



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: DECEMBER 6, 2012

Date: November 21, 2012
Case No.: **2007.1035CK**
Project Address: **350 8TH STREET**
Zoning: SLR (Service / Light Industrial / Residential)
40-X Height and Bulk District
Proposed Zoning: WMUG (Western SOMA Mixed Use General)
55/65-B Height and Bulk District
Block/Lot: 3756/003, 015
Project Sponsor: Amir Massih
Archstone Development
807 Broadway
Oakland, CA 94607
Staff Contact: Diego R Sánchez – (415) 575-9082
diego.sanchez@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The project proposes to demolish the existing one-story industrial building at the north end of the site and construct an eight building multi-use development that includes residential, retail, office and arts activities/PDR space.

The residential uses are found throughout the project site and are the predominate use. They are generally located above the ground floor; however, dwelling units are located on the ground floor of the two buildings in the interior of the site and on the ground floor of the two buildings at the north of the site. In total, the project is proposing approximately 410 dwelling units, of which 168 are two-bedroom units, 196 are one-bedroom units and 46 are studio units.

The retail/commercial uses are located at the ground floor of the buildings that front 8th and Harrison Streets and total approximately 22,280 square feet. Approximately 10,600 square feet of arts activity/PDR space is located at the ground floor, along Gordon Street. The approximately 9,400 square feet of office use is located at the southwest corner of the site, within a five story building.

Off-street parking is located in the basement level of the site, as well as within the interior of the site.

SITE DESCRIPTION AND PRESENT USE

The project is located at the northwest intersection of 8th and Harrison Streets and is bounded to the north by Ringold Street, to the west by Gordon Street, to the south by Harrison Street and to the east by 8th

Street. The site is composed of two lots, Lot 003 and Lot 015 in Assessor's Block 3756. Combined, the two lots are approximately 146,300 square feet in area (approximately 3.4 acres) and provide 425 feet of frontage on Ringold Street, 275 feet of frontage on Gordon Street, 415 feet of frontage on Harrison Street and 350 feet of frontage on 8th Street.

The site is currently a surface parking lot and is used as a bus depot by Golden Gate Transit, a public transit system that serves Marin, Sonoma, Contra Costa and San Francisco Counties. A one-story industrial building is located at the northeast corner of the site and spans half the width of lot, fronting Ringold Street.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The site is located within the South of Market Area, adjacent to an exit of Interstate 80. Much like other parts of the South of Market Area, the surrounding area is a mix of industrial, residential and retail uses with buildings of heights that range from one- to five-stories. To the west of the site, along Gordon Street are multiple two- and three story industrial buildings that utilize Gordon Street for loading and other access. There is also a one-story bar use at the corner of Gordon and Harrison Streets. To the south of the site, along Harrison Street is a social service use operated by the Salvation Army and a five-story mixed use development with ground floor retail and live/work uses above. To the east of the site, along 8th Street, two-story buildings housing light industrial and retail uses are found. To the north of the site, along Ringold Street are two- and three-story buildings with industrial and residential uses. Many of the buildings along Ringold Street are residential in nature and Ringold Street, given its relative narrow width, lends itself to residential uses.

As part of the Western SoMa Community Plan, the properties surrounding the subject site are undergoing rezoning to new zoning districts, including the WMUG (Western SoMa Mixed Use – General) the RED MX (Residential Enclave – Mixed), the RCD (Regional Commercial District), the P (Public Use) and the SALI (Service/Arts/Light Industrial) zoning districts.

ENVIRONMENTAL REVIEW

The Planning Commission will vote to certify the Final Environmental Impact Reports (hereinafter "FEIR") for both Projects as prepared by the Planning Department in compliance with CEQA on December 6, 2012.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	November 16, 2012	November 16, 2012	20 days
Posted Notice	20 days	November 16, 2012	November 16, 2012	20 days
Mailed Notice	20 days	November 16, 2012	November 16, 2012	20 days

The proposal requires a Section 312-neighborhood notification, which was conducted in conjunction with the Conditional Use authorization process.

PUBLIC COMMENT

- To date, the Department has not received any public input regarding the project.

ISSUES AND OTHER CONSIDERATIONS

- The Project is seeking approval under the proposed Western SoMa Community Plan controls. The Project would represent the first major development under the proposed controls.
- The Project design, massing and mix of uses is in part the result of a multi-year community planning process held in the Western SoMa neighborhood.
- It is estimated that the Project would be assessed approximately \$7,129,000 in development impact fees (Transit Development Impact Fee, Jobs-Housing Linkage Program and Eastern Neighborhoods Infrastructure Impact Fee).

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Planning Commission must grant Conditional Use authorization pursuant to Planning Code Sections 121.7 (Lot Mergers), 134 (Rear Yard), 135 (Useable Open Space), 140 (Dwelling Unit Exposure), 151.1 (Off-Street Parking), 155 (Location and Arrangement of Loading), 263.29 (Special Height Exceptions), 270/271 (Bulk Limits), 270.2 (Mid-Block Alley), 303 and 823 (Western SoMa Special Use District).

BASIS FOR RECOMMENDATION

- The Project provides 410 dwelling units, which helps bridge the gap between housing demand and housing supply in San Francisco.
- The Project proposes a mix of different unit types, including studios, loft-style apartments, one- and two-bedroom apartments. This variety of unit types provides housing opportunities for a wide array of household types.
- The site is currently a 3.4 acre bus depot and the Project represents a higher and better use of the relatively large site.
- The Project proposes a mix of uses that are compatible with the existing uses in the vicinity and that can enliven and contribute to the surroundings.
- The proposed retail/commercial space and office space provide employment opportunities for residents of the neighborhood and San Franciscans in general.

- The Project proposes a park accessible to the public at the northeast corner of the site and also provides a pedestrian mid-block alley system to ease travel around the site.
- The Project is desirable for, and compatible with the surrounding neighborhood.
- The Project is consistent, on balance, with the General Plan.

RECOMMENDATION: Approval with Conditions
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Attachments:

Block Book Map

Sanborn Map

Aerial Photographs

Public Correspondence (see also Project Sponsor Submittal)

Project Sponsor Submittal, including:

- Context Images

- Reduced Plans

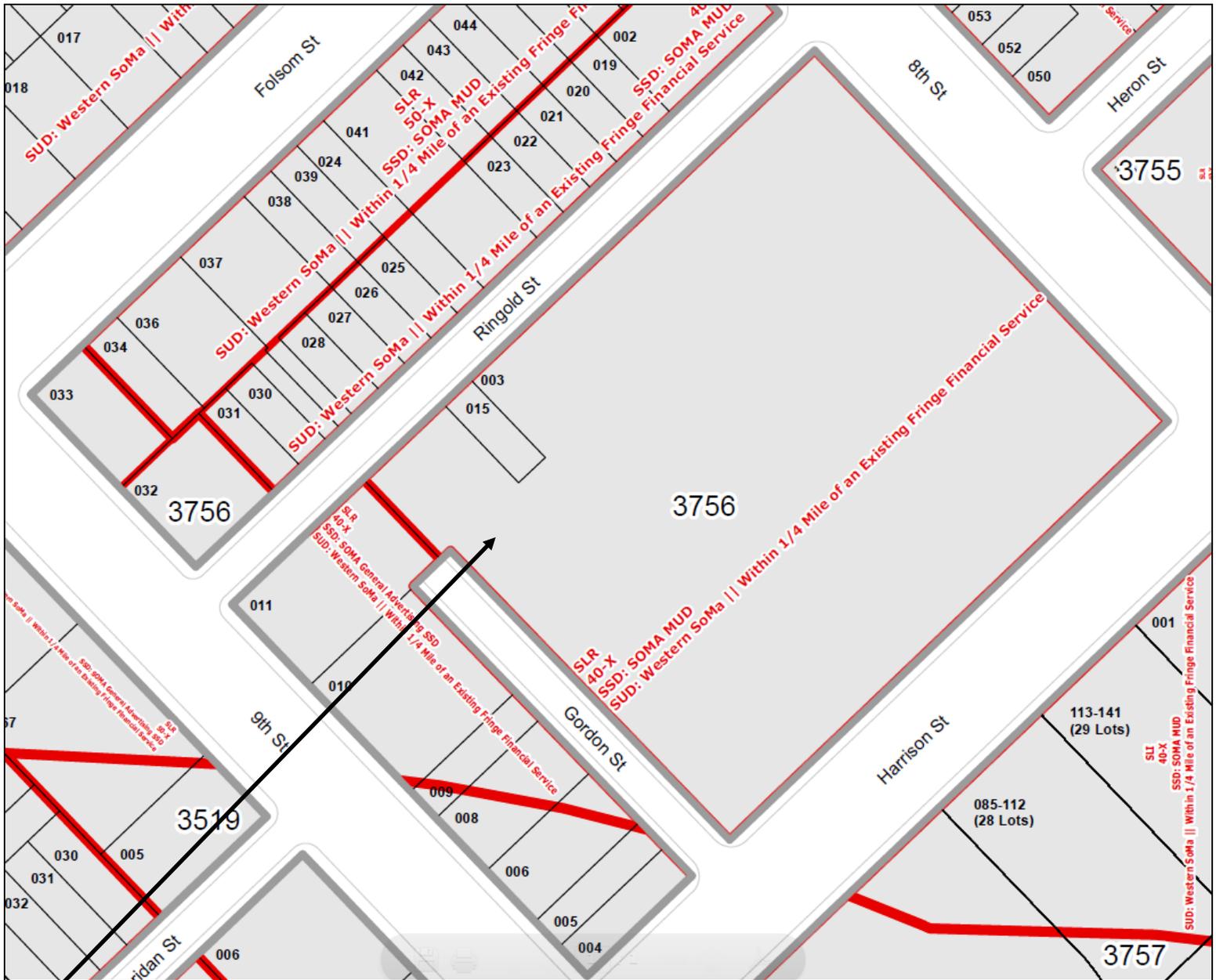
Attachment Checklist

- | | |
|---|--|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | <input type="checkbox"/> Wireless Telecommunications Materials |
| <input checked="" type="checkbox"/> Sanborn Map | <input type="checkbox"/> Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> RF Report |
| <input checked="" type="checkbox"/> Context Photos | <input type="checkbox"/> Community Meeting Notice |
| <input checked="" type="checkbox"/> Site Photos | <input type="checkbox"/> Housing Documents |
| | <input type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |
| | <input type="checkbox"/> Residential Pipeline |

Exhibits above marked with an "X" are included in this packet

Planner's Initials

Parcel Map



SUBJECT PROPERTY



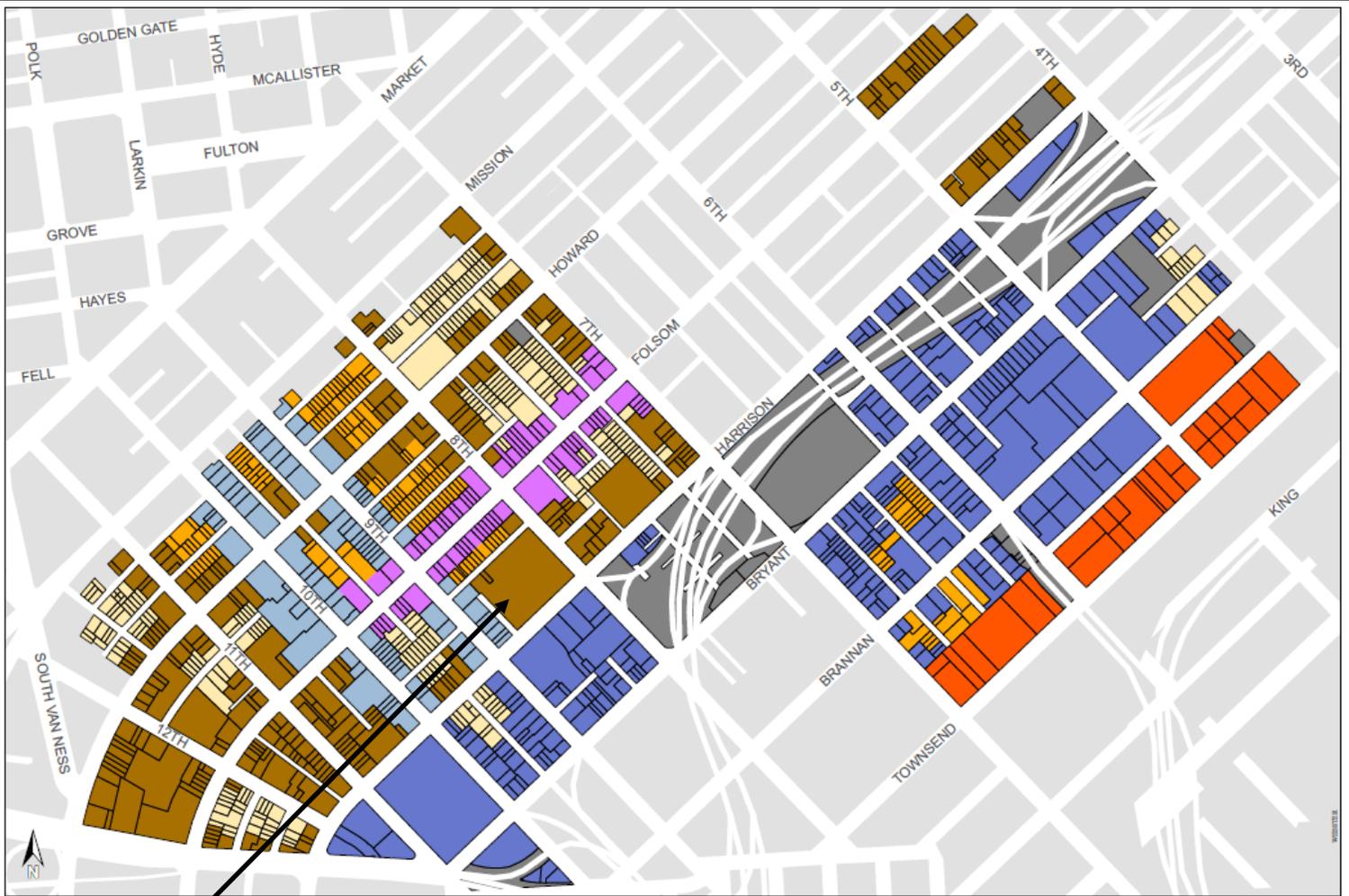
Conditional Use authorization
Case Number 2007.1035CK
350 8th Street

Aerial Photo



Conditional Use authorization
Case Number 2007.1035CK
350 8th Street

Zoning Map



Western SoMa
Proposed Zoning Districts

November 2012

- | | |
|--------|------------|
| RED | RCD |
| RED-MX | SALI |
| WMUG | Folsom NCT |
| WMUO | P |

1,000 Feet

SAN FRANCISCO
PLANNING DEPARTMENT

SUBJECT PROPERTY



Conditional Use authorization
Case Number 2007.1035CK
350 8th Street

SAN FRANCISCO
PLANNING DEPARTMENT

Site Photo



Conditional Use authorization
Case Number 2007.1035CK
350 8th Street



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input checked="" type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input checked="" type="checkbox"/> Other: EN Impact Fee (sec. 423) |

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Planning Commission Draft Motion

HEARING DATE: DECEMBER 6, 2012

Date: November 29, 2012
Case No.: **2007.1035CK**
Project Address: **350 8TH STREET**
Zoning: SLR (Service / Light Industrial / Residential)
40-X Height and Bulk District
Proposed Zoning: WMUG (Western SOMA Mixed Use General)
55/65-B Height and Bulk District
Block/Lot: 3756/003, 015
Project Sponsor: Amir Massih
Archstone Development
807 Broadway
Oakland, CA 94607
Staff Contact: Diego R Sánchez – (415) 575-9082
diego.sanchez@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 303 TO 823 ALLOW APPROXIMATELY 410 DWELLING UNITS, APPROXIMATELY 22,280 SQUARE FEET OF RETAIL/COMMERCIAL SPACE, APPROXIMATELY 9,400 SQUARE FEET OF OFFICE SPACE, APPROXIMATELY 10,600 SQUARE FEET OF ART ACTIVITY/PDR SPACE AND APPROXIMATELY 7,780 SQUARE FEET OF ACCESSORY USE SPACE FOR THE RESIDENTIAL UNITS WITHIN 8 NEW FIVE- AND SIX-STORY BUILDINGS ON A SITE APPROXIMATELY 3.4 ACRES IN SIZE, AND TO: (1) ALLOW EXCEPTIONS TO THE LOT MERGER RESTRICTION OF PLANNING CODE SECTION 121.7; (2) ALLOW EXCEPTIONS TO THE REAR YARD REQUIREMENTS OF PLANNING CODE SECTION 134; (3) TO ALLOW EXCEPTIONS TO THE USEABLE OPEN SPACE REQUIREMENTS OF PLANNING CODE SECTION 135; (4) TO ALLOW EXCEPTIONS TO THE DWELLING UNIT EXPOSURE REQUIREMENTS OF PLANNING CODE SECTION 140; (5) TO ALLOW EXCEPTIONS TO THE OFF-STREET PARKING REQUIREMENTS OF PLANNING CODE SECTION 151.1; (6) TO ALLOW EXCEPTIONS TO THE LOCATION AND ARRANGEMENT OF FREIGHT LOADING REQUIREMENTS OF PLANNING CODE SECTION 155; (7) TO ALLOW EXCEPTION TO THE SPECIAL HEIGHT EXCEPTIONS REQUIREMENT OF PLANNING CODE SECTION 263.29; (8) TO ALLOW EXCEPTIONS TO THE BULK LIMITS REQUIREMENTS OF SECTIONS 270 AND 271; (9) TO ALLOW EXCEPTIONS TO THE MID-BLOCK ALLEY REQUIREMENTS OF PLANNING CODE

SECTION 270.2; AND, (10) ADOPTING FINDINGS AND MITIGATION MONITORING AND REPORTING PROGRAM UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT WITHIN THE SLR (SERVICE / LIGHT INDUSTRIAL / RESIDENTIAL) ZONING DISTRICT AND THE 40-X HEIGHT AND BULK DISTRICT AND UNDER THE WESTERN SOMA COMMUNITY PLAN WMUG (WESTERN SOMA MIXED USE – GENERAL) ZONING DISTRICT, THE WESTERN SOMA SPECIAL USE DISTRICT AND THE 55-X/65-B HEIGHT AND BULK DISTRICT.

PREAMBLE

On September 7, 2007 Amir Massih (hereinafter “Project Sponsor”) filed Environmental Review Application No. 2007.1035E with the Planning Department (hereinafter “Department”) and on December 1, 2011 filed a Conditional Use Application No. 2007.1035C per Planning Code Section 303 and 823 to construct approximately 410 dwelling units, approximately 22,280 square feet of retail/commercial space, approximately 9,400 square feet of office space, approximately 10,600 square feet of arts activity/PDR space and approximately 7,780 square feet of accessory use space for the residential units within 8 new five- and six-story buildings on a site approximately 3.4 acres in size and including the following exceptions: (1) lot mergers; (2) rear yard; (3) useable open space; (4) dwelling unit exposure; (5) off-street parking; (6) arrangement and location of freight loading; (7) bulk limits; (8) special height exceptions; and (9) mid-block alleys.

On December 6, 2012, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2007.1035C.

The Department determined that an Environmental Impact Report (“EIR”) was required and the Department printed and circulated a Notice of Preparation on August 11, 2009, that solicited comments regarding the content of the proposed EIR for the Project. The Department accepted comments on the EIR content through September 11, 2009. Subsequently, the Department published the Draft EIR on June 20, 2012, on which comments were accepted until August 6, 2012. A public hearing on the Draft EIR was held on July 26, 2012. Following the close of the public review and comment period, the Department prepared written responses that addressed all of the substantive written and oral comments on the Draft EIR, and the EIR was revised accordingly.

Several comments on the Draft EIR were made both in writing and at a public hearing in front of the Planning Commission (hereinafter “Commission”) on July 26, 2012, and those comments were incorporated in the Final EIR with a response. The comment and response did not substantially revise the Draft EIR and therefore no recirculation was required under the State CEQA Guidelines Section 15073.3.

On December 6, 2012, the Commission certified the final EIR (FEIR) for the Project. This Motion, including Exhibit C attached hereto, sets forth the necessary California Environmental Quality Act (CEQA) findings, and said Exhibit C is hereby incorporated in this Motion by reference as if set forth in full.

Planning Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP), which was made available to the public and this Commission for this Commission's review, consideration and action.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

The Planning Department, Jonas P. Ionin, is the custodian of records, and they are located in the File for Case No. 2007.1035E at 1650 Mission Street, Fourth Floor, San Francisco, California.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2007.1035CK, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located at the northwest intersection of 8th and Harrison Streets and is bounded to the north by Ringold Street, to the west by Gordon Street, to the south by Harrison Street and to the east by 8th Street. The site is composed of two lots, Lot 003 and Lot 015 in Assessor's Block 3756. Combined, the two lots are approximately 146,300 square feet in area (approximately 3.4 acres) and provide 425 feet of frontage on Ringold Street, 275 feet of frontage on Gordon Street, 415 feet of frontage on Harrison Street and 350 feet of frontage on 8th Street.

The site is currently a surface parking lot and is used as a bus depot by Golden Gate Transit, a public transit system that serves Marin, Sonoma, Contra Costa and San Francisco Counties. A one-story industrial building is located at the northeast corner of the site and spans half the width of the lot, fronting Ringold Street.

3. **Surrounding Properties and Neighborhood.** The site is located within the South of Market Area, adjacent to an exit of Interstate 80. Much like other parts of the South of Market Area, the surrounding area is a mix of industrial, residential and retail uses with buildings of heights that range from one- to five-stories. To the west of the site, along Gordon Street are multiple two- and three story industrial buildings that utilize Gordon Street for loading and other access. There is also a one-story bar use at the corner of Gordon and Harrison Streets. To the south of the site, along Harrison Street is a social service use operated by the Salvation Army and a five-story mixed use development with ground floor retail and live/work uses above. To the east of the site, along 8th Street, two-story buildings housing light industrial and retail uses are found. To the north of the site, along Ringold Street are two- and three-story buildings with industrial and

residential uses. Many of the buildings along Ringold Street are residential in nature and Ringold Street, given its relative narrow width, lends itself to residential uses.

As part of the Western SoMa Community Plan, the properties surrounding the subject site are undergoing rezoning to new zoning districts, including the WMUG (Western SoMa Mixed Use – General) the RED MX (Residential Enclave – Mixed), the RCD (Regional Commercial District), the P (Public Use) and the SALI (Service/Arts/Light Industrial) zoning districts.

4. **Project Description.** The project proposes to demolish the existing one-story industrial building at the north end of the site and construct an eight building multi-use development that includes residential, retail, office and arts activities.

The residential uses are found throughout the project site and are the predominate use. They are generally located above the ground floor, however dwelling units are located on the ground floor of the two buildings in the interior of the site and of the two buildings at the north of the site. In total, the project is proposing approximately 410 dwelling units, of which 168 are two-bedroom units, 196 are one-bedroom units and 46 are studio units.

The retail/commercial uses are located at the ground floor of the buildings that front 8th and Harrison Streets and total approximately 22,280 square feet. Approximately 10,600 square feet of arts activity/PDR space is located at the ground floor, along Gordon Street. The approximately 9,400 square feet of office use is located at the southwest corner of the site, within a five story building.

Off-street parking is located in the basement level of the site, as well as within the interior of the site.

5. **Public Comment.** As of November 21, 2012 the Planning Department has not received any public input regarding the Project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Restriction of Lot Mergers.** Planning Code Section 121.7 requires Conditional Use authorization to merge lots that result in a street frontage greater than 100 feet within the WMUG zoning district. In addition, a request to merge lots in this fashion must meet one or more of the following findings:
 1. The lot merger will enable a specific residential project that provides housing onsite at affordability levels significantly exceeding the requirements of Section 315;
 2. The lot merger will facilitate development of an underutilized site historically used as a single use and the new project is comprised of multiple individual buildings;
 3. The lot merger serves a unique public interest that cannot be met by building a project on a smaller lot.

The Project will propose to merge lots 003 and 015 of Assessor's Block 3756, resulting in a street frontage along Ringold Street of approximately 425 feet. The Project is seeking Conditional Use authorization for the proposed lot merger as the lot merger will facilitate development of an underutilized site historically used as a single use and the new project is comprised of multiple individual buildings.

- B. Rear Yard.** Planning Code Section 134 requires a minimum rear yard depth to be equal to 25 percent of the total depth of the lot on which the building is situated, but in no case less than 15 feet and that the rear yard be located at the ground level for any building containing a dwelling unit, and at each succeeding level or story of the building

The Project does not propose a rear yard equal to 25 percent of lot depth. Planning Code Section 823 allows the Project to seek an exception from the Rear Yard requirement as provided by Planning Code Section 329. As such, the Project provides approximately 67,851 square feet of open area, which is comparable to the 37,073 square foot rear yard required under Planning Code Section 134; the Project proposes new structures on Ringold and Gordon Streets that are setback at the 4th and 5th stories, thereby not significantly impeding the access to light and air from adjacent properties; and the Project does not adversely impact the interior block open space formed by the rear yards of adjacent properties as an interior block open space does not exist on the block.

- C. Useable Open Space for Dwelling Units.** Planning Code Section 135 requires a minimum of 80 square feet of useable open space per dwelling unit.

The Project is required to provide 32,800 square feet of useable open space for the proposed 410 dwelling units. The Project does not provide 32,800 square feet of Planning Code complying useable open space. However, the Project does provide approximately 32,525 square feet of open space between a park at the northeast corner of the site, open areas within the interior of the site, roof decks, private balconies and decks and open areas providing landscape and pedestrian amenities complying with the Better Streets Plan per Planning Code Section 138.1.

- D. Useable Open Space for uses other than Dwelling Units.** Planning Code Section 135.3 requires useable open space for uses other than dwelling units for all newly constructed structures.

The Project is required to provide 320 square feet of useable open space for the proposed retail/commercial, office and arts activity/PDR uses. The park at the northeast corner of the site provides approximately 6,000 square feet of useable open space at the ground level of the site for use by the employees, patrons and users of the non-Dwelling Unit uses.

- E. Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires the provision of one street trees for every 20 feet of street frontage when a project proposes new construction. Planning Code Section 138.1 also requires streetscape and pedestrian elements

in conformance with the Better Streets Plan when a project is on a lot that is greater than ½-acre in total area and the project includes new construction.

The Project is required to provide a combined 74 street trees along the perimeter of the site. The Project provides the 73 street trees and will be assessed the in-lieu street tree fee for one tree. The Project Sponsor has also submitted a streetscape plan to the Planning Department which has been reviewed and accepted.

- F. **Dwelling Unit Exposure.** Planning Code Section 140 requires each dwelling unit to face directly on either a public street or alley at least 25 feet in width or an open area no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

The Project provides Planning Code complying dwelling unit exposure for 338 dwelling units. Approximately 72 of the 410 dwelling units, or 17.6%, do not meet the Dwelling Unit Exposure requirements. An exception is being sought pursuant to Planning Code Sections 140, 303 and 823.

- G. **Street Frontage in Mixed Use Districts.** Section 145.1 of the Planning Code requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new or altered structure parallel to and facing a street shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 14 feet; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level.

The Project is proposing off-street parking either within a basement level garage or within the interior loop of the site that is in excess of 25 feet from 8th, Harrison, Ringold or Gordon Streets, is proposing street frontages with parking entrances no more than 20 feet in width; is proposing active uses including retail/commercial, office arts activity/PDR space, and residential units meeting the Ground Floor Residential Design Guidelines, within the first 25 feet of building depth along 8th, Harrison, Gordon and Ringold Streets; is proposing non-residential floor-to-floor heights of at least 14 feet; is proposing non-residential active uses and lobbies as close to the adjacent sidewalk as possible given improvements pursuant to the Better Streets Plan; and is proposing fenestrated frontages for no less than 60% of the linear length.

- H. **Off-Street Parking.** Planning Code Section 151.1 establishes parking limits for residential uses, retail/commercial uses, office uses and PDR uses. For residential uses Planning Code Section 151.1 principally permits up to one car for each four dwelling units and allows up to 0.75 cars for each dwelling unit, subject to the criteria and conditions and procedures of

Section 151.1(g). For dwelling units with at least 2 bedrooms and at least 1,000 square feet of occupied floor area Planning Code Section 151.1 principally permits up to one car for each four dwelling units and up to one car for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(g). For retail/commercial uses Planning Code Section 151.1 allows up to one for each 500 square feet of gross floor area up to 20,000 square feet, plus one for each 250 square feet of gross floor area in excess of 20,000. For office uses, Planning Code Section 151.1 allows up to seven percent of the gross floor area of such uses and subject to the pricing conditions of Section 155(g). For arts activity uses, Planning Code Section 151.1 allows up to one for each 2,000 square feet of occupied floor area.

The Project is proposing 380 units that are not two-bedroom units with at least 1,000 square feet of occupied floor area and is providing 285 off-street parking spaces for these units. The Project is proposing 30 two-bedroom units with at least 1,000 square feet of occupied floor area and is providing 30 off-street parking spaces for these units. The Project is proposing approximately 22,280 square feet of retail space and is providing 40 off-street parking spaces for the first 20,000 square feet and nine off-street parking spaces for the remaining 2,280 square feet of this use. The Project is proposing approximately 9,400 square feet of office is and proposing three off-street parking spaces for this use. The Project is proposing approximately 10,600 square feet of arts activity space and is providing five off-street parking spaces.

Planning Code Section 151.1(g) requires off-street parking in excess of the principally permitted amounts, as stated above, but not in excess of the limits in Table 151.1 to be reviewed by the Planning Commission as a Conditional Use. In granting such Conditional Use for parking in excess of that principally permitted in Table 151.1, the Planning Commission shall make the following affirmative findings according to the uses to which the proposed parking is accessory:

1. Parking for all uses.

- i. Vehicle movement on or around the project does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district;
- ii. Accommodating excess accessory parking does not degrade the overall urban design quality of the project proposal;
- iii. All above-grade parking is architecturally screened and lined with active uses according to the standards of Section 145.1, and the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in this Code;
- iv. Excess accessory parking does not diminish the quality and viability of existing or planned streetscape enhancements;

The vast majority of the off-street parking is located within the basement level garage, avoiding any potential impacts upon pedestrian, transit, bicycle or overall traffic movements. The remaining 22 off-street parking spaces are located within the interior loop of the site and minimize impacts upon pedestrian, transit, bicycle or overall traffic

movements. The accessory parking will not be readily visible from the public right of way, as it will be located either in the basement level garage or screened from view within the interior loop by active uses and thereby maintaining the urban design quality, including the quality of future streetscape enhancements.

2. Parking for residential uses.

- i. For projects with 50 dwelling units or more, all residential accessory parking in excess of 0.5 spaces per unit shall be stored and accessed by mechanical stackers or lifts valet, or other space-efficient means that reduces space used for parking and maneuvering, and maximizes other uses.

Planning Code Section 823(c)(12) exempts the Project from the space-efficient requirement as the accessory parking is located below grade in the basement garage.

3. Parking for non-residential uses.

- i. Projects that provide more than 10 spaces for non-residential uses must dedicate 5% of these spaces, rounded down to the nearest whole number, to short-term, transient use by vehicles from certified car sharing organizations per Section 166, vanpool, rideshare, taxis, or other co-operative auto programs. These spaces shall not be used for long-term storage nor satisfy the requirement of Section 166, but rather to park them during trips to commercial uses. These spaces may be used by shuttle or delivery vehicles used to satisfy subsection (B).
- ii. Retail uses larger than 20,000 square feet, including but not limited to grocery, hardware, furniture, consumer electronics, greenhouse or nursery, and appliance stores, which sell merchandise that is bulky or difficult to carry by hand or by public transit, shall offer, at minimal or no charge to its customers, door-to-door delivery service and/or shuttle service. This is encouraged, but not required, for retail uses less than 20,000 square feet.
- iii. Parking shall be limited to short-term use only.
- iv. Parking shall be available to the general public at times when such parking is not needed to serve the use or uses to which it is accessory.

The Project sponsor has indicated compliance with the requirement for the dedication of off-street parking for non-residential uses to car-sharing organizations. The Project is not proposing retail uses of 20,000 square feet in size. The off-street parking for non-residential uses will be limited to short-term use and available to the general public at times when such parking is not needed to serve the use or uses to which it is accessory.

- I. **General Standards as to the Location and Arrangement of Off-Street Parking and Freight Loading.** Planning Code Section 155 requires off-street freight loading and service vehicle spaces to be completely enclosed and accessed from a public street or alley by means of a private service driveway, which is totally contained within the structure.

The off-street freight loading is located within the open air interior loop of the Project site and is not contained within a structure.

- J. **Bicycle Parking.** Planning Code Section 155.5 requires 25 Class 1 spaces plus one Class 1 space for every four dwelling units over 50.

The Project is proposing 410 dwelling units and is required to provide 110 bicycle spaces. The Project is proposing approximately 390 bicycle spaces.

- K. **Car Sharing.** Planning Code Section 166 requires two car sharing spaces, plus one car share space for every 200 dwelling units over 200 for residential uses and one car share space, plus one car share space for every 50 parking spaces over 50 for non-residential uses.

The Project is proposing five car share spaces, meeting the minimum required five spaces per Planning Code Section 166 and 151.1(g).

- L. **Dwelling Unit Mix.** Planning Code Section 207.6 requires no less than 40 percent of the total number of proposed dwelling units shall contain at least two bedrooms or no less than 30 percent of the total number of proposed dwelling units shall contain at least three bedrooms.

The Project is proposing 410 dwelling units, of which 168, or 41%, will be two-bedroom units.

- M. **Special Height Exceptions, Permitted Building Heights in the Western SoMa Special Use District.** Planning Code Section 263.29 allows height exceptions above the base limit to the maximum height in accordance with the procedures and criteria required for a Conditional Use as set forth in Section 303 and 823(c)(12).

The Project is proposing five buildings with a height of 65 feet and is seeking Conditional Use authorization.

- N. **Mid-Block Alleys in Large Lot Development.** Planning Code Section 270.2 requires new construction on lots with greater than 300 linear feet of street frontage to provide a publicly-accessible mid-block alley for the entire depth of the property, generally located toward the middle of the subject block face, perpendicular to the subject frontage and connecting to any existing streets and alleys. For development lots with frontage on more than one street that exceeds the above dimensions, one such mid-block alley will be required per frontage. The mid-block alley shall have a minimum width of 30 feet from building face to building face.

The Project is proposing mid-block alleys that span the width and depth of the subject lot, connecting to all four streets that bound the site. However, the mid-block alleys do not meet the minimum 30 foot width requirement in two locations and the Project Sponsor is seeking Conditional Use authorization.

- O. **Bulk Limits: Exception.** Planning Code Section 270 establishes bulk limits for the 'B' bulk district as a plan length of 110 feet and a diagonal dimension of 125 feet when a height of 50

feet or greater is proposed. Planning Code Section 271 requires the Planning Commission consider the standards and criteria below in granting the exception to the Bulk Limits under Planning Code Section 270.

The Project is proposing plan lengths in excess of 110 feet and diagonal dimensions in excess of 125 feet on buildings that are proposing heights in excess of 50 feet. The Project is seeking an exception to the bulk limit through Conditional Use authorization pursuant to Planning Code Section 271.

1. The appearance of bulk in the building, structure or development shall be reduced by means of at least one and preferably a combination of the following factors, so as to produce the impression of an aggregate of parts rather than a single building mass:
 - i. Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass;
 - ii. Significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements;
 - iii. Differences in materials, colors or scales of the facades that produce separate major elements;
 - iv. Compensation for those portions of the building, structure or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted; and
 - v. In cases where two or more buildings, structures or towers are contained within a single development, a wide separation between such buildings, structures or towers.

All buildings within the Project provide variations in the planes of wall surfaces through upper story setbacks and saw tooth-like differentiation of facades. The buildings in the Project are of differing heights and building mass is segmented through the use of notches of depths from eight to 25 feet and widths of nine to 19 feet. Facades are proposed to feature materials corresponding to building use and an appropriate palette of colors is proposed to emphasize massing breaks. Buildings in the Project are also separated by mid-block alleys of widths from 16 feet to 37 feet.

2. In every case the building, structure or development shall be made compatible with the character and development of the surrounding area by means of all of the following factors:
 - i. A silhouette harmonious with natural land-forms and building patterns, including the patterns produced by height limits;
 - ii. Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character;
 - iii. Use of materials, colors and scales either similar to or harmonizing with those of nearby development; and

- iv. Preservation or enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest.

The Project is proposing a harmonious silhouette with the relatively flat area in which it is located by avoiding abrupt and uncharacteristic height differentials. The heights of the Project scale back at the smaller Streets, such as Gordon and Ringold Streets, in response to the adjacent buildings. At 8th and Harrison Streets, the Project is proposing six stories as the surrounding buildings or the width of those streets complement the greater height. The Project proposes buildings with residential character along Ringold, in deference to the existing residential buildings found on that street. Along Gordon Street, the Project is proposing arts activity/PDR space, in response to the largely light industrial nature of the uses found on that street. Along 8th and Harrison Streets the Project is proposing heights and uses that are compatible with the existing uses, including ground floor retail and building heights of 65 feet. The pedestrian environment will be enhanced as the Project will fully comply with the Better Streets Plan requirements and provides an extensive mid-block alley system and park that will be made accessible to the public.

