



# SAN FRANCISCO PLANNING DEPARTMENT

## Executive Summary Large Project Authorization

HEARING DATE: MAY 21, 2015

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
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Planning  
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*Date:* May 14, 2015  
*Case No.:* **2013.0614X**  
*Project Address:* **600 South Van Ness Avenue**  
*Zoning:* UMU (Urban Mixed Use) Zoning District  
58-X Height and Bulk District  
*Block/Lot:* 3575/070  
*Project Sponsor:* Michael Leavitt  
Leavitt Architecture Inc.  
1327 Mason Street  
San Francisco, CA 94133  
*Staff Contact:* Brittany Bendix – (415) 575-9114  
brittany.bendix@sfgov.org  
*Recommendation:* **Approval with Conditions**

### PROJECT DESCRIPTION

The proposed project includes demolition of the existing 1,750 square foot automotive repair building and a 29 space surface parking lot on an approximately 9,496 square foot lot, and new construction of a five-story, mixed-use building of approximately 34,715 square feet and with a height of 58-feet. The proposed building will contain up to 27 dwelling units, ground floor retail totaling approximately 3,060 square feet, 17 off-street parking spaces, and 27 Class 1 bicycle parking spaces. The project also includes a dwelling unit mix consisting of 12 two-bedroom units and 15 one-bedroom units. The entrance to off-street parking is located off of 17<sup>th</sup> Street through a garage opening that is 10 feet wide.

### SITE DESCRIPTION AND PRESENT USE

The project is located at the southwest corner of the intersection of South Van Ness Avenue and 17<sup>th</sup> Street, on a rectangular corner lot of approximately 9,500 square feet. The property has approximately 100 feet of frontage on South Van Ness Avenue and 95 feet of frontage on 17<sup>th</sup> Street. The site is developed with a one story industrial building constructed circa 1945. The last known use, a motor vehicle repair and tow service (d.b.a. Target Auto), closed in 2011. The site is currently vacant.

### SURROUNDING PROPERTIES AND NEIGHBORHOOD

The property is located in the UMU Zoning District along a mixed-use corridor within the northern half of the Mission Area Plan. The surrounding area is a zoned as both UMU and RTO-M (Residential Transit Oriented – Mission); however the Mission Street NCT (Neighborhood Commercial Transit) Zoning District is one block west, and a PDR-1-G (General - Production, Distribution, and Repair) Zoning District is one block east. The immediate neighborhood reflects this zoning mix and includes two-to-five story older residential properties both west and south of the subject site, with a broader range of uses north and

east of the subject property. The non-residential uses in the immediate area include three automotive repairs services (d.b.a. Powell Hydramatic; Werk Statt; and, A & A Auto Parts), two households goods and services retail uses (d.b.a. Kelly Moore Paints, and Excel Plumbing Supply and Showroom), a service station (d.b.a. Gas and Shop), two entertainment uses (d.b.a. ODC Theatre and Mission Bowling), an institutional use (d.b.a. Seven Tepees Youth Program), a personal service use (d.b.a. Halberstadt Fencing), and a light manufacturing use (d.b.a. Ocean Sash and Door).

The project site is located along South Van Ness Avenue which is a vehicular transit corridor and is approximately three blocks from the BART Station at 16<sup>th</sup> and Mission Streets. The site is also within .25 miles of five Muni bus routes.

## ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on April 9, 2015, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects of an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

## HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	April 10, 2015	April 8, 2015	22 days
Posted Notice*	20 days	May 1, 2015	April 30, 2015	21 days
Mailed Notice	20 days	April 10, 2015	April 10, 2015	20 days

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

\*The project was continued from the April 30, 2015, Planning Commission hearing because the poster that was initially posted on the property was outdated did not include all exception requests and therefore did not comply with the hearing notification requirements of Planning Code Section 306. Accordingly, the project was continued from the April 30, 2015, Planning Commission hearing to accommodate the required 20-day posting period with the correct scope of work identified.

## PUBLIC COMMENT

- **Public Comment.** The Department has received six e-mails in support of the project and 157 letters of support collected by the Project Sponsor. The Department has also received 13 e-mails



in opposition to the project, requesting that the applicant conduct additional public outreach to inform the broader community of the proposal. In an initial response to this request, the applicant held an open house on April 20, 2015. Accounts from both sides indicate that the focus of the meeting was the Project Sponsor's election to meet the City's affordable housing requirements through the payment of an in-lieu fee. Opponents have requested the Project Sponsor choose to provide on-site below market rate units.

## ISSUES AND OTHER CONSIDERATIONS

- Large Project Authorization Modifications: As part of the Large Project Authorization (LPA), the Commission may grant modifications from certain Planning Code requirements for projects that exhibit outstanding overall design and are complementary to the design and values of surrounding area. The proposed project requests modifications from 1) rear yard (Planning Code Section 134), 2) open space configuration (Planning Code Section 135); 3) permitted obstructions over the street (Planning Code Section 136), 4) dwelling unit exposure (Planning Code Section 140), and 5) Street frontage (Planning Code Section 145.1). Department staff is generally in agreement with the proposed modifications given the overall project and its design.
- Inclusionary Affordable Housing: The Project has elected to pay the Affordable Housing Fee per Planning Code Section 415.5 and 419.3. The project site is located within the UMU Zoning District, and is subject to Tier A Affordable Housing Program Requirements, which requires payment of the Fee, in an amount to be established by the Mayor's Office of Housing and Community Development at a rate equivalent to an off-site requirement of 23 percent, or approximately \$1.95 million. The on-site alternative for this site is equal to 14.4 percent.
- Development Impact Fees: The Project would be subject to the following development impact fees, which are estimated as follows:

FEE TYPE	PLANNING CODE SECTION/FEE	AMOUNT
Transit Impact Development Fee (3,060 sq ft – New Retail)	411 (@ \$14.59)	\$ 44,645.40
Eastern Neighborhoods Infrastructure Impact Fee (2,010 sq ft – Tier 1, Change in Use from PDR to Residential)	413 (@ \$6.07)	\$12,200.70
Eastern Neighborhoods Infrastructure Impact Fee (25,090 sq ft – Tier 1, New Residential)	413 (@ \$9.71)	\$243,623.90
Eastern Neighborhoods Infrastructure Impact Fee (3,060 sq ft – Tier 1, New Non-Residential)	414 (@ \$7.28)	\$22,276.80
	<b>TOTAL</b>	<b>\$322,746.80</b>

Please note that these fees are subject to change between Planning Commission approval and approval of the associated Building Permit Application, as based upon the annual updates managed by the Development Impact Fee Unit of the Department of Building Inspection.

