potentially significant effects or that may be topics of significant controversy, identify

² Planning Department Record No. 2004.0160E and State Clearinghouse No. 2005032048. Available at: https://sfplanning.org/environmental-review-documents?title=&field_environmental_review_categ_target_id=214&items_per_page=25.

mitigation measures, analyze whether the proposed mitigation measures would reduce the environmental effects to less-than-significant levels, and analyze feasible alternatives to the proposed project that would reduce those impacts.

The EIR (including the General Plan Exemption Checklist) will be prepared in compliance with CEQA (California Public Resources Code Sections 21000 et seq.), the State CEQA Guidelines, and chapter 31 of the San Francisco Administrative Code. The EIR is an informational document for use by governmental agencies and the public to aid in the planning and decision-making process. The EIR will disclose any physical environmental effects of the proposed project and identify possible ways of reducing or avoiding potentially significant impacts.

The EIR will evaluate the environmental impacts of the proposed project resulting from construction and operational activities and propose mitigation measures to reduce or avoid impacts determined to be significant. The EIR will also discuss other topics required by CEQA, including significant unavoidable impacts and significant irreversible impacts, as well as known controversy associated with the project and its environmental effects and issues to be resolved by decision-makers. The EIR will also identify potential cumulative impacts that consider impacts of the proposed project in combination with impacts of other past, present, and reasonably foreseeable future projects. The EIR (including the General Plan Exemption Checklist) will address all environmental topics in the department's CEQA environmental checklist; at this time, topics marked with an underline and asterisk (*) are anticipated to be included for full analysis in the EIR:

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

As noted above, based on preliminary review, Transportation and Circulation, Noise, and Air Quality are anticipated to be included for full analysis in the EIR as they may have potentially significant impacts. The presence of new trucks, vans, and associated equipment could potentially result in traffic, noise and air quality impacts. Other topics may potentially be determined to have significant impacts and may be studied in detail in the EIR.

Finding

This project may have a significant effect on the environment; therefore, an EIR will be prepared. This determination is based on the criteria of the State CEQA Guidelines Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning). The purpose of the EIR is to provide information about potential significant physical environmental impacts of the proposed project and identify possible ways to minimize any significant impacts. The EIR also describes and analyzes possible alternatives to the proposed project. This includes a No Project Alternative which considers reasonably foreseeable conditions at the project site if the proposed project is not implemented, as well as additional alternatives such as a reduced intensity alternative.

Preparation of an NOP or EIR does not indicate a decision by the City and County of San Francisco to approve or disapprove a proposed project. However, prior to making any such decision, the decision-makers must review and consider the information contained in the EIR.

Public Scoping Meeting and Comments

The department welcomes your comments concerning potential environmental effects of this project. Written comments will be accepted until **5:00 p.m. on Monday, March 2, 2026**. Written comments should be sent to Josh Pollak, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.900-7thStreet@sfgov.org, and should reference the project title and case number on the front of this notice.

Pursuant to California Public Resources Code Section 21083.9 and State CEQA Guidelines Section 15206, the department will also hold a public scoping meeting to solicit public comments concerning the scope of the EIR. The meeting will be held on February 12, 2026 starting at 5:30 p.m. at 49 South Van Ness, Room 194, San Francisco, CA 94103. To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact Josh Pollak, (628) 652-7493, at least 72 hours in advance of the meeting.

State Agencies: If you work for a responsible state agency, we need to know the views of your agency regarding the scope and content of the environmental information that are germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning the environmental review of the proposed project, please contact Josh Pollak via email CPC.900-7thStreet@sfgov.org or (628) 652-7493.

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

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



By Lisa Gibson
Environmental Review Officer

January 28, 2026

Date

cc: Matt Dorsey, District 6 Supervisor
Jackie Fielder, District 9 Supervisor
Shamann Walton, District 10 Supervisor