- P. **Shadow.** Planning Code Section 295 requires developments proposing heights in excess of 40 feet to provide an analysis to determine if any net new shade or shadow will be cast upon properties under the jurisdiction of, or designated for acquisition by, the Recreation and Parks Department.

A shadow fan analysis was conducted for the Project and it determined that no properties protected by Planning Code Section 295 will be affected by net new shade or shadow cast by the Project.

- Q. **Transit Impact Development Fee.** Planning Code Section 411 applies the Transit Impact Development Fee to projects cumulatively creating more than 3,000 gross square feet of non-residential uses including Retail/Entertainment, Management, Information and Professional Services and Production/Distribution/Repair.

The Project is proposing approximately 22,280 square feet of retail use, 9,400 square feet of office use and 10,600 square feet of arts activity/PDR use. These uses, cumulatively, are subject to the Transit Impact Development Fee at the per gross square foot rate in place at time of building permit issuance.

- R. **Jobs-Housing Linkage Program.** Planning Code Section 413 applies the Jobs-Housing Linkage Fee to any project that increases by at least 25,000 gross square feet the total amount of any combination of entertainment use, hotel use, Integrated PDR use, office, research and development use, retail use, and/or Small Enterprise Workspace use

The Project proposes approximately 22,280 square feet of retail use and 9,980 square feet of office use, cumulatively 32,260 square feet of uses subject to Planning Code Section 413, and is subject to the Jobs-Housing Linkage Program. The Project Sponsor may elect between the Housing Requirement option, the Payment to Housing Developer option, the In-Lieu Fee Payment option or compliance by

combination payment to Housing Developer and payment of In-Lieu Fee at the time of building permit issuance.

- S. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements would apply to projects that consist of five or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5 and 415.6, the Project is meeting the Inclusionary Affordable Housing Program requirement through the On-site Affordable Housing Alternative by providing 15% of the proposed dwelling units as affordable.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project or submit to the Department a contract demonstrating that the project's on- or off-site units are not subject to the Costa Hawkins Rental Housing Act, California Civil Code Section 1954.50 because, under Section 1954.52(b), and entered into an agreement with a public entity in consideration for a direct financial contribution or any other form of assistance specified in California Government Code Sections 65915 et seq. and submits an Affidavit of such to the Department. All such contracts entered into with the City and County of San Francisco must be reviewed and approved by the Mayor's Office Housing and the City Attorney's Office. The Project Sponsor has indicated the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions provided by the City and approved herein. The Project Sponsor submitted such Affidavit on November 2, 2012. The EE application was submitted on September 7, 2007. 62 units (seven studio units, 30 one-bedroom units and 25 two-bedroom units) of the 410 units provided will be affordable rental units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable. The Project must execute the Costa Hawkins agreement prior to Planning Commission approval or must revert to payment of the Affordable Housing Fee.

- T. **Eastern Neighborhood Infrastructure Impact Fees.** Planning Code Section 423 is applicable to any development project which in the Western SoMa Community Plan that results in the addition of at least one new residential unit or the new construction of a non-residential use.

The Project is proposing approximately 410 dwelling units and approximately 42,280 square feet of non-residential use and is subject to Planning Code Section 423. The Impact Fee must be paid prior to the issuance of the building permit application.

7. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use approval. On balance, the project does comply with said criteria in that:

- A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The new uses the Project proposes are necessary, desirable and compatible with the neighborhood and community. The surrounding neighborhood is of mixed use character and includes light industrial uses, retail uses, automotive uses and residential uses. The residential, arts/activity/PDR, retail and office uses are all compatible with the neighborhood and community and will be a desirable addition. The scale and massing scheme of the Project are also compatible and desirable. The Project sets back upper stories along lower scaled, narrower streets in response to the surrounding condition. The Project proposes its maximum heights along 8th and Harrison Street, streets that are sufficiently wide to complement the proposed height and to blend with existing development also of comparable height.

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The Project Site is approximately 3.4 acres in size and is currently a bus depot. The addition of residential, retail, arts activity/PDR and office uses will prove beneficial to the convenience and general welfare of persons residing in the vicinity in comparison to the existing condition. The Project has carefully located the individual uses to best ensure compatibility with the existing uses and to the scale of and context of adjacent uses. The proposed buildings are designed so as to differentiate the buildings from one another and yet maintain a unified sense of place.

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The Project is proposing an appropriate amount of off-street parking and is screening it from the surroundings by means of a basement level garage. Required freight loading will be located within the interior of the Project, to screen these spaces from view and to prevent vehicular conflicts with traffic on adjacent streets.. Automotive entrances to the site are located at major streets, diverting traffic from smaller scale streets that surround the Project.

- iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

The nature of the proposed uses will not produce noxious or offensive emissions such as noise, glare, dust and odor, as the uses are primarily residential in nature.

- iv. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The Project will comply with the Better Streets Plan so as to provide an enhanced pedestrian environment; pedestrian scale lighting, bulb outs and additional landscaping are features the Project will provide. As part of the open spaces on site, the Project proposes a park at the northeast corner of the site. The vast majority of off-street parking is located away from sidewalks, within a basement level garage.

- C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies with all relevant requirements and standards of the Planning Code, or is requesting exceptions from the Planning Code via Conditional Use authorization, and is consistent, on balance, with the objectives and policies of the General Plan as detailed below.

- 8. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 4:

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1:

Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.4:

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.6:

Encourage an equitable distribution of growth according to infrastructure and site capacity.

The Project will provide a wide array of unit types including studio apartments, lofts, one-bedroom units and two-bedroom units at a site identified by a community plan area as a location for housing and commercial development. The housing is proposed to be rental housing, which is often a housing tenure

that is easily accessed by households of all income levels. This variety and tenure provides a number of different household types an opportunity for housing.

OBJECTIVE 5:

ENSURE THAT ALL RESIDENTS HAVE EQUAL ACCESS TO AVAILABLE UNITS.

Policy 5.4:

Provide a range of unit types for all segments of need, and work to move residents between unit types as their needs change.

The Project proposes a mix of unit types, including studio, loft, one- and two-bedroom apartments, which may suit the needs of a variety of households including singles, families and the elderly.

OBJECTIVE 11:

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1:

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.3:

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.6:

Foster a sense of community through architectural design, using features that promote community interaction

The individual buildings the Project proposes are designed to provide the residents a sense of place while allowing each building a level of distinctive design. The Project scales back mass where appropriate, respecting the less intense scale, and provides an adequate street wall where necessary. Prominent pedestrian and automotive passages through the site help to provide a sense of permeability, yet at the same time the buildings are located so as afford a feeling of respite from the busy thoroughfares that bound the site at the east and south. The interior court and the park are demonstrative of the design features that aid in the creation of community.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

Policy 1.2:

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

Policy 1.3:

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

The Project proposes retail/commercial, office and art activity/PDR uses that are compatible with the mixed use character of the area. These uses will provide a net benefit and can create synergies with the existing uses, many of which are retail and light manufacturing in nature. The commercial uses would not create offensive odors, but where the possibility exists, applicable Conditions or building code requirements will attenuate any adverse impact. These uses are also allowed under the proposed zoning district and as such are appropriate according to an overall land use plan.

OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1:

Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

Policy 2.3:

Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location.

The various non-residential uses the Project proposes will aid in the attraction of new commercial and light industrial uses to San Francisco, further enhancing its diverse economic base. The addition of arts activity/PDR space within a dense and centrally located area such as the SoMa will maintain and foster a favorable social and cultural climate in San Francisco, as this use is popularly held as an attractor of firms seeking a location home to a creative class of employee.

OBJECTIVE 3:

PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.

Policy 3.4:

Assist newly emerging economic activities.

The inclusion of arts activity/PDR space can attract the artistically oriented, including artists and crafts people, to San Francisco or can provide San Franciscans the space to start new economic endeavors. This possibility is of great importance to the economic base of the City.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 4:

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.2:

Provide buffering for residential properties when heavy traffic cannot be avoided.

Policy 4.3:

Provide adequate lighting in public areas.

Policy 4.4:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.8:

Provide convenient access to a variety of recreation opportunities.

Policy 4.10:

Encourage or require the provision of recreation space in private development.

The Project proposes the majority of the residential units, including two six-story residential buildings, away from 8th and Harrison Streets, the two major streets that bound the 3.4 acre site, and onto the interior of the block. This siting will provide a buffer from the automotive traffic that is found on 8th and Harrison Streets. The Project will comply with the Better Streets Plan, thereby providing pedestrian scale lighting along the perimeter of the site, along the public right of way, as a benefit to pedestrians. The mid-block alleys provide pedestrians a means to travel between 8th, Harrison, Gordon and Ringold Streets through an interior mews that expects much less traffic than 8th or Harrison Streets. The Project also provides a park for use by residents and the general public. This park is located at the northeast corner of the site and also affords pedestrians a path of travel free from traffic.

WESTERN SOMA PLAN AREA

Objectives and Policies

OBJECTIVE 1.1:

BUILD ON AN EXISTING MIXED-USED CHARACTER THAT ENCOURAGES PRODUCTION OF RESIDENTIAL USES IN AREAS MOST APPROPRIATE FOR NEW HOUSING WITH A

PROXIMATE MIX OF USES AND SERVICES SERVING LOCAL NEEDS AND THEREBY DEVELOPING A COMPLETE NEIGHBORHOOD

Policy 1.1.2

Western SoMa land uses should progress from non-residential uses south of Harrison Street northward to an increasingly residential neighborhood with retention of a mix of uses and new mixed-use developments where appropriate.

Policy 1.1.6:

Limit commercial development of retail uses to no more than 25,000 square feet throughout the Western SoMa SUD. These larger retail uses shall be allowed to locate without restriction south of Harrison Street and be permitted only on large development sites (LDS = one acre or larger) north of Harrison Street.

The Project is located at the intersection of 8th and Harrison Streets and adheres to the Area Plan by introducing residential uses north of Harrison Street. The Project proposes 22,280 square feet of retail uses, under the 25,000 square foot threshold as indicated by the Area Plan.

OBJECTIVE 2.1:

RETAIN AND ENCOURAGE GROWTH OPPORTUNITIES FOR EXISTING NEIGHBORHOOD BUSINESSES

Policy 2.1.2:

Promote a wide range of neighborhood-serving commercial uses north of Harrison Street.

The Project proposes in excess of 22,000 square feet of retail/commercial space, providing the opportunity for neighborhood serving commercial uses north of Harrison Street.

OBJECTIVE 2.2:

PROMOTE APPROPRIATE NEW NEIGHBORHOOD BUSINESS OPPORTUNITIES THAT CREATIVELY RESPOND TO NEIGHBORHOOD, CITYWIDE AND REGIONAL ECONOMIC NEEDS AND TRENDS.

Policy 2.2.2:

Prohibit new retail uses in excess of 25,000 square feet throughout the Western SoMa SUD.

Policy 2.2.4:

Encourage mixed-use development of new large retail sites throughout the Western SoMa SUD.

The Project proposes approximately 22,280 square feet of retail/commercial space, under the 25,000 square foot threshold. The Project is a mixed use development featuring a large quantity of retail/commercial space, residential uses, office and arts activity/PDR space.

OBJECTIVE 3.2:

ENCOURAGE NEW NEIGHBORHOOD RESIDENTIAL USES IN LOCATIONS THAT PROVIDE THE GREATEST OPPORTUNITIES TO BUILD ON THE EXISTING NEIGHBORHOOD PATTERNS.

Policy 3.2.2:

Encourage in-fill housing production that continues the existing built housing qualities in terms of heights, prevailing density, yards and unit sizes.

Policy 3.2.5:

Encourage creation of upper floor residential uses on major streets north of Harrison Street.

The Project proposes approximately 410 dwelling units at a variety of unit sizes and types on an in-fill site, the majority of which are located above the ground floor. The Project scales back its height at Ringold Street to respect the lower height and residential character of the street.

OBJECTIVE 4.21:

PROVIDE SAFE, EFFICIENT AND PLEASANT PEDESTRIAN CIRCULATION IN WESTERN SOMA.

Policy 4.21.1:

Improve sidewalk lighting to ensure safety and security.

The Project will comply with the Better Streets Plan which requires the addition of pedestrian scale lighting along the perimeter of the site.

OBJECTIVE 5.2:

PROMOTE ENVIRONMENTAL SUSTAINABILITY.

Policy 5.2.6:

Existing surface parking lots and off-street loading areas should be retrofitted to minimize negative effects on microclimate and stormwater infiltration. The San Francisco Stormwater Master Plan, upon completion, will provide guidance on how best to adhere to these guidelines.

Policy 5.2.10:

When soil conditions allow, the use of open pavers (porous pavement materials) on drives, sidewalks, parking lots and plazas should be required.

The Project is subject to the San Francisco Recycled Water Ordinance (Public Works Code, Article 22) requiring new development be dual-plumbed to allow for use of recycled water for certain uses such as landscape irrigation. The Project will incorporate porous pavers where appropriate as part of its strategy to promote sustainability.

OBJECTIVE 5.3:

PROMOTE WALKING, BIKING AND AN ACTIVE URBAN PUBLIC REALM.

Policy 5.3.3:

Minimize the visual impact of parking.

Policy 5.3.5:

Strengthen the pedestrian and bicycle network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

The Project will locate the vast majority of the off-street parking within a basement level garage, minimizing the visual impact of parking. The Project proposes a mid-block alley system that will be open to pedestrians.

OBJECTIVE 7.6:

MAINTAIN AND PROMOTE DIVERSITY OF NEIGHBORHOOD OPEN SPACES.

Policy 7.6.4:

Encourage recreational spaces for toddlers and elders as part of major new residential development.

Policy 7.6.6:

Encourage new commercial and industrial development to contribute to public open space such as street-level plazas with benches, street lights, and street front open space accessible to workers, residents and visitors at minimum during the day time.

The Project will provide a park open to the public as well as a tot lot for use by toddlers and provides a number of different open spaces for workers, residents and visitors to the site.

OBJECTIVE 8.1:

REINFORCE THE IMPORTANCE OF THE ARTS BY PRESERVING AND ENHANCING EXISTING ARTS USES.

Policy 8.1.2:

Create, expand and protect space for the arts.

OBJECTIVE 8.2:

IMPROVE LIVABILITY BY ENCOURAGING THE DEVELOPMENT OF NEW ARTS USES.

Policy 8.2.3:

Include new arts spaces as a proportion of new private development.

The Project will provide approximately 10,600 square feet of arts activity/PDR space, thereby expanding the total space for the arts within San Francisco.

OBJECTIVE 10.3:

INCREASE SOCIAL COHESION AMONG RESIDENTS AND LOCAL BUSINESS OWNERS.

Policy 10.3.2:

Increase mid-block crossings throughout the Western SoMa SUD.

The Project proposes a mid-block alley system that will facilitate mid-block crossings between Ringold, Gordon, 8th and Harrison Streets.

9. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

- A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The proposal will enhance the economic environment for neighborhood-serving retail by providing additional space for other retailers that could create synergies. The additional retail space can provide opportunities for resident employment.

- B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The existing neighborhood character is respected as the Project proposes a mix of uses that are compatible with the existing uses in the area. Further the Project is sensitive to the scale of development to the north and west of the site, as it sets back the upper stories.

- C. That the City's supply of affordable housing be preserved and enhanced,

The Project is required to comply with the Affordable Housing Requirement under Planning Code Section 415 and will provide additional resources to the supply of affordable housing.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project will provide the vast majority of its off-street parking within a basement level garage, reducing the burden upon the supply of on-street parking.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project will not displace any service or industry establishment and proposes to increase the available retail and PDR space within San Francisco.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

A landmark or historic building does not occupy the Project site.

- H. That our parks and open space and their access to sunlight and vistas be protected from development.

The project will have no negative impact on existing parks and open spaces. The Project proposes to add a park accessible to the public.

10. The Project has completed the requirements of the First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator as they apply to permits for residential development (Section 83.4(m) of the Administrative Code). The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
12. Findings under the California Environmental Quality Act (CEQA) are incorporated by reference and as Exhibit D.
13. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2007.1035CK** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated November 5, 2012, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP attached hereto as **Exhibit C** and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the FEIR and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on December 6, 2012.

Jonas P. Ionin
Acting Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: December 6, 2012

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use for new construction of approximately 410 dwelling units, approximately 22,280 square feet of retail/commercial space, approximately 9,400 square feet of office space, approximately 10,600 square feet of arts activity/PDR space and approximately 7,780 square feet of accessory use space for the dwelling units on a site approximately 3.4 acres in size located at 350 8th Street, Lots 003 and 015 in Assessor's Block 3756, pursuant to Planning Code Section(s) 303, 121.7, 134, 135, 140, 151.1, 155, 263.29, 270, 271, 270.2 and 823 within the SLR (Service / Light Industrial / Residential) Zoning District and a 40-X Height and Bulk District and within the Western SoMa Community Plan Area, the proposed WMUG (Western SoMa Mixed Use – General) Zoning District and a 55/65-X Height and Bulk District; in general conformance with plans, dated XXXXXX, and stamped "EXHIBIT B" included in the docket for Case No. 2007.1035CK and subject to conditions of approval reviewed and approved by the Commission on December 6, 2012 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on December 6, 2012 under Motion No XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXXX shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for three years from the effective date of the Motion. A building permit from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three (3) years of the date of the Motion approving the Project. Once a site or building permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

2. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

DESIGN

4. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

5. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required

to be screened so as not to be visible from any point at or below the roof level of the subject building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

6. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.

7. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

8. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

1. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
2. On-site, in a driveway, underground;
3. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
4. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
5. Public right-of-way, underground; and based on Better Streets Plan guidelines;
6. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
7. On-site, in a ground floor façade (the least desirable location).

Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>

9. **Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

PARKING AND TRAFFIC

10. **Parking for Affordable Units.** All off-street parking spaces shall be made available to Project residents only as a separate “add-on” option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner’s rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

11. **Car Share.** Pursuant to Planning Code Section 166, no fewer than **four** car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

12. **Bicycle Parking.** The Project shall provide no fewer than **110** Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.5.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

13. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 372 off-street parking spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
14. **Off-street Loading.** Pursuant to Planning Code Section 152, the Project will provide **four** off-street loading spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

15. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org
16. **Transit Impact Development Fee.** Pursuant to Planning Code Section 411 (formerly Chapter 38 of the Administrative Code), the Project Sponsor shall pay the Transit Impact Development Fee (TIDF) as required by and based on drawings submitted with the Building Permit Application. Prior to the issuance of a temporary certificate of occupancy, the Project Sponsor shall provide the Planning Director with certification that the fee has been paid.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
17. **Jobs Housing Linkage.** Pursuant to Planning Code Section 413 (formerly 313), the Project Sponsor shall contribute to the Jobs-Housing Linkage Program (JHLP). The calculation shall be based on the net addition of gross square feet of each type of space to be constructed as set forth in the permit plans. The Project Sponsor shall provide evidence that this requirement has been satisfied to the Planning Department prior to the issuance of the first site or building permit by the Department of Building Inspection.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
18. **Eastern Neighborhoods Infrastructure Impact Fee.** Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

19. **Affordable Units.**

- A. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 15% of the proposed dwelling units as affordable to qualifying households. The Project contains 410 units; therefore, 62 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 62 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing ("MOH").

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

- B. **Unit Mix.** The Project contains 46 studios, 196 one-bedroom and 168 two-bedroom; therefore, the required affordable unit mix is 7 studios, 30 one-bedroom and 25 two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOH.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

- C. **Unit Location.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to the issuance of the first construction permit.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

- D. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twelve percent (12%) of the each phase's total number of dwelling units as on-site affordable units.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

- E. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

- F. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOH at 1 South Van Ness Avenue or

on the Planning Department or Mayor's Office of Housing's websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

- i. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.
- ii. If the units in the building are offered for rent, the affordable unit(s) shall be rented to qualifying households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average fifty-five (55) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; (iii) subleasing, and; are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- iii. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.
- iv. Required parking spaces shall be made available to renters of affordable units according to the Procedures Manual.
- v. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide

a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.

- vi. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions (as defined in California Government Code Section 65915 et seq.) provided herein. The Project Sponsor has executed the Costa Hawkins agreement and will record a Memorandum of Agreement prior to issuance of the first construction document or must revert payment of the Affordable Housing Fee.
- vii. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.
- viii. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOH and pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code and penalties, if applicable.

MONITORING

20. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
21. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning

Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

22. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards. *For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org/>*

23. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OTHER CONDITONS

24. **Improvement Measures.** The Improvement Measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval. The Improvement Measures are as follows:

- a. **I-TR-11a: Curb Modifications on Eighth and Harrison Streets.** To minimize the potential for double parking of delivery vehicles, S.F. MTA should designate 40 feet of curb space on both Eighth Street and Harrison Street as yellow commercial vehicle loading/unloading zones to serve the ground floor commercial uses as well as the residential uses (e.g., Federal Express, UPS, and move-in and move-out operations). The 350 Eighth Street project sponsor should be required to request the curb change, and any modifications to curb regulations would need to be approved at a public hearing through the S.F. MTA
- b. **I-TR-11b: Coordination of Move-In and Move-Out Activities.** To ensure that residential move-in and move-out activities do not impede Muni operations on Harrison Street or bicycle travel on Eighth Street, move-in and move-out operations, as well as larger deliveries should be scheduled and coordinated through building management. Curb

parking should be reserved through the local station of the San Francisco Police Department.

- c. **I-TR-12: On-Street Parking Removal at Driveway.** As an improvement measure to reduce the potential for conflicts between southbound bicyclists and vehicles traveling on Eighth Street and vehicles exiting the 350 Eighth Street Project driveway, on-street parking north of the project driveway could be removed. The removal of two or more on-street parking spaces on the west curb of Eighth Street north of the project driveway would improve the sight distance for vehicles exiting the project driveway and bicyclists and vehicles traveling on Eighth Street.

- d. **I-TR-14: Construction Traffic Control Strategies.** Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak-hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by the S.F. MTA) would minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods. The 350 Eighth Street project sponsor and construction contractor(s) should meet with the Traffic Engineering Division of S.F. MTA, the Fire Department, Muni, the San Francisco Planning Department and other City agencies to determine feasible measures to reduce traffic congestion including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the project. The temporary parking demand by construction workers would need to be met on-site (once the garage element of the structure is complete), on-street or within other off-street parking facilities. Construction workers should be encouraged to take transit or carpool to the 350 Eighth Street project site.

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
A. Land Use				
No mitigation required.				
B. Aesthetics				
No mitigation required.				
C. Population, Housing, Business Activity, and Employment				
No mitigation required.				
D. Cultural and Paleontological Resources				
<p>M-CP-7a: Protect Historical Resources from Adjacent Construction Activities. The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department Environmental Planning/Preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used in a subsequent development project; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the subsequent development project. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p>	Project sponsor and construction contractor.	Triggered if pile driving and/or heavy equipment is used during project construction and would occur prior to construction activities.	Planning Department preservation staff.	Considered complete upon approval of construction specification by Planning Department preservation staff.

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)				
<p>M-CP-7b: Construction Monitoring Program for Historical Resources. For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>	<p>Project Sponsor, historic architect or qualified historic preservation professional.</p>	<p>Triggered if pile driving and/or heavy equipment is used in proximity to historical resources. Prior to start of any ground-disturbing activity, a monitoring program shall be developed and submitted to Planning Department staff.</p>	<p>Historic architect or qualified historic preservation professional shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site.</p>	<p>Considered complete upon receipt of report summarizing construction monitoring by historic architect or qualified historic preservation professional to ERO.</p>
<p>M-CP-9: Archeological Testing Plan. Based on a reasonable presumption that archeological resources may be present within the 350 Eighth Street project site, the following measures shall be undertaken to avoid any significant adverse effect from the 350 Eighth Street project on buried or submerged historical resources.</p>	<p>Project Sponsor and archeological consultant.</p>	<p>Prior to approval of any demolition permit.</p>	<p>ERO to review and approve any required Archeological Testing Program.</p>	<p>Project archeologist to report to ERO on progress of any required investigation monthly, or as required by ERO.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)				
<p>The project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure and with the requirements of the project archeological research design and treatment plan (William Self Associates, <i>Final Archaeological Research Design and Treatment Plan for the 350 Eighth Street Project</i>, September 2011) at the direction of the Environmental Review Officer (ERO). In instances of inconsistency between the requirements of the project archeological research design and treatment plan and requirements of this archeological mitigation measure, the requirements of this archeological mitigation measure shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to less-than-significant levels potential effects on a significant archeological resource as defined in CEQA <i>Guidelines</i> Section 15064.5 (a) through (c).</p> <p><i>Consultation with Descendant Communities.</i> On discovery of an archeological site¹ associated with descendant Native Americans or the Overseas Chinese, the ERO and an appropriate representative² of the descendant group shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with the ERO regarding appropriate archeological treatment of the site and recovered data from the site, and, if applicable, any interpretative</p>				<p>Considered complete upon review and approval by ERO of results of Archeological Testing Program/ Archeological Monitoring Program/ Archeological Data Recovery Program, as applicable.</p>

¹ The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

² An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and, in the case of the Overseas Chinese, the Chinese Historical Society of America.

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)				
<p>treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.</p> <p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that could be adversely affected by the proposed project, the investigation method to be used, locations to be tested, and the justification for the selected investigation method(s) and locations. The purpose of the archeological testing program shall be to identify and, to the extent possible, evaluate the legal significance (California Register/National Register eligibility) of any archeological resource(s) that may be adversely affected the project.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If Based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if what additional archeological investigation and mitigation measures are warranted. If the ATP determines that a legally significant archeological resource may be potentially affected by the project, the preferred mitigation shall be preservation in place consistent with the preservation strategies set forth in CEQA Guidelines Section 15126.4(b)(3)(A) and (B), including avoidance of the archeological site by project redesign; incorporation of the archeological site into open space; physical insulation of the archeological site, and deeding of the archeological site into a permanent conservation easement. If it has been satisfactorily demonstrated to the ERO that preservation in place of the archeological resource is infeasible through evaluation strategies including, but not necessarily limited to those noted in Guidelines Section 15126.6(b)(3)(B) and set forth above, an archeological data recovery program consistent with an ERO-approved archeological data recovery plan (ARDP) shall be implemented. Where the ERO determines that the archeological resource is (also) of high public interpretive value, an interpretive use plan shall be submitted to the ERO for review and approval.</p>				

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)				
<p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program (AMP) shall be implemented, the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), and site remediation, shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context. • The archeological consultant shall advise all project contractors of the need to be on the alert for evidence of the presence of the expected resource(s), ways to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource. • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits. • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis. • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile-driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological 				

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)				
<p>consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP shall 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, shall 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 non-destructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <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>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. 				

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)				
<ul style="list-style-type: none"> • <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. <p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws. This shall include immediate notification of the coroner of the City and County of San Francisco and in the event of the coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Public Resources Code Section 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA <i>Guidelines</i> Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO. The FARR shall evaluate the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: the California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy; the ERO shall receive a copy of the</p>				

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)				
transmittal of the FARR to the NWIC; and the Environmental Planning Division of the Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on CD, along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or high interpretive value of the resource, the ERO may require a different final report content, format, and distribution from that presented above.				
E. Transportation and Circulation				
M-TR-1c: Optimization of Signal Timing at the Eighth/Harrison/I-80 Westbound off-Ramp Intersection. The signal timing at Eighth/Harrison/I-80 Westbound off-ramp intersection during the weekday p.m. peak period shall be optimized by changing the signal cycle from 60 to 90 seconds and implementing signal timing durations similar to those at the intersection of Fifth/Harrison/I-80 Westbound off-ramp. With implementation of this mitigation measure, the intersection would operate at LOS D during the p.m. peak hour, thereby reducing impacts at this intersection to a less-than significant-level. Implementation of this mitigation measure would be the responsibility of S.F. MTA and would require coordination with Caltrans to ensure that I-80 off-ramp operations and upstream or downstream intersections are not adversely affected.	S.F. Municipal Transportation Agency (S.F. MTA).	S.F. MTA to monitor intersections periodically through traffic counts; implement feasible alterations to signal timing when LOS degrades.	S.F. MTA, Planning Department.	Considered complete upon implementation of timing changes by S.F. MTA.
F. Noise and Vibration				
M-NO-2a: General Construction Noise Control Measures. To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor shall undertake the following: <ul style="list-style-type: none"> The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). 	Project sponsor and construction contractor.	During construction period.	Project sponsor to provide monthly noise reports during construction.	Considered complete upon final monthly report.

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
F. Noise and Vibration (cont.)				
<ul style="list-style-type: none"> • The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. • Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during 				

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
F. Noise and Vibration (cont.)				
<p>construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.</p>				
<p>M-NO-2b: Noise Control Measures During Pile Driving. For individual projects within the Draft Plan Area and Adjacent Parcels that require pile driving, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • The sponsor of a subsequent development project shall require the construction contractor to erect temporary plywood noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels by 5 to 10 dBA, although the precise reduction is a function of the height and distance of the barrier relative to receptors and noise source(s); • The sponsor of a subsequent development project shall require the construction contractor to implement “quiet” pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; • The sponsor of a subsequent development project shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements; and • The sponsor of a subsequent development project shall require that the construction contractor limit pile-driving activity to result in the least disturbance to neighboring uses. 	<p>Project sponsor and construction contractor.</p>	<p>During the period of pile-driving.</p>	<p>Project sponsor to provide monthly noise reports during pile-driving.</p>	<p>Considered complete upon final monthly report.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
F. Noise and Vibration (cont.)				
<p>M-NO-5: Noise Reduction for 350 Eighth Street Pocket Park. The project sponsor of the 350 Eighth Street project shall retain a qualified acoustical consultant to develop, as part of the project design specifications, a requirement to achieve the maximum feasible reduction in traffic noise at the proposed pocket park at Eighth and Ringold Streets. The sponsor shall consider, among other potential approaches, the installation of a transparent or planted noise barrier, or comparable noise-reduction feature(s) as may be determined acceptable to the San Francisco Planning Department, in consultation with the Department of Public Health, along the Eighth Street frontage of the pocket park, wrapping around the corner at Ringold Street and extending part of the way along the Ringold Street frontage.</p>	<p>Project sponsor, architect, acoustical consultant, and construction contractor.</p>	<p>Incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.</p>	<p>Planning Department and Department of Public Health.</p>	<p>Considered complete upon approval of final construction plan set.</p>
G. Air Quality				
<p>M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors. To reduce the potential health risk to new sensitive receptors resulting from exposure to roadways, stationary sources, and other non-permitted sources of fine particulate matter (PM_{2.5}) and toxic air contaminants (TACs), the Planning Department shall require analysis of potential site-specific health risks for all projects that would include sensitive receptors, based on criteria as established by the San Francisco Planning Department, as such criteria may be amended from time to time. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments.</p> <p>Development projects in the Draft Plan Area and on the Adjacent Parcels that would include sensitive receptors shall undergo, during the environmental review process and no later than the first project approval action, an analysis of potential health risks to new sensitive receptors, consistent with methodology approved by the San Francisco Planning Department, to determine if health risks from pollutant concentrations would exceed applicable significance thresholds as determined by the Environmental Review Officer.</p> <p>If one or more thresholds would be exceeded at the site of the subsequent project where sensitive receptors would be located, the project (or portion of</p>	<p>Project Sponsor and construction contractor.</p>	<p>Prior to any demolition or construction activities.</p>	<p>ERO to review and approve any required air quality analysis for subsequent development projects.</p>	<p>Considered complete upon ERO review and approval of air quality analysis.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
G. Air Quality (cont.)				
<p>the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher, as necessary to reduce outdoor-to-indoor infiltration of air pollutants by 80 percent. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration.</p>				
<p>M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants. Subsequent development projects that may exceed the standards for criteria air pollutants shall be required to undergo an analysis of the project’s construction emissions and if, based on that analysis, construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable.</p> <p><i>The Plan shall detail project compliance with the following requirements:</i></p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ol style="list-style-type: none"> i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, and ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). 	<p>Project sponsor and construction contractor.</p>	<p>Prior to the start of heavy diesel equipment use on site.</p>	<p>ERO to review and approve health risk assessment, or other appropriate analysis.</p>	<p>Considered complete upon Environmental Planning Air Quality Specialist review and acceptance of health risk assessment, or other appropriate analysis.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
G. Air Quality (cont.)				
<p>c) Exceptions:</p> <p>i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.</p> <p>Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</p> <p>ii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest pieces of off-road equipment as provided by the step down schedules in Table M-AQ-6 below.</p> <p>The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</p>				

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule												
G. Air Quality (cont.)																
<p align="center">TABLE M-AQ-6 OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*</p> <table border="1" data-bbox="142 553 779 735"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td align="center">1</td> <td align="center">Tier 2</td> <td align="center">ARB Level 2 VDECS</td> </tr> <tr> <td align="center">2</td> <td align="center">Tier 2</td> <td align="center">ARB Level 1 VDECS</td> </tr> <tr> <td align="center">3</td> <td align="center">Tier 2</td> <td align="center">Alternative Fuel*</td> </tr> </tbody> </table> <p>* How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</p> <p>** Alternative fuels are not a VDECS</p> <p>2. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>3. 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. Off-road equipment descriptions and information 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, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel*														

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
G. Air Quality (cont.)				
<p>4. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.</p> <p>Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.</p> <p>Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>				
<p>M-AQ-11: Construction Emissions Minimization Plan. To reduce the potential health risk resulting from 350 Eighth Street project construction activities, the 350 Eighth Street project sponsor shall prepare a Construction Emissions Minimization Plan designed to reduce construction emissions by a minimum of 55 percent as compared to the emissions calculated in the emissions calculated in the analysis conducted for this EIR. Depending on the precise construction equipment used, this mitigation could likely be achieved through use of diesel equipment with newer, cleaner engines (such as those meeting the ARB and EPA Interim Tier 4 standards); installation of exhaust filters (ARB-certified Level 3 Verified Diesel Emissions Control System, or VDECS; and/or use of certain equipment that is electrically powered or powered by non-diesel fuel such as propane or liquid natural gas (for example, for forklifts).</p>	Project sponsor and construction contractor.	Prior to the start of heavy diesel equipment use on site.	ERO to review and approve health risk assessment, or other appropriate analysis.	Considered complete upon Environmental Planning Air Quality Specialist review and acceptance of health risk assessment, or other appropriate analysis.

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
G. Air Quality (cont.)				
<p>All requirements in the Construction Emissions Minimization Plan must be included in contract specifications. The Construction Emissions Minimization Plan may include, but is not limited to, the following requirements designed to reduce construction-period emissions:</p> <ul style="list-style-type: none"> • Limit idling times by either shutting equipment off when not in use or reducing the maximum idling time to two minutes; • Use Interim Tier 4 equipment where such equipment is available and feasible for use (the primary option); • Use equipment meeting Tier 2 or higher emissions standards; • Use other late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and add-on devices such as particulate filters; • Require that construction contractors not use diesel generators for construction purposes where feasible alternative sources of power are available (hydroelectric power, electric power, propane, etc), and that all diesel generators used for 350 Eighth Street project construction meet Tier 4 emissions standards; and/or • Employ other options as such become available. <p>The 350 Eighth Street project sponsor shall submit the Construction Emissions Minimization Plan (Plan) to the ERO for review and approval by an Environmental Planning Air Quality Specialist prior to the commencement of construction activities. Should the Construction Emissions Minimization Plan determine that it is infeasible to reduce construction-period emissions to below the 55 percent emissions reduction standard required, the plan must document, to the satisfaction of the Environmental Review Officer, that the sponsor has implemented all feasible mitigation measures to reduce construction emissions and why additional measures to meet the plan’s performance standard are infeasible. It should be noted that, for specialty equipment types (e.g., drill rigs, shoring rigs and concrete pumps), it may not be feasible for construction contractors to modify their current, older equipment to accommodate the particulate filters, or for them to provide newer models with these filters pre-installed.</p>				

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
H. Greenhouse Gas Emissions				
No mitigation required.				
I. Wind and Shadow				
No mitigation required.				
J. Recreation				
No mitigation required.				
K. Public Services, Utilities and Service Systems				
No mitigation required.				
L. Biological Resources				
<p>M-BI-1a: Pre-Construction Special-Status Bird Surveys. Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.</p>	Project Sponsor; qualified biologist; CDFG; USFWS.	Prior to issuance of demolition or building permits when trees would be removed or buildings demolished.	Project Sponsor; qualified biologist; CDFG; USFWS.	Prior to issuance of demolition or building permits.

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
M. Geology and Soils				
No mitigation required.				
N. Hydrology and Water Quality				
No mitigation required.				
O. Hazards and Hazardous Materials				
<p>M-HZ-2: Hazardous Building Materials Abatement. The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	Project Sponsor and Planning Department.	Prior to any demolition or construction activities.	Project Sponsor and Planning Department.	Prior to any demolition or construction activities.
<p>M-HZ-8: Site Assessment and Corrective Action. If potential exposure to vapors is suspected through determinations from the Phase I or Phase II work required by Mitigation Measure M-HZ-3, Site Assessment and Corrective Action, a screening evaluation shall be conducted in accordance with guidance developed by the Department of Toxic Substances Control (DTSC) in its <i>Final Guidance for Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air</i> (October 2011) to estimate worst-case risks to building occupants from vapor intrusion using site-specific data and conservative assumptions specified in the guidance. If an unacceptable risk were indicated by this conservative analysis, then additional site data shall be collected and a site-specific vapor intrusion evaluation, including fate and transport modeling, shall be required to more accurately evaluate site risks. Should the site-specific evaluation identify substantial risks, then additional measures shall be required to reduce risks to acceptable levels. These measures could include remediation of site soil and/or groundwater to remove vapor sources, or, should this be infeasible, use of engineering controls such as a passive or active vent system and a membrane system to control vapor intrusion. Where engineering controls are used, a deed</p>	Project Sponsor; RWQCB and/or DPH.	Prior to issuance of any building permit.	Project Sponsor; RWQCB and/or DPH.	Prior to issuance of any building permit.