## **REQUIRED COMMISSION ACTION**

In order for the project to proceed, the Commission must grant a Large Project Authorization pursuant to Planning Code Section 329 to allow the new construction of a five-story mixed use building with up to 27 dwelling units, and to allow modifications to the requirements for 1) rear yard (Planning Code Section 134), 2) open space configuration (Planning Code Section 135); 3) permitted obstructions over the street (Planning Code Section 136), 4) dwelling unit exposure (Planning Code Section 140), and 5) Street frontage (Planning Code Section 145.1).

## **BASIS FOR RECOMMENDATION**

The Department believes this project is approvable for the following reasons:

- The Project complies with the applicable requirements of the Planning Code.
- The Project is consistent with the objectives and policies of the General Plan.
- The Project is located in a zoning district where residential and ground floor commercial uses are principally permitted.
- The Project produces a new mixed-use development with ground floor retail and significant site amenities, including landscaping and common open space.
- The Project is consistent with and respects the existing neighborhood character, and provides an appropriate massing and scale for a corner site.
- The Project complies with the First Source Hiring Program.
- The Project adds 27 new dwelling units to the City's housing stock and will contribute to the Citywide Affordable Housing Fund.
- The project will fully utilize the Eastern Neighborhoods Area Plan controls, and will pay the appropriate development impact fees.

<b>RECOMMENDATION:</b>	<b>Approval with Conditions</b>
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### **Attachments:**

Draft Motion – Large Project Authorization  
Mitigation Monitoring Reporting Program  
Block Book Map  
Sanborn Map  
Aerial Photographs  
Major Projects Map  
Community Plan Exemption  
First Source Hiring Affidavit  
Affordable Housing Affidavit  
Public Correspondence  
Project Sponsor Submittal  
Architectural Drawings

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 checked="" type="checkbox"/> Height & Bulk Map   | <input checked="" type="checkbox"/> Check for legibility  |
| <input checked="" type="checkbox"/> Parcel Map          | 3-D Renderings (new construction or significant addition)   |
| <input checked="" type="checkbox"/> Sanborn Map         | <input checked="" type="checkbox"/> Check for legibility  |
| <input checked="" type="checkbox"/> Aerial Photo        | <input type="checkbox"/> Wireless Telecommunications Materials  |
| <input checked="" type="checkbox"/> Context Photos      | <input type="checkbox"/> Health Dept. review of RF levels   |
| <input checked="" type="checkbox"/> Site Photos         | <input type="checkbox"/> RF Report  |
|   | <input type="checkbox"/> Community Meeting Notice   |
|   | <input type="checkbox"/> Housing Documents  |
|   | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |

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

\_\_\_\_\_BB\_\_\_\_\_  
Planner's Initials

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# SAN FRANCISCO PLANNING DEPARTMENT

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*Subject to: (Select only if applicable)*

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input 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 (TIDF, EN Impact Fees)      |

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## Planning Commission Draft Motion

HEARING DATE: MAY 21, 2015

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*Project Address:* **600 South Van Ness Avenue**  
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1327 Mason Street  
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*Staff Contact:* Brittany Bendix – (415) 575-9114  
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**ADOPTING FINDINGS RELATING TO THE APPROVAL OF A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329 TO DEMOLISH AN AUTO REPAIR BUILDING AND CONSTRUCT A FIVE-STORY MIXED-USE BUILDING OF APPROXIMATELY 34,715 GROSS SQUARE FEET THAT CONTAINS 27 RESIDENTIAL UNITS, THREE GROUND FLOOR COMMERCIAL RETAIL SPACES TOTALING APPROXIMATELY 3,060 GROSS SQUARE FEET, AND SEEKING A MODIFICATION OF THE REQUIREMENTS FOR 1) REAR YARD (PLANNING CODE SECTION 134); 2) OPEN SPACE CONFIGURATION (PLANNING CODE SECTION 135); 3) PERMITTED OBSTRUCTIONS OVER THE STREET (PLANNING CODE SECTION 136); 4) DWELLING UNIT EXPOSURE (PLANNING CODE 140); AND 5) STREET FRONTAGE (PLANNING CODE SECTION 145.1), WITHIN A UMU (URBAN MIXED USE) ZONING DISTRICT AND A 58-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

### PREAMBLE

On February 13, 2014, Michael Leavitt of Leavitt Architecture Inc. (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for a Large Project Authorization to demolish an auto repair building and construct a five-story mixed-use building of approximately 34,715 gross square feet and 58 feet tall, that contains 27 residential units, three ground floor commercial

units totaling 3,060 gross square feet, and seeking a modification of the requirements for 1) rear yard (Planning Code Section 134), 2) open space configuration (Planning Code Section 135); 3) permitted obstructions over the street (Planning Code Section 136), 4) dwelling unit exposure (Planning Code Section 140), and 5) street frontage (Planning Code Section 145.1), at 600 South Van Ness Avenue (Block 3575, Lot 070) in San Francisco, California.

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Eastern Neighborhoods Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on August 7, 2008, by Motion No. 17661, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., (hereinafter, "CEQA"). The Commission has reviewed the Final EIR, which has been available for this Commissions review as well as public review.

The Eastern Neighborhoods EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a proposed project, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the Eastern Neighborhoods Plan, the Commission adopted CEQA Findings in its Motion No. 17661 and hereby incorporates such Findings by reference.

Additionally, State CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, or (d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

On **April 9, 2015**, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is

available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP) setting forth mitigation measures that were identified in the Eastern Neighborhoods Plan EIR that are applicable to the project. These mitigation measures are set forth in their entirety in the MMRP attached to the draft Motion as Exhibit C.

On May 21, 2015, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2013.0614X.

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.