**MITIGATION MONITORING AND REPORTING PROGRAM –
350 EIGHTH STREET PROJECT (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
O. Hazards and Hazardous Materials (cont.)				
<p>restriction shall be required, and shall include a description of the potential cause of vapors, a prohibition against construction without removal or treatment of contamination to approved risk-based levels, monitoring of the engineering controls to prevent vapor intrusion until risk-based cleanup levels have been met, and notification requirements to utility workers or contractors who may have contact with contaminated soil and groundwater while installing utilities or undertaking construction activities.</p> <p>The screening level and site-specific evaluations shall be conducted under the oversight of the San Francisco Department of Public Health (DPH), and methods for compliance shall be specified in the site mitigation plan prepared in accordance with this measure, and would be subject to review and approval by the DPH. The deed restriction, if required, shall be recorded at the San Francisco Office of the Assessor-Recorder after approval by the DPH and DTSC.</p>				

IMPROVEMENT MEASURES – 350 EIGHTH STREET PROJECT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
E. Transportation and Circulation				
I-TR-11a: Curb Modifications on Eighth and Harrison Streets. To minimize the potential for double parking of delivery vehicles, S.F. MTA should designate 40 feet of curb space on both Eighth Street and Harrison Street as yellow commercial vehicle loading/unloading zones to serve the ground floor commercial uses as well as the residential uses (e.g., Federal Express, UPS, and move-in and move-out operations). The 350 Eighth Street project sponsor should be required to request the curb change, and any modifications to curb regulations would need to be approved at a public hearing through the S.F. MTA.	Project Sponsor to apply to S.F. MTA.	Prior to project occupancy.	S.F. MTA.	Considered complete upon completion of curb modifications.
I-TR-11b: Coordination of Move-In and Move-Out Activities. To ensure that residential move-in and move-out activities do not impede Muni operations on Harrison Street or bicycle travel on Eighth Street, move-in and move-out operations, as well as larger deliveries should be scheduled and coordinated through building management. Curb parking should be reserved through the local station of the San Francisco Police Department.	Project sponsor and building management.	During residential move-in and move-out activities.	Building management.	During residential move-in and move-out activities.
I-TR-12: On-Street Parking Removal at Driveway. As an improvement measure to reduce the potential for conflicts between southbound bicyclists and vehicles traveling on Eighth Street and vehicles exiting the 350 Eighth Street Project driveway, on-street parking north of the project driveway could be removed. The removal of two or more on-street parking spaces on the west curb of Eighth Street north of the project driveway would improve the sight distance for vehicles exiting the project driveway and bicyclists and vehicles traveling on Eighth Street.	Project sponsor to request removal of parking from S.F. MTA.	Prior to project occupancy.	S.F. MTA.	Considered complete upon removal of on-street parking north of the 350 Eighth Street project driveway.
I-TR-14: Construction Traffic Control Strategies. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak-hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by the S.F. MTA) would minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods. The 350 Eighth Street project sponsor and construction contractor(s) should meet with the Traffic Engineering Division of S.F. MTA, the Fire Department, Muni, the San Francisco Planning Department and other City agencies to determine feasible measures to reduce traffic congestion,	Project sponsor/ construction contractor.	Prior to the start of project construction.	S.F. MTA, Planning Department	Considered complete upon S.F. MTA and, optionally, Planning Department review of Construction Management Plan.

IMPROVEMENT MEASURES – 350 EIGHTH STREET PROJECT (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
E. Transportation and Circulation (cont.)				
including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the project. The temporary parking demand by construction workers would need to be met on-site (once the garage element of the structure is complete), on-street or within other off-street parking facilities. Construction workers should be encouraged to take transit or carpool to the 350 Eighth Street project site.				

EXHIBIT D

FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

ATTACHMENT A

350 EIGHTH STREET PROJECT

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS: FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS

SAN FRANCISCO PLANNING COMMISSION

In determining to approve the proposed 350 Eighth Street Project and related approval actions (“Project”), the San Francisco Planning Commission (“Planning Commission” or “Commission”) makes and adopts the following findings of fact and statement of overriding considerations and adopts the following recommendations regarding mitigation measures and alternatives based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. (“CEQA”), particularly Sections 21081 and 21081.5, the Guidelines for implementation of CEQA, California Code of Regulations, Title 14, Sections 15000 et seq. (“CEQA Guidelines”), particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code.

I. Introduction

This document is organized as follows:

Section I provides a description of the proposed Project, the environmental review process for the Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project Environmental Impact Report (the “EIR”) and the Project, the Planning Commission actions to be taken, and the location of records;

Section II identifies the impacts found not to be significant that do not require mitigation;

Section III identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation;

Section IV identifies significant impacts that cannot be avoided or reduced to less-than-significant levels;

Section V discusses why recirculation of the EIR is not required;

Section VI evaluates the economic, legal, social, technological, and other considerations that support the rejection of the alternatives analyzed in the EIR; and

Section VII presents a statement of overriding considerations setting forth specific reasons in support of the Planning Commission's actions in light of the environmental consequences of the project.

Section VIII includes a statement incorporating the Final EIR by reference.

Attached to these findings as Exhibit 1 is the Mitigation Monitoring and Reporting Program ("MMRP") for the mitigation and improvement measures that have been proposed for adoption. The Mitigation Monitoring and Reporting Program is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in the Final EIR ("FEIR") that is required to reduce or avoid a significant adverse impact. Exhibit 1 also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

A. Project Description

The 350 Eighth Street Project site ("Project Site") is approximately 144,000 square feet (3.3 acres) in size and is surrounded by Harrison, Eighth, Ringold and Gordon Streets on Assessor's Block 3756, Lots 3 and 15. The Project Site is located within the Western SoMa Community Plan Area ("Draft Plan Area") and is currently used by the Golden Gate Bridge, Highway and Transportation District as a bus parking and inspection yard. The site is currently occupied by a large paved lot and three small, single-story structures. These improvements and structures will be demolished to accommodate the proposed Project with the Golden Gate Transit buses to move to a lot under the Interstate 80 freeway as part of the new Transit Center project.

The Project entails construction of 8 four- to six-story and 53 to 65 foot tall buildings totaling approximately 594,000 gross square feet (sq. ft.) arranged around a publicly accessible loop road within the interior of the site. These buildings would consist of up to 444 dwelling units (including approximately 46 studios, 196 one-bedroom, and 168 two-bedroom units), approximately 22,280 square feet of retail/commercial space, approximately 9,400 square feet of office space, approximately 11,000 square feet of PDR/artist space and approximately 7,780 square feet of residential accessory amenity and office space. The Project would also include approximately 36,389 square feet of open space (including 28,428 square feet of publicly accessible open space) at the Project Site as well as a 5,360 square foot pocket park at the intersection of Eighth and Ringold Streets. Additionally, the Project would include approximately 415 bicycle spaces, 372 vehicle parking spaces, and six car share spaces within a

below-grade parking garage at the Project Site and along the interior loop road. Access to the below-grade parking garage would be via ramps from Harrison Street.

The Project Site is within a SLR use district, which allows the mix of uses proposed by the Project with some uses requiring a Conditional Use (“CU”) Authorization. As part of the Western SoMa Community Plan (“Draft Plan”), the Project Site would be rezoned to W SoMa MUG, which would also allow residential, smaller neighborhood serving retail, office, light industrial and arts related uses, some permitted as a principal use and others requiring a CU Authorization. The Project Site is also within a 40-X height and bulk district; however, under the Draft Plan, the site would be reclassified to 55-X/65-B height and bulk classification. As mentioned above, the Project’s tallest proposed building would be 65 feet, consistent with this proposed height classification, but requiring a CU for a bulk exception. If the Draft Plan is not adopted as proposed, the Project would require a height reclassification to allow for the proposed building heights of up to 65 feet.

The Project is one component of three analyzed in the EIR with the other components including the adoption of the Western SoMa Community Plan as an element of the *San Francisco General Plan* and the Rezoning of Adjacent Parcels, a “cleanup” rezoning of 46 parcels comprising 35 lots adjacent to the Draft Plan Area.

B. Environmental Review

The Planning Department determined that an Environmental Impact Report was required for the Project. The Planning Department published the Draft EIR (State Clearinghouse No. 2009082031) and provided public notice of the availability of the Draft EIR for public review and comment on June 20, 2012.

On June 20, 2012, a Notice of Completion and copies of the Draft EIR were distributed to the State Clearinghouse. Notices of availability for the Draft EIR of the date and time of the public hearings were posted on the Planning Department's website on June 20, 2012.

The Planning Commission held a duly noticed public hearing on the Draft EIR on July 26, 2012. At this hearing, opportunity for public comment was given, and public comment was received on the Draft EIR. The Planning Department accepted public comments on the Draft EIR from June 20, 2012, to August 6, 2012.

The Planning Department published the Comments and Responses on the Draft EIR on November 21, 2012. This document includes responses to environmental comments on the Draft EIR made at the public hearing on July 26, 2012, as well as written comments submitted on the Draft EIR during the public review period from June 20, 2012, to August 6, 2012. The comments and responses document also contains text changes to the Draft EIR to correct or clarify

information presented in the Draft EIR, including changes to the Draft EIR text made in response to comments.

C. Planning Commission Actions

The Planning Commission is being requested to take the following actions to approve, recommend to the Board of Supervisors, and implement the Project:

- Certification the Final EIR.
- Adoption of CEQA findings and the MMRP.
- Approval of Conditional Use authorization for large site development requirements, with exceptions for Restriction of Lot Mergers (Planning Code Section 121.7), Bulk (Sections 270/271), Rear Yard (Section 134), Useable Open Space (Section 135), Dwelling Unit Exposure (Section 140), General Standards as to Location and Arrangement of Loading (Section 155), Special Height Exception (Section 263.29), Off-Street Parking (Section 151.1) and Mid-Block Alleys in Large Developments (Section 270.2).
- In the absence of adoption of the Draft Plan and associated Planning Code and Zoning Map amendment adoptions, the Project Sponsors would be required to obtain a site-specific height increase pursuant to Planning Commission recommendation and Board of Supervisors approval.

D. Location of Records

The record upon which all findings and determinations related to the Project are based includes the following:

- The Western SoMa Community Plan.
- The EIR, and all documents referenced in or relied upon by the EIR.
- All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR, the proposed approvals and entitlements, the Project, and the alternatives set forth in the EIR.
- All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the EIR, or incorporated into reports presented to the Planning Commission.
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the EIR.
- All applications, letters, testimony and presentations presented to the City by Archstone, the project sponsor for the Project, and its consultants in connection with the Project.

- All information (including written evidence and testimony) presented at any public hearing or workshop related to the Project and the EIR.
- For documentary and information purposes, all locally-adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, together with environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area.
- The MMRP.
- All other documents comprising the record pursuant to Public Resources Code Section 2116.76(e).

The public hearing transcript, a copy of all letters regarding the Final EIR received during the public review period from June 20, 2012, to August 6, 2012, the administrative record, and background documentation for the Final EIR are located at the Planning Department, 1650 Mission Street, Suite 400, San Francisco. Jonas P. Ionin, Acting Commission Secretary, is the custodian of these documents and materials.

These findings are based upon substantial evidence in the entire record before the Planning Commission.

II. Impacts Found Not To Be Significant, Thus Requiring No Mitigation

Finding: Based on substantial evidence in the whole record of this proceeding, the Planning Commission finds that the implementation of the Project would not result in any significant environmental impacts in the following areas: Land Use; Aesthetics; Population and Housing; Greenhouse Gas Emissions; Wind and Shadow; Recreation; Public Services, Utilities and Service Systems; Geology and Soils; Hydrology and Water Quality; Mineral and Energy Resources; and Agricultural and Forest Resources. Each of these topics is analyzed and discussed in detail in the EIR including, but not limited to, in EIR Chapters: 4.A; 4.B; 4.C; 4.H; 4.I; 4.J; 4.K; 4.M, 4.N; 4.P; 4.Q.

III. Findings of Potentially Significant Impacts That Can Be Avoided Or Reduced To A Less Than Significant Level

Finding: CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible.

The findings in this Section III and in Section IV concern impacts identified in the EIR and mitigation measures set forth in the EIR. These findings discuss mitigation measures as proposed in the EIR and recommended for adoption by this Commission, the Board of Supervisors, and other City entities that can be implemented by the City agencies or

departments. The mitigation measures proposed for adoption in this section are identical to the mitigation measures identified in the attached MMRP. Some Mitigation Measures included in the Draft EIR, including Mitigation Measures M-CP-4a, M-CP-4b, M-AQ-2, M-AQ-4, and M-AQ-7 were deemed by the Planning Department to no longer apply to the Project (but rather to implementation of the other two project components analyzed in the EIR) and are thus not discussed in this section or included in the MMRP. The Draft EIR and Response to Comments document provides additional evidence as to how these measures would avoid or reduce the identified impacts as described herein. Such analysis, as stated in Section VIII, is incorporated herein by reference.

As explained previously, **Exhibit 1**, attached, contains the Mitigation Monitoring and Reporting Program (“MMRP”) required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in the FEIR that is required to reduce or avoid a significant adverse impact. **Exhibit 1** also specifies the party responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

The Planning Commission finds, based on the record before it, that the mitigation measures proposed for adoption in the MMRP are feasible, and that they can and should be carried out by the Project Sponsor and the identified agencies at the designated time. This Planning Commission urges other agencies to adopt and implement applicable mitigation measures set forth in the MMRP that are within the jurisdiction and responsibility of such entities. The Planning Commission acknowledges that if such measures are not adopted and implemented, the Project may result in additional significant unavoidable impacts. For this reason, and as discussed in Section VI, the Planning Commission is adopting a Statement of Overriding Considerations as set forth in Section VII.

All mitigation measures identified in the FEIR that are applicable to the Project and would reduce or avoid significant adverse environmental impacts of the Project are proposed for adoption and are set forth in **Exhibit 1**, in the MMRP. The Planning Commission agrees to and adopts all mitigation measures set forth in the MMRP.

A. Cultural and Paleontological Resources

1. Impact – Substantial Damage to Historic Resource from Pile Driving (CP-7)

a) Potentially Significant Impact

The EIR finds that pile driving and possibly other construction activity within proximity to historical resources could result in damage to those resources, particularly unreinforced masonry structures.

b) Mitigation Measures M-CP-7a/M-CP-7b and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measures M-CP-7a, p. 4.D-54, Protect Historical Resources from Adjacent Construction Activities; and M-CP-7b, p. 4.D-54 to 4.D-55, Construction Monitoring Program for Historical Resources, as follows:

M-CP-7a: Protect Historical Resources from Adjacent Construction Activities. The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department Environmental Planning/Preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used in a subsequent development project; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the subsequent development project. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.

M-CP-7b: Construction Monitoring Program for Historical Resources. For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard,

the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.

2. Impact – Substantial Adverse Change in Archeological Resources (CP-9)

a) Potentially Significant Impact

Although the EIR finds that the Project would not cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5, because the Project requires mass excavation for one sub-grade level and may require installation of deep foundation, the Project could have a significant impact on archeological resources.

b) Mitigation Measure M-CP-9 and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-CP-9, p. 4.D-57 – 4.D.61 of Draft EIR, which would require the implementation of an Archeological Testing Plan, as follows:

M-CP-9: Archeological Testing Plan. The Project Sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure and with the requirements of the project archeological research design and treatment plan (William Self Associates, *Final Archaeological Research Design and Treatment Plan for the 350 Eighth Street Project*, September 2011) at the direction of the Environmental Review Officer (ERO). In instances of inconsistency between the requirements of the project archeological research design and treatment plan and requirements of this archeological mitigation measure, the requirements of this archeological mitigation measure shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval

by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to less-than-significant levels potential effects on a significant archeological resource as defined in CEQA *Guidelines* Section 15064.5 (a) through (c).

Consultation with Descendant Communities. On discovery of an archeological site¹ associated with descendant Native Americans or the Overseas Chinese, the ERO and an appropriate representative² of the descendant group shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with the ERO regarding appropriate archeological treatment of the site and recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that could be adversely affected by the proposed project, the investigation method to be used, locations to be tested, and the justification for the selected investigation method(s) and locations. The purpose of the archeological testing program shall be to identify and, to the extent possible, evaluate the legal significance (California Register/National Register eligibility) of any archeological resource(s) that may be adversely affected the project.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. Based on the archeological testing program the ERO shall determine what additional archeological investigation and mitigation measures are warranted. If the ATP determines that a legally significant archeological resource may be potentially affected by the project, the preferred mitigation shall be preservation in place consistent with the preservation strategies set forth in CEQA *Guidelines* Section 15126.4(b)(3)(A) and (B), including avoidance of the archeological site by project redesign; incorporation of the archeological site into open space; physical insulation of the archeological site, and deeding of the archeological site into a permanent conservation easement. If it has been satisfactorily demonstrated to the ERO that preservation in place of the archeological resource is infeasible through evaluation strategies including, but not necessarily limited to those noted in *Guidelines*

¹ The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

² An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and, in the case of the Overseas Chinese, the Chinese Historical Society of America.

Section 15126.6(b)(3)(B) and set forth above, an archeological data recovery program consistent with an ERO-approved archeological data recovery plan (ARDP) shall be implemented. Where the ERO determines that the archeological resource is (also) of high public interpretive value, an interpretive use plan shall be submitted to the ERO for review and approval.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program (AMP) shall be implemented, the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), and site remediation, shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context.
- The archeological consultant shall advise all project contractors of the need to be on the alert for evidence of the presence of the expected resource(s), ways to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource.
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits.
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile-driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an

appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP shall 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, shall 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 non-destructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.

- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws. This shall include immediate notification of the coroner of the City and County of San Francisco and in the event of the coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Public Resources Code Section 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO. The FARR shall evaluate the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: the California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy; the ERO shall receive a copy of the transmittal of the FARR to the NWIC; and the Environmental Planning Division of the Planning Department shall receive one bound copy, one unbound copy, and one unlocked,

searchable PDF copy on CD, along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or high interpretive value of the resource, the ERO may require a different final report content, format, and distribution from that presented above.

3. Impact – Cumulative Impacts to Archaeological Resources and/or Human Remains (C-CP-3)

b) Potentially Significant Impact

The EIR finds that ground-disturbing activities in the Project Area could encounter previously recorded and unrecorded archeological resources and/or human remains.

b) Mitigation Measure M-CP-9 and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-CP-9, Archeological Testing Plan, p. 4.D-57, and discussed above.

B. Transportation and Circulation

1. Impact – Operational Impacts to Intersection Levels of Service (TR-9)

c) Potentially Significant Impact

The EIR finds that with the addition of Project-generated trips, the intersection of Eighth/Harrison/I-80 Westbound off-ramp would deteriorate from LOS D to LOS E, which would be considered a significant impact.

b) Mitigation Measure M-TR-1c and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation, by the San Francisco Municipal Transportation Agency of Mitigation Measure M-TR-1c, Optimization of Signal Timing at the Eighth/Harrison/I-80 Westbound Off-Ramp Intersection, p. 4.E-23, as follows:

M-TR-1c: Optimization of Signal Timing at the Eighth/Harrison/I-80 Westbound Off Ramp Intersection. The signal timing at Eighth/Harrison/I-80 Westbound off-ramp intersection during the weekday p.m. peak period shall be optimized by changing the signal cycle from 60 to 90 seconds and implementing signal timing durations similar to those at the intersection of Fifth/Harrison/I-80 Westbound off ramp. With

implementation of this mitigation measure, the intersection would operate at LOS D during the p.m. peak hour, thereby reducing impacts at this intersection to a less-than-significant-level. Implementation of this mitigation measure would be the responsibility of MTA and would require coordination with Caltrans to ensure that I-80 off-ramp operations and upstream or downstream intersections are not adversely affected.

2. Impact – Loading Demand and Circulation (TR-11)

a) Less Than Significant Impact

The EIR finds that although the Project would have a less-than-significant impact on loading facilities, the transportation analysis recommended measures that could be included with the Project to minimize the potential for double parking of delivery vehicles, to assist in curbside passenger loading/unloading activity, and to assist in residential move-in and move-out activities.

b) Improvement Measures I-TR-11a/I-TR-11b and Conclusion

The Planning Commission finds the less-than-significant impacts to loading facilities would be further reduced with implementation of Improvement Measure I-TR-11a, Curb Modifications on Eighth and Harrison Streets, p. 4.E-36 to 4.E-37; and Improvement Measure I-TR-11b, Coordination of Move-In and Move-Out Activities, p. 4.E-37, as follows:

I-TR-11a: Curb Modifications on Eighth and Harrison Streets. To minimize the potential for double parking of delivery vehicles, MTA should designate 40 feet of curb space on both Eighth Street and Harrison Street as yellow commercial vehicle loading/unloading zones to serve the ground floor commercial uses as well as the residential uses (e.g., Federal Express, UPS, and move-in and move-out operations). The 350 Eighth Street project sponsor should be required to request the curb change, and any modifications to curb regulations would need to be approved at a public hearing through the MTA.

I-TR-11b: Coordination of Move-In and Move-Out Activities. To ensure that residential move-in and move-out activities do not impede Muni operations on Harrison Street or bicycle travel on Eighth Street, move-in and move-out operations, as well as larger deliveries should be scheduled and coordinated through building management. Curb parking should be reserved through the local station of the San Francisco Police Department.

3. Impact – Bicycle and Pedestrian Facilities (TR-12)

a) Less Than Significant Impact

The EIR finds that although the Project's impacts to bicyclists would be less than significant, the transportation analysis recommended measures that could be included with the Project to minimize the potential for conflicts between bicycles and vehicles traveling on Eighth Street and vehicles exiting the Project driveway.

b) Improvement Measure M-TR-12 and Conclusion

The Planning Commission finds that the less-than-significant impacts to bicycle circulation would be further reduced with implementation of Improvement Measure I-TR-12, On-Street Parking Removal at Driveway, p. 4.E-38, as follows:

I-TR-12: On-Street Parking Removal at Driveway. As an improvement measure to reduce the potential for conflicts between southbound bicyclists and vehicles traveling on Eighth Street and vehicles exiting the 350 Eighth Street Project driveway, on-street parking north of the project driveway could be removed. The removal of two or more on-street parking spaces on the west curb of Eighth Street north of the project driveway would improve the sight distance for vehicles exiting the project driveway and bicyclists and vehicles traveling on Eighth Street.

4. Impact – Construction Related Impacts (TR-14)

a) Less Than Significant Impact

The EIR finds that although the impacts associated with construction of the Project would not result in disruption of nearby streets, transit service, loading, or pedestrian and bicycle circulation would be less-than-significant, the transportation analysis recommended a measure that could be included with the Project to minimize the potential for construction related impacts.

b) Improvement Measure I-TR-14 and Conclusion

The Planning Commission finds that the less-than-significant construction related impacts would be further reduced with implementation of Improvement Measure I-TR-14, Construction Traffic Control Strategies, p. 4.E-40, as follows:

I-TR-14: Construction Traffic Control Strategies. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak-hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by the MTA) would

minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.

The 350 Eighth Street project sponsor and construction contractor(s) should meet with the Traffic Engineering Division of MTA, the Fire Department, Muni, the San Francisco Planning Department and other City agencies to determine feasible measures to reduce traffic congestion, including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the project. The temporary parking demand by construction workers would need to be met on-site (once the garage element of the structure is complete), on-street or within other off-street parking facilities. Construction workers should be encouraged to take transit or carpool to the 350 Eighth Street project site.

C. Noise and Vibration

1. Impact – Construction Noise Levels (Impact NO-6)

a) Potentially Significant Impact

The EIR finds that construction of the Project could expose persons to temporary increases in noise levels substantially in excess of ambient levels.

b) Mitigation Measures M-NO-2a/M-NO-2b and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-NO-2a, General Construction Noise Control Measures, p. 4.F-24, and Mitigation Measure M-NO-2b, Noise Control Measures During Pile Driving, p. 4.F-25, as follows:

M-NO-2a: General Construction Noise Control Measures. To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor shall undertake the following:

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which

could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.

- The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

M-NO-2b: Noise Control Measures During Pile Driving. For individual projects within the Draft Plan Area and Adjacent Parcels that require pile driving, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies as feasible:

- The sponsor of a subsequent development project shall require the construction contractor to erect temporary plywood noise barriers along the boundaries of the

project site to shield potential sensitive receptors and reduce noise levels by 5 to 10 dBA, although the precise reduction is a function of the height and distance of the barrier relative to receptors and noise source(s);

- The sponsor of a subsequent development project shall require the construction contractor to implement “quiet” pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- The sponsor of a subsequent development project shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- The sponsor of a subsequent development project shall require that the construction contractor limit pile-driving activity to result in the least disturbance to neighboring uses.

2. Impact – Exposure of Sensitive Receptors to Excessive Groundborne Vibration (NO-7)

a) Potentially Significant Impact

The EIR finds that the construction of the Project could expose persons to groundborne vibration in excess of human annoyance levels.

b) Mitigation Measure M-NO-2a/ M-NO-2b and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-NO-2a, General Construction Noise Control Measures, and M-NO-2b, Noise Control Measures During Pile Driving, p. 4.F-24 – 4.F-26, and discussed above.

3. Impact – Traffic Noise (NO-5)

a) Potentially Significant Impact

The EIR finds that the publicly accessible pocket park at the intersection of Eighth and Ringold Streets would be exposed to traffic noise levels in excess of 70 dBA (Ldn), and the *San Francisco General Plan* would therefore, recommend that noise-insulation features be included in the design of the pocket park.

b) Mitigation Measure M-NO-5 and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-NO-5, p. 4.F-30, as follows:

M-NO-5: Noise Reduction for 350 Eighth Street Pocket Park. The Project Sponsor of the 350 Eighth Street project shall retain a qualified acoustical consultant to develop, as part of the project design specifications, a requirement to achieve the maximum feasible reduction in traffic noise at the proposed pocket park at Eighth and Ringold Streets. The sponsor shall consider, among other potential approaches, the installation of a transparent or planted noise barrier, or comparable noise-reduction feature(s) as may be determined acceptable to the San Francisco Planning Department, in consultation with the Department of Public Health, along the Eighth Street frontage of the pocket park, wrapping around the corner at Ringold Street and extending part of the way along the Ringold Street frontage.

4. Impact – Cumulative Noise Impact (Impact C-NO)

a) Potentially Significant Impact

The EIR finds that implementation of the Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in a significant cumulative noise impact.

b) Mitigation Measures M-NO-2a/M-NO-2b and Conclusion

The Planning Commission finds the potentially significant impact listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-NO-2a, General Construction Noise Control Measures, p. 4.F-24; and Mitigation Measure M-NO-2b, Noise Control Measures During Pile Driving, p. 4.F-25. These measures, discussed above, would require the Project Sponsor to take steps during the construction period for the Project to reduce construction noise impacts.

D. Biological Resources

1. Impact – Potential Impact on Species (Impact BI-4)

a) Potentially Significant Impact

The EIR finds that building demolition and/or tree removal at or near the Project Site resulting in the destruction of active nests or mortality of migratory birds could result in significant impacts on special-status birds and bird species.

b) Mitigation Measure M-BI-1a and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-BI-1a, Pre-Construction Special-Status Bird Surveys, p. 4.L-14, which would require pre-construction special-status bird surveys when trees would be removed or buildings demolished, as follows:

M-BI-1a: Pre-Construction Special-Status Bird Surveys. Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

E. Hazards and Hazardous Materials

1. Impact – Potential Exposure to Hazardous Building Materials (Impact HZ-7)

a) Potentially Significant Impact

The EIR finds that although demolition associated with Project would not be expected to result in a reasonably foreseeable or accidental release of mercury or PCBs in a way that would create a significant hazard to the public or environment, items containing PCBs and mercury that are intended for disposal must be managed as hazardous waste and must be handled in accordance with applicable federal, state and local laws prior to the start of demolition.

b) Mitigation Measure M-HZ-2 and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-HZ-2, p. 4.O-14, which would require hazardous building materials abatement, as follows:

M-HZ-2: Hazardous Building Materials Abatement. The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

2. Impact – Potential Exposure to Contaminated Soil and Groundwater (Impact HZ-8)

a) Potentially Significant Impact

The EIR finds that without implementation of proper precautions, construction workers or the local community could be exposed to hazardous materials during excavation, grading, and dewatering, or during related site investigation and remediation and therefore impacts associated with construction within contaminated soil and groundwater are significant.

b) Mitigation Measure M-HZ-8 and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-HZ-8, p. 4.O-20, which would require appropriate assessment of the potential for contaminated soil or groundwater, as follows:

M-HZ-8: Site Assessment and Corrective Action. If potential exposure to vapors is suspected through determinations from the Phase I or Phase II work required by Mitigation Measure M-HZ-3, Site Assessment and Corrective Action, a screening evaluation shall be conducted in accordance with guidance developed by the Department of Toxic Substances Control (DTSC) in its *Final Guidance for Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air* (October 2011) to estimate worst-case risks to building occupants from vapor intrusion using site-specific data and conservative assumptions specified in the guidance. If an unacceptable risk were indicated by this conservative analysis, then additional site data shall be collected and a site-specific vapor intrusion evaluation, including fate and transport modeling, shall be required to more accurately evaluate site risks. Should the site-specific evaluation

identify substantial risks, then additional measures shall be required to reduce risks to acceptable levels. These measures could include remediation of site soil and/or groundwater to remove vapor sources, or, should this be infeasible, use of engineering controls such as a passive or active vent system and a membrane system to control vapor intrusion. Where engineering controls are used, a deed restriction shall be required, and shall include a description of the potential cause of vapors, a prohibition against construction without removal or treatment of contamination to approved risk-based levels, monitoring of the engineering controls to prevent vapor intrusion until risk-based cleanup levels have been met, and notification requirements to utility workers or contractors who may have contact with contaminated soil and groundwater while installing utilities or undertaking construction activities.

The screening level and site-specific evaluations shall be conducted under the oversight of the San Francisco Department of Public Health (DPH), and methods for compliance shall be specified in the site mitigation plan prepared in accordance with this measure, and would be subject to review and approval by the DPH. The deed restriction, if required, shall be recorded at the San Francisco Office of the Assessor-Recorder after approval by the DPH and DTSC.

IV. Significant Impacts That Cannot Be Avoided or Reduced to a Less Than Significant Level

Finding: Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that, where feasible, changes or alterations can and should be incorporated into the Project to reduce the significant environmental impacts listed below as identified in the FEIR. The Planning Commission determines that the following significant impacts on the environment, as reflected in the FEIR, are unavoidable, but under Public Resources Code Section 21081(a)(3) and (b), and CEQA Guidelines 15091(a)(3), 15092(b)(2)(B), and 15093, the City determines that the impacts are acceptable due to the overriding considerations described in Section VII below. This finding is supported by substantial evidence in the record of this proceeding.

A. Air Quality

1. Impact – Exposure of Sensitive Receptors to Toxic Air Contaminants (TACs) (Impact AQ-11)

a) Potentially Significant Impact

The EIR finds that construction of the Project would expose sensitive receptors to substantial levels of TACs generated by construction equipment.

b) Mitigation Measure M-AQ-11 and Conclusion

The Planning Commission finds the potentially significant impacts listed above would not be reduced to a less-than-significant impact by implementation of Mitigation Measure M-AQ-11, p. 4.G-57 – 4.G-58, which would require the project sponsor to prepare a Construction Emissions Minimization Plan designed to reduce construction emissions, as follows:

M-AQ-11: Construction Emissions Minimization Plan. To reduce the potential health risk resulting from 350 Eighth Street project construction activities, the 350 Eighth Street project sponsor shall prepare a Construction Emissions Minimization Plan designed to reduce construction emissions by a minimum of 55 percent as compared to the emissions calculated in the emissions calculated in the analysis conducted for this EIR. Depending on the precise construction equipment used, this mitigation could likely be achieved through use of diesel equipment with newer, cleaner engines (such as those meeting the ARB and EPA Interim Tier 4 standards); installation of exhaust filters (ARB-certified Level 3 Verified Diesel Emissions Control System, or VDECS; and/or use of certain equipment that is electrically powered or powered by non-diesel fuel such as propane or liquid natural gas (for example, for forklifts).

All requirements in the Construction Emissions Minimization Plan must be included in contract specifications. The Construction Emissions Minimization Plan may include, but is not limited to, the following requirements designed to reduce construction-period emissions:

- Limit idling times by either shutting equipment off when not in use or reducing the maximum idling time to two minutes;
- Use Interim Tier 4 equipment where such equipment is available and feasible for use (the primary option);
- Use equipment meeting Tier 2 or higher emissions standards;
- Use other late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and add-on devices such as particulate filters;
- Require that construction contractors not use diesel generators for construction purposes where feasible alternative sources of power are available (hydroelectric power, electric power, propane, etc), and that all diesel generators used for 350 Eighth Street project construction meet Tier 4 emissions standards; and/or
- Employ other options as such become available.

The 350 Eighth Street project sponsor shall submit the Construction Emissions Minimization Plan (Plan) to the ERO for review and approval by an Environmental Planning Air Quality Specialist prior to the commencement of construction activities. Should the Construction Emissions Minimization Plan determine that it is infeasible to reduce construction-period emissions to below the 55 percent emissions reduction standard required, the plan must document, to the satisfaction of the Environmental Review Officer, that the sponsor has implemented all feasible mitigation measures to reduce construction emissions and why additional measures to meet the plan's performance standard are infeasible. It should be noted that, for specialty equipment types (e.g., drill rigs, shoring rigs and concrete pumps), it may not be feasible for construction contractors to modify their current, older equipment to accommodate the particulate filters, or for them to provide newer models with these filters pre-installed.

2. Impact – Cumulative Air Quality Impacts from Emissions of Air Pollutants (Impact C-AQ-1)

a) Potentially Significant Impact

The EIR finds that implementation of the Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would contribute considerably to cumulative air quality impacts from emissions of criteria air pollutants.

b) Mitigation Measure M-C-AQ-1 and Conclusion

The Planning Commission finds the potentially significant impacts listed above would not be reduced to a less-than-significant impact by implementation of Mitigation Measure M-C-AQ-1, p. 4.G-65, which would require implementation of Mitigation Measure M-AQ-2, p. 4.G-35, which would require individual projects in the Draft Plan Area that would generate more than 3,500 daily vehicle trips, or would emit criteria air pollutants in excess of one or more applicable significance thresholds to develop and implement a Transportation Demand Management Plan; and Mitigation Measure M-AQ-6, p. 4.G-46 to 4.G-48, Construction Emissions Minimization Plan for Criteria Air Pollutants. Because the Project would not create more than 3,500 daily vehicle trips, Mitigation Measure M-AQ-2 no longer applies. Mitigation M-AQ-6, which would require individual projects in the Draft Plan Area that may exceed standards for criteria air pollutants to undergo analysis of a project's construction impacts and potentially submit a Construction Emissions Minimization Plan, would still apply as follows:

M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants.

Subsequent development projects that may exceed the standards for criteria air pollutants shall be required to undergo an analysis of the project's construction emissions and if, based on that analysis, construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan

(Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable.

The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
 - a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;
 - b) All off-road equipment shall have:
 - i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, *and*
 - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).
 - c) Exceptions:
 - i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.

Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).
 - ii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest pieces of off-road

equipment as provided by the step down schedules in Table M-AQ-6 below.

**TABLE M-AQ-6
OFF-ROAD EQUIPMENT COMPLIANCE
STEP DOWN SCHEDULE***

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

* How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

** Alternative fuels are not a VDECS

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.

3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

4. 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. Off-road equipment descriptions and information 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, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.

Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

3. Impact – Cumulative Exposure of Receptors to Toxic Air Contaminants (Impact C-AQ-2)

a) Potentially Significant Impact

The EIR finds that implementation of the Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in cumulative exposure of sensitive receptors to substantial levels of TACs.

b) Mitigation Measure M-C-AQ-2 and Conclusion

The Planning Commission finds the potentially significant impacts listed above would not be reduced to a less-than-significant impact by implementation of Mitigation Measure M-C-AQ-2, which would require implementation of Mitigation Measure M-AQ-3, p. 4.G-41, which would require analysis of potential site-specific health risks; Mitigation Measure M-AQ-4, which would require the preparation of an analysis by a qualified air quality specialist to identify sensitive receptors and assess health risks from TACs; and Mitigation Measure M-AQ-7, which would require a project-specific construction health risk analysis by a qualified air quality specialist. Mitigation Measures M-AQ-4 and M-AQ-7 would no longer apply to the Project. Mitigation Measure M-AQ-4 no longer applies because the Project will not generate substantial levels of TACs and Mitigation Measure M-AQ-7 no longer applies because Mitigation Measure M-AQ-11, discussed above, is a specific construction measure for the Project and thus there is no need to include this general measure. Mitigation Measure M-AQ-3 would still apply, however, as follows:

M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors. To reduce the potential health risk to new sensitive receptors resulting from exposure to roadways, stationary sources, and other non-permitted sources of fine particulate matter (PM_{2.5}) and toxic air contaminants (TACs), the Planning Department shall require analysis of potential site-specific health risks for all projects that would include sensitive receptors, based on criteria as established by the San Francisco Planning Department, as such criteria may be amended from time to time. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments.