**MOVED**, that the Commission hereby authorizes the Large Project Authorization requested in Application No. 2013.0614X, 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 southwest corner of the intersection of South Van Ness Avenue and 17<sup>th</sup> Street, on a rectangular corner lot of approximately 9,500 square feet. The property has approximately 100 feet of frontage on South Van Ness Avenue and 95 feet of frontage on 17<sup>th</sup> Street. The site is developed with a one story industrial building constructed circa 1945. The last known use, a motor vehicle repair and tow service (d.b.a. Target Auto), closed in 2011. The site is currently vacant.
3. **Surrounding Properties and Neighborhood.** The property is located in the UMU Zoning District along a mixed-use corridor within the northern half of the Mission Area Plan. The surrounding area is a zoned as both UMU and RTO-M (Residential Transit Oriented – Mission); however the Mission Street NCT (Neighborhood Commercial Transit) Zoning District is one block west, and a PDR-1-G (General - Production, Distribution, and Repair) Zoning District is one block east. The immediate neighborhood reflects this zoning mix and includes two-to-five story older residential properties both west and south of the subject site, with a broader range of uses north and east of the subject property. The non-residential uses in the immediate area include three automotive repairs services (d.b.a. Powell Hydramatic; Werk Statt; and, A & A Auto Parts), two households goods and services retail uses (d.b.a. Kelly Moore Paints, and Excel Plumbing Supply and Showroom), a service station (d.b.a. Gas and Shop), two entertainment uses (d.b.a. ODC Theatre

and Mission Bowling), an institutional use (d.b.a. Seven Tepees Youth Program), a personal service use (d.b.a. Halberstadt Fencing), and a light manufacturing use (d.b.a. Ocean Sash and Door).

The project site is located along South Van Ness Avenue which is a vehicular transit corridor and is approximately three blocks from the BART Station at 16<sup>th</sup> and Mission Streets. The site is also within .25 miles of five Muni bus routes.

4. **Project Description.** The proposed project includes demolition of the existing 1,750 square foot automotive repair building and a 29 space surface parking lot on an approximately 9,496 square foot lot, and new construction of a five-story, mixed-use building of approximately 34,715 square feet and with a height of 58-feet. The proposed building will contain up to 27 dwelling units, ground floor retail totaling approximately 3,060 square feet, 17 off-street parking spaces, and 27 Class 1 bicycle parking spaces. The project also includes a dwelling unit mix consisting of 12 two-bedroom units and 15 one-bedroom units. The entrance to off-street parking is located off of 17<sup>th</sup> Street through a garage opening that is 10 feet wide.
5. **Public Comment.** The Department has received six e-mails in support of the project and 157 letters of support collected by the Project Sponsor. The Department has also received 13 e-mails in opposition to the project, requesting that the applicant conduct additional public outreach to inform the broader community of the proposal. In an initial response to this request, the applicant held an open house on April 20, 2015. Accounts from both sides indicate that the focus of the meeting was the Project Sponsor's election to meet the City's affordable housing requirements through the payment of an in-lieu fee. Opponents have requested the Project Sponsor choose to provide on-site below market rate units.
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. **Large Project Authorization for Eastern Neighborhood Projects.** Planning Code Section 329 requires that any project within an Eastern Neighborhoods Zoning District that includes construction of a new building greater than 75 feet in height, or involving new construction of more than 25,000 gross square-feet, request authorization from the Planning Commission.

*The subject property is located within the UMU Zoning District, which per Planning Code Section 802.4 is considered an Eastern Neighborhood Mixed Use District. As proposed, the Project would result in the construction of a 58-foot tall building containing approximately 34,715 gross square feet; therefore, the proposed project requires a Large Project Authorization per Planning Code Section 329. The required findings are listed below under Subsection 7. The project is seeking exceptions from the rear yard, open space, permitted obstructions over streets, exposure and street frontage sections of the Planning Code through the Large Project Authorization process.*

- B. **Permitted Uses in the UMU Zoning District.** Planning Code Sections 843.20 and 843.45 state that residential and retail uses are permitted as of right within the Urban Mixed Use (UMU) Zoning District.

*The Project would construct new residential and retail uses within the UMU Zoning District; therefore, the Project complies with Planning Code Sections 843.20 and 843.45.*

- C. **Neighborhood Notification.** Planning Code Section 312 requires notification to all owners and occupants within 150-feet of the subject property if the property converts from one land use category to another and is located in an Eastern Neighborhoods Mixed Use District.

*The proposal is located in the UMU Zoning District which is considered an Eastern Neighborhoods Mixed Use District pursuant to Planning Code Section 802.4. The project proposes the demolition of an auto repair building and construction of a five story mixed use building. These changes of use require Neighborhood Notification per Planning Code Section 312. Accordingly, notification was conducted in conjunction with the noticing for the Large Project Authorization. The applicant also conducted a pre-application meeting prior to submission on August 15, 2013.*

- D. **Rear Yard.** Planning Code Section 134 requires that the project provide a rear yard equal to 25 percent of the total lot depth at the lowest level containing a residential unit, and at each succeeding level or story of the building. Alternatively, the project can seek an exception from the rear yard requirement through the Large Project Authorization process.

*The subject property is a corner lot with a width of 100 feet and a depth of 95 feet, thereby requiring a rear yard 23.75 feet deep and 2,375 square feet in area. The Project provides a rear yard at the southwest corner of the subject property, adjacent to the existing midblock open space. The proposed rear yard is approximately 2,378 square feet and is 35.5 feet deep by 67 feet wide. The Project requires an exception through the Large Project Authorization process because the rear yard area is in a corner of the property rather than applying it to the property's full width. Overall, the modification enables the new structure to hold the street wall along both South Van Ness Avenue and 17<sup>th</sup> Street, and locate the rear yard area closer to the existing midblock open space.*

- E. **Useable Open Space - Residential.** Planning Code Section 135 requires that the project provide a minimum of 80 square feet of open space per dwelling unit, if not publically accessible. Further, any private usable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 square feet if located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a terrace or the surface of an inner or outer court. Alternatively, common useable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum of 300 square feet.

If the common open space is also an inner court, then the open space must be at least than 20 feet in every horizontal dimension and 400 square feet in area, with the height of the walls and projections above the court on at least three sides (or 75 percent of the perimeter)



arranged such that no point on any such wall (or projection) is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.

*For the proposed 27 dwelling units, the Project is required to provide 2,160 square feet of open space. The project addresses the open space requirement by providing private decks on the 2<sup>nd</sup> story and roof level that will accommodate nine dwelling units and a rear yard open area that accommodates 18 dwelling units. Collectively through these amenities, the project provides 4,190 square feet of open space. However, while the provided private open space meets the minimum standards per Planning Code Section 135, the rear yard common open space area requires an exception.*

*As defined in Planning Code Section 102.4, the rear yard open area is considered an inner court. While the rear yard area exceeds the minimum 400 square feet required of inner courts, only 65 percent of the perimeter meets the vertical openness requirements. Therefore, the project requires an exception from the open space requirements of the Planning Code. (See Below).*

- F. **Useable Open Space – Non-Residential.** Planning Code Section 135.3 requires that new retail uses within the Eastern Neighborhoods Mixed Use Districts provide one square-foot of useable open space for every 250 square-feet of occupied floor area.