Development projects in the Draft Plan Area and on the Adjacent Parcels that would include sensitive receptors shall undergo, during the environmental review process and no later than the first project approval action, an analysis of potential health risks to new sensitive receptors, consistent with methodology approved by the San Francisco Planning Department, to determine if health risks from pollutant concentrations would exceed applicable significance thresholds as determined by the Environmental Review Officer.

If one or more thresholds would be exceeded at the site of the subsequent project where sensitive receptors would be located, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher, as necessary to reduce outdoor-to-indoor infiltration of air pollutants by 80 percent. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration.

V. Why Recirculation is Not Required

Finding: For the reasons set forth below and elsewhere in the Administrative Record, none of the factors are present which would necessitate recirculation of the Final EIR under CEQA Guideline Section 15088.5 or the preparation of a subsequent or supplemental EIR under CEQA Guideline Section 15162. The Comments and Responses document thoroughly addressed all public comments that the Planning Department received on the Draft EIR. In response to these comments, the Planning Department added new and clarifying text to the EIR.

The Comments and Responses document, which is incorporated herein by reference, analyzed all of these changes, and determined that these changes did not constitute new information of significance that would alter any of the conclusions of the EIR.

Based on the information set forth above and other substantial evidence in light of the whole record on the Final EIR, the Commission determines that the Project is within the scope of project analyzed in the Final EIR; (2) approval of Project will not require important revisions to the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (3) no substantial changes have occurred with respect to the circumstances under which the Project are undertaken which would require major revisions to the Final EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Final EIR; and (4) no new information of substantial importance to the Project has become available which would indicate (a) the Project or the approval actions will have significant effects not discussed in the Final EIR, (b) significant environmental effects will be substantially more severe; (c) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or alternatives which are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment. Consequently, there is no need to recirculate the Final EIR under CEQA Guideline 15088.5 or the preparation of a subsequent or supplemental EIR under CEQA Guideline Section 15162.

VI. Evaluation of Project Alternatives

This Section describes the alternatives analyzed in the EIR and the reasons for rejecting the alternatives. This Section also outlines the proposed Project's (for purposes of this section, "Preferred Project") purposes (the "Project objectives"), describes the components of the alternatives, and explains the rationale for selecting or rejecting alternatives.

CEQA mandates that an EIR evaluate a reasonable range of alternatives to the project, which would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen effects of the project, and evaluate the comparative merits of the project." (CEQA Guidelines, Section 15126.6(a)).

CEQA requires that every EIR evaluate a "No Project" alternative as part of the range of alternatives analyzed in the EIR. The 350 Eighth Street Project EIR's No Project analysis was prepared in accordance with CEQA Guidelines Sections 15126.6(e)(3)(A) and (C).

Alternatives provide a basis of comparison to the Preferred Project in terms of beneficial, significant, and unavoidable impacts. This comparative analysis is used to consider reasonable feasible ways to avoid or substantially lessen the significant environmental consequences of the Preferred Project.

A. Project Objectives

As stated on EIR p. 6-3, the Project objectives for the proposed Project are as follows:

- Redevelop a large parking lot that does not currently contribute to the economic, social, and aesthetic qualities of the neighborhood;
- Create an apartment community that respects the neighborhood and context in which it is being built;
- Embrace and extend the existing network of alleys that connects Western SoMa by revitalizing the look and feel of Gordon and Ringold Streets adjacent to the 350 Eighth Street project site;
- Bring activity to the neighborhood through viable ground-floor commercial, art-related, and light industrial uses; and
- Develop a feasible project capable of providing an adequate return on investment.

B. Reasons for Selection of the Preferred Project

The EIR analyzes the following alternatives:

- No Project Alternative (Alternative 1);
- Reduced Growth Alternative (Alternative 2); and
- Greater Growth Alternative (Alternative 3).

These alternatives are discussed in greater detail in Chapter 6, Alternatives, of the EIR.

C. Alternatives Rejected and Reasons for Rejection

The Planning Commission recommends rejection of the alternatives set forth in the FEIR and listed below because the Planning Commission finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described in this Section in addition to those described in Section VII below under CEQA Guidelines 15091(a)(3), that make such alternatives infeasible .

1. No Project Alternative (Alternative 1)

The No Project Alternative, with respect to the 350 Eighth Street Project, would involve no development at the 350 Eighth Street Project Site. The existing paved parking lot would remain but Golden Gate Transit would still likely relocate its midday bus parking to a location beneath

the Bay Bridge approach. This move is planned independently of the Project as part of the implementation of the new Transit Center project. Accordingly, the No Project Alternative would fail to create a mixed-use apartment community that would not only contribute to the City's housing supply but also respect the neighborhood and context in which it is being built.

The No Project Alternative would not be desirable nor meet the Preferred Project objectives for the following reasons.

Under the No Project Alternative housing units (including a range of unit types) and neighborhood-serving retail uses would not be developed. Accordingly, the City's supply of housing would not be enhanced and the capacity of the Draft Plan Area to accommodate future opportunities for resident employment would not be increased. In order to meet the City's demand for housing supply, development would thus have to be directed to sites in other parts of the City less suited to accommodate such development. Thus, the No Project Alternative would limit the housing and economic growth of the City more than the Preferred Project and preclude a development that would provide substantial net benefits and minimize undesirable consequences to the City and its residents.

Goals for enhancing the urban form, visual character and recreation and open spaces would not be met as the public infrastructure improvements, publicly accessible open spaces and landscaping features proposed as part of the Preferred Project would not be constructed under the No Project Alternative. The Preferred Project would provide ample open space including a pocket park to be located at the corner of Ringold Alley and Eighth Street. The pocket park would include a variety of amenities including a linear water feature, shade trees, café seating and raised planters with built in wood benches. The No Project Alternative would include none of these features and amenities that would provide a benefit to the surrounding community.

The No Project Alternative would also not construct any PDR/arts activity uses and thus would not assist in the creation of artists' work spaces as the Preferred Project would. The No Project Alternative would also not advance most of the objectives, goals and policies of the Draft Plan as it would not develop a mixed-use project with a mix of uses and services serving local needs.

The No Project Alternative would also fail to meet any of the Project Sponsor's objectives. It would not create an apartment community on the 350 Eighth Street Project site or bring any activity to the neighborhood through viable ground-floor commercial, art-related and light industrial uses. It would fail to redevelop a large parking lot that currently contributes little or nothing to the economic, social and aesthetic qualities of the neighborhood into a mixed-use project that conforms with multiple goals and policies of the General Plan and Draft Plan, including goals pertaining to Housing, Commerce and Industry, Recreation and Open Space, Arts.

For the reasons listed above and in Section VII, Statement of Overriding Considerations, the Planning Commission hereby rejects the No Project Alternative.

2. Reduced Growth Alternative (Alternative 2)

Under the Reduced Growth Alternative, the Project would be reduced in height from 65 feet to 55 feet. As a result, approximately 90 fewer dwelling units would be provided, for a total of 354 units, which would amount to a 20 percent reduction in the total units as compared to the Preferred Project. The buildings along the Eighth and Harrison Street frontages and in the center of the Project Site would be five stories plus mezzanine, one story less than under the Preferred Project and the buildings on Gordon and Ringold Streets would also be reduced in height by one story, to four stories plus mezzanine. The building at Gordon and Harrison Streets would be reduced in height from 60 to 50 feet but would still include three floors of commercial (office) space over retail. Floor-to-floor heights, however, would be reduced. Accordingly, the Reduced Growth Alternative would, like the Preferred Project, include eight buildings with the same footprint but with lower building heights than the Preferred Project.

The Reduced Growth Alternative would not be desirable nor meet the Preferred Project objectives for the following reasons:

Although the Reduced Growth Alternative would still include the same use types as the Preferred Project, it would include a substantial reduction in the total number of residential units at the Project Site. This would diminish San Francisco's ability to accommodate projected housing demand to existing urban areas adequately served by public transit. As a result, the goals, policies and objectives of the General Plan and the Draft Plan with respect to Housing and Transportation, would be met to a lesser degree than under the Preferred Project and development would have to be directed to additional less desirable sites, such as greenfield sites, to meet this demand. This would in turn increase traffic and related transportation impacts.

Because the Reduced Growth Alternative would have fewer residential units than the Preferred Project, it would have incrementally less intensive environmental effects when compared to the Preferred Project. Nonetheless, the Reduced Growth Alternative would continue to cause a significant traffic impact at the Eighth/Harrison Streets intersection which would be less than significant with mitigation as with the Preferred Project. Also, like the Preferred Project, other impacts related to traffic, air quality, and noise would be less than significant under the Reduced Growth Alternative, with mitigation where applicable as identified in the Draft EIR.

With the same significant impact, then, the Reduced Growth Alternative would provide fewer housing units and fewer low and moderate-income units to meet the City's target for new housing construction. Additionally, under the Reduced Project Alternative less revenue and impact fees related to streets or transportation and public amenities would be collected. The

Reduced Project Alternative would thus be less consistent than the Preferred Project with many of the objectives and goals of the General Plan and Draft Plan.

The Reduced Project Alternative would also meet the Project Sponsor's objectives to a lesser degree than the Preferred Project. Although the Reduced Growth Alternative would still create an apartment community that respects the neighborhood and context and would still redevelop the large bus parking lot, it would include substantially fewer residential units than under the Preferred Project. Thus, the Reduced Project Alternative would fail to maximize the potential of this underutilized lot.

For the reasons listed above and in Section VII, Statement of Overriding Considerations, the Planning Commission hereby rejects the Reduced Project Alternative.

3. Greater Growth Alternative (Alternative 3)

The Greater Growth Alternative would increase the height of the proposed buildings at the Project Site such that the project could accommodate 560 dwelling units. This would amount to a 25 percent increase as compared to the 444 units proposed under the Preferred Project. The Greater Growth Alternative would include eight-story-plus-mezzanine structures on the Eighth Street and Harrison Street frontages and in the center of the site. These structures would be two stories taller than those for the Preferred Project. However, the buildings on Gordon and Ringold Streets would be developed at the same height and intensity as under the Preferred Project. Non-residential floor area would be the same as under the Preferred Project.

The Greater Growth Alternative would not be desirable nor meet the Preferred Project objectives for the following reasons.

With the increased number of units proposed under the Greater Growth Alternative, effects related to the intensity of the development, including trip generation and traffic-generated air pollutant emissions, greenhouse gas emissions and traffic noise would be increased by about 25 percent. Additionally, because these additional units would generate more traffic, the Transportation Impact associated with levels of service at the intersection of Eighth/Harrison/I-80 Westbound off-ramp (Impact TR-9) would be significant and unavoidable even with the implementation of Mitigation Measure TR-1c (which would adjust signal timing). Accordingly, the Greater Growth Alternative would result in more additional Significant and Unavoidable Impacts than the Preferred Project.

Additionally, aesthetic effects would be greater under the Greater Growth Alternative than the Preferred Project because the buildings on the Eighth and Harrison Street frontages would be eight stories (plus mezzanine) and 85 feet in height. This increased height could also potentially result in wind impacts that would not otherwise result from the Preferred Project. Other impacts related to the intensity of development, including those on recreation and public space,

utilities and service systems and public services would be incrementally greater than those of the Preferred Project.

Finally, the Greater Growth Alternative would also meet the Project Sponsor's objectives to a lesser degree than the Preferred Project. Although the Greater Growth Alternative would, like the Preferred Project, include construction of an apartment community, this community would respect the neighborhood and context in which it is being built to a lesser degree than the Preferred Project. The surrounding neighborhood includes moderately scaled structures and thus the Preferred Project's 65 foot maximum height would respect this context more so than the Greater Growth Alternative's 85 foot height. Additionally, this maximum height proposed under the Greater Growth Alternative would not meet the 55-X/65-B height designation proposed for the Project Site pursuant to the Draft Plan.

For the reasons listed above and in Section VII, Statement of Overriding Considerations, the Planning Commission hereby rejects the Greater Growth Alternative.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding the significant effects noted above, pursuant to CEQA Section 21081(b) and the CEQA Guidelines Section 15093, the Planning Commission finds, after considering the EIR and based on substantial evidence in the administrative record as a whole and as set forth herein, that specific overriding economic, legal, social, and other considerations outweigh the identified significant effects on the environment. Moreover, in addition to the specific reasons discussed in Section VI above, the Planning Commission finds that the alternatives rejected above are also rejected for the following specific economic, social, or other considerations resulting from Project approval and implementation:

- A. The Project Site currently contains a large bus parking lot that does not contribute to the economic, social and aesthetic qualities of the proposed Western SoMa Area Plan and surrounding SoMa neighborhood. The Project will redevelop this underutilized site with an infill mixed-use residential project that includes a mix of land uses that would respect the surrounding neighborhood and bring activity to that neighborhood.

- B. The Project will add housing opportunities within the Draft Plan Area at a density that is suitable for a intensely-developed urban context served by ample public transit and retail services. By targeting infill residential development at the Project Site, residents of the Project will be able to walk, bicycle, or take transit to commute, shop and meet other needs with less reliance on private automobiles. The Project's infill location and close proximity to public transit will also help reduce regional urban sprawl and its substantial negative regional environmental, economic, and health impacts, including air and water pollution, greenhouse gas emissions, congestion, and loss of open space and habitat.

C. The Project's proposed ground floor retail uses will help activate the streetscape and create visual interest for pedestrians. The Project will also create an attractive and pedestrian-oriented neighborhood scale of development through incorporation of superior design and superior development and architectural standards.

D. The Project's retail/commercial, PDR/arts and residential uses will be typical of the surrounding context and will not introduce operational noises or odors that are detrimental, excessive or atypical for the area. While some temporary increase in noise can be expected during construction, this noise is limited in duration and will be regulated by the San Francisco Noise Ordinance which prohibits excessive noise levels from construction activity and limits the permitted hours of work.

E. The Project will include ample amounts of private and publicly accessible open space including a new pocket park to be located at the corner of 8th Street and Ringold Alley. The park will contain a variety of amenities including a water feature, trees, seating, planters and built in wood benches. The Western SoMa community lacks neighborhood parks to serve Draft Plan Area residents and thus the introduction of this publicly accessible pocket park will be a direct benefit to the Western SoMa neighborhood.

F. The Project will introduce architecturally superior buildings and landscaping to the Western SoMa neighborhood and Draft Plan Area. The proposed buildings would be constructed in a contemporary style intended to embrace the existing aesthetic of the surrounding buildings. Additionally, these buildings would be finished with a variety of exterior materials that would divide the facades both vertically and horizontally into smaller visual elements and will also include green design features. Landscaping would also be planted and maintained around the internal roadway, within courtyards in the center of the Project Site and the publicly accessible pocket park.

G. The Project will contribute to the supply of market-rate and affordable housing units as well as arts activity uses within San Francisco thus promoting many objectives and policies of the General Plan, including: promoting mixed use development, developing new housing, particularly affordable housing, providing a range of unit types, promoting the construction of well-designed housing, assisting in the creation of artists' work spaces.

H. The Project will substantially improve the Harrison, Ringold, Eighth and Gordon Street frontages by creating an active street frontage and residential/PDR/retail/commercial/arts activity services to serve the community and implementing sidewalk improvements consistent with the Better Streets Plan.

I. The Project conforms to the neighborhood character. The existing development in the area surrounding the Project Site is varied in scale and intensity. At 53 to 65 feet in height, the

Project will be an appropriate transition from the larger scale of Market and Mission Streets and the smaller scale south of Harrison Street.

J. The Project will provide parking to serve the various uses proposed for the Project Site. A total of 372 parking spaces are proposed and will be provided primarily within the basement level parking garage. The Project will also provide approximately 415 secure bicycle spaces on-site. These 415 spaces are well above the Planning Code Requirement of 129 such spaces applicable to the Project. The Project also provides six car share parking spaces on the internal roadway, in a location convenient to both residents and other neighbors.

L. The overarching goal of the Draft Plan is to maintain the mixed-use character of the Draft Plan Area and preserve existing housing while promoting new residential (including affordable housing) and resident-serving uses. The Project's approximately 444 dwelling units and approximately 22,280 square feet of neighborhood serving retail uses will help advance this goal.

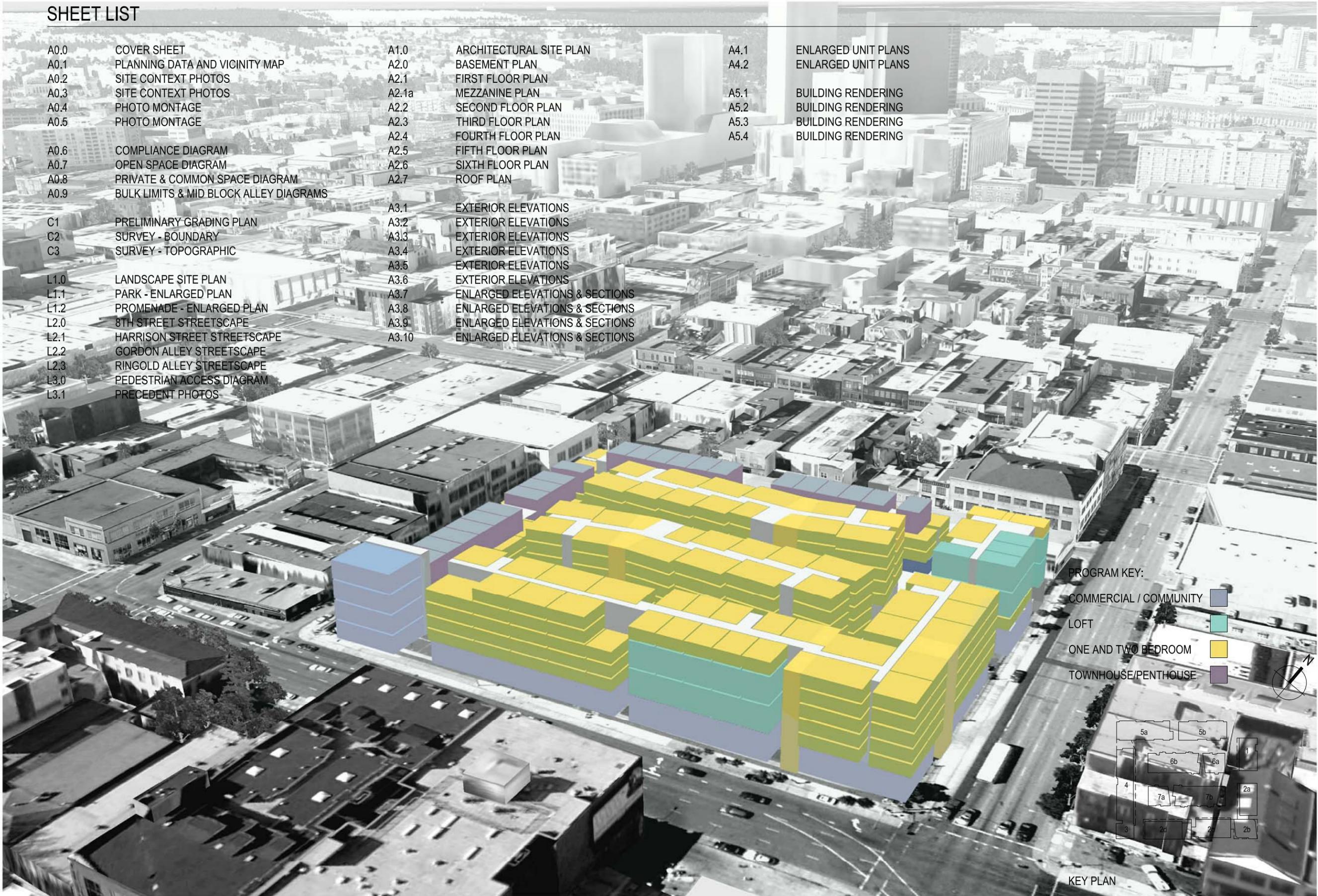
Having considered these benefits of the proposed Project, including the benefits and considerations discussed above, the Planning Commission finds that the Project's benefits outweigh its unavoidable adverse environmental effects, and that the adverse environmental effects are therefore considered acceptable. The Planning Commission further finds that each of the Project benefits discussed above is a separate and independent basis for these findings.

VIII. INCORPORATION BY REFERENCE

The Final EIR is hereby incorporated into these Findings in its entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of the mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the Project in spite of the potential for associated significant and unavoidable adverse environmental effects.

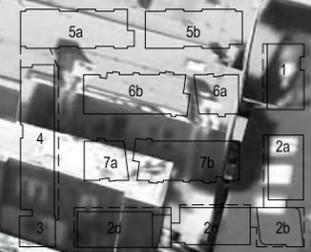
SHEET LIST

A0.0	COVER SHEET	A1.0	ARCHITECTURAL SITE PLAN	A4.1	ENLARGED UNIT PLANS
A0.1	PLANNING DATA AND VICINITY MAP	A2.0	BASEMENT PLAN	A4.2	ENLARGED UNIT PLANS
A0.2	SITE CONTEXT PHOTOS	A2.1	FIRST FLOOR PLAN	A5.1	BUILDING RENDERING
A0.3	SITE CONTEXT PHOTOS	A2.1a	MEZZANINE PLAN	A5.2	BUILDING RENDERING
A0.4	PHOTO MONTAGE	A2.2	SECOND FLOOR PLAN	A5.3	BUILDING RENDERING
A0.5	PHOTO MONTAGE	A2.3	THIRD FLOOR PLAN	A5.4	BUILDING RENDERING
A0.6	COMPLIANCE DIAGRAM	A2.4	FOURTH FLOOR PLAN		
A0.7	OPEN SPACE DIAGRAM	A2.5	FIFTH FLOOR PLAN		
A0.8	PRIVATE & COMMON SPACE DIAGRAM	A2.6	SIXTH FLOOR PLAN		
A0.9	BULK LIMITS & MID BLOCK ALLEY DIAGRAMS	A2.7	ROOF PLAN		
C1	PRELIMINARY GRADING PLAN	A3.1	EXTERIOR ELEVATIONS		
C2	SURVEY - BOUNDARY	A3.2	EXTERIOR ELEVATIONS		
C3	SURVEY - TOPOGRAPHIC	A3.3	EXTERIOR ELEVATIONS		
L1.0	LANDSCAPE SITE PLAN	A3.4	EXTERIOR ELEVATIONS		
L1.1	PARK - ENLARGED PLAN	A3.5	EXTERIOR ELEVATIONS		
L1.2	PROMENADE - ENLARGED PLAN	A3.6	EXTERIOR ELEVATIONS		
L2.0	8TH STREET STREETSCAPE	A3.7	ENLARGED ELEVATIONS & SECTIONS		
L2.1	HARRISON STREET STREETSCAPE	A3.8	ENLARGED ELEVATIONS & SECTIONS		
L2.2	GORDON ALLEY STREETSCAPE	A3.9	ENLARGED ELEVATIONS & SECTIONS		
L2.3	RINGOLD ALLEY STREETSCAPE	A3.10	ENLARGED ELEVATIONS & SECTIONS		
L3.0	PEDESTRIAN ACCESS DIAGRAM				
L3.1	PRECEDENT PHOTOS				



PROGRAM KEY:

- COMMERCIAL / COMMUNITY
- LOFT
- ONE AND TWO BEDROOM
- TOWNHOUSE/PENTHOUSE



KEY PLAN

PLANNING INFO

Residential Net Rentable Area by Unit Type						
Unit Type	Bldg Type	# of BR	# of Units	Avg. Net SF per unit	Net Total (SF)	Gross Area Total (SF)
2 BD w/ parking	residential loft	2+	11	1159	12,752	
2 BD	residential flat	2	135	937	126,434	
1 BD	residential flat	1	152	674	102,390	
LOFT	residential loft	1	18	731	13,162	
GARDEN LOFT	residential loft	1	26	894	23,253	
STUDIO	residential flat	0	46	412	18,966	
TOWNHOUSE	low nhouse	2	22	1122	24,676	
All Unit Total			410		321,633	442,288
			average unit area		787	

Unit Mix Summary		
# of 2 BR	168	41%
# of 1 BR	196	48%
# of 0 BR	46	11%

Lot Coverage	
Building Footprint	78432
Area of Site	146,283
	53.62%

Function	Gross Area	# of Floors	Max. Mezzanine	Total Area	
RETAIL					
Building 1	retail	974	1	321	1295
Building 2A	retail	4569	1	1508	6077
Building 2B	retail	3368	1	1111	4479
Building 2C	retail	2591	1	855	3446
Building 2D	retail	5250	1	1733	6983
		16,752		5,528	22,280 Total
OFFICE					
Building 3	office	2345	4	0	9,380 Total
AMENITY					
Building 1	common	3138	1	1036	4174
Building 2C	leasing	2710	1	894	3604
		5848		1930	7,778 Total
Arts Activity					
Building 4	Arts Activity	10,595	1	N/A	10,595 GSF
	circulation	2,164	1	N/A	2,164
					8,431 Rentable

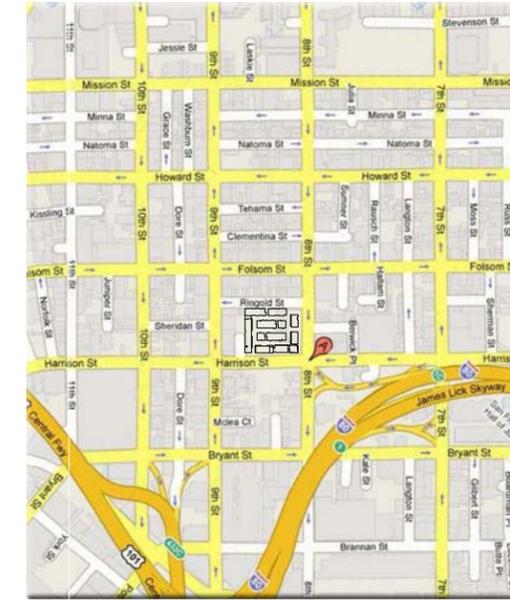
Gross Buiding Area (Includes circulation)									
	Subgrade	First Floor	Mezzanine	Second Floor	Third Floor	Fourth Floor	Fifth Floor	Sixth Floor	Total
Building 1		4,978	1,254	5,546	5,546	5,546	5,546	4,460	32,876
Building 2		19,698	4,019	24,417	24,417	24,417	23,937	22,948	143,853
Building 3		2,202	n/a	2,202	2,202	2,202	n/a	n/a	8,808
Building 4		10,717	n/a	14,379	14,379	7,266	6,144	n/a	52,885
Building 5		16,345	n/a	16,796	16,796	8,149	7,295	n/a	65,381
Building 6		12,348	2,643	14,218	14,218	14,218	14,218	13,817	85,680
Building 7		12,348	2,643	14,218	14,218	14,218	14,218	13,817	85,680
	118,831	78,636	10,559	91,776	91,776	76,016	71,358	55,042	593,994 GSF
									Type I Construction 208,026 GSF
									Type III/V Construction 385,968 GSF

Parking				
Use	Requirement Proposed Western SOMA MUG	Units or Area	Spaces Permitted	Spaces Provided
Residential	0.75 /unit	380	285	Underground
	1.0 per 2BR > 1000SF	30	30	Garage
Retail	1/500 sq ft (up to 20,000)	20,000	40	Loop Road
	1/250 sq ft (over 20,000)	2,280	9	At Grade
Office	7%	9,380		In Garages
	office parking area	657	3	At Grade
Arts Activity	1/2000 sq ft	10,595	5	
		Total	372	372
	Requirement Proposed Western SOMA MUG		Spaces Required	Spaces Provided
Bicycle Spaces	115 residential, 5 commercial		129	415
Car Share Spaces	3 residential, 3 commercial		6	6

Loading	
Residential	2
200,000-500,000 sq ft	
Retail	2
30,000-50,000 sq ft	
Total	4
Provided at grade:	
2 loading, 4 van (2 van=1 loading)	

Public Infrastructure Improvements	
Public Park	5,362 SF

Open Space See A0.6 and A0.7 and A0.8			
Residential Open space required	80 SF/unit	32,800 SF	
Retail Open space required	1 SF/250 SF	89 SF	
Office Open space required	1 SF/50 SF	126 SF	w/ 33% reduction
TOTAL REQUIRED		33,015 SF	
Private/Common - Not accessible to Public		Publicly Accessible per SFPC 135(h)	
Private balconies	5,106 SF	On-site grade open space	22,329 SF
Common Decks	2,855 SF	Better Streets open space (wider sidewalk)	6,099 SF
Subtotal Private/Common	7,961 SF	Subtotal Publicly Accessible	28,428 SF
Serves 100 units		Serves 355 units	
Required 80 SF/unit private or common		Required 80 SF/unit publicly accessible	
TOTAL PROVIDED		36,389 SF	
Not Counted - does not comply with SFPC 135(g)		Not counted	
Interior Grade Court	8,077 SF	Public Park	5,362 SF



November 05, 2012

PROJECT DATA
VICINITY MAP

8TH + HARRISON San Francisco
Conditional Use Permit Submittal
ARCHSTONE
MIXED USE DEVELOPMENT

SOMA

A0.1



VIEW FROM 8TH AND HARRISON
NTS 5



VIEW SOUTHWEST DOWN HARRISON
NTS 4



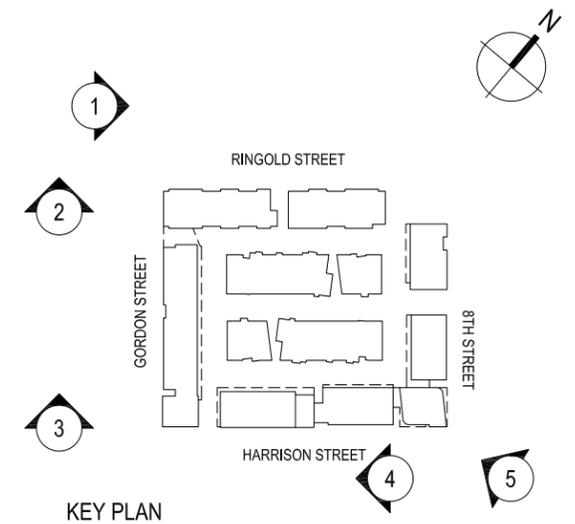
VIEW NORTHWEST AT NINTH STREET
NTS 3



VIEW AT 9TH AND RINGOLD
NTS 2



VIEW NORTHEAST DOWN FOLSOM
NTS 1





VIEW SOUTHEAST AT 8TH
NTS 5



VIEW NORTHEAST DOWN HERON
NTS 4



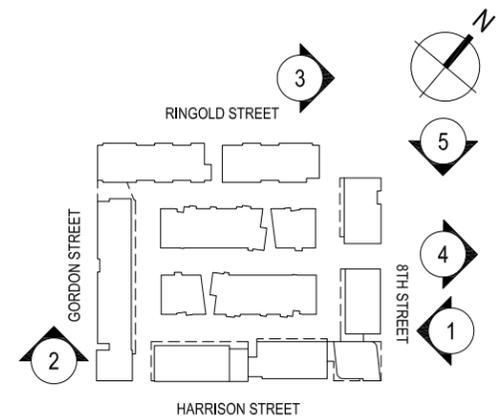
VIEW NORTHWEST DOWN RINGOLD
NTS 3



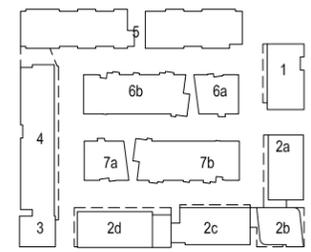
VIEW NORTHWEST AT GORDON
NTS 2



VIEW FROM 8TH STREET
NTS 1

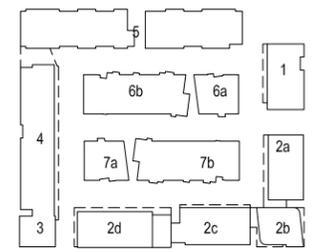


KEY PLAN



KEY PLAN





KEY PLAN



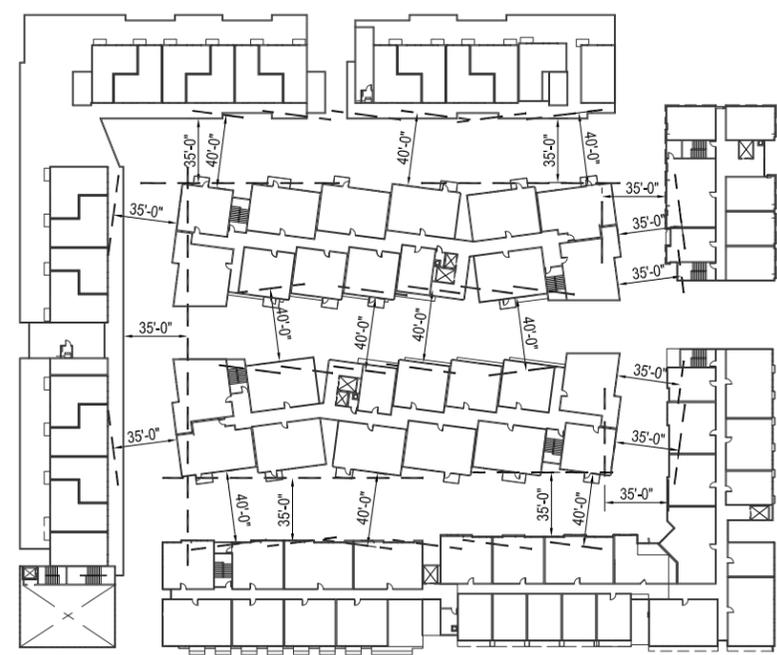
FIRST FLOOR PLAN

1" = 100'-0"



THIRD FLOOR PLAN

1" = 100'-0"



FIFTH FLOOR PLAN

1" = 100'-0"



ALL UNITS COMPLY.



SECOND FLOOR PLAN

1" = 100'-0"



FOURTH FLOOR PLAN

1" = 100'-0"



SIXTH FLOOR PLAN

1" = 100'-0"



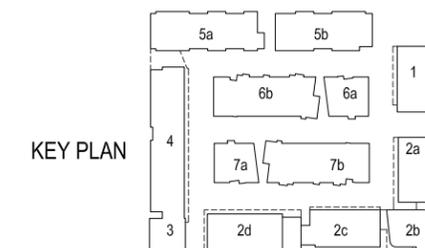
ALL UNITS COMPLY.

THESE DIAGRAMS ILLUSTRATE COMPLIANCE / NON-COMPLIANCE WITH SAN FRANCISCO PLANNING CODE SECTION 140.

■ SHADED UNITS INDICATE NON-COMPLIANCE
ALL OTHERS COMPLY

64 NON-COMPLYING UNITS

■ ONE UNIT OF WINDOW COMPLIES WITH SF HOUSING CODE SECTION 504.
(MIN. 10 SF AND 1/12 MIN. AREA OF ROOM - 50% OF WINDOW IS OPERABLE)

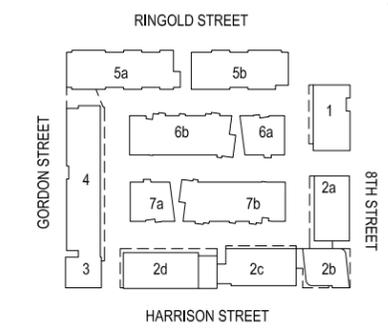




OPEN SPACE:

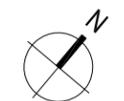
 PUBLIC PARK	6,014 SF
 PUBLICLY ACCESSIBLE OPEN SPACE PER SECTION 135(h)	22,329 SF
 PUBLICLY ACCESSIBLE OPEN SPACE PER SECTION 135(h) BETTER STREETS PLAN	6,099 SF
 COMMON USABLE OPEN SPACE NON COMPLYING WITH SECTION 135	7,305 SF

PER REQ. S.F. PLANNING CODE SECTION 135



KEY PLAN

SITE PLAN
1" = 40'-0"



TWO-WAY PARKING RAMP WITH OVERHEAD ROLL-DOWN GATE

COMMUNITY PARK SPACE

8TH STREET

PROPERTY LINE, TYP.

RINGOLD STREET

GORDON STREET

HARRISON STREET

LOADING 8' X 20'

LOADING 8' X 20'

LOADING 12' X 35'

LOADING 12' X 35'

ONE-WAY ROADWAY

ONE-WAY ROADWAY

BUILDING 3

BUILDING 4

BUILDING 5A

BUILDING 5B

BUILDING 7A

BUILDING 7B

BUILDING 6B

BUILDING 6A

BUILDING 2A

BUILDING 2B

BUILDING 2C

BUILDING 2D

BUILDING 1

RINGOLD STREET

GORDON STREET

8TH STREET

HARRISON STREET



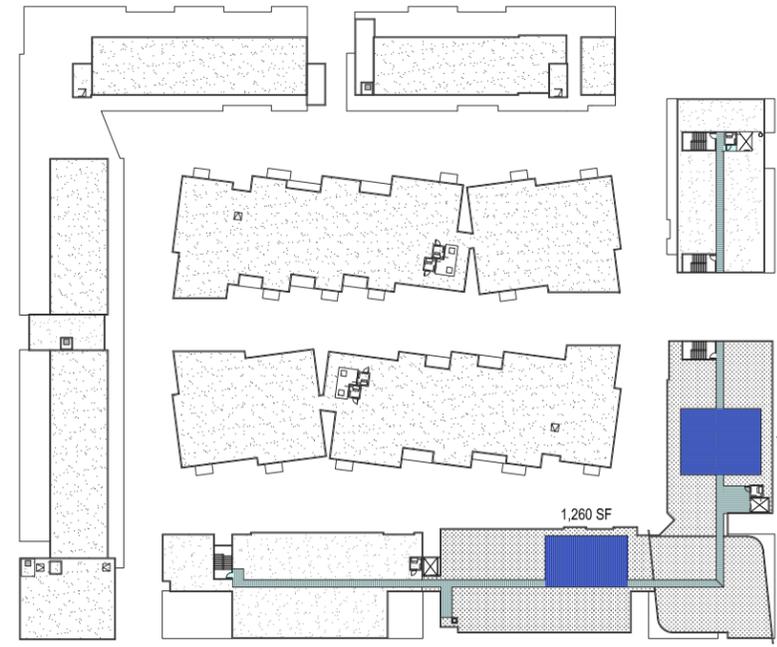
THIRD FLOOR PLAN

1" = 100'-0"



FIFTH FLOOR PLAN

1" = 100'-0"



ROOF PLAN

1" = 100'-0"



FOURTH FLOOR PLAN

1" = 100'-0"



SIXTH FLOOR PLAN

1" = 100'-0"



PRIVATE AND COMMON OPEN SPACE

PRIVATE PATIO / DECK, COMPLYING

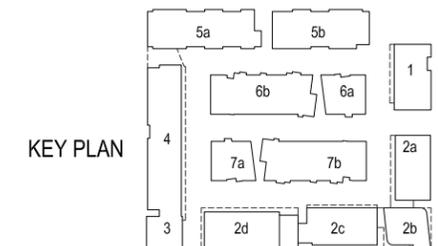
PRIVATE PATIO / DECK, NON-COMPLYING

EXTERIOR WALKWAY

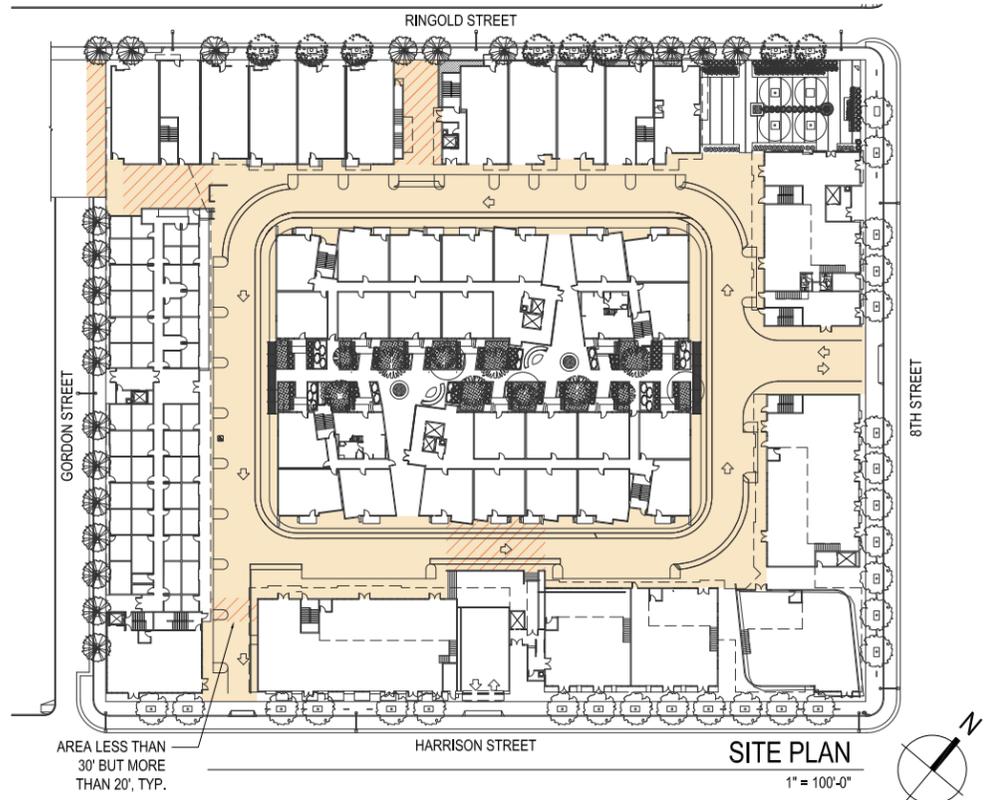
COMMON DECK

NO BALCONIES ON FIRST AND SECOND FLOORS; SEE A0.7 FOR GROUND FLOOR COMMON SPACE

PER REQ. S.F. PLANNING CODE SECTION 135



KEY PLAN



AREA LESS THAN 30' BUT MORE THAN 20', TYP.

PER SF PLANNING CODE SECTION 270.2.

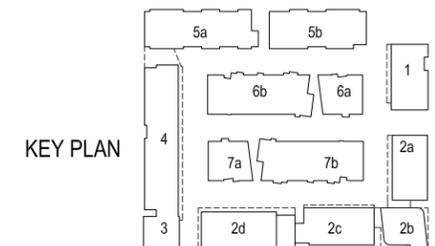
- 30' WIDE MID BLOCK "ALLEY"
- 20'-30' WIDE MID BLOCK "ALLEY", NON-COMPLYING

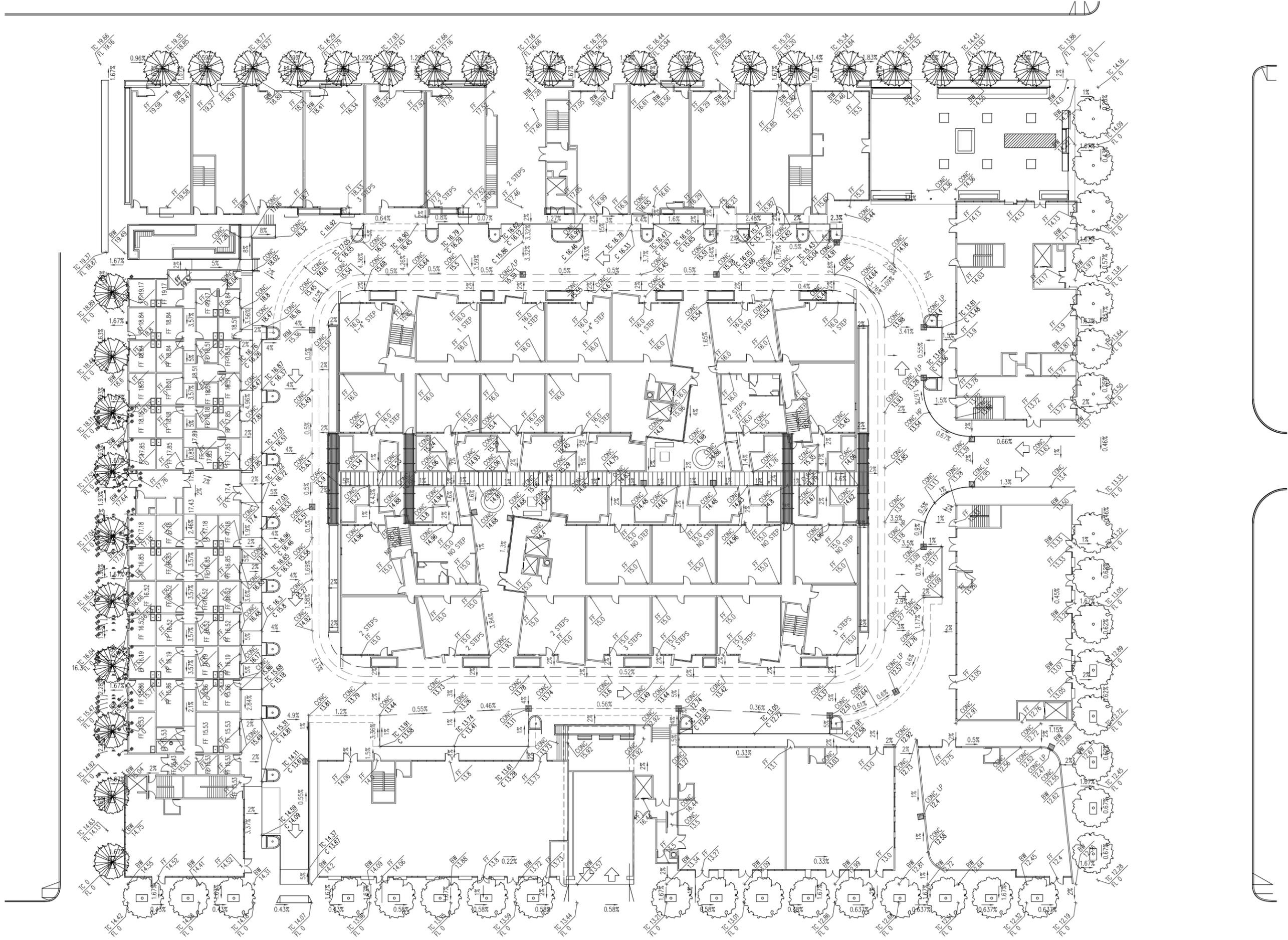


PER SF PLANNING CODE SECTION 270.

BULK LIMITS FOR 65-B.
 MAXIMUM LENGTH: 110' ABOVE 50'.
 MAX DIAGONAL: 125' ABOVE 50'.

- COMPLYING
- NON-COMPLYING





SITE PLAN

1" = 40'-0"

TITLE REPORT

THE TITLE REPORT AS SUPPLIED BY THE CLIENT AND USED IN THIS SURVEY WAS ISSUED BY CHICAGO TITLE COMPANY, PRELIMINARY REPORT ORDER NO. 06-36903089-B-WF, AMENDED, EFFECTIVE DATE: APRIL 9, 2008 AT 7:30 A.M., REFERRED TO HEREON AS THE "TFR".

TITLE OR INTEREST VESTED IN:

TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

WERBE SH, INC., A CALIFORNIA CORPORATION

LEGAL DESCRIPTION

LEGAL DESCRIPTION AS CONTAINED IN THE PRELIMINARY TITLE REPORT ISSUED BY CHICAGO TITLE COMPANY, PRELIMINARY REPORT ORDER NO. 06-36903089-B-WF, AMENDED, EFFECTIVE DATE: APRIL 9, 2008 AT 7:30 A.M.

THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE CITY OF SAN FRANCISCO, COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHWESTERLY LINE OF 8TH STREET AND THE NORTHWESTERLY LINE OF HARRISON STREET, RUNNING THENCE SOUTHWESTERLY ALONG SAID LINE OF HARRISON STREET 415 FEET TO THE NORTHEASTERLY LINE OF GORDON STREET; THENCE AT A RIGHT ANGLE NORTHWESTERLY ALONG SAID LINE OF GORDON STREET 275 FEET; THENCE AT A RIGHT ANGLE NORTHEASTERLY 140 FEET; THENCE AT A RIGHT ANGLE NORTHEASTERLY 75 FEET TO THE SOUTHEASTERLY LINE OF RINGOLD STREET; THENCE AT A RIGHT ANGLE NORTHEASTERLY ALONG SAID LINE OF RINGOLD STREET 275 FEET TO THE SOUTHWESTERLY LINE OF 8TH STREET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY ALONG SAID LINE OF 8TH STREET 350 FEET TO THE POINT OF BEGINNING.

BEING PART OF 100 VARA BLOCK NO. 417.

PARCEL B:

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF RINGOLD STREET, DISTANT THEREIN 125 FEET NORTHWESTERLY FROM THE NORTHEASTERLY LINE OF 8TH STREET, RUNNING THENCE NORTHEASTERLY AND ALONG SAID LINE OF RINGOLD STREET 75 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY 75 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 75 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 75 FEET TO THE POINT OF BEGINNING.

BEING PART OF 100 VARA BLOCK NO. 417.

PARCEL C:

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF RINGOLD STREET, DISTANT THEREIN 225 FEET NORTHWESTERLY FROM THE NORTHEASTERLY LINE OF 8TH STREET, RUNNING THENCE NORTHEASTERLY AND ALONG SAID LINE OF RINGOLD STREET 50 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY 75 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 50 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 75 FEET TO THE POINT OF BEGINNING.

BEING PART OF 100 VARA BLOCK NO. 417.

PARCEL D:

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF RINGOLD STREET, DISTANT THEREIN 200 FEET NORTHWESTERLY FROM THE NORTHEASTERLY LINE OF 8TH STREET, RUNNING THENCE NORTHEASTERLY AND ALONG SAID LINE OF RINGOLD STREET 25 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY 75 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 25 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 75 FEET TO THE POINT OF BEGINNING.

BEING PART OF 100 VARA BLOCK NO. 417.

APRIL LOT 3 BLOCK 3756 (PARCELS A-C), LOT 15, BLOCK 3756 (PARCEL D)

FLOOD ZONE

THE FEDERAL EMERGENCY MANAGEMENT ADMINISTRATION'S FLOOD HAZARD BOUNDARY MAP WAS RECONSIDERED ON JULY 18, 1975 AND NO LONGER APPLIES TO THE CITY AND COUNTY OF SAN FRANCISCO.

STREET ADDRESS OF PROPERTY

THE STREET ADDRESS OF THE SUBJECT PROPERTY IS: 350 8TH STREET (PARCELS A, B, AND C) AND ASSESSOR'S LOT 15, BLOCK 3756 (VACANT LAND ON RINGOLD STREET), SAN FRANCISCO, CALIFORNIA.

ZONING / BUILDING REQUIREMENTS

FOR THE CITY AND COUNTY OF SAN FRANCISCO, PLANNING DEPARTMENT, MUNICIPAL CODES, PLANNING CODES AND AS SHOWN ON THE CITY AND COUNTY'S LAND USE DIAGRAM AVAILABLE AT WWW.MUNICODI.COM/RESOURCES/GATEWAY, THE SUBJECT PROPERTY IS ZONED: "SR" (SOUTH OF MARKET - SERVICE / LIGHT INDUSTRIAL / RESIDENTIAL MIXED USE DISTRICT) AS SHOWN ON THE ZONING USE DISTRICTS MAP, SHEET 2N08, ZONING MAP OF THE CITY AND COUNTY OF SAN FRANCISCO.

REFERENCE IS MADE HERE TO THE CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL CODES, AVAILABLE AT WWW.MUNICODI.COM/RESOURCES, PARTICULARLY: ARTICLE 6, "MIXED USE DISTRICTS", SECTION 616, SR - SERVICE / LIGHT INDUSTRIAL / RESIDENTIAL MIXED USE DISTRICT; ARTICLE 2.5, "HEIGHTS AND BULK DISTRICTS", SECTION 250, HEIGHT LIMITS, MEASUREMENTS; AND ARTICLE 1.2, "DIMENSIONAL AREAS AND OPEN SPACES", SECTIONS 121.0 THROUGH 149.0, AVAILABLE AT WWW.SFOV.GOV AS TO THE PARTICULARS REGARDING DEVELOPMENT REQUIREMENTS / REGULATIONS, PERMITTED AND CONDITIONALLY PERMITTED USES, BUILDING HEIGHT LIMITATIONS, BUILDING SETBACK LINES AND ET AL.

NOTES

- 1. EASEMENTS AND/OR RIGHTS OF WAY ARE SHOWN HEREON PER THE "TFR". OTHER EASEMENTS AND/OR RIGHTS OF WAY OF RECORD, IF ANY, ARE NOT SHOWN HEREON.
- 2. THE TOTAL AREA OF THE SUBJECT PROPERTY IS: 146,294 SQ. FT. +/- OR 3.338 ACRES MORE OR LESS. THE AREA OF PARCEL A: 135,012 SQ. FT. +/- OR 3.089 ACRES MORE OR LESS. THE AREA OF PARCEL B: 5,636 SQ. FT. +/- OR 0.129 ACRES MORE OR LESS. THE AREA OF PARCEL C: 3,757 SQ. FT. +/- OR 0.086 ACRES MORE OR LESS. THE AREA OF PARCEL D: 1,879 SQ. FT. +/- OR 0.043 ACRES MORE OR LESS.
- 3. THE UTILITIES SHOWN HEREON ARE BY SURFACE OBSERVATION AND RECORD INFORMATION ONLY AND NO WARRANTY IS GIVEN HEREON AS TO THEIR EXACT LOCATION. IT IS THE RESPONSIBILITY OF THE DEVELOPER AND/OR CONTRACTOR TO VERIFY THE EXACT LOCATION OF THE UTILITIES WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
- 4. UTILITY JURISDICTIONS / PROVIDERS ARE AS FOLLOWS: STORM DRAINS: CITY AND COUNTY OF SAN FRANCISCO; SANITARY SEWER: CITY AND COUNTY OF SAN FRANCISCO; WATER: CITY AND COUNTY OF SAN FRANCISCO; ELECTRICITY: PACIFIC GAS & ELECTRIC CO.; NATURAL GAS: PACIFIC GAS & ELECTRIC CO.
- 5. BUILDING SETBACK LINES ARE NOT SHOWN ON THIS SURVEY. NOTES IN TABLE "A", "OPTIONAL SURVEY RESPONSIBILITIES AND SPECIFICATIONS", CONTAINED IN THE "2005 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS", STATES, "IN REFERENCE TO ITEM 6, THERE MAY BE A NEED FOR AN INTERPRETATION OF A RESTRICTION. THE SURVEYOR CANNOT MAKE A CERTIFICATION ON THE BASIS OF AN INTERPRETATION OF ANOTHER PARTY." IT IS THE OPINION OF THE SURVEYOR THAT THE SETBACK LINES CANNOT BE ABSOLUTELY ESTABLISHED FROM INFORMATION AVAILABLE IN MUNICIPAL / PLANNING CODES OF THE CITY AND COUNTY OF SAN FRANCISCO WITHOUT SUCH INTERPRETATION BY THE PLANNING STAFF. REFER TO CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL CODE, PLANNING CODE, ARTICLE 1.2, SECTIONS 121.0 THROUGH 149.0, AVAILABLE AT WWW.SFOV.GOV/SITE/SFOVW_INDEX.ASP.
- 6. THE PROFESSIONAL LAND SURVEYORS ACT OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA, CHAPTER 5, SECTION 8770.16 DEFINES CERTIFY / CERTIFICATION AS: THE USE OF THE WORD "CERTIFY" OR "CERTIFICATION" BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER IN THE PRACTICE OF PROFESSIONAL ENGINEERING OR LAND SURVEYING OR THE PREPARATION OF MAPS, PLATS, REPORTS, DESCRIPTIONS, OR OTHER SURVEYING DOCUMENTS ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

RECORD REFERENCES

- R1) GRANT DEED RECORDED APRIL 22, 1999 AS RECORDERS DOCUMENT NO. 99-0558149-00 OF OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO.
- R2) GRANT DEED RECORDED JUNE 20, 2006 AS RECORDERS DOCUMENT NO. 2006-1195607-00 OF OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO.
- R3) MONUMENT MAPS NO. 285, NO. 283 AND NO. 284 OF THE CITY AND COUNTY OF SAN FRANCISCO, DEPARTMENT OF PUBLIC WORKS, BUREAU OF ENGINEERING, DIVISION OF SURVEYS AND MAPPING AND LAST REVISED AUGUST 1977.
- R4) MAP ENTITLED "MONUMENT MAP OF DISTRICT, FROM MISSION STREET TO BRANNAN STREET BETWEEN EIGHT AND ELEVENTH STREETS", CITY AND COUNTY OF SAN FRANCISCO, DEPARTMENT OF PUBLIC WORKS, BUREAU OF ENGINEERING, DIVISION OF SURVEYS, DATED MAY 22, 1934, INDEX NO. A-16-79.
- R5) ALTA SURVEY, JOB NO. 5435, DATED MARCH 20, 2007 PREPARED BY KCA ENGINEERS, INC.

FILE NAME: 28016-10\ALTA-28016-10.DWG

EXCEPTIONS

PORTION OF EXCEPTIONS TO COVERAGE AS CONTAINED IN THE PRELIMINARY TITLE REPORT ISSUED BY CHICAGO TITLE COMPANY, PRELIMINARY REPORT ORDER NO. 06-36903089-B-WF, AMENDED, EFFECTIVE DATE: APRIL 9, 2008 AT 7:30 A.M.

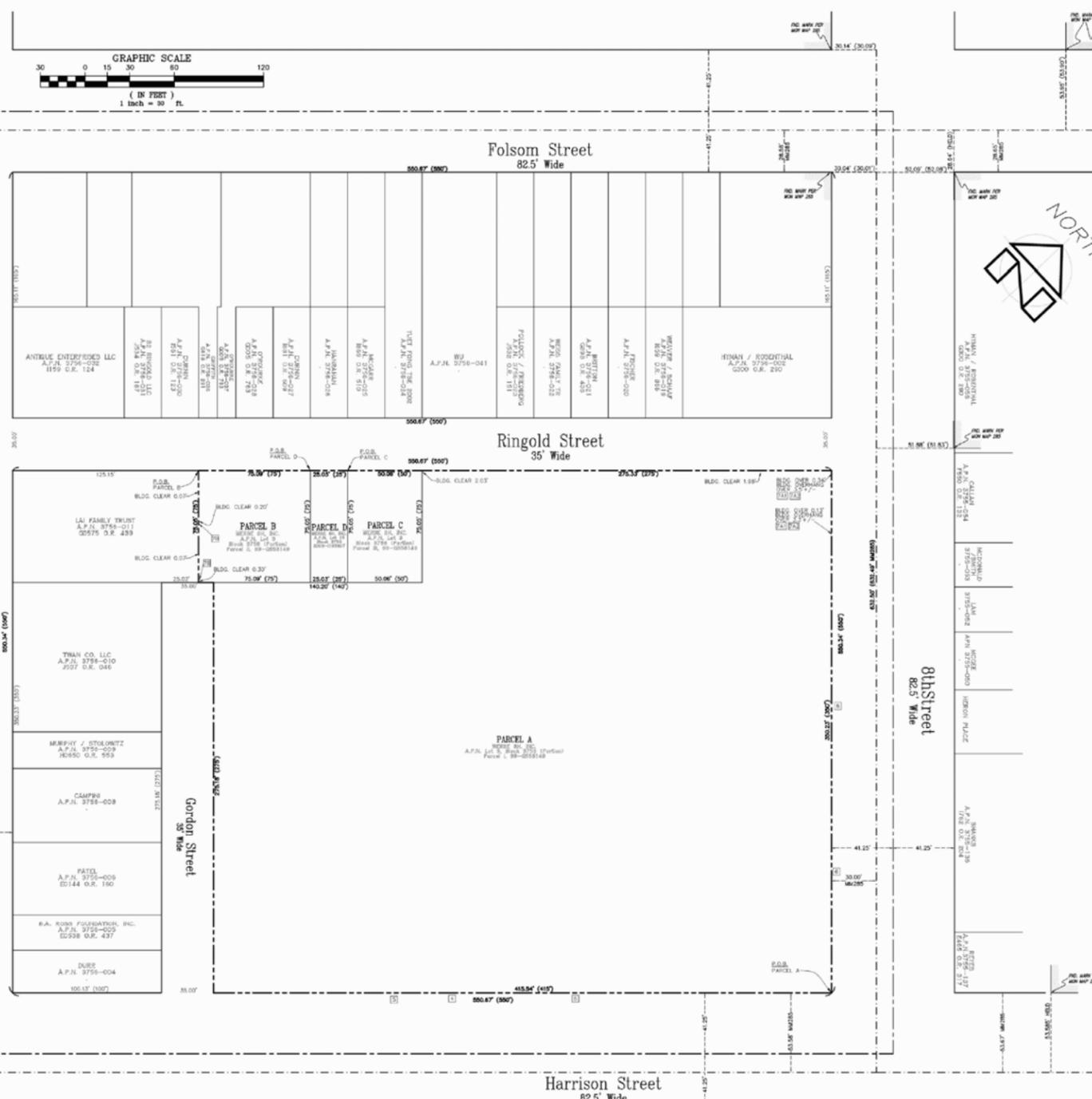
- 1. PROPERTY TAXES, WHICH ARE A LIEN NOT YET DUE AND PAYABLE, INCLUDING ANY ASSESSMENTS COLLECTED WITH TAXES TO BE LEVIED FOR THE FISCAL YEAR 2008-2009. (EXCEPTION ITEM NO. 1)
- 2. THE HEREIN DESCRIBED PROPERTY LIES WITHIN THE BOUNDARIES OF A MELLO-ROOS COMMUNITY FACILITIES DISTRICT ("CFD"), AS FOLLOWS: CFD NO.: 90-1; SCHOOL FACILITY REPAIR AND MAINTENANCE; DISCLOSED BY: NOTICE OF SPECIAL TAX LIEN RECORDED JULY 5, 1990 IN BOOK F163, PAGE 1044 AND BY SUPPLEMENTAL NOTICE OF SPECIAL TAX LIEN RECORDED JULY 11, 1990 IN BOOK F163, PAGE 1 ET. SEQ., OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO. THIS PROPERTY, ALONG WITH ALL OTHER PARCELS IN THE CFD, IS LIABLE FOR AN ANNUAL SPECIAL TAX, THIS SPECIAL TAX IS INCLUDED WITH AND PAYABLE WITH THE GENERAL PROPERTY TAXES OF THE CITY AND COUNTY OF SAN FRANCISCO. THE TAX MAY NOT BE PREPAID. FURTHER INFORMATION MAY BE OBTAINED BY CONTACTING: SAN FRANCISCO UNIFIED SCHOOL DISTRICT; OFFICE OF THE SUPERINTENDENT FOR BUSINESS; 135 VAN NESS AVE.; SAN FRANCISCO, CA 94102; PHONE (415) 741-6224. (EXCEPTION ITEM NO. 2)
- 3. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO THE PROVISIONS OF CHAPTER 3.5 (COMMENCING WITH SECTION 75) OF THE REVENUE AND TAXATION CODE OF THE STATE OF CALIFORNIA. (EXCEPTION ITEM NO. 3)
- 4. CONDITIONS AND RESTRICTIONS AS SET FORTH IN A DOCUMENT RECORDED BY THE CITY AND COUNTY OF SAN FRANCISCO, DEPARTMENT OF PUBLIC WORKS. TYPE OF PERMIT: OVERSIDE DRIVEWAY PERMIT; RECORDED: AUGUST 10, 1995, INSTRUMENT NO. 876197, BOOK F187, PAGE 323, OF OFFICIAL RECORDS. REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS. (EXCEPTION ITEM NO. 4)
- 5. CONDITIONS AND RESTRICTIONS AS SET FORTH IN A DOCUMENT RECORDED BY THE CITY AND COUNTY OF SAN FRANCISCO, DEPARTMENT OF PUBLIC WORKS. TYPE OF PERMIT: OVERSIDE DRIVEWAY PERMIT; RECORDED: SEPTEMBER 25, 1996, INSTRUMENT NO. E795740, BOOK F218, PAGE 259, OF OFFICIAL RECORDS. REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS. (EXCEPTION ITEM NO. 5)
- 6. CONDITIONS AND RESTRICTIONS AS SET FORTH IN A DOCUMENT RECORDED BY THE CITY AND COUNTY OF SAN FRANCISCO, DEPARTMENT OF PUBLIC WORKS. TYPE OF PERMIT: OVERSIDE DRIVEWAY; RECORDED: FEBRUARY 18, 2003, INSTRUMENT NO. 2003-H360483-00, BOOK L326, PAGE 0216, OF OFFICIAL RECORDS. REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS. (EXCEPTION ITEM NO. 6)
- 7. ANY FACTS, RIGHTS, INTERESTS, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING FACTS DISCLOSED BY SURVEY, JOB NO. 5435, DATED MARCH 20, 2007 PREPARED BY KCA ENGINEERS, INC.: A. ENCROACHMENTS OF THE IMPROVEMENTS SITUATED ON THE PROPERTY DESCRIBED HEREIN INTO OR ONTO 8TH STREET, AS SHOWN ON THE SURVEY: 1. BLDG. 0.10' TO 0.37' OVER; 2. CORNER 3.2' TO 3.54' OVER; B. AN ENCROACHMENT OF A METAL SHED SITUATED ON THE PROPERTY DESCRIBED HEREIN INTO OR ONTO THE PROPERTY ADJACENT ON THE SOUTHWEST, 0.06' OVER. (EXCEPTION ITEM NO. 7)
- 8. AN OPTION TO PURCHASE SAID LAND WITH CERTAIN TERMS, COVENANTS, CONDITIONS AND PROVISIONS AS SET FORTH THEREIN. OPTIONOR: WERBE SH, INC., A CALIFORNIA CORPORATION; OPTIONEE: ARCHSTONE SMITH OPERATING TRUST, A MARYLAND REAL ESTATE INVESTMENT TRUST; RECORDED: JUNE 18, 2007, INSTRUMENT NO. 2007-4402231, OF OFFICIAL RECORDS. (EXCEPTION ITEM NO. 8)
- 9. THIS COMPANY WILL REQUIRE THE FOLLOWING DOCUMENTS FOR REVIEW PRIOR TO THE ISSUANCE OF ANY TITLE ASSURANCE PREDICTED UPON A CONVEYANCE OR ENCUMBRANCE BY THE CORPORATION NAMED BELOW: CORPORATION: WERBE SH, INC., A CALIFORNIA CORPORATION. (a) A COPY OF THE CORPORATION BY-LAWS AND ARTICLES OF INCORPORATION. (b) AN ORIGINAL OR CERTIFIED COPY OF THE RESOLUTION AUTHORIZING THE TRANSACTION CONTEMPLATED HEREIN. (c) IF THE ARTICLES AND/OR BY-LAWS REQUIRE APPROVAL BY A "PARENT ORGANIZATION", A COPY OF THE ARTICLES AND BY-LAWS OF THE PARENT. THE RIGHT IS RESERVED TO ADD REQUIREMENTS OR ADDITIONAL ITEMS AFTER COMPLETION OF SUCH REVIEW. (EXCEPTION ITEM NO. 9)
- 10. IF EXTENDED COVERAGE TITLE INSURANCE WILL BE REQUESTED, OR IF THIS REPORT HAS BEEN ISSUED TO FACILITATE A REQUEST FOR EXTENDED COVERAGE TITLE INSURANCE, THEN THE FOLLOWING WOULD ALSO BE EXCEPTIONS TO COVERAGE: ANY FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH ARE NOT DISCLOSED BY THE PUBLIC RECORDS BUT WHICH COULD BE ASCERTAINED BY MAKING INQUIRY OF THE PARTIES OR PERSONS IN POSSESSION OF THE HEREIN DESCRIBED LAND; ANY EASEMENTS, LIENS (INCLUDING BUT NOT LIMITED TO ANY STATUTORY LIENS FOR LABOR OR MATERIALS ARISING FROM ANY ONGOING OR RECENTLY COMPLETED WORKS OF IMPROVEMENT), ENCUMBRANCES, FACTS, RIGHTS, INTEREST OR CLAIMS WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS BUT WHICH COULD BE ASCERTAINED BY AN INSPECTION OF THE HEREIN DESCRIBED LAND. (EXCEPTION ITEM NO. 10)
- 11. THIS COMPANY (CHICAGO TITLE COMPANY) WILL REQUIRE AN OWNER'S AFFIDAVIT TO BE COMPLETED BY THE PARTY(IES) NAMED BELOW BEFORE ANY TITLE ASSURANCE REQUESTED UNDER THIS APPLICATION WILL BE ISSUED. PARTY(IES): WERBE SH, INC., A CALIFORNIA CORPORATION. THE COMPANY (CHICAGO TITLE COMPANY) RESERVES THE RIGHT TO ADD ADDITIONAL ITEMS OR MAKE FURTHER REQUIREMENTS AFTER REVIEW OF THE REQUESTED AFFIDAVIT. (EXCEPTION ITEM NO. 11)
- 12. THE TRANSACTION CONTEMPLATED IN CONNECTION WITH THIS REPORT IS SUBJECT TO THE REVIEW AND APPROVAL OF THE COMPANY'S (CHICAGO TITLE COMPANY) CORPORATE UNDERWRITING DEPARTMENT. THE COMPANY (CHICAGO TITLE COMPANY) RESERVES THE RIGHT TO ADD ADDITIONAL ITEMS OR MAKE FURTHER REQUIREMENTS AFTER SUCH REVIEW. (EXCEPTION ITEM NO. 12)
- 13. THE APPLICATION FOR TITLE INSURANCE WAS PLACED BY REFERENCE TO ONLY A STREET ADDRESS OR TAX IDENTIFICATION NUMBER. BASED ON OUR RECORDS, WE (CHICAGO TITLE COMPANY) BELIEVE THAT THE DESCRIPTION IN THIS REPORT COVERS THE PARCEL REQUESTED, HOWEVER, IF THE LEGAL DESCRIPTION IS INCORRECT A NEW REPORT MUST BE PREPARED. IF THE LEGAL DESCRIPTION IS INCORRECT, IN ORDER TO PREVENT DELAYS, THE SELLER/BUYER/BORROWER MUST PROVIDE THE COMPANY (CHICAGO TITLE COMPANY) AND/OR THE SETTLEMENT AGENT WITH THE CORRECT LEGAL DESCRIPTION INTENDED TO BE THE SUBJECT OF THIS TRANSACTION. (EXCEPTION ITEM NO. 13)

BASIS OF BEARINGS

THIS SURVEY IS BASED UPON THE MONUMENTS ALONG 8TH STREET FROM FOLSOM STREET TO HARRISON STREET AS SHOWN ON MONUMENT MAP NO. 285 OF THE CITY AND COUNTY OF SAN FRANCISCO, DEPARTMENT OF PUBLIC WORKS, BUREAU OF ENGINEERING, DIVISION OF SURVEYS AND MAPPING AND LAST REVISED AUGUST 1977.

BENCHMARK

BENCHMARK AS SHOWN ON CITY OF SAN FRANCISCO BENCHMARK BOOK 479 AT PAGE 26, BEING THE LETTER "O" IN "OPEN" AT TOP OF H.P.F.S. FIRE HYDRANT, AT THE NORTHWEST CORNER OF 8TH STREET AND HARRISON STREET. ELEVATION = 15.026 FEET, VERTICAL DATUM: CITY AND COUNTY OF SAN FRANCISCO.



DATE OF SURVEY

DATE OF FIELD SURVEY: APRIL 4, 2008 AS TO CONTROL SURVEY OF THE SUBJECT PROPERTY. APRIL 7, 2008 THROUGH APRIL 15, 2008 AS TO THE TOPOGRAPHIC SURVEYS OF THE SUBJECT PROPERTY.

SURVEYOR'S CERTIFICATE

TO: ARCHSTONE SMITH OPERATING TRUST, A MARYLAND REAL ESTATE INVESTMENT TRUST, AND CHICAGO TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA / ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 2, 3, 4, 6, 8, 10, 11(a) AND 13 OF TABLE A THEREOF, PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSTANDING FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, RELATIVE POSITIONAL ACCURACY OF THE SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

DATE: P.L.S. 7587; LICENSE EXPIRES: 12/31/2009; FOR LUK & ASSOCIATES, INC.

LEGEND

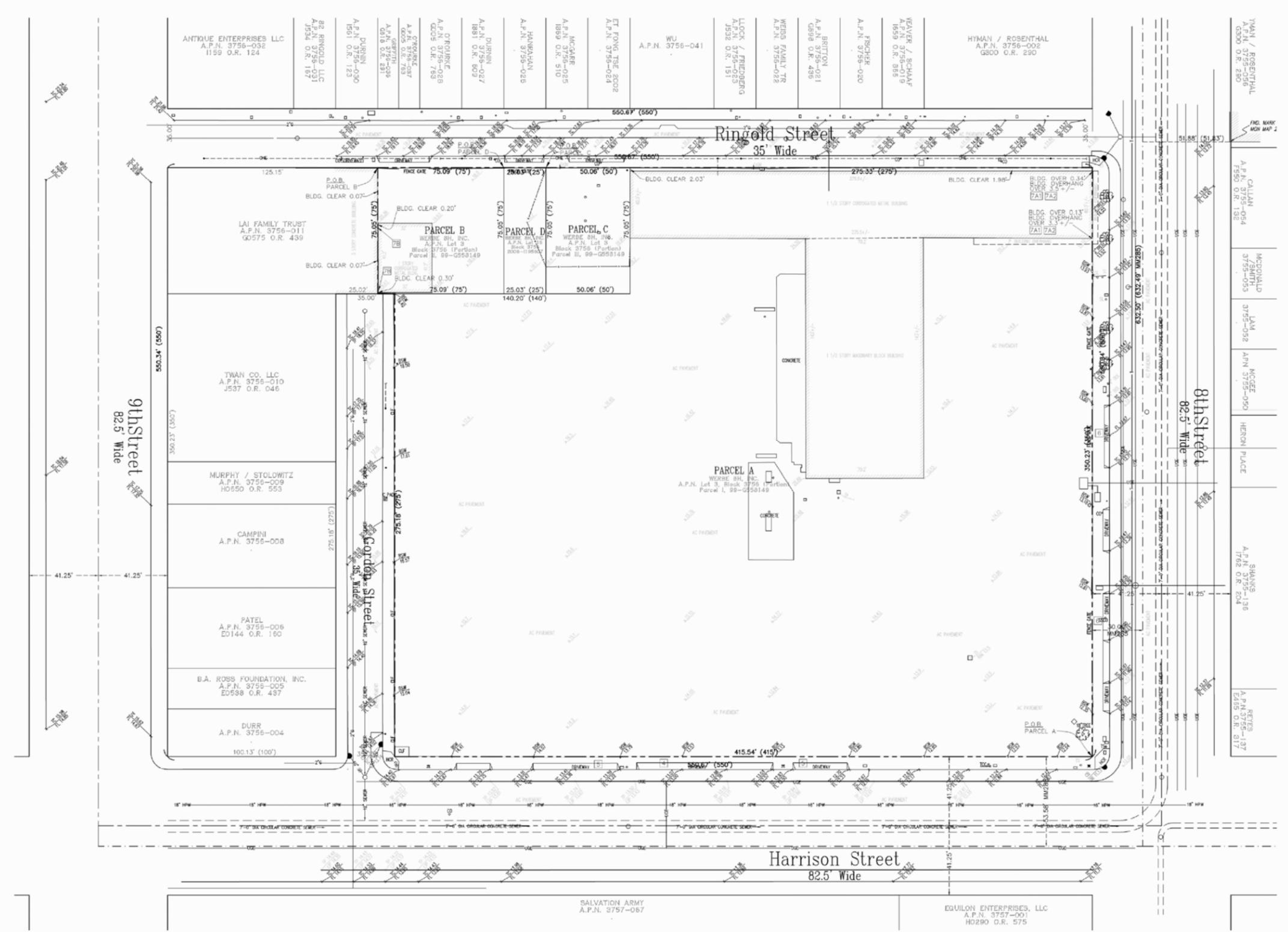
Table with 2 columns: SYMBOLS and DESCRIPTION. Symbols include boundary lines, right-of-way lines, interior property lines, monument lines, centerlines, easement lines, and monument to monument information.