*The Project proposes approximately 2,448 square feet of occupied floor area dedicated to retail uses and requires 10 square feet of useable open space for non-residential uses. The Project includes an open area of approximately 300 square feet along the South Van Ness Avenue building frontage which satisfies the non-residential useable open space requirements of Planning Code Section 135.1.*

- G. **Street Trees.** Planning Code Section 138.1 requires that new developments provide one street tree for every 20 feet of frontage, as well as one tree for any remainder greater than 10 feet.

*The Project includes new construction on a corner lot with 100 feet of street frontage on South Van Ness Avenue and 95 feet of frontage on 17<sup>th</sup> Street. A total of 10 street trees are required, however, trees may be substituted with landscaping. At present, the Project includes 7 trees and 83 lineal feet of sidewalk landscaping.*

- H. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, rear yard or other open area that meets minimum requirements for area and horizontal dimensions. To meet exposure requirements, a public street, public alley, side yard or rear yard must be at least 25 feet in width, or an open area (inner court) must be no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

*The Project organizes the dwelling units to have exposure either on 17<sup>th</sup> Street, South Van Ness Avenue or the rear yard open area. Currently, seven dwelling units have exposure only onto the rear*

*yard area, which does not meet the dimensional requirements of the Planning Code for inner courts because the 5<sup>th</sup> story bay windows on the rear façade project into a required open area. Therefore, the Project is seeking a modification of the dwelling unit exposure requirements for seven dwelling units as part of the Large Project Authorization (See Below). The remaining 20 units face directly onto South Van Ness Avenue or 17<sup>th</sup> Street and are considered code-complying. (See Below).*

- I. **Street Frontage in Mixed Use Districts.** Planning Code Section 145.1 requires that any new development include the following: 1) a 25-foot setback on the ground floor for any off-street parking provided at street grade; 2) no more than 20-feet of a street frontage dedicated to parking and loading ingress or egress, and placed to minimize interference with street-fronting active uses, as well as the movement of pedestrians, cyclists, public transit, and autos; 3) active uses on the ground floor; 4) a ground floor ceiling height of 17 feet for non-residential uses within the UMU Zoning District; 5) street-facing, ground-level, principal entrances to the interior spaces of non-residential uses; and, 6) a minimum of 60 percent of the ground-floor street frontage as transparent for non-residential uses.

*The project proposes ground floor, street facing frontages on both South Van Ness Avenue and 17<sup>th</sup> Streets that satisfy all of the aforementioned requirements. Within the UMU Zoning District retail uses are principally permitted and are thereby considered active uses on the ground floor. Further, the ground floor commercial units face the street, have heights of 17 feet, and are more than 60 percent transparent to the street. In regards to vehicular access, the portion of street frontage dedicated to parking ingress and egress is limited to 14 feet 11 inches. However, two off-street parking spaces are within the required 25-foot setback. Therefore, the Project requires an exception from Planning Code Section 145.1 through the Large Authorization Process. (See Below).*

- J. **Off-Street Parking.** Planning Section 151.1 of the Planning Code allows off-street parking at a maximum ratio of .75 per dwelling unit.

*For the 27 dwelling units, the Project is allowed to have a maximum of 20 off-street parking spaces. Currently, the Project provides 17 off-street parking spaces, therefore, the proposed project complies with Planning Code Section 151.1.*

- K. **Bicycle Parking.** Planning Section 155.2 of the Planning Code requires one Class 1 bicycle parking space per dwelling unit, one Class 2 bicycle parking spaces for every 20 dwelling units, and a minimum of two Class 2 bicycle parking spaces for retail uses occupying less than 2,500 square feet of occupied floor area.

*The Project includes 27 dwelling units and a total of 2,448 square feet of occupied floor area dedicated to retail uses; therefore, the Project is required to provide 27 Class 1 bicycle parking spaces and 3 Class 2 bicycle parking spaces. The Project will provide 27 Class 1 bicycle parking spaces and 4 Class 2 bicycle parking spaces, which exceeds the requirement. Therefore, the proposed project complies with Planning Code Section 155.2.*

- L. **Unbundled Parking.** Planning Code Section 167 requires that all off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units.

*The Project is providing off-street parking that is accessory to 27 dwelling units. These spaces will be unbundled and sold and/or leased separately from the dwelling units; therefore, the Project meets this requirement.*

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

*For the 27 dwelling units, the Project is required to provide at least 11 two-bedroom units or 8 three-bedroom units. The Project provides 15 one-bedroom units and 12 two-bedroom units. Therefore, the Project meets and exceeds the requirements for dwelling unit mix.*

- N. **Shadow.** Planning Code Sections 147 and 295 restricts net new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. Any project in excess of 40 feet in height and found to cast net new shadow must be found by the Planning Commission, with comment from the General Manager of the Recreation and Parks Department, in consultation with the Recreation and Park Commission, to have no adverse impact upon the property under the jurisdiction of the Recreation and Park Commission.

*Based upon a detail shadow analysis, the Project does not cast any net new shadow upon property under the jurisdiction of the Recreation and Parks Commission.*

- O. **Transit Impact Development Fees.** Planning Code Section 411 is applicable to new development that cumulatively creates more than 3,000 gross square feet of retail uses.

*The Project includes 3,060 gross square feet of new retail use. This use is subject to Transit Impact Development Fees, as outlined in Planning Code Section 411. These fees must be paid prior to the issuance of the building permit application.*

- P. **Inclusionary Affordable Housing Program in UMU.** Planning Code Sections 415 and 419 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 10 or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Since the Project is located within the UMU Zoning District, the Inclusionary Affordable Housing Program requirement for payment of an in-lieu fee is calculated based on the cost of providing 23 percent of the units (6.21) off-site, as outlined in Planning Code Section 419.3.

*The Project Sponsor has elected to pay the Affordable Housing Fee per Planning Code Section 415.5 and 419.3, 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 through payment of the Fee, in an amount to be established by the Mayor's Office of Housing and Community Development at a rate equivalent to an off-site requirement of 23%. The project sponsor has not selected an alternative to payment of the Fee. The EE application was submitted on September 10, 2013.*

- Q. Eastern Neighborhood Infrastructure Impact Fees.** Planning Code Section 423 is applicable to any development project within the UMU (Urban Mixed-Use) Zoning District that results in the addition of gross square feet of residential and non-residential space.