ALTA/ACSM LAND TITLE SURVEY

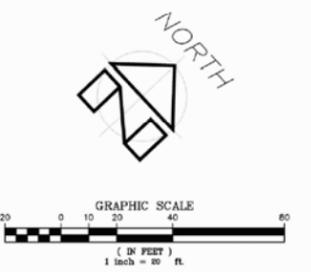
FOR ARCHSTONE SMITH OPERATING TRUST A Maryland real estate investment trust. ALL OF PARCEL I, PARCEL II AND PARCEL III AS SAID PARCELS ARE DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED APRIL 22, 1999 AS RECORDERS DOCUMENT 99-0558149-00 OF OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO, AND ALSO ALL OF THAT PARCEL DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED JUNE 20, 2006 AS RECORDERS DOCUMENT 2006-1195607-00 OF OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO. CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA. SHEET 1 OF 2. SCALE: 1" = 30'. JUNE, 2008. PREPARED BY LUK AND ASSOCIATES, CIVIL ENGINEER - LAND PLANNERS - LAND SURVEYORS. 738 ALFRED NOBEL DRIVE, HERCULES, CALIFORNIA 94547. (916) 724-3388.

Vertical banner on the right side of the page containing the date 'November 05, 2012', the text 'SURVEY', '8TH + HARRISON San Francisco Conditional Use Permit Submittal', 'ARCHSTONE MIXED USE DEVELOPMENT', and the 'SMA' logo.

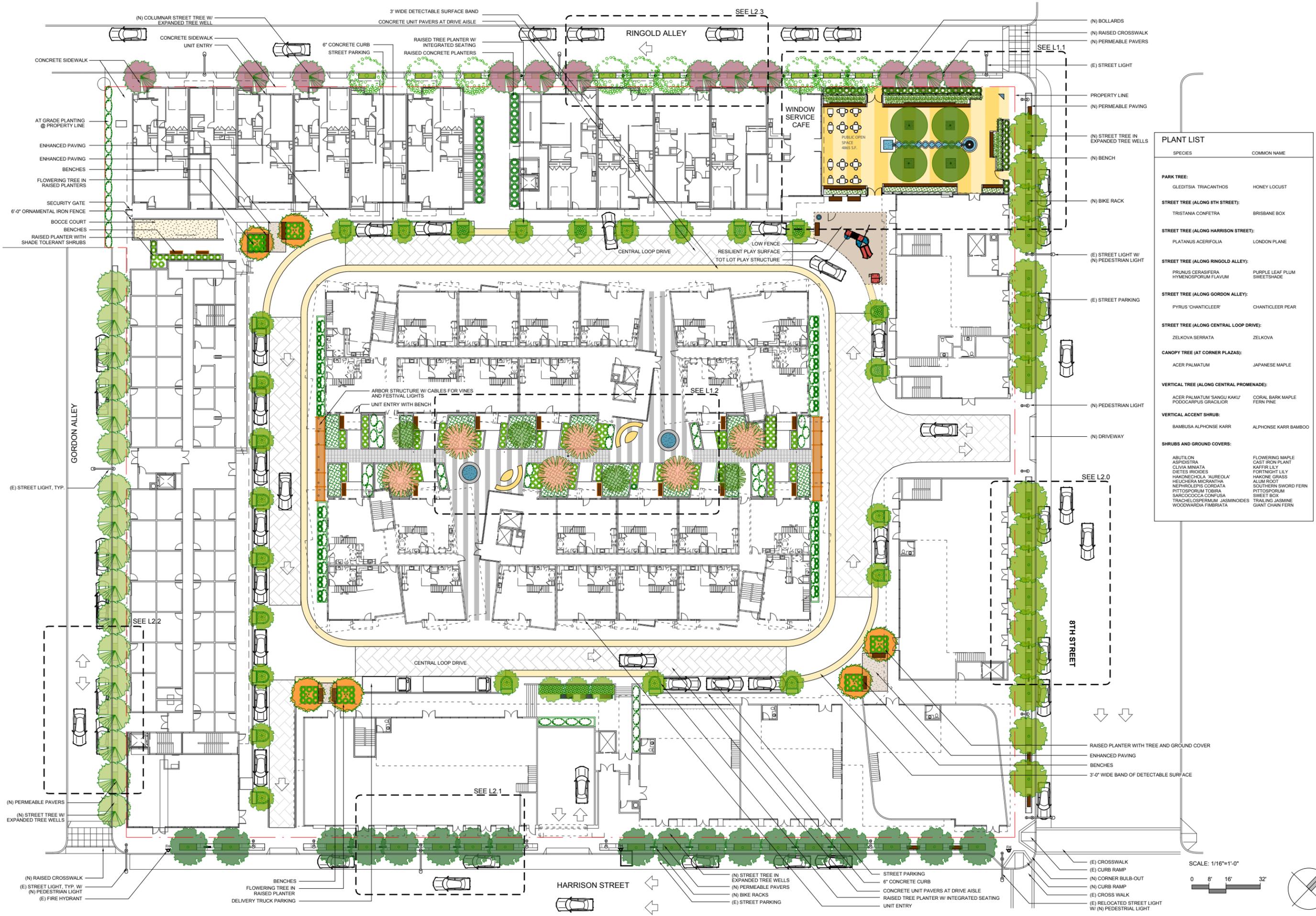


TOPOGRAPHIC INFORMATION
FOR BOUNDARY INFORMATION SEE SHEET 1 OF 2.

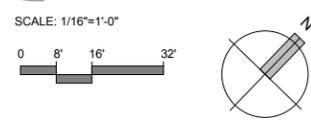
SYMBOLS		SYMBOLS		SYMBOLS		SYMBOLS	
SYMBOLS	DESCRIPTION	SYMBOLS	DESCRIPTION	SYMBOLS	DESCRIPTION	SYMBOLS	DESCRIPTION
---	BOUNDARY LINE	○	TELEPHONE MANHOLE	○	GROUND ELEVATION	(R)	RADIAL BEARING
- - - -	RIGHT-OF-WAY LINE	○	PIPE MANHOLE	○	TOP OF PAVEMENT ELEVATION	(O.R.)	OFFICIAL RECORDS
---	INTERIOR PROPERTY LINE	○	TREE	○	TOP OF CURB ELEVATION	(T)	TOTAL
---	ADJONERS PROPERTY LINE	○	ASPHALT CONCRETE	○	BACK OF WALK ELEVATION	(P.O.B.)	POINT OF BEGINNING
---	MONUMENT LINE	○	FINISH FLOOR	○	FLOW LINE ELEVATION	(W)	WATER LINE
---	CENTERLINE	○	POWER POLE	○	JOINT POLE	(S.D.)	STORM DRAIN LINE
---	EASEMENT LINE	○	TELEVISION CABLE BOX	○	TRAFFIC SIGNAL	(S.F.)	SANITARY SEWER LINE
---	BUILDING LINE	○	CONCRETE	○	TRAFFIC SIGNAL BOX	(S.L.)	JOINT UTILITY TRENCH
---	OVERHANG LINE	○	UTILITY BOX	○	STREET LIGHT	(S.P.)	OVERHEAD UTILITY LINES
○	ELECTRIFIER	○	ROOF DRAIN	○	P.G.M.E. BOX	(M-M)	MONUMENT
○	FOUND MONUMENT AS NOTED	○	4" BOLLARD	○	MONUMENT TO MONUMENT	(162.6')	INTX.
○	FIRE HYDRANT	○	WATER BOX	○	RECORD INFORMATION	(H.C.R.)	OVERHEAD
○	CATCH BASIN	○	PARKING METER	○	HANDICAPPED RAMP		
○	AREA DRAIN	○	GAS VALVE	○			
○	WATER VALVE	○	FENCE	○			
○	WATER METER	○	SIGN	○			
○	STORM DRAIN MANHOLE	○	CONCRETE ELEVATION	○			
○	SANITARY SEWER CLEANOUT	○		○			
○	SANITARY SEWER MANHOLE	○		○			

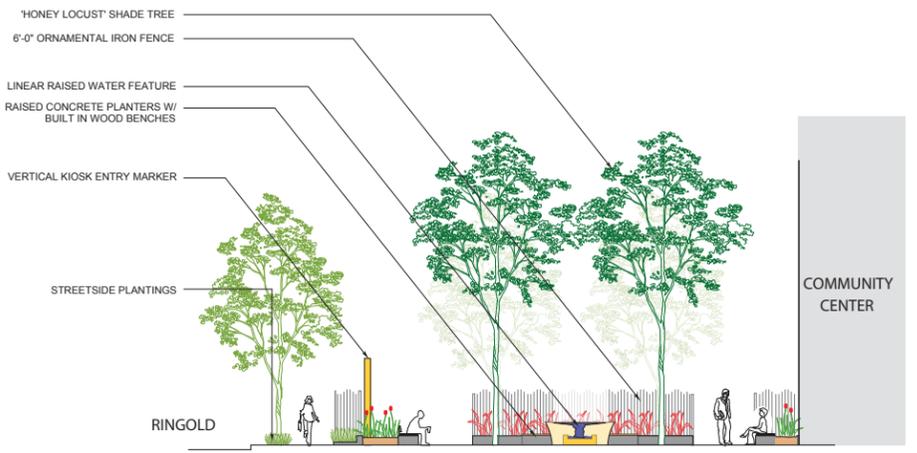


ALTA/ACSM LAND TITLE SURVEY
FOR
ARCHSTONE SMITH OPERATING TRUST
a Maryland real estate investment trust
ALL OF PARCEL I, PARCEL II AND PARCEL III AS SAID PARCELS
ARE DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED APRIL
22, 1999 AS RECORDERS DOCUMENT 99-G558149-00 OF
OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN
FRANCISCO, AND ALSO ALL OF THAT PARCEL DESCRIBED IN THAT
CERTAIN GRANT DEED RECORDED JUNE 20, 2006 AS RECORDERS
DOCUMENT 2006-1195607-00 OF OFFICIAL RECORDS OF THE CITY
AND COUNTY OF SAN FRANCISCO.
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA
SHEET 2 OF X SCALE: 1" = 20' JUNE, 2008
PREPARED BY
LUK AND ASSOCIATES
CIVIL ENGINEER - LAND PLANNERS - LAND SURVEYORS
738 ALFRED NOBEL DRIVE
HERCULES, CALIFORNIA 94547
(916) 724-3368

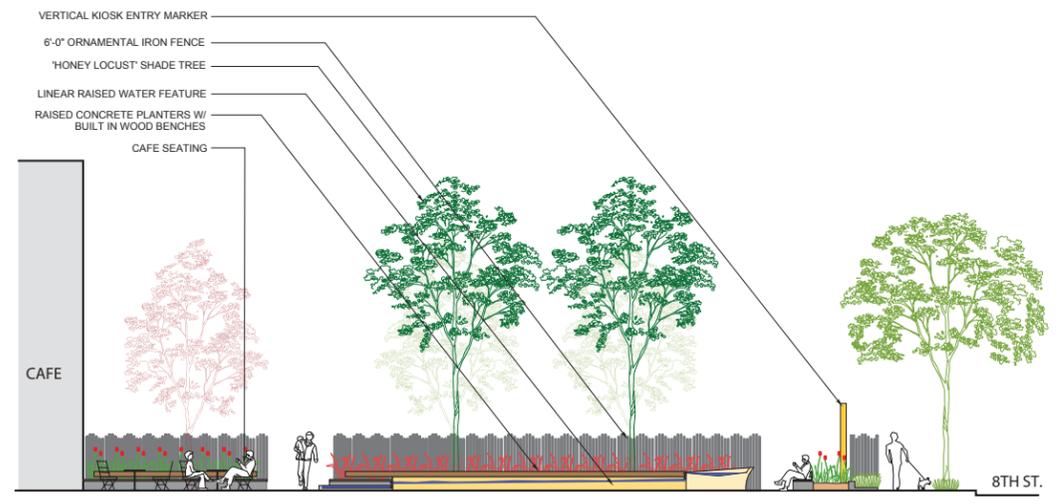


SPECIES	COMMON NAME
PARK TREE:	
GLEDITSIA TRIACANTHOS	HONEY LOCUST
STREET TREE (ALONG 8TH STREET):	
TRISTANIA CONFERTA	BRISBANE BOX
STREET TREE (ALONG HARRISON STREET):	
PLATANUS ACERIFOLIA	LONDON PLANE
STREET TREE (ALONG RINGOLD ALLEY):	
PRUNUS CERASIFERA	PURPLE LEAF PLUM
HYMENOSPORUM FLAVUM	SWEETSHADE
STREET TREE (ALONG GORDON ALLEY):	
PYRUS 'CHANTICLEER'	CHANTICLEER PEAR
STREET TREE (ALONG CENTRAL LOOP DRIVE):	
ZELKOVA SERRATA	ZELKOVA
CANOPY TREE (AT CORNER PLAZAS):	
ACER PALMATUM	JAPANESE MAPLE
VERTICAL TREE (ALONG CENTRAL PROMENADE):	
ACER PALMATUM 'SANGU KAKU'	CORAL BARK MAPLE
PODOCARPUS GRACILIOR	FERN PINE
VERTICAL ACCENT SHRUB:	
BAMBUSA ALPHONSE KARR	ALPHONSE KARR BAMBOO
SHRUBS AND GROUND COVERS:	
ABUTILON	FLOWERING MAPLE
ASPIDISTRA	CAST IRON PLANT
CLIVIA MINATA	KAFFIR LILY
DIETES IRIODES	FORTNIGHT LILY
HAKONECHOLA 'AUREOLA'	HAKONE GRASS
HELIOPHILA MIGNONILLA	ALUM ROOT
NEPHROLEPIS CORDATA	SOUTHERN SWORD FERN
PITTIOSPORUM TOBIRA	PITTIOSPORUM
SARKODOCOA CONFUSA	SWEET BOX
TRACHELOSPERMUM JASMINOIDES	TRAILING JASMINE
WOODWARDIA FIMBRATA	GIANT CHAIN FERN

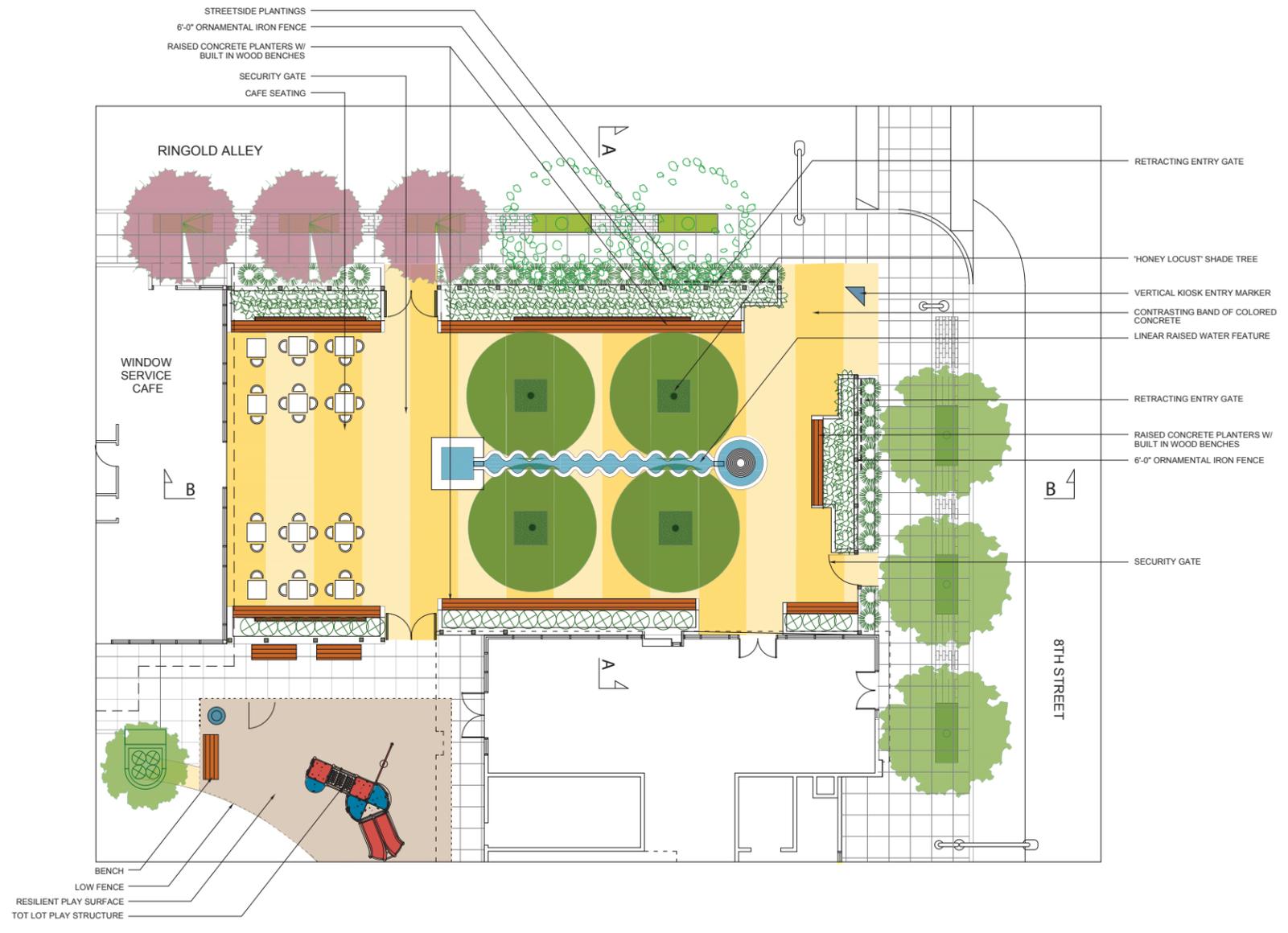




3 PARK SECTION A-A
1/8"=1'-0"

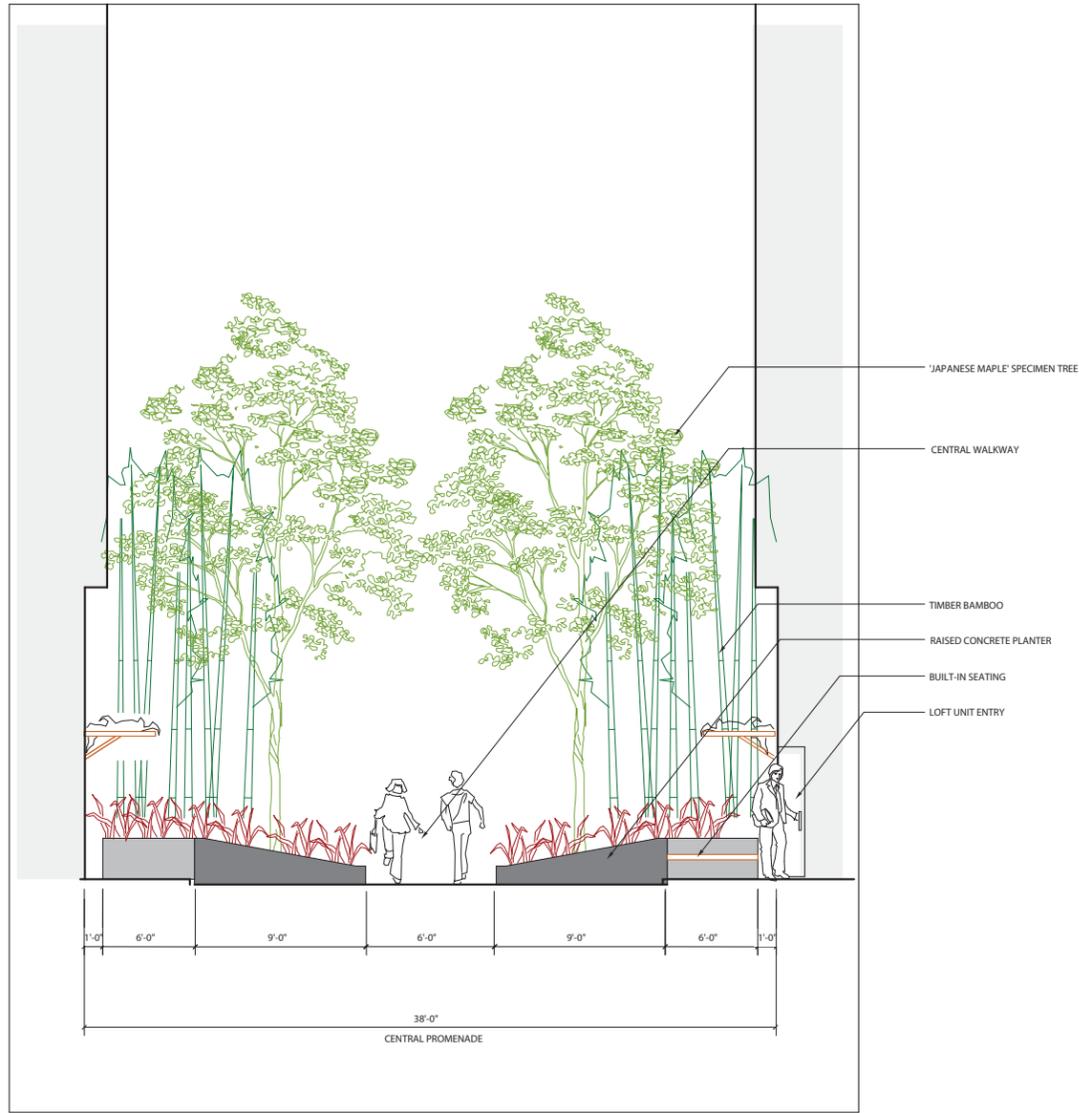


2 PARK SECTION B-B
1/8"=1'-0"

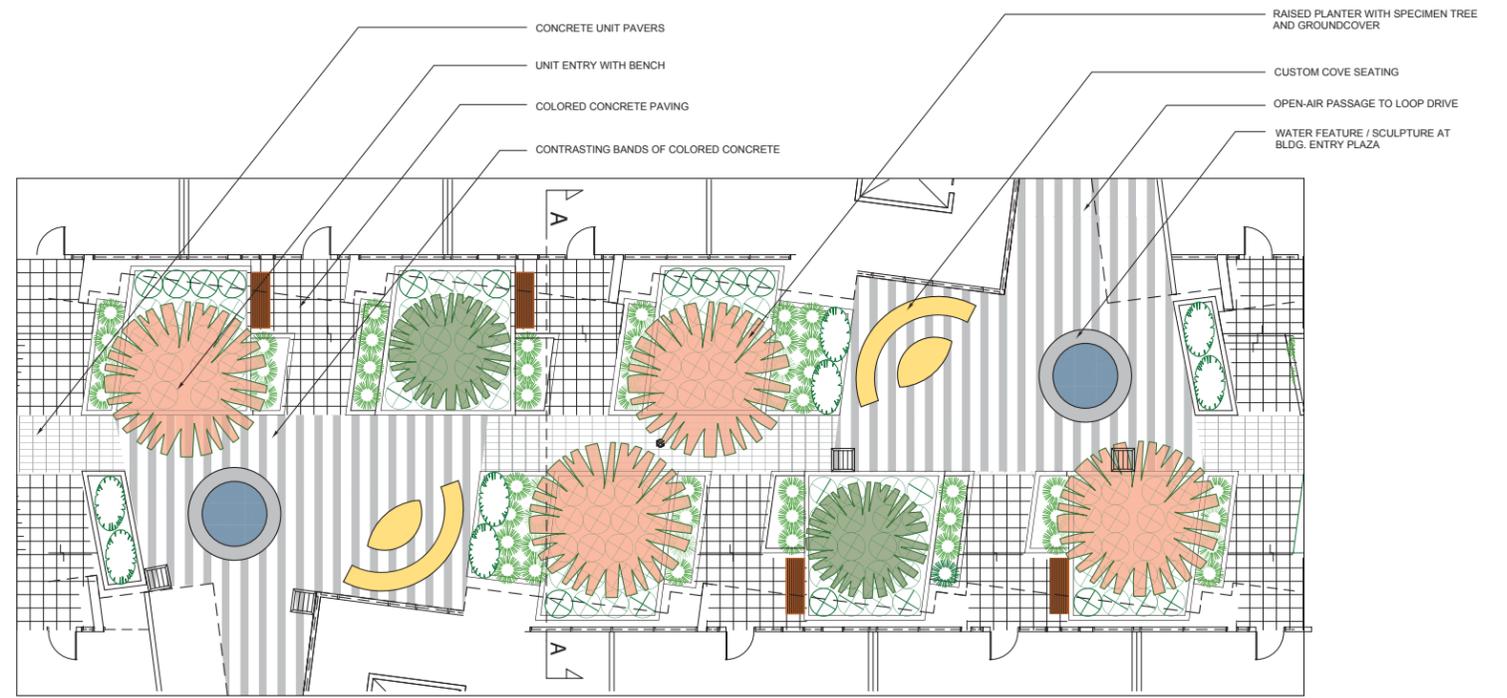


1 PARK ENLARGED PLAN
1/8"=1'-0"

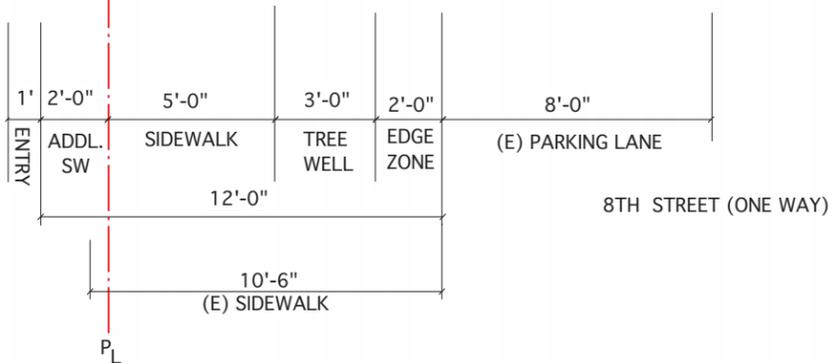
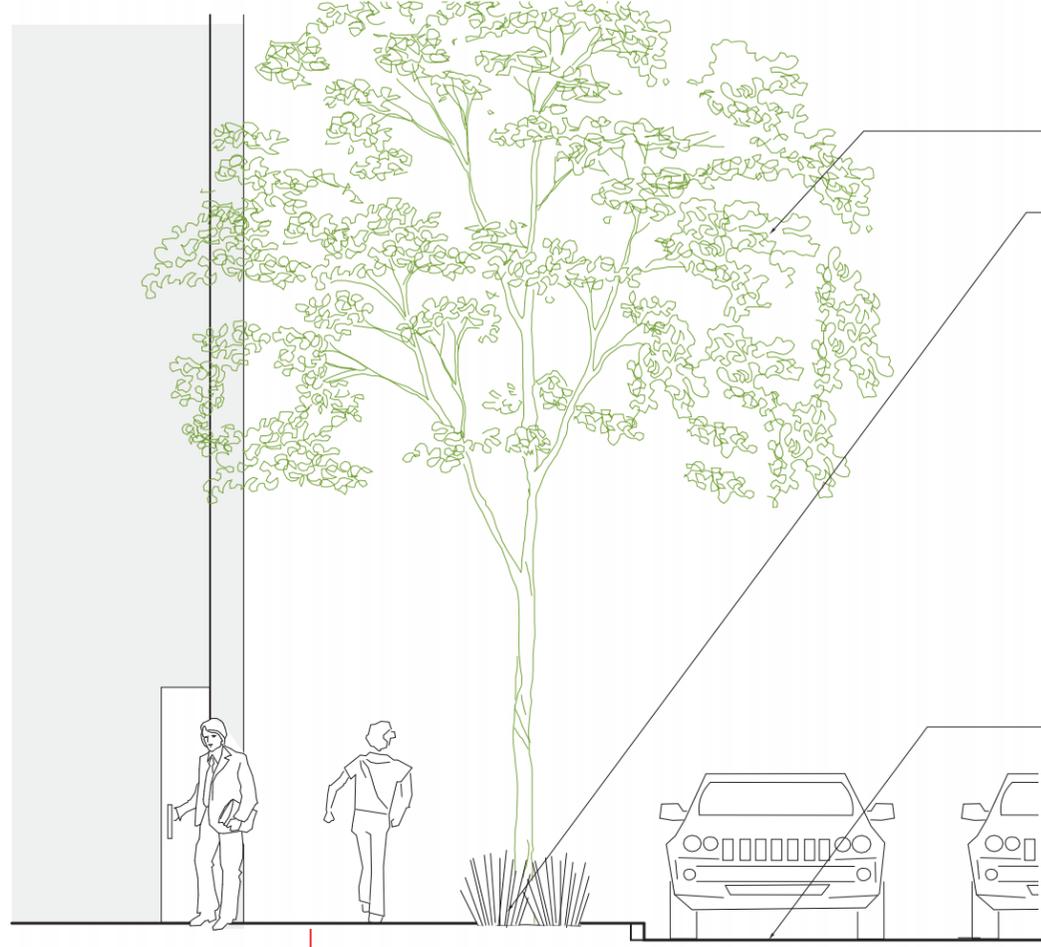




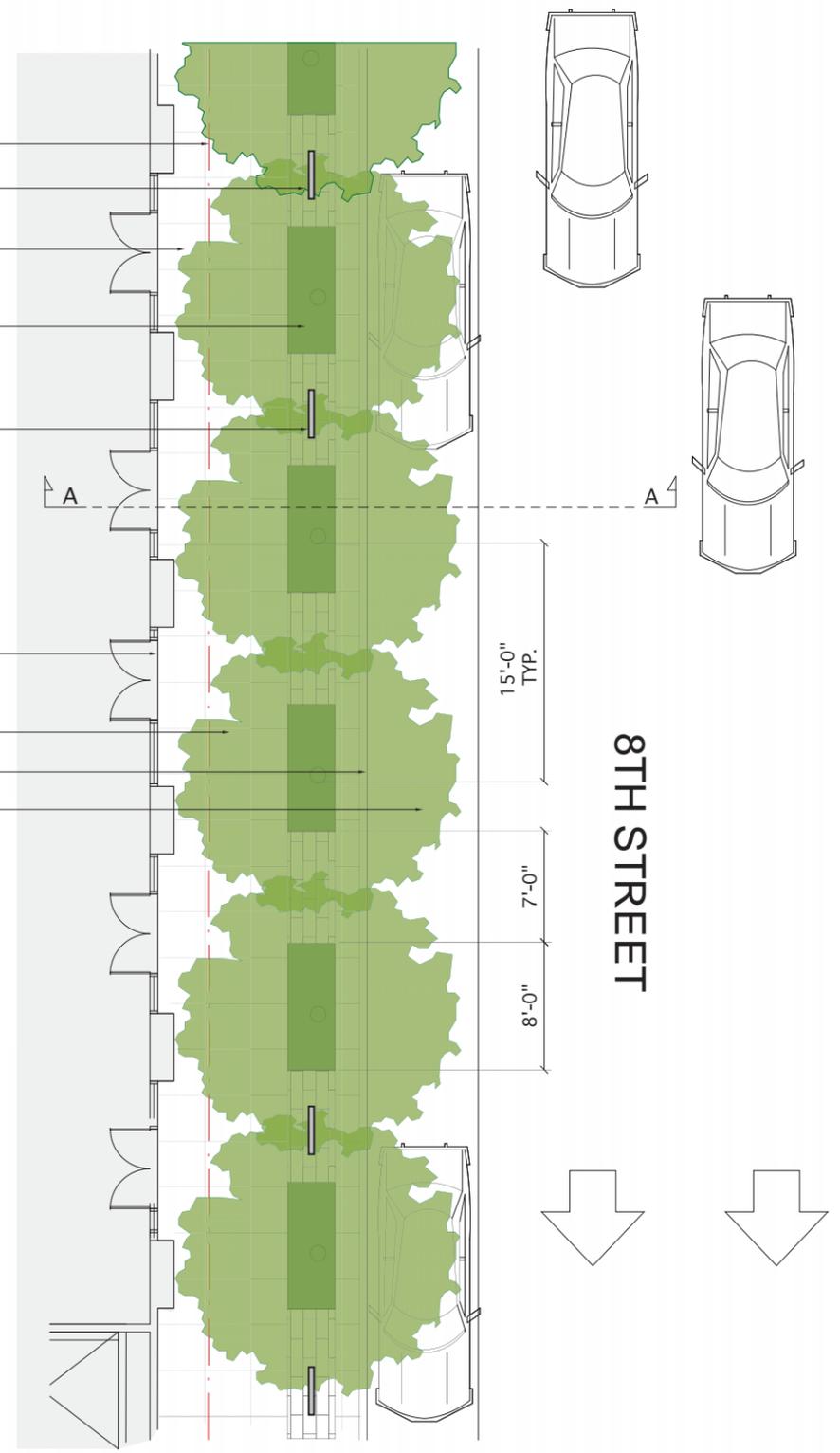
2 CENTRAL PROMENADE SECTION A-A
1/4"=1'-0"



1 CENTRAL PROMENADE ENLARGEMENT
1/8"=1'-0"



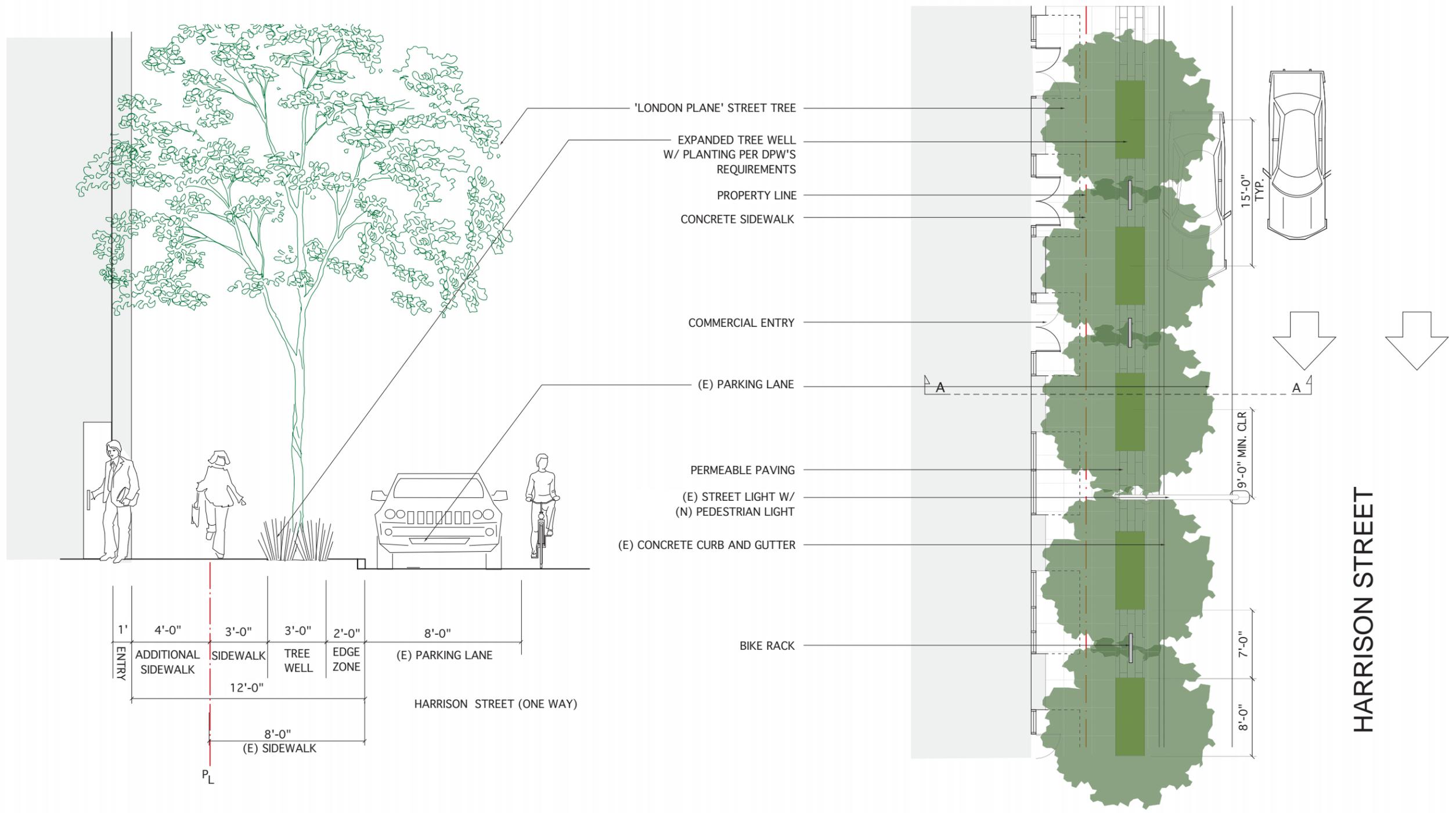
- PROPERTY LINE
- PERMEABLE PAVING
- 'BRISBANE BOX' STREET TREE
- EXPANDED TREE WELL
W/ PLANTING PER DPW'S
REQUIREMENTS
- BIKE RACK
- COMMERCIAL ENTRY
- CONCRETE SIDEWALK
- (E) CONCRETE CURB AND GUTTER
- (E) PARKING LANE