*The proposed project includes approximately 34,715 gross square feet of new development consisting of approximately 27,100 sq ft of residential use and 3,060 sq ft of retail use. These uses are subject to Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the building permit application.*

- R. First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Section 83.4(m) of the Administrative Code), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

*The Project Sponsor submitted a First Source Hiring Affidavit and prior to issuance of a building permit will execute a First Source Hiring Memorandum of Understanding and a First Source Hiring Agreement with the City's First Source Hiring Administration.*

- 7. Large Project Authorization in Eastern Neighborhoods Mixed Use District.** Planning Code Section 329(c) lists nine aspects of design review in which a project must comply; the Planning Commission finds that the project is compliant with these nine aspects as follows:

- A. Overall building mass and scale.**

*The Project's mass and scale are appropriate for a large corner lot and the surrounding context, which includes larger, four-to-five story apartment complexes. The Project is of a similar height and scale as the two immediately adjacent residential buildings. Furthermore, the Project addresses and defines the corner of 17<sup>th</sup> Street and South Van Ness Avenue with articulated bay windows and an active retail use that extends along both street frontages. In addition, the Project includes projecting bay windows and massing recesses, which help to provide vertical modulation along the street facades in a manner that is contemporary, yet compatible with the vernacular of older residential buildings in the*

*immediate area. Overall, the project is appropriate for a corner lot and consistent with the mass and scale of the surrounding neighborhood.*

B. Architectural treatments, facade design and building materials:

*The proposed project's architectural treatments, façade design and building materials include bay windows, open balconies, smoothed troweled stucco, anodized aluminum windows and panels, natural finish wood siding, and an architectural concrete or stone base. The Project has two street frontages that offer a unified façade treatment. Along 17<sup>th</sup> Street, the Project is primarily rendered in ceramic or stone tile at the base with stucco above, and anodized aluminum panel accents at the corner bay window. This shift in materials assists in differentiating the corner, and in defining the base/ground floor level. Along South Van Ness Avenue, the Project includes a similar façade treatment with a ceramic or stone tile base, and alternating bays of stucco and composite panels. This material palette provides vertical articulation along South Van Ness Avenue, and assists in defining the ground floor level. This street façade also includes massing setbacks, which provides for open space at the ground floor and a more gracious pedestrian environment. Overall, the Project offers an architectural treatment, which provides for contemporary, yet contextual, architectural design that appears consistent and compatible with the surrounding neighborhood.*

C. The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access;

*The Project provides ground floor retail uses along 17<sup>th</sup> Street and South Van Ness Avenue, which will encourage street activity/life on the lower floors. In addition, the Project includes massing setbacks along South Van Ness Avenue, which provide a more open ground floor experience. Along 17<sup>th</sup> Street, the Project provides access to the off-street parking garage via a 10-foot wide garage opening, which is the appropriate location for vehicular access. Overall, the design of the lower floors enhances the pedestrian experience and accommodates new street activity.*

D. The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site;

*The Project requires a total of 2,160 square feet of open space to accommodate the 27 dwelling units. In total, the common rear yard area and the private decks and balconies include approximately 4,190 square feet of open space, thereby exceeding the general requirement. Further, the exception sought for open space is required because of the modified rear yard configuration which serves to better connect the proposed dwellings to the adjacent midblock open space.*

E. The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2;

*Planning Code Section 270.2 does not apply to the Project.*

- F. Streetscape and other public improvements, including tree planting, street furniture, and lighting.

*In compliance with Planning Code Section 138.1, the Project provides four new street trees along 17<sup>th</sup> Street, three new street trees along South Van Ness Avenue, and 83 lineal street of sidewalk landscaping. The Project will also add bicycle parking along the sidewalk in front of the Project for public use. These improvements will enhance the public realm.*

- G. Circulation, including streets, alleys and mid-block pedestrian pathways;

*Since the subject lot is a corner lot with two street frontages, the Project includes ground floor retail along 17<sup>th</sup> Street and South Van Ness. Further, the primary focal point for the residents would occur on South Van Ness Avenue through the residential lobby, which is adjacent to two retail spaces. Automobile access is limited to the one entry/exit (measuring 14 feet 11 inches wide) along 17<sup>th</sup> Street.*

- H. Bulk limits;

*The proposed project is within an 'X' Bulk District, which does not restrict bulk.*

- I. Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan;

*The proposed project, on balance, meets the Objectives and Policies of the General Plan.*

8. **Large Project Authorization Exceptions.** Planning Code Section 329 allows exceptions for Large Projects in the Eastern Neighborhoods Mixed Use Districts:

- A. Exception for rear yards, pursuant to the requirements of Section 134(f);

(f) Modification of Requirements in the Eastern Neighborhoods Mixed Use Districts. The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified or waived by the Planning Commission pursuant to Section 329. The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified by the Zoning Administrator pursuant to the procedures set forth in Section 307(h) for other projects, provided that:

(1) A comparable, but not necessarily equal amount of square footage as would be created in a code conforming rear yard is provided elsewhere within the development;

*The Project provides for a comparable amount of open space, in lieu of the required rear yard. Overall, the project site is approximately 9,500 square feet in size, and would be required to provide a rear yard measuring 2,375 square feet. The Project provides 2,378 square feet of open space through a second*

*floor terrace, thus exceeding the amount of space, which would have been provided in a code-conforming rear yard.*

- (2) The proposed new or expanding structure will not significantly impede the access to light and air from adjacent properties or adversely affect the interior block open space formed by the rear yards of adjacent properties; and

*The Project proposes a rear yard configuration that facilitates a better connection to the midblock open space than would otherwise be accommodated by a code-complying rear yard. Furthermore, the portion of the proposal that is within the required rear area is situated against the adjacent building's five story blank wall.*

- (3) The modification request is not combined with any other residential open space modification or exposure variance for the project, except exposure modifications in designated landmark buildings under Section 307(h)(1).

*The Project is not seeking a modification to the open space requirements; however, the Project is seeking a modification to the exposure requirements for seven of the 27 dwelling units. Overall, the majority of the Project meets the intent of exposure requirements defined in Planning Code Section 140.*

- B. Where not specified elsewhere in Planning Code Section 329(d), modification of other Code requirements which could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is located;

*In addition to the modification of the rear yard requirements, the proposed project is seeking modifications of the requirements for open space configuration (Planning Code Section 135), permitted obstructions over streets, alleys, yards, setbacks and usable open space (Planning Code Section 136), dwelling unit exposure (Planning Code Section 140) and street frontage (Planning Code Section 145.1).*

- 1) Under Planning Code Section 135 any area that contributes to the common open space requirement and is an inner court, must have a minimum horizontal dimension of 20 feet by 20 feet and a minimum area of 400 square feet. Further, 75 percent of the inner court's perimeter must remain unobstructed at an angle of 45 degrees to the top of adjacent building walls. As proposed the inner court is 35.5 feet by 67 feet, larger than the minimum requirement. Additionally, 67 percent of the perimeter is unobstructed. The portion of the perimeter that does not comply is at an angle of 37 degrees to the top of the opposite building wall.

*Given that the north-south oriented open space generates greater exposure to direct sunlight than an otherwise code-complying rear yard and provides a generous amount of open-space throughout the project, the Commission finds this modification is appropriate.*

- 2) *Under Planning Code Section 136(c)(2)(F) the minimum horizontal separation between bay windows projecting over the street is two feet at the line establishing the required open area (the front property line), and is increased in proportion to the distance from such line by means of 135 degree angles drawn outward from the ends of the two-foot dimension, reaching a minimum of eight feet along a line parallel to and, at a distance of three feet from, the required open area.*

*The Project proposes two bay windows on the South Van Ness street frontage that are only separated by 4 feet 4 inches and thereby exceed the envelope permitted by Planning Code Section 136. Given the overall design and composition, the Commission finds this modification is warranted, due to the project's quality of design and the emphasis placed upon the corner by the proposed bay windows, resulting in a strong urban design element.*

- 3) *Under Planning Code Section 140, all dwelling units must face onto either a public street, alley or open area at least 25-feet wide, or a rear yard meeting the requirements of the Planning Code. The Project organizes the dwelling units to have exposure either on 17<sup>th</sup> Street, South Van Ness Avenue or the rear yard open area. Currently, seven dwelling units face only onto the rear yard area, which does not meet the dimensional requirements of the Planning Code for inner courts. Specifically, the rear yard open area is not considered a code complying inner court because the open area does not increase to 40 feet by 40 feet at the 5<sup>th</sup> story and because the proposal includes projecting bay windows and balconies at the 4<sup>th</sup> and 5<sup>th</sup> stories. Despite its configuration the rear yard open area, of 35.5 feet by 67 feet, still provides sufficient access to light and air for the seven dwelling units that directly face it. Furthermore, the proposed rear balconies and bays that otherwise do not conflict with the exposure requirement are design features that facilitate connecting the affected units to the midblock open space to the south. Finally, the remaining 20 units face directly onto South Van Ness Avenue or 17<sup>th</sup> Street and are considered code-complying. Given these considerations, the Commission finds that this modification is warranted.*

- 4) *Under Planning Code Section 145.1 any off-street parking provided at street grade may not be within a 25-foot setback on the ground floor. The Project includes 17 off-street parking spaces; however, only two spaces encroach 3.5 feet into the required 25-foot setback. Given that the proposal includes less than the maximum amount of off-street parking otherwise principally permitted and provides well-designed active uses on both South Van Ness Avenue and 17<sup>th</sup> Street, the Commission finds this modification is warranted.*

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

## HOUSING

### Objectives and Policies

#### OBJECTIVE 1

**IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.**



**Policy 1.1**

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

*The Project is a higher density mixed-use development on an underutilized lot along a primary vehicular transit corridor. The Project site is an ideal infill site that is largely vacant. The project site was rezoned to UMU as part of a long range planning goal to create a cohesive, higher density residential and mixed-use neighborhood. To the east, the zoning is primarily PDR (Production, Distribution and Repair), while to the west, the zoning is primarily NCT (Neighborhood Commercial Transit). The Project Sponsor has indicated that they will pay the Affordable Housing Fee which will be calculated based on the cost of providing 23 percent of the units (6.21) off-site. The Affordable Housing Fee is then used to fund a broad range of affordable housing projects within the City.*

**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 11.2**

Ensure implementation of accepted design standards in project approvals.

**Policy 11.3**

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

**Policy 11.4**

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

**Policy 11.6**

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

**Policy 11.8**

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

*The architecture of this Project responds to the site's location as a transition between industrial zones and smaller-scale neighborhood commercial transit zones. The Project's facades provide a simple expression of form and materials, which emphasize the residential use and the ground floor. The exterior is designed with modern materials including stucco, natural wood, stone and anodized aluminum.*

## RECREATION AND OPEN SPACE ELEMENT

### Objectives and Policies

#### OBJECTIVE 4:

**PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.**

#### Policy 4.5:

Require private usable outdoor open space in new residential development.

*The Project will create private and common open space areas in a new residential mixed-use development through private balconies, second floor courtyard and a roof deck. The project will not cast shadows over any open spaces under the jurisdiction of the Recreation and Park Department.*

## TRANSPORTATION ELEMENT

### Objectives and Policies

#### OBJECTIVE 24:

**IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.**

#### Policy 24.2:

Maintain and expand the planting of street trees and the infrastructure to support them.

#### Policy 24.4:

Preserve pedestrian-oriented building frontages.

*The Project will install new street trees along 17<sup>th</sup> Street and South Van Ness Avenue. Frontages are designed with active spaces oriented at the pedestrian level.*

#### OBJECTIVE 28:

**PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.**

#### Policy 28.1:

Provide secure bicycle parking in new governmental, commercial, and residential developments.

#### Policy 28.3:

Provide parking facilities which are safe, secure, and convenient.

*The Project includes 27 Class 1 bicycle parking spaces in a secure and convenient location.*

#### OBJECTIVE 34:

**RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.**

**Policy 34.1:**

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

**Policy 34.3:**

Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

**Policy 34.5:**

Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.

*The Project has a parking to dwelling unit ratio of .63 spaces per unit, which is below the permitted ratio of .75 per unit. The parking spaces are accessed by one ingress/egress point measuring 10-ft wide from 17<sup>th</sup> Street. Parking is adequate for the project and complies with maximums prescribed by the Planning Code.*

**URBAN DESIGN ELEMENT**

**Objectives and Policies**

**OBJECTIVE 1:**

**EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.**

**Policy 1.7:**

Recognize the natural boundaries of districts, and promote connections between districts.