2 8TH STREET SECTION A-A
1/2"=1'-0"

1 8TH STREET PLAN
1/4"=1'-0"

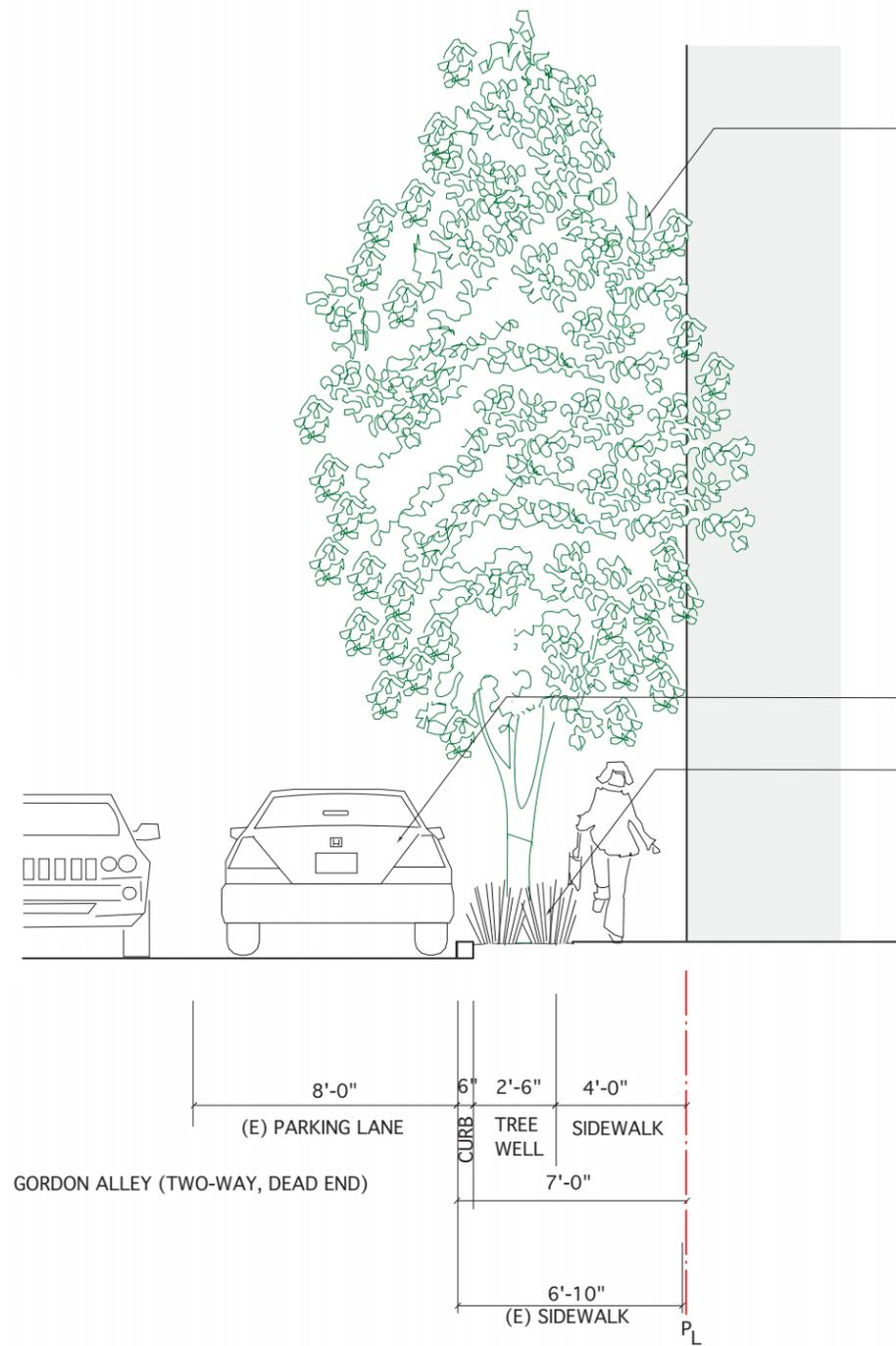




2 HARRISON STREET SECTION A-A
 1/2"=1'-0"

1 HARRISON STREET PLAN
 1/4"=1'-0"





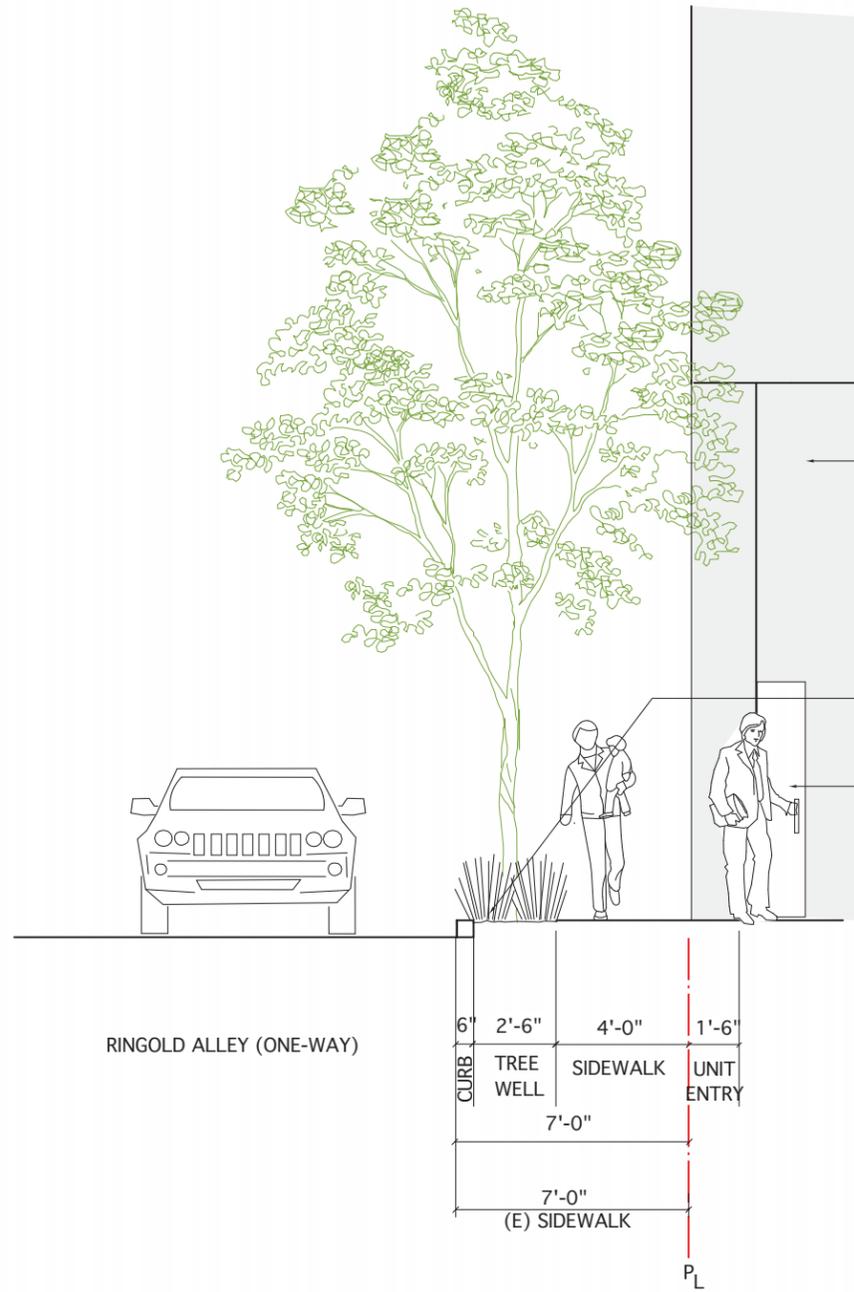
2 GORDON ALLEY SECTION A-A
1/2"=1'-0"

- 'PEAR' STREET TREE
- CONCRETE SIDEWALK
- PROPERTY LINE
- PERMEABLE PAVING
- (E) PARKING LANE
- EXPANDED TREE WELL W/ PLANTING PER DPW'S REQUIREMENTS
- COMMERCIAL BLDG
- (E) CONCRETE CURB AND GUTTER

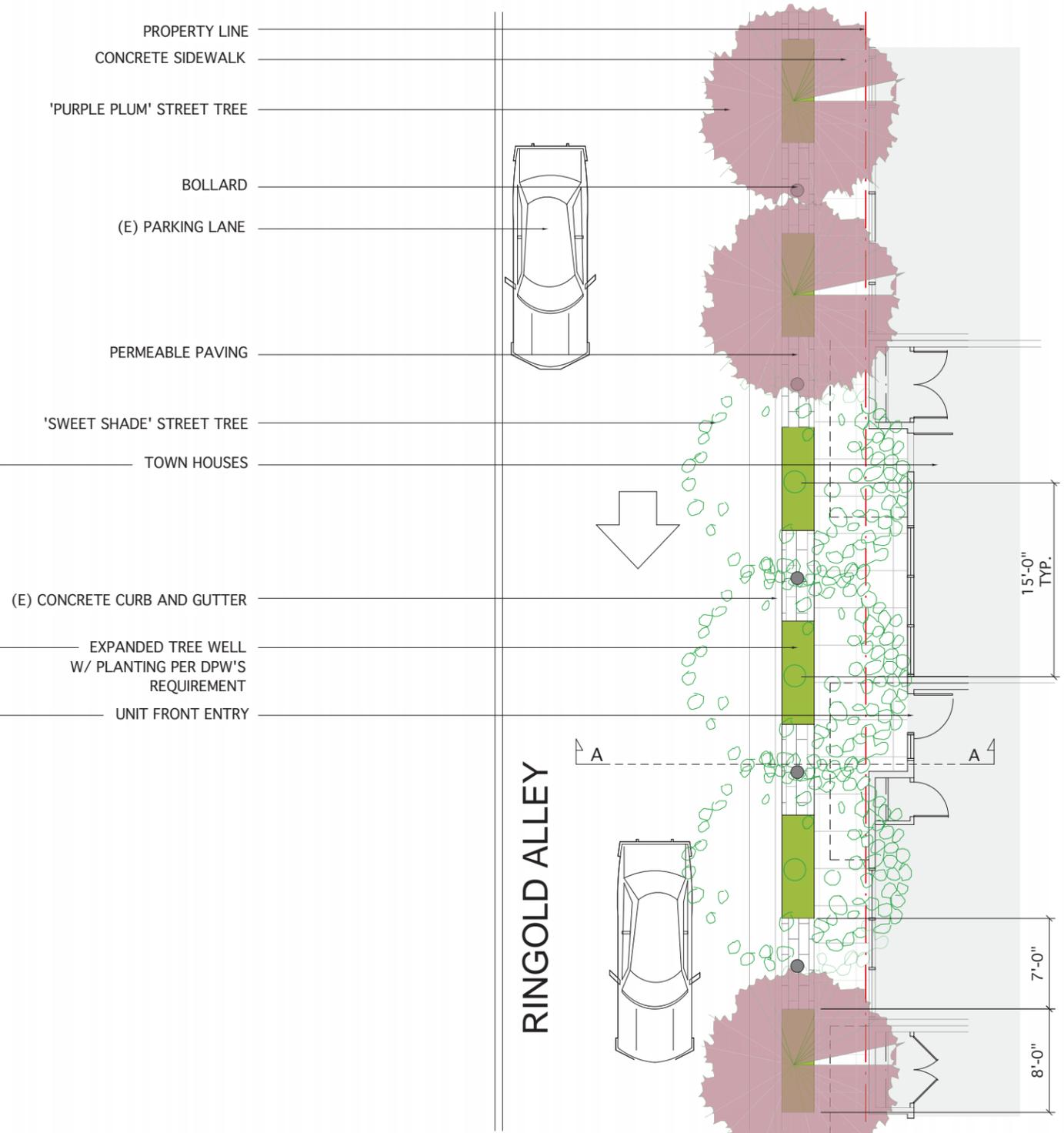


1 GORDON ALLEY PLAN
1/4"=1'-0"

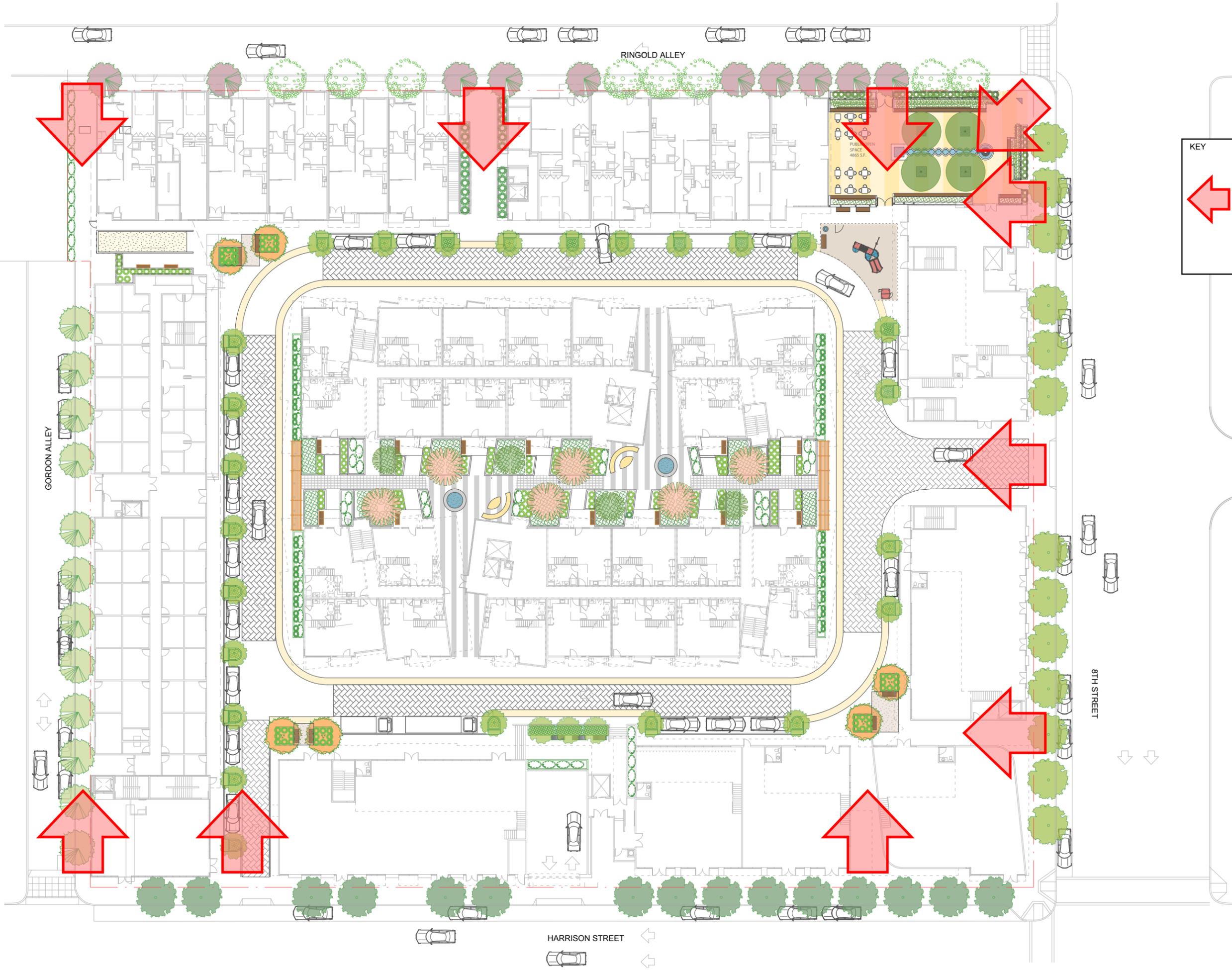




2 RINGOLD ALLEY SECTION A-A
1/2"=1'-0"



1 RINGOLD ALLEY PLAN
1/4"=1'-0"



GORDON ALLEY

RINGOLD ALLEY

8TH STREET

HARRISON STREET

KEY



PEDESTRIAN ACCESS TO SITE

HARDSCAPE MATERIALS



COVE SEATING



DETECTABLE SURFACE



RAISED CONCRETE PLANTERS



CONTRASTING CONCRETE PATTERN



VERTICAL STEEL FENCE



CONCRETE UNIT PAVERS

PLANT MATERIALS



STREET TREES



GREEN ROOF



FOLIAGE COLOR



CANOPY TREES



FLOWERING SHRUBS



FRAGRANT SHRUB



GROUND COVER

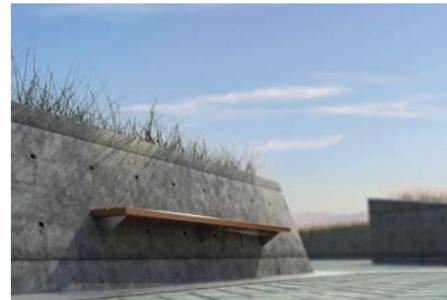


BAMBOO

FURNISHINGS & AMENITIES



LINEAR WATER FEATURE



WOOD BENCH MOUNTED TO CONCRETE WALL



URBAN PLAZA



CAFE TABLES AND CHAIRS



PLAY STRUCTURE



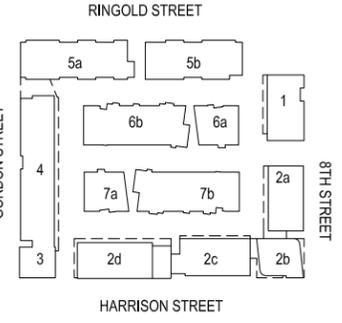
BIKE RACKS



TRASH/ RECYCLE RECEPTACLES



BOLLARDS AT EDGE OF CURBLESS STREET



KEY PLAN

SITE PLAN
1" = 40'-0"



GORDON STREET

RINGOLD STREET

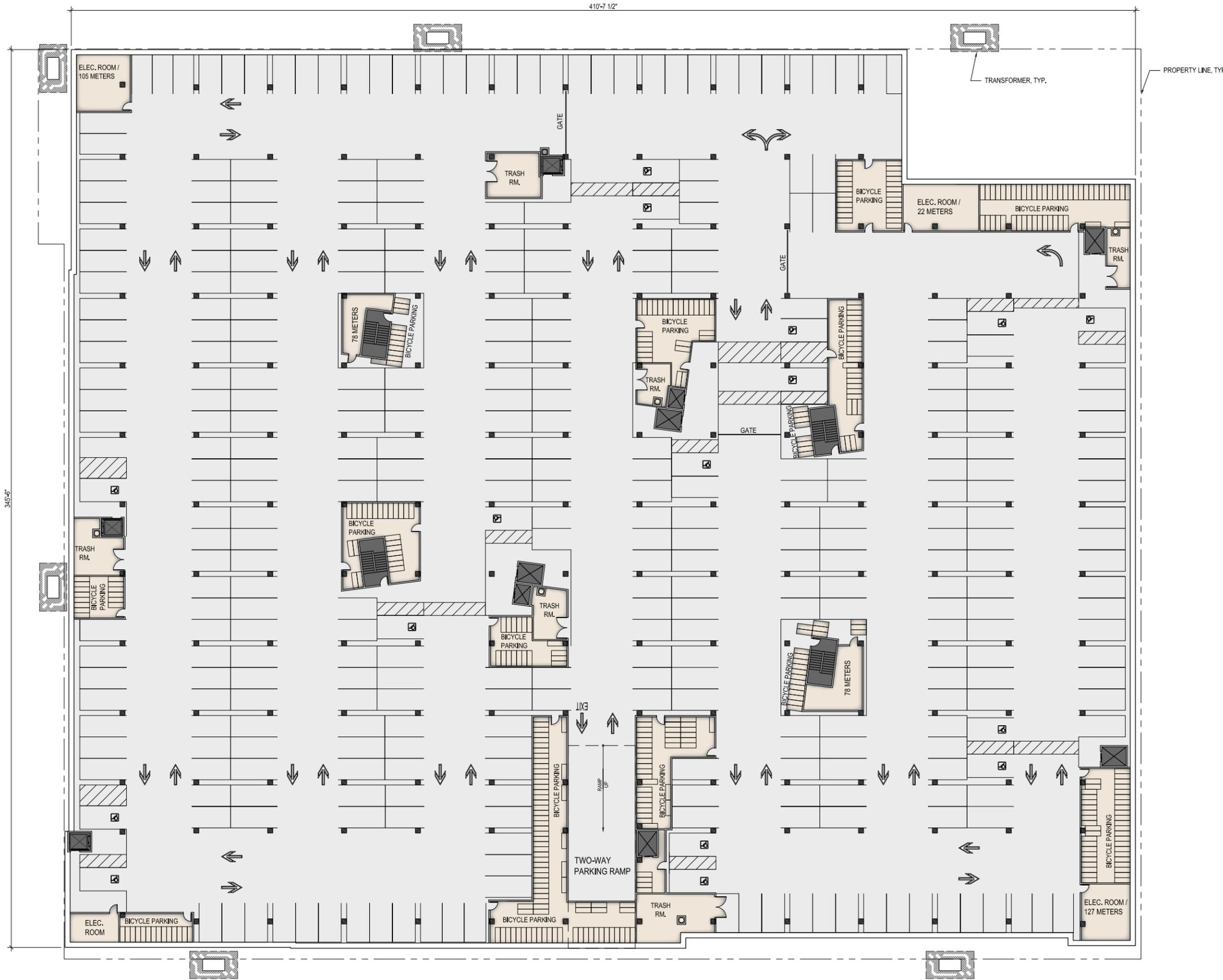
COMMUNITY PARK SPACE

8TH STREET

PROPERTY LINE, TYP.

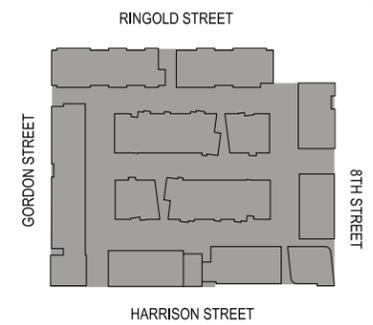
HARRISON STREET

TWO-WAY PARKING RAMP
WITH OVERHEAD
ROLL-DOWN GATE



PARKING SPACES
16 ACCESSIBLE
340 REGULAR
356 TOTAL

392 BICYCLE SPACES



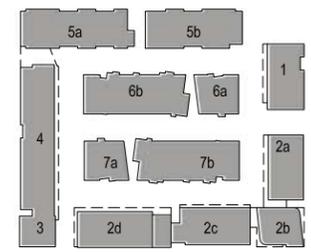
KEY PLAN

BASEMENT PLAN
1" = 40'-0"





- PROGRAM KEY:
- COMMERCIAL
 - GARDEN LOFT
 - ART STUDIO
 - FLEX UNIT (W/ GARAGE)
 - FLEX UNIT (NO GARAGE)



KEY PLAN

FIRST FLOOR PLAN
1" = 40'-0"



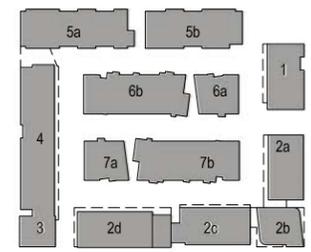


FIRST FLOOR MEZZANINE PLAN

1" = 40'-0"

PROGRAM KEY:

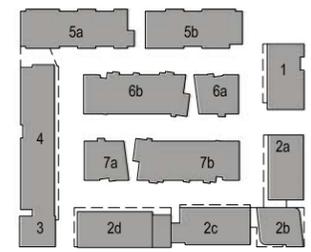
- COMMERCIAL
- GARDEN LOFT
- ART STUDIO
- FLEX UNIT (W/ GARAGE)
- FLEX UNIT (NO GARAGE)



KEY PLAN



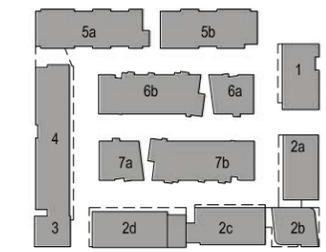
- PROGRAM KEY:
- COMMERCIAL
 - STUDIO
 - ONE BEDROOM
 - TWO BEDROOM
 - LOFT



KEY PLAN

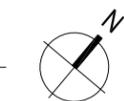
SECOND FLOOR PLAN
1" = 40'-0"





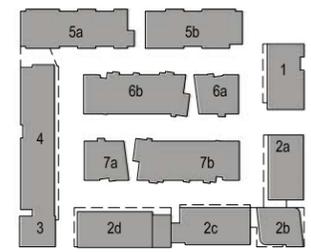
THIRD FLOOR PLAN
1" = 40'-0"

KEY PLAN





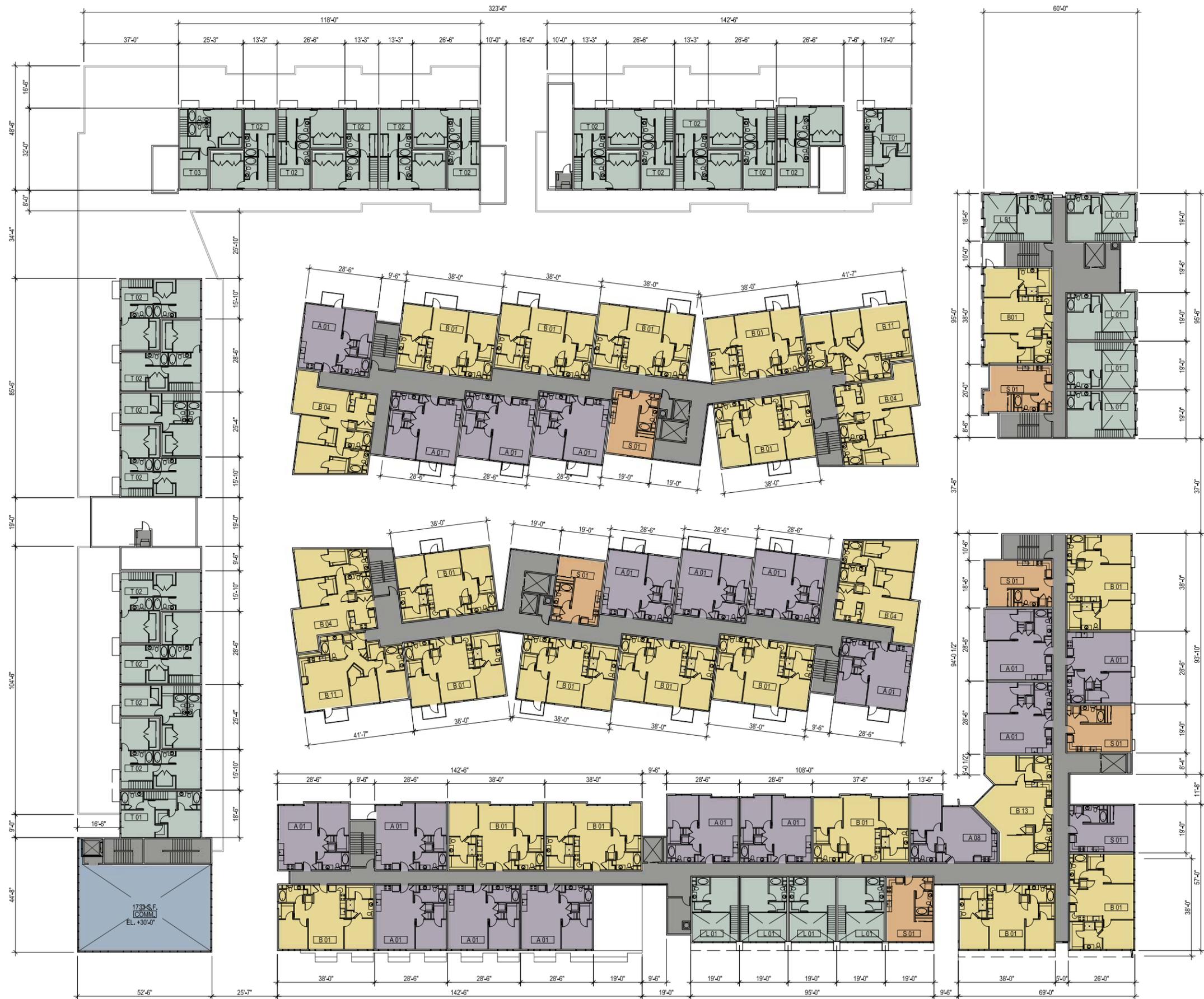
- PROGRAM KEY:
- COMMERCIAL
 - STUDIO
 - ONE BEDROOM
 - TWO BEDROOM
 - LOFT / TOWNHOUSE



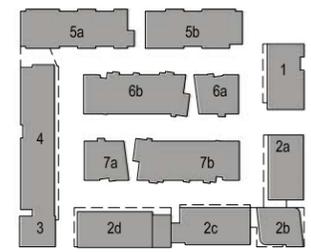
KEY PLAN

FOURTH FLOOR PLAN
1" = 40'-0"





- PROGRAM KEY:**
- COMMERCIAL
 - STUDIO
 - ONE BEDROOM
 - TWO BEDROOM
 - LOFT / TOWNHOUSE

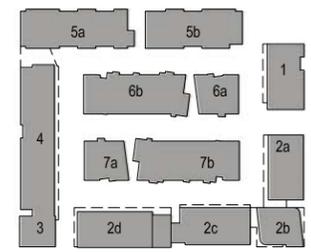


FIFTH FLOOR PLAN
 1" = 40'-0"


KEY PLAN



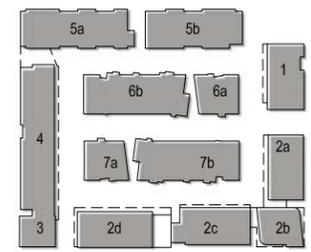
- PROGRAM KEY:
- COMMERCIAL
 - STUDIO
 - ONE BEDROOM
 - TWO BEDROOM
 - LOFT



SIXTH FLOOR PLAN
 1" = 40'-0"



KEY PLAN



KEY PLAN

ROOF PLAN
1" = 40'-0"



NOTE: INDIVIDUAL GLAZING PANELS LARGER THAN 24 SF SHALL BE FRITTED (TO COMPLY W/ SFPC SECTION 139).



BUILDINGS 2 AND 3 SOUTH ELEVATION (HARRISON STREET ELEVATION)

1/32" = 1'-0"

4



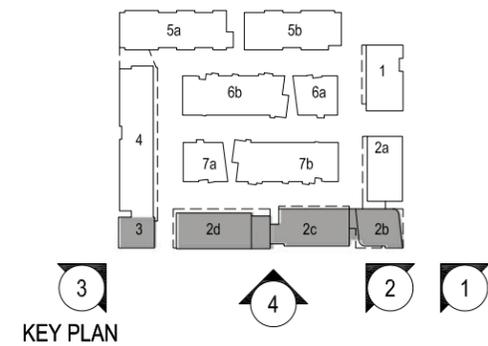
RENDERING
 NTS 3



RENDERING
 NTS 2



RENDERING
 NTS 1



KEY PLAN

NOTE: INDIVIDUAL GLAZING PANELS
 LARGER THAN 24 SF SHALL BE FRITTED
 (TO COMPLY W/ SFPC SECTION 139).



ROOF 64'-6"
 6TH FLOOR 55'-0"
 5TH FLOOR 45'-6"
 4TH FLOOR 36'-0"
 3RD FLOOR 26'-6"
 2ND FLOOR 17'-0"
 GROUND FLR VARIES

BUILDINGS 1 AND 2 EAST ELEVATION (8TH STREET ELEVATION)
 1/32" = 1'-0"

3



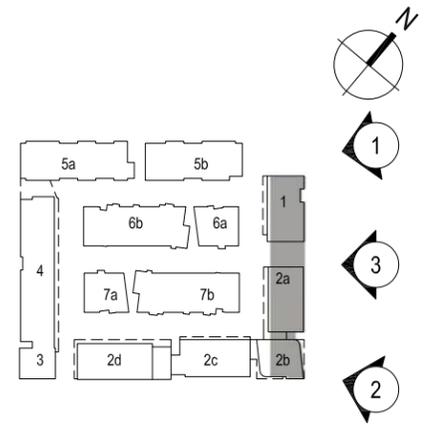
BUILDING RENDERING
 NTS

2



BUILDING RENDERING
 NTS

1



KEY PLAN

NOTE: INDIVIDUAL GLAZING PANELS LARGER THAN 24 SF SHALL BE FRITTED (TO COMPLY W/ SFPCC SECTION 139).



BUILDINGS 1 AND 5 NORTH ELEVATION (RINGOLD STREET ELEVATION)

1/32" = 1'-0"

5



BUILDING RENDERING

NTS

4



BUILDING RENDERING

NOT TO SCALE

3



BUILDING RENDERING

NOT TO SCALE

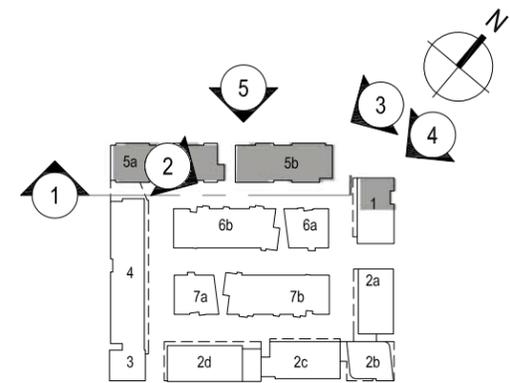
2



BUILDING 5 SOUTH ELEVATION (RINGOLD STREET BACK ELEVATION)

1/32" = 1'-0"

1



KEY PLAN



NOTE: INDIVIDUAL GLAZING PANELS LARGER THAN 24 SF SHALL BE FRITTED (TO COMPLY W/ SFPC SECTION 139).

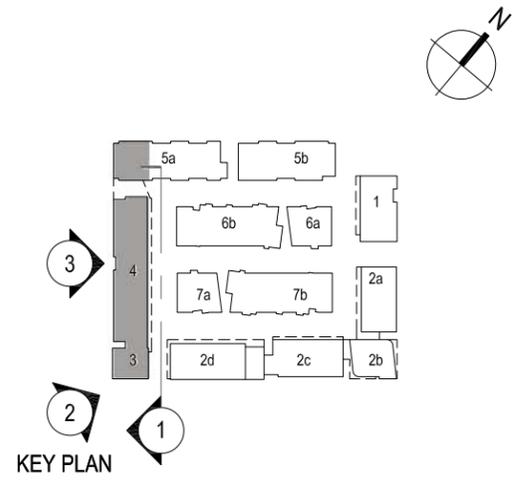
BUILDINGS 3, 4, AND 5 WEST ELEVATION (GORDON STREET ELEVATION) 3
1/32" = 1'-0"



BUILDING RENDERING 2
NTS



BUILDINGS 3 AND 4 EAST ELEVATION (GORDON STREET BACK ELEVATION) 1
1/32" = 1'-0"



KEY PLAN

NOTE: INDIVIDUAL GLAZING PANELS LARGER THAN 24 SF SHALL BE FRITTED (TO COMPLY W/ SFPC SECTION 139).