**OBJECTIVE 2:**

**CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.**

**Policy 2.6:**

Respect the character of older development nearby in the design of new buildings.

*The Project is located within the Mission neighborhood, which is characterized by the mix of residential and commercial uses. As such, the Project provides articulated street façades, which respond to form and scale and material palette of surrounding buildings, while also providing a new contemporary architectural*

*vocabulary. Furthermore, the Project provides three commercial spaces at the ground floor level that will serve as active uses along both South Van Ness Avenue and 17<sup>th</sup> Street.*

**OBJECTIVE 4:**

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

**Policy 4.5:**

Design walkways and parking facilities to minimize danger to pedestrians.

**Policy 4.13:**

Improve pedestrian areas by providing human scale and interest.

*Although the project site has two street frontages, it only provides one vehicular access point for the entire project, limiting conflicts with pedestrians and bicyclists. Street trees will be planted on each street. Ample frontages, common and private open spaces, and ground floor active uses directly accessing the street will be provided. Along the project site, the pedestrian experience will be greatly improved. Currently, the site contains a vacant auto repair building.*

**MISSION AREA PLAN**

**Objectives and Policies**

**Land Use**

**OBJECTIVE 1.1**

**STRENGTHEN THE MISSION'S EXISTING MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK.**

**Policy 1.1.4**

In higher density residential areas of the Mission, recognize proximity to good transit service by eliminating density limits and minimum parking requirements; permit small neighborhood-serving retail.

**Policy 1.1.7**

Permit and encourage greater retail uses on the ground floor on parcels that front 16th Street to take advantage of transit service and encourage more mixed uses, while protecting against the wholesale displacement of PDR uses.

**OBJECTIVE 1.2**

**IN AREAS OF THE MISSION WHERE HOUSING AND MIXED-USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.**

**Policy 1.2.1**

Ensure that in-fill housing development is compatible with its surroundings.

**Policy 1.2.2**

For new construction, and as part of major expansion of existing buildings in neighborhood commercial districts, require ground floor commercial uses in new housing development. In other mixed-use districts encourage housing over commercial or PDR where appropriate.

**Policy 1.2.3**

In general, where residential development is permitted, control residential density through building height and bulk guidelines and bedroom mix requirements.

**Housing**

**OBJECTIVE 2.3**

**ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES.**

**Policy 2.3.5**

Explore a range of revenue-generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources, to fund community and neighborhood improvements.

**Policy 2.3.6**

Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to mitigate the impacts of new development on transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.

**OBJECTIVE 2.6**

**CONTINUE AND EXPAND THE CITY'S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY.**

**Policy 2.6.1**

Continue and strengthen innovative programs that help to make both rental and ownership housing more affordable and available.

**Built Form**

**OBJECTIVE 3.2**

**PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.**

**Policy 3.2.1**

Require high quality design of street-facing building exteriors.

**Policy 3.2.3**

Minimize the visual impact of parking.

**Policy 3.2.5**

Building form should celebrate corner locations.

*The Project is largely residential, but includes a ground floor retail component along both the South Van Ness Avenue and 17<sup>th</sup> Street frontages. The Project provides the mix of uses encouraged by the Area Plan for this location. In addition, the Project is located within the prescribed height and bulk guidelines, and includes the appropriate dwelling unit mix, since approximately 44% or 12 units are two-bedroom dwelling units. The Project introduces a contemporary architectural vocabulary on a corner lot, which is sensitive to the prevailing scale and neighborhood fabric. The Project provides for a high-quality designed exterior, which features a variety of materials, colors and textures, including stucco, resin composite panel, and anodized aluminum. The Project also minimizes the off-street parking to a single entrance along 17<sup>th</sup> Street and provides less than the maximum allowed parking. The Project will also pay the appropriate development impact fees, including the Eastern Neighborhoods Impact Fees and an affordable housing in-lieu fee.*

8. **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.

*Currently, the project site is vacant and was formerly used as an automotive repair building. Although the Project would remove this use, the Project does provide for at least three new neighborhood-serving retail establishments. The Project improves the urban form of the neighborhood by removing a vacant lot. The Project would add new residents, visitors, and employees to the neighborhood, which would assist in strengthening nearby retail uses.*

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

*No housing exists on the project site. The project will provide up to 27 new dwelling units, thus resulting in a significant increase in the neighborhood housing stock. The Project will also provide three retail spaces that can provide jobs and house locally grown businesses. The Project is simple in design, and relates to the scale and form of the surrounding neighborhood by providing relationships to the smaller-scale housing stock as well as the larger-scale residential apartment complexes. For these reasons, the proposed project would protect and preserve the cultural and economic diversity of the neighborhood.*

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

*The Project will not displace any affordable housing because there is currently no housing on the site. The Project will comply with the City's Inclusionary Housing Program by paying the in-lieu fee, therefore increasing the available funding dedicated to construction of affordable housing units in the City.*

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

*The project site is well-served by public transportation. The Project is located within three blocks of the 16<sup>th</sup> and Mission BART Station, as well as the MUNI bus lines along Mission Street. Future residents would be afforded close proximity to bus or rail transit. The Project also provides sufficient off-street parking at a ratio of .63 per dwelling unit, and sufficient bicycle parking for residents and their guests.*

- 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 is consistent with the Mission Area Plan, which calls for mixed-use development along South Van Ness Avenue and 17<sup>th</sup> Street. The Project would enhance opportunities for resident employment and ownership in industrial and service sectors by providing new housing and retail spaces, which will increase the diversity of the City's housing supply (a top priority in the City) and provide new potential neighborhood-serving uses.*

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

*The project will be 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.

*There are no landmarks or historic buildings on the project site.*

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

*The Project will not affect the City's parks or open space or their access to sunlight and vistas. A shadow study was completed and concluded that the Project will not cast shadows on any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission.*

10. 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.
11. The Commission hereby finds that approval of the Large Project 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 Large Project Application No. 2013.0614X** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated March 25, 2015, 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 Eastern Neighborhoods Plan EIR and contained in the MMRP are included as conditions of approval.