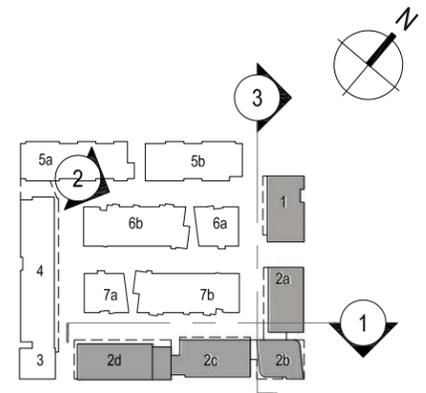
BUILDINGS 1 AND 2 WEST ELEVATION (8TH STREET BACK ELEVATION) 3
1/32" = 1'-0"



BUILDING RENDERING 2
NTS



BUILDING 2 NORTH ELEVATION (HARRISON STREET BACK ELEVATION) 1
1/32" = 1'-0"



KEY PLAN



BUILDING 6 SOUTH ELEVATION (BUILDING 7 NORTH ELEVATION SIMILAR) 3
1/32" = 1'-0"



BUILDING 7 SOUTH ELEVATION (BUILDING 6 NORTH ELEVATION SIMILAR) 2
1/32" = 1'-0"

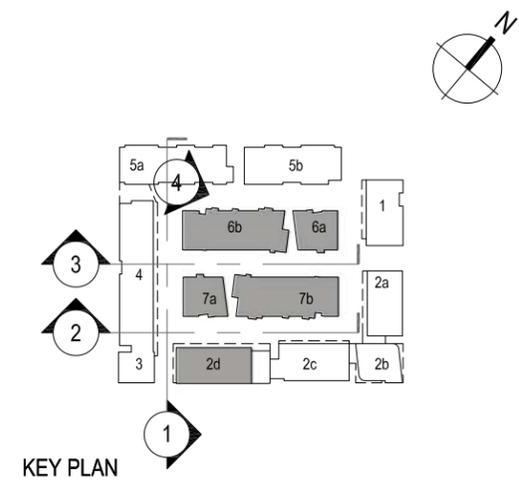


BUILDINGS 2, 6, AND 7 WEST ELEVATION (BUILDINGS 6 AND 7 EAST ELEVATION SIMILAR) 1
1/32" = 1'-0"

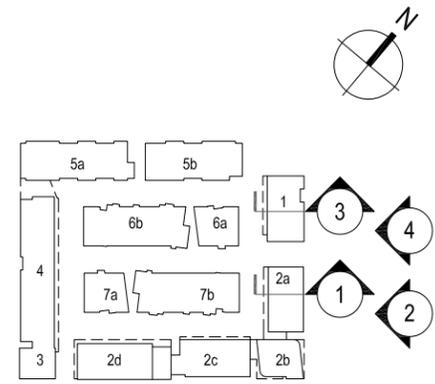
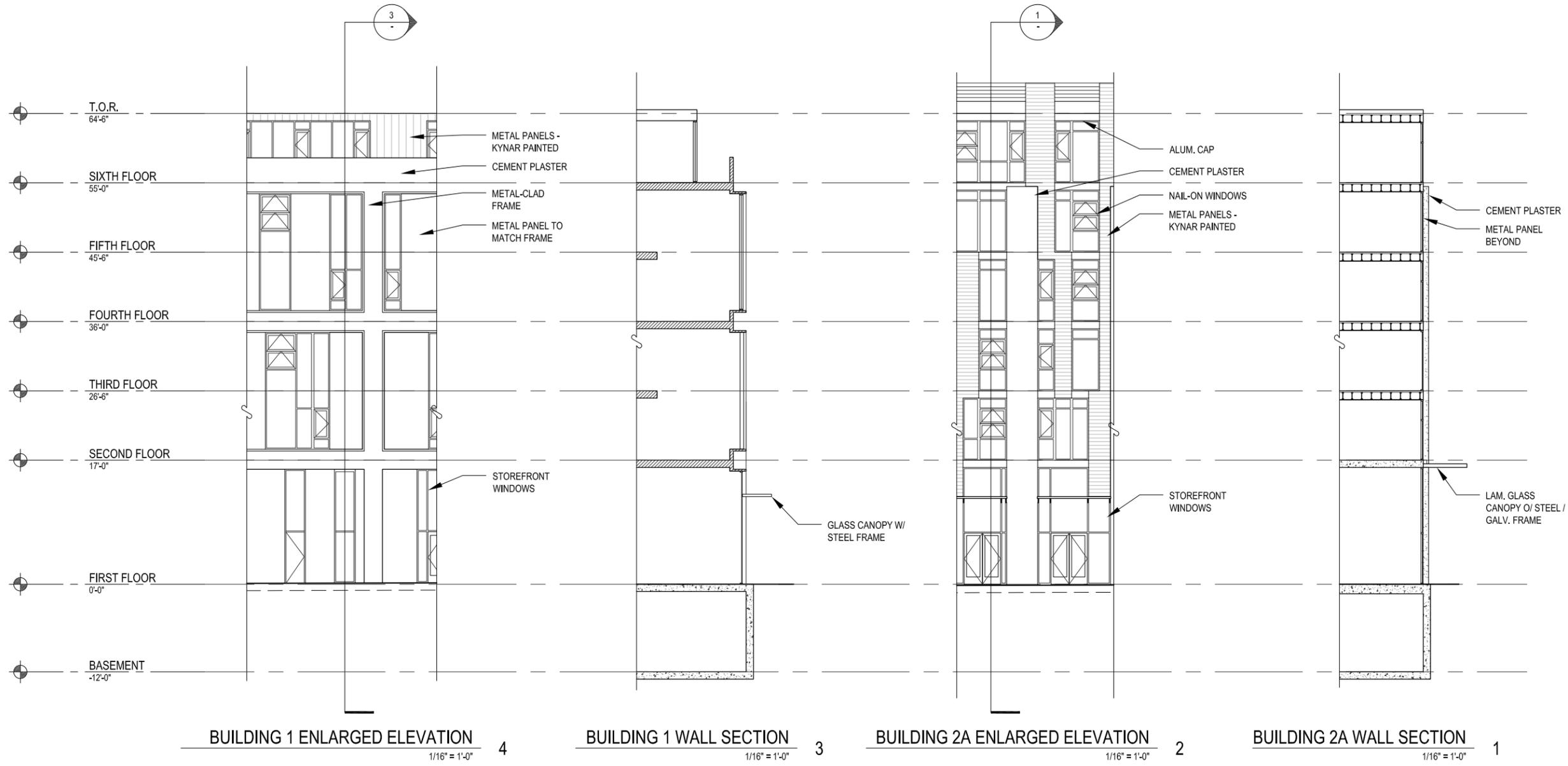


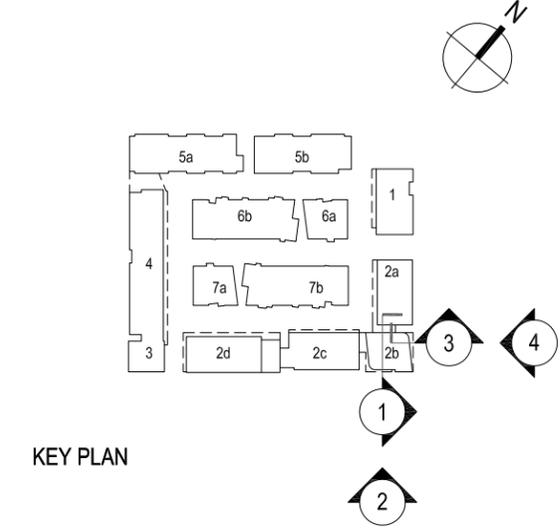
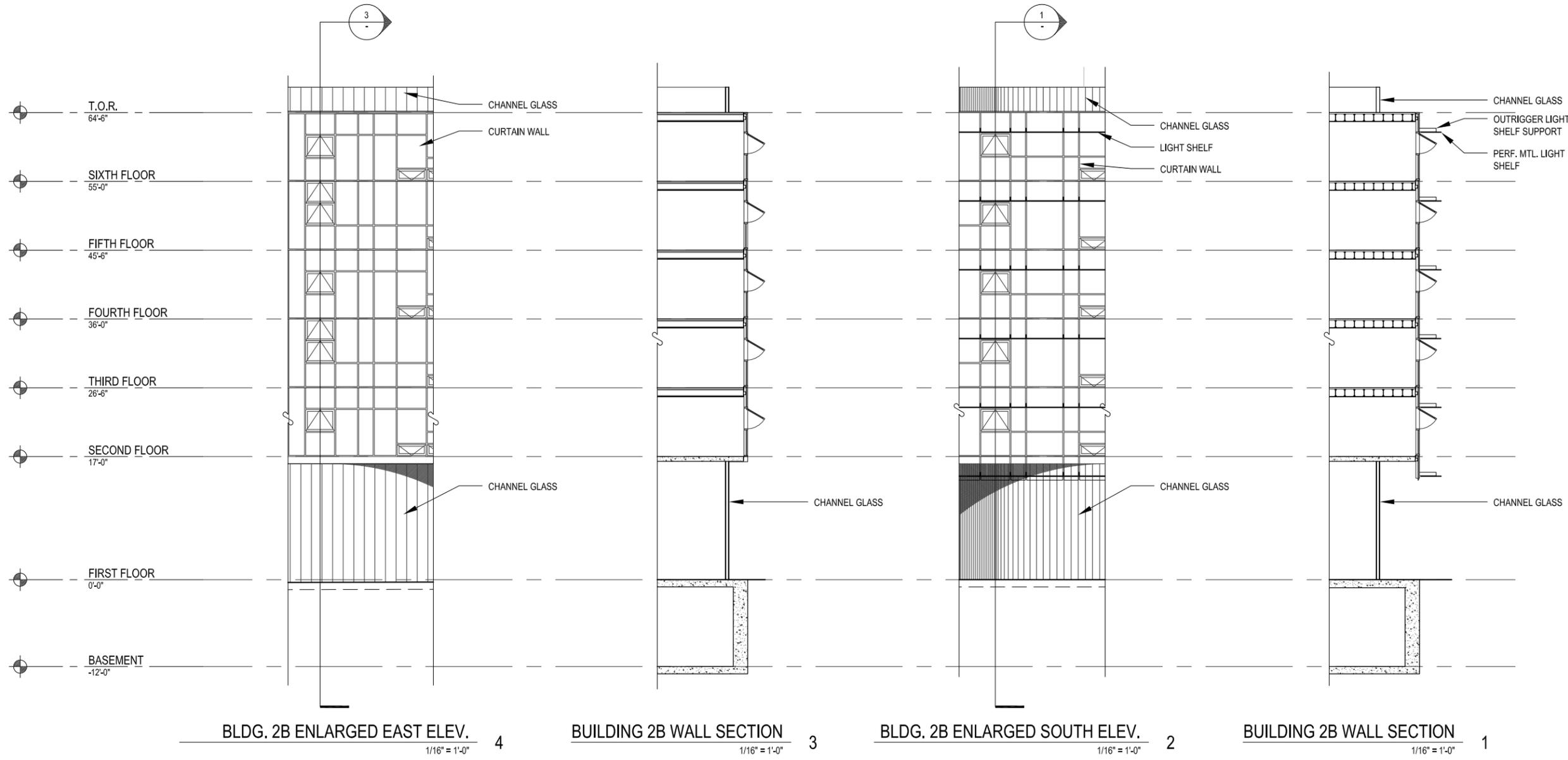
BUILDING RENDERING 4
NTS

NOTE: INDIVIDUAL GLAZING PANELS LARGER THAN 24 SF SHALL BE FRITTED (TO COMPLY W/ SFPC SECTION 139).

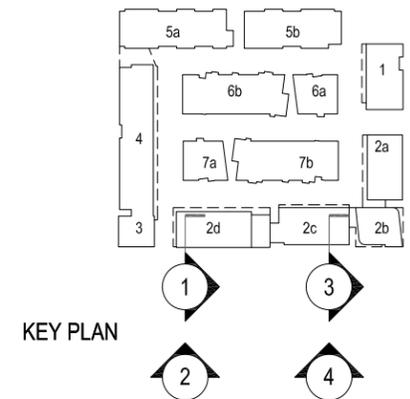
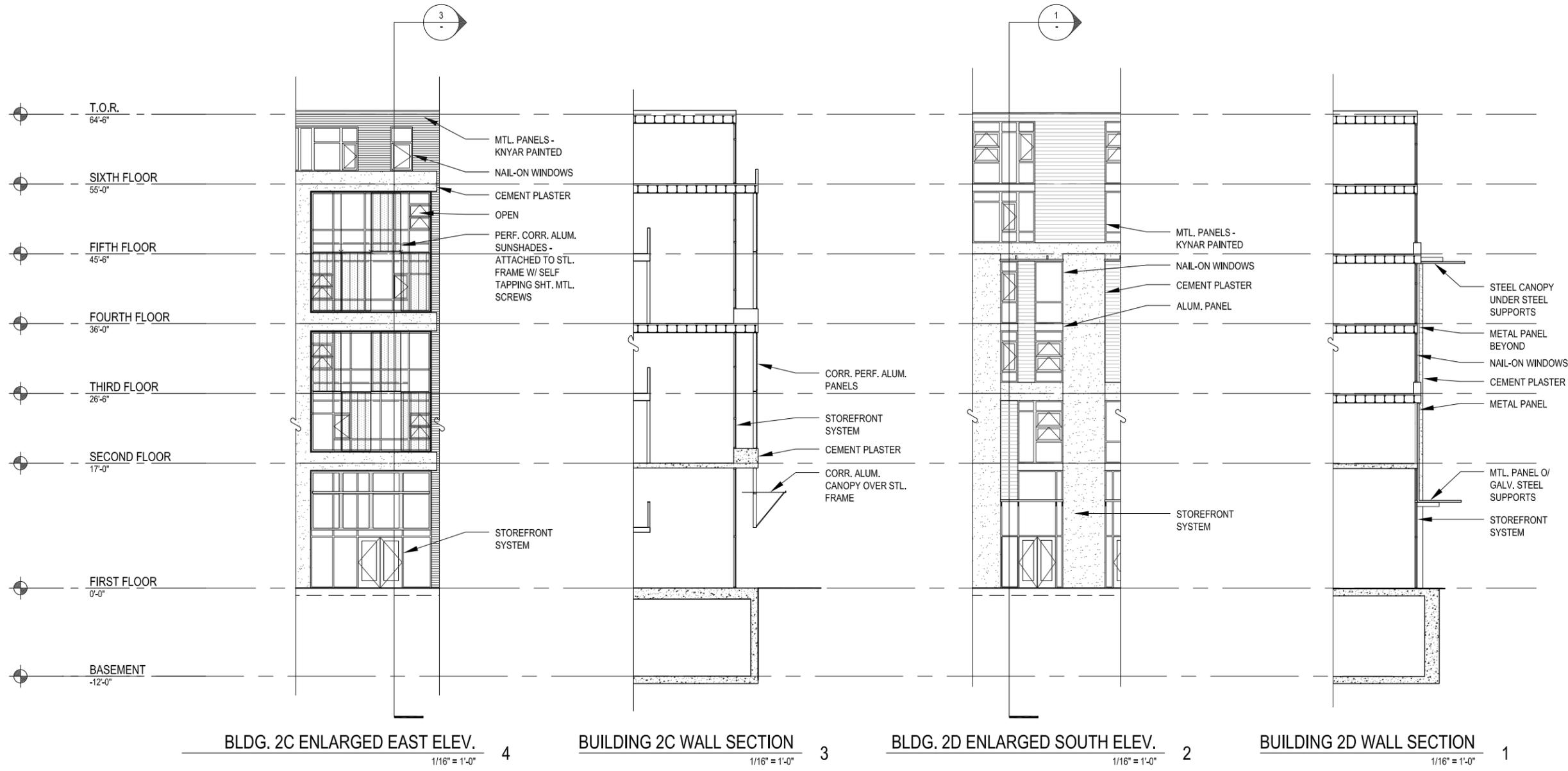


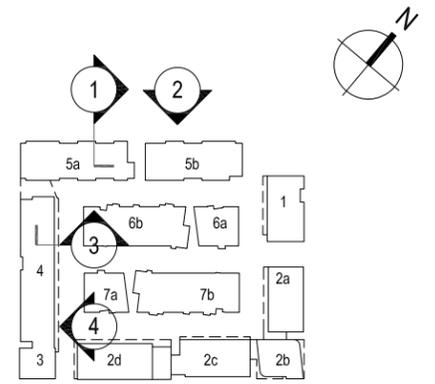
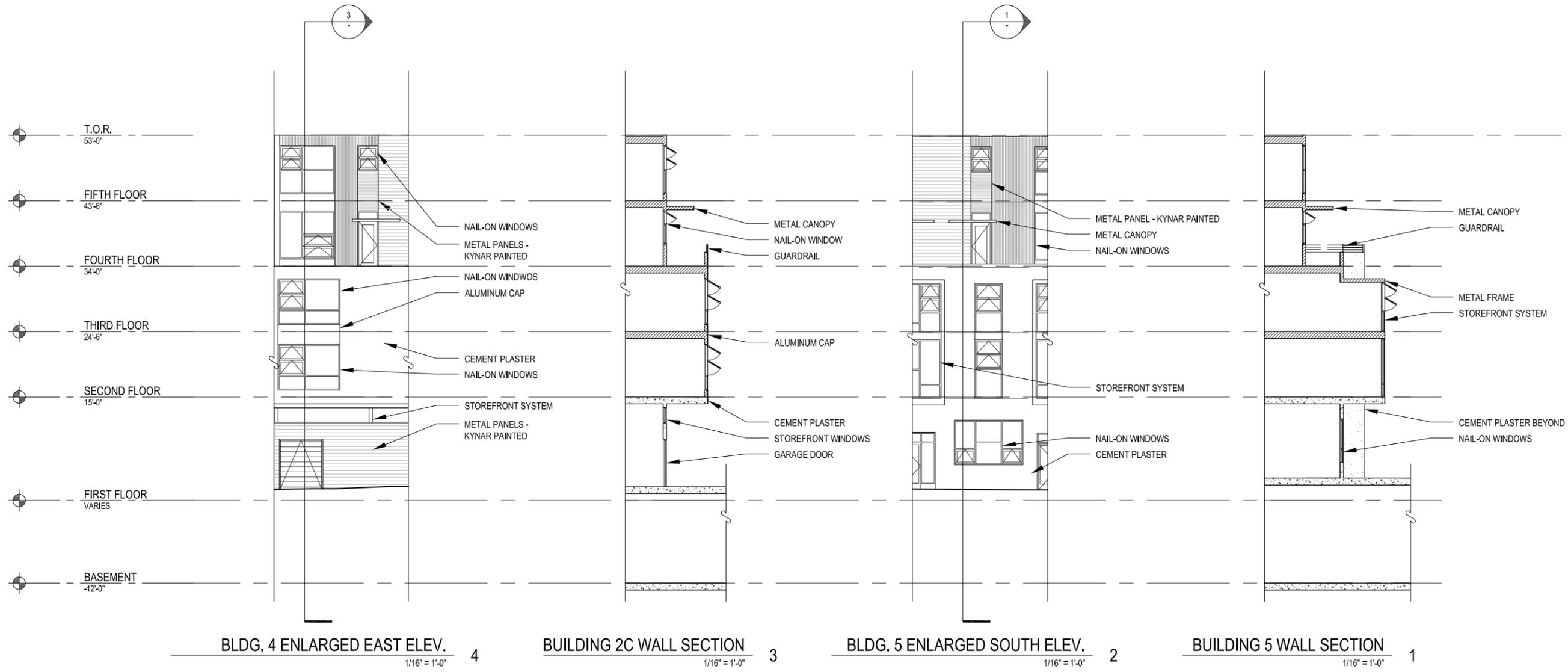
KEY PLAN



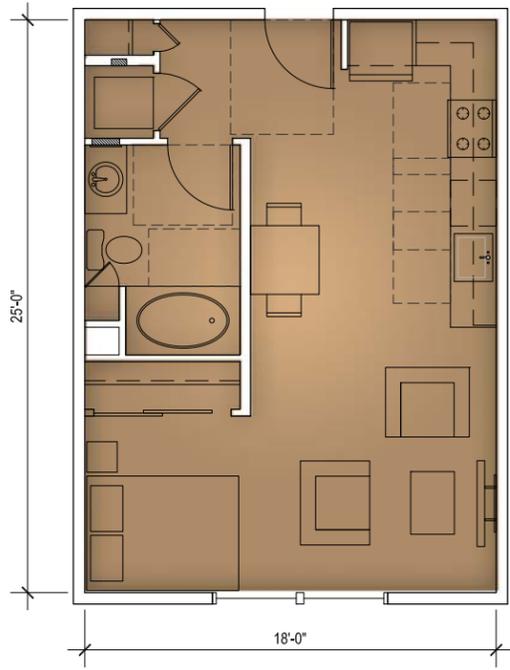


KEY PLAN

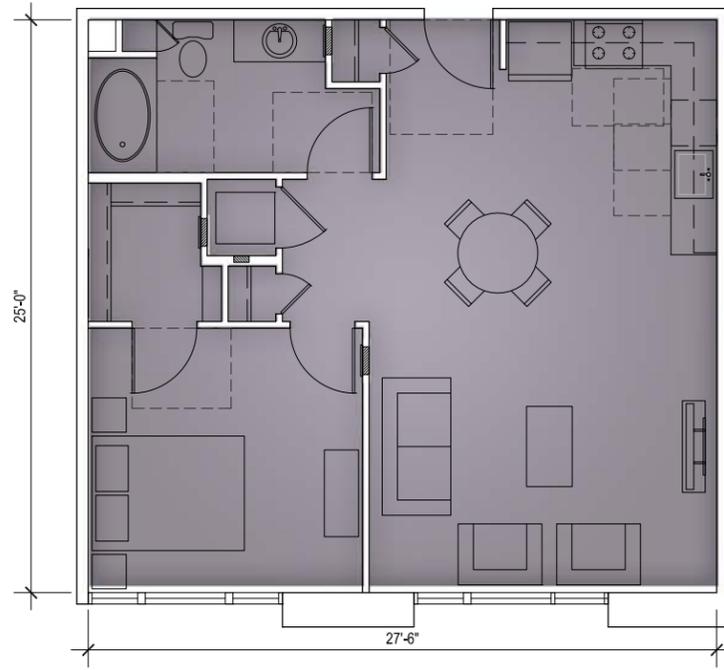




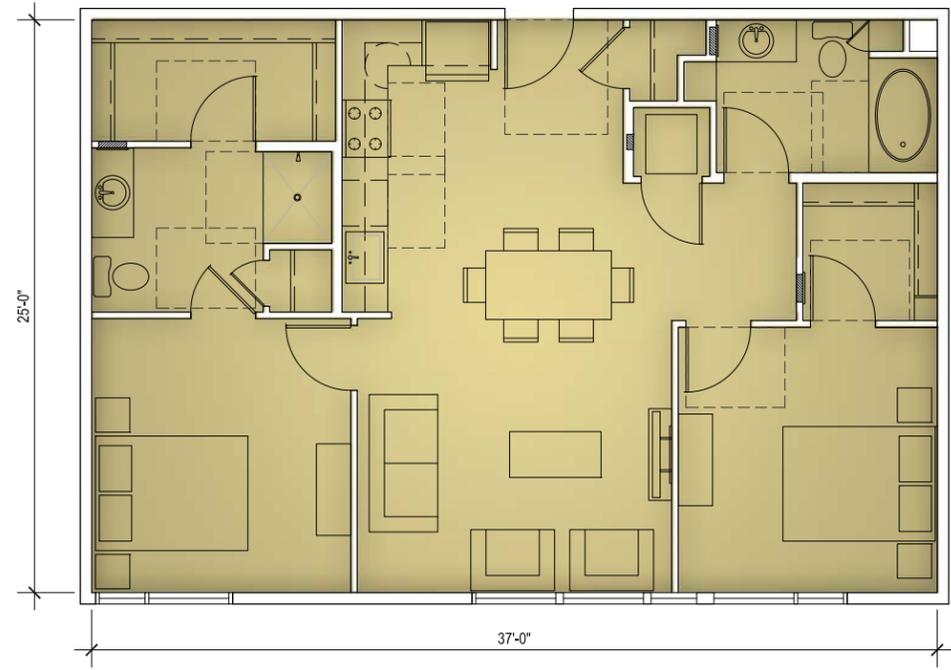
KEY PLAN



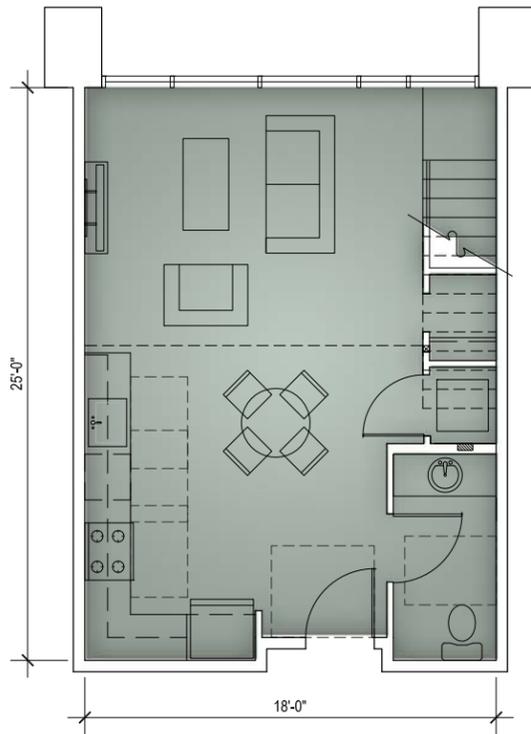
TYPICAL STUDIO (S-1) UNIT
1/8" = 1'-0"



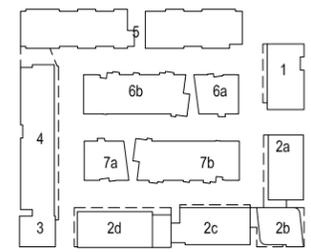
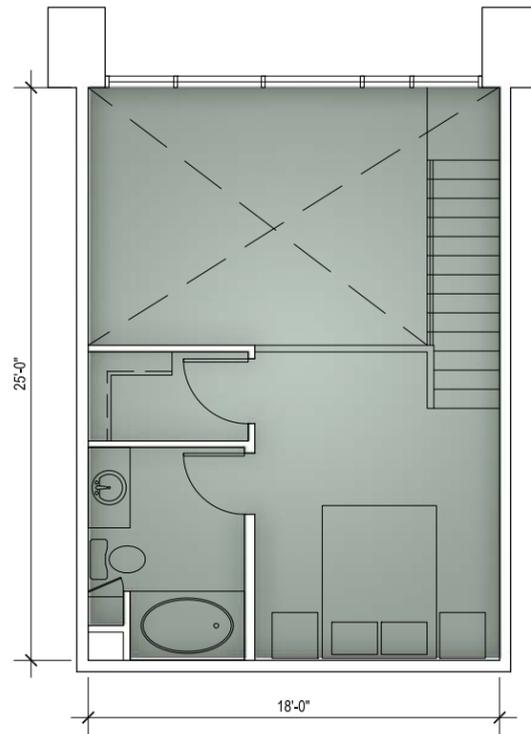
TYPICAL ONE BEDROOM (A-1) UNIT
1/8" = 1'-0"



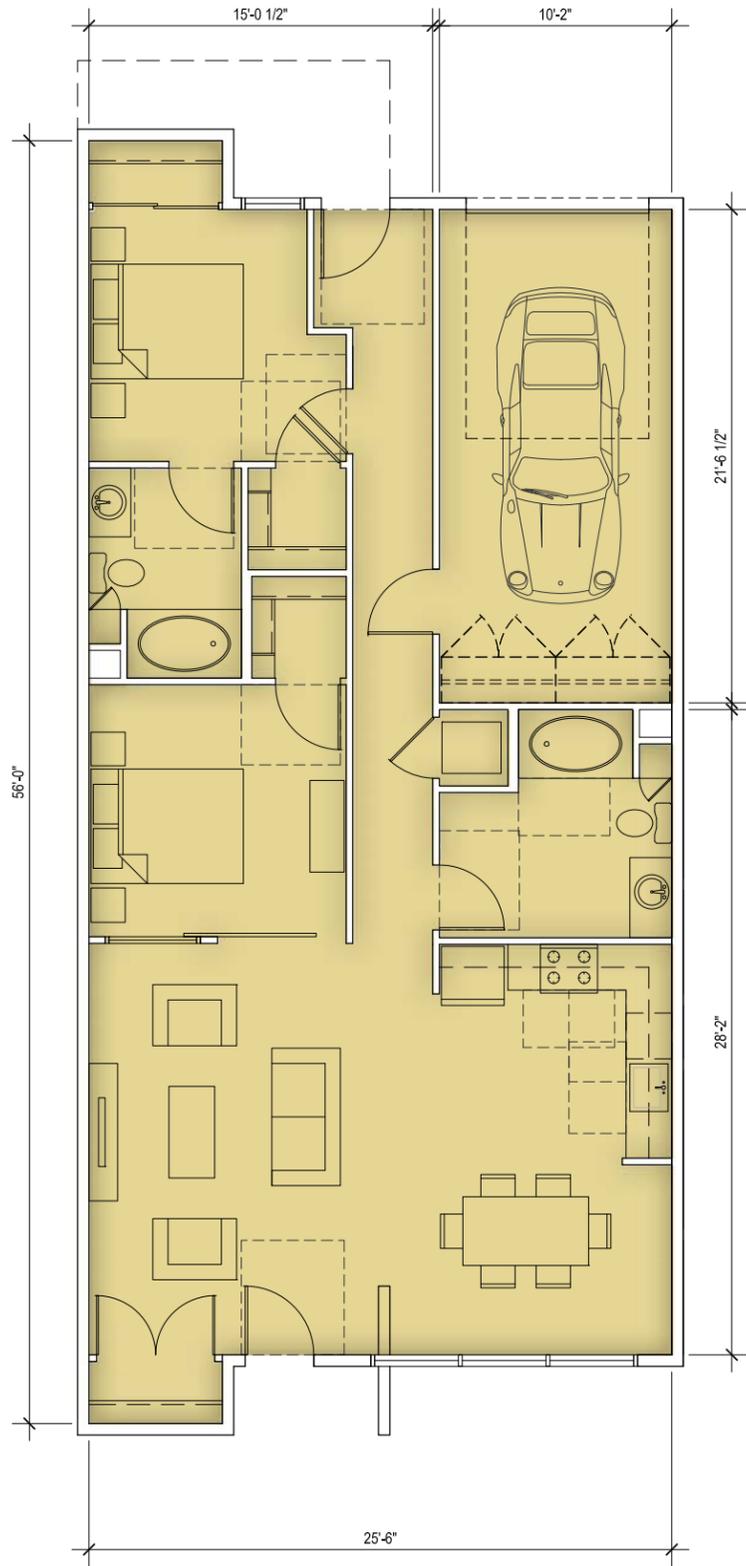
TYPICAL TWO BEDROOM (B-1) UNIT
1/8" = 1'-0"



TYPICAL LOFT (L-1/L-2) UNIT
1/8" = 1'-0"

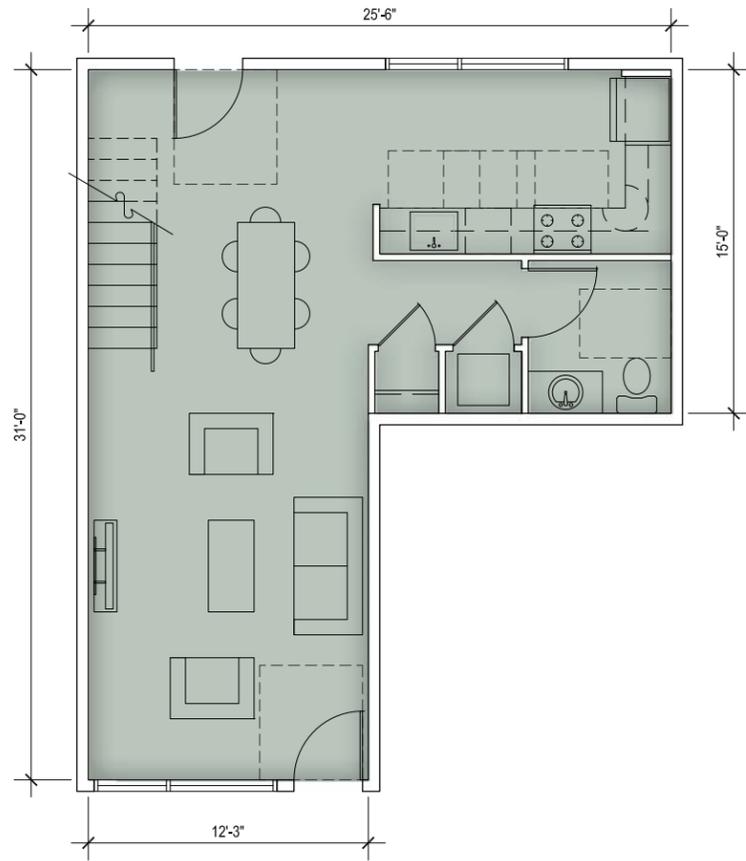


KEY PLAN



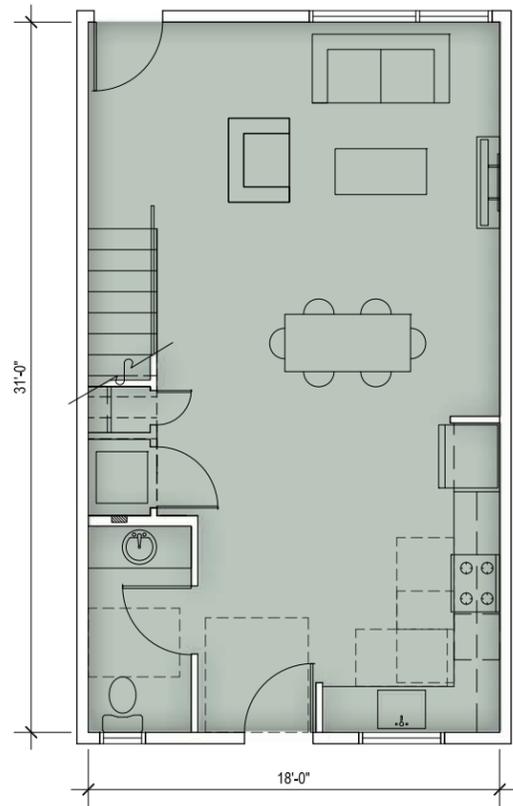
TYPICAL FLEX UNIT (F-1) WITH GARAGE

1/8" = 1'-0"



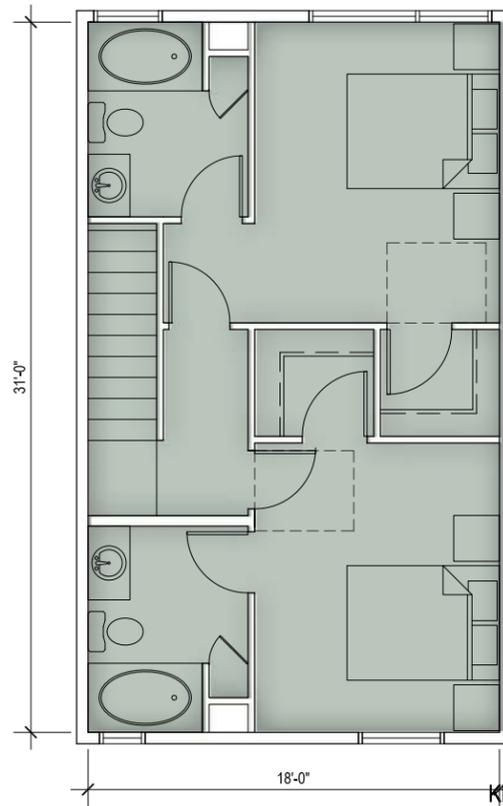
TYPICAL TOWNHOUSE LOFT (T-3)

1/8" = 1'-0"

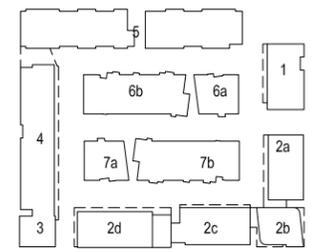


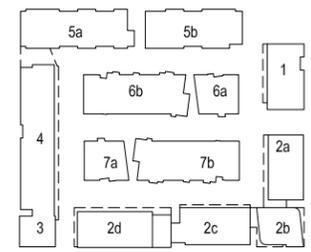
TYPICAL TOWNHOUSE LOFT (T-1)

1/8" = 1'-0"



KEY PLAN





KEY PLAN



Kava Massih
Architects

November 05, 2012

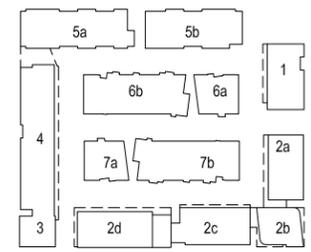
A5.1

BUILDING
RENDERING

8TH + HARRISON San Francisco
Conditional Use Permit Submittal

ARCHSTONE
MIXED USE DEVELOPMENT

SOMA



KEY PLAN

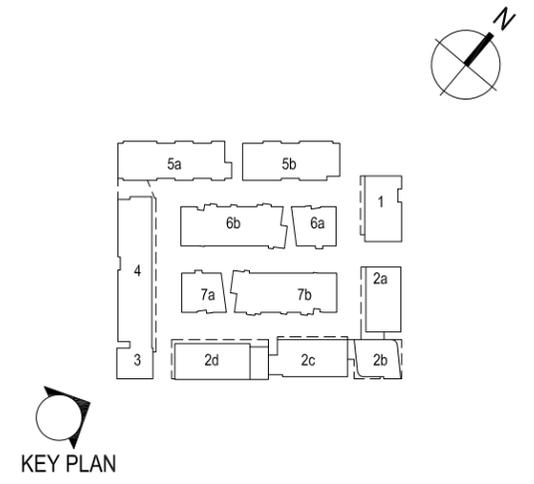


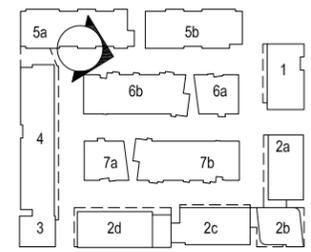


BUILDING
RENDERING

8TH + HARRISON San Francisco
Conditional Use Permit Submittal
ARCHSTONE
MIXED USE DEVELOPMENT

SOMA





KEY PLAN