**APPEAL AND EFFECTIVE DATE OF MOTION:** Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103.

**Protest of Fee or Exaction:** You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on May 21, 2015.

Jonas P. Ionin  
Commission Secretary

AYES:



**Draft Motion  
May 14, 2015**

**CASE NO. 2013.0614X  
600 South Van Ness Avenue**

NAYS:

ABSENT:

ADOPTED: May 21, 2015

## EXHIBIT A

### AUTHORIZATION

This authorization is for a Large Project Authorization to demolish an auto repair building and construct a five-story mixed-use building of approximately 34,715 gross square feet that contains 27 residential units, three ground floor commercial units, totaling 3,060 gross square feet, and 17 off-street parking spaces, located at 600 South Van Ness Avenue (Block 3575, Lot 070) pursuant to Planning Code Section(s) 303 and 329, within the Urban Mixed-Use Zoning District and a 58-X Height and Bulk District; in general conformance with plans, dated March 25, 2015, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0614X and subject to conditions of approval reviewed and approved by the Commission on May 21, 2015, 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 **May 21, 2015** 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 Large Project 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 Large Project Authorization.

## Conditions of Approval, Compliance, Monitoring, and Reporting

### PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

3. **Diligent pursuit.** 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. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

6. **Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2013.0614E) attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## DESIGN

7. **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 building permit plans. 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](http://www.sf-planning.org)*

8. **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](http://www.sf-planning.org)*

## PARKING AND TRAFFIC

9. **Unbundled Parking.** All off-street parking spaces shall be made available to Project residents 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](http://www.sf-planning.org)*

10. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the

Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

11. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1 and 155.4., the Project shall provide no fewer than 27 Class 1 and 3 Class 2 bicycle parking spaces.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## PROVISIONS

12. **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](http://www.onestopSF.org)*

13. **Transit Impact Development Fee.** Pursuant to Planning Code Section 411, 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](http://www.sf-planning.org)*

14. **Eastern Neighborhoods Infrastructure Impact Fee.** Pursuant to Planning Code Section 423, 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](http://www.sf-planning.org)*

## MONITORING

15. **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](http://www.sf-planning.org)*

16. **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](http://www.sf-planning.org)*

## OPERATION

17. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

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

18. **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>*

19. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

20. **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](http://www.sf-planning.org)*

## AFFORDABLE UNITS

21. **Requirement.** Pursuant to Planning Code Sections 415.5 and 419.3, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is twenty three percent (23%).

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org) or the Mayor's Office of Housing and Community Development at 415-701-5500, [www.sf-moh.org](http://www.sf-moh.org).*

22. **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 the terms of the 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 Mayor's Office of Housing and Community Development ("MOHCD") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing and Community Development'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 or rent.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org) or the Mayor's Office of Housing and Community Development at 415-701-5500, [www.sf-moh.org](http://www.sf-moh.org).*

- a. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Inclusionary Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.
- b. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restrictions to the Department and to MOHCD or its successor.
- c. If project applicant 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 Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.



## ATTACHMENT C

### MITIGATION MONITORING AND REPORTING PROGRAM (INCLUDES IMPROVEMENT MEASURES)

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)					
<i>Adopted Mitigation Measures</i>	<i>Responsibility for Implementation</i>	<i>Mitigation Schedule</i>	<i>Mitigation Action</i>	<i>Monitoring/Reporting Responsibility</i>	<i>Monitoring Schedule</i>
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR					
Cultural Resources					
Project Mitigation Measure 1 – Mission Dolores Archeological District (Mitigation Measure J-3 in the Eastern Neighborhoods PEIR). Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).	Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO).	Prior to issuance of grading or building permits.	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Project sponsor/ archeological consultant at the direction of the ERO.	Archeological consultant shall be retained prior to any soil disturbing activities.  Date Archeological consultant retained:  _____

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<p><i>Consultation with Descendant Communities.</i> On discovery of an archeological site<sup>1</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group, an appropriate representative<sup>2</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p>	<p>Project sponsor / archeological consultant in consultation with the ERO.</p>	<p>In the event archeological sites associated with descendent communities are found.</p>	<p>Project sponsor/ archeological consultant to contact and consult with ERO and representative of descendant group. Project sponsor/ archeological consultant to distribute Final Archaeological Resources Report to representative of the descendant group.</p>	<p>Project sponsor / archeological consultant in consultation with the ERO.</p>	<p>Archeological site associated with descendent communities found?  Y N Date: _____  Persons contacted:    Date: _____  Persons contacted:    Date: _____  Persons contacted:    Date: _____    Date of distribution of Final FARR: _____</p>

<sup>1</sup> By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>2</sup> 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. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

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<i><b>Adopted Mitigation Measures</b></i>	<i><b>Responsibility for Implementation</b></i>	<i><b>Mitigation Schedule</b></i>	<i><b>Mitigation Action</b></i>	<i><b>Monitoring/Reporting Responsibility</b></i>	<i><b>Monitoring Schedule</b></i>
<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 potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p>	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by the ERO prior to any soils disturbing activities on the project site.	Project sponsor/ archeological consultant at the direction of the ERO.	<p>Date ATP submitted to the ERO: _____</p> <p>Date ATP approved by the ERO: _____</p> <p>Date of initial soil disturbing activities: _____</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 additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>a. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>b. A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p>	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the Archeological Testing Program.	Archeological consultant shall submit report of the findings of the ATP to the ERO.	Project sponsor/ archeological consultant at the direction of the ERO.	<p>Date archeological findings report submitted to the ERO: _____</p> <p>ERO determination of significant archeological resource present? Y    N</p> <p>Would resource be adversely affected? Y    N</p> <p>Additional mitigation to be undertaken by project sponsor? Y    N</p>

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<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"> <li>The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</li> <li>The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;</li> <li>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;</li> <li>The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li> <li>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</li> </ul>	<p>Project sponsor/ archeological consultant/ archeological monitor/ contractor(s), at the direction of the ERO.</p> <p>Archeological consultant at the direction of the ERO.</p>	<p>ERO &amp; archeological consultant shall meet prior to commencement of soil-disturbing activity. If the ERO determines that an Archeological Monitoring Program is necessary, monitor throughout sensitive soil-disturbing activities.</p>	<p>Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall implement the AMP, if required by the ERO.</p> <p>Identify and evaluate archeological resources.</p>	<p>Project sponsor/ archeological consultant/ archeological monitor/ contractor(s), at the direction of the ERO.</p>	<p>AMP required?  Y   N   Date: _____</p> <p>Date AMP submitted to the ERO: _____</p> <p>Date AMP approved by the ERO: _____</p> <p>Date AMP implementation complete: _____</p> <p>Date written report regarding findings of the AMP received:  _____</p>

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<p>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.</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>					

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<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 will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> <li>• <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>• <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures.</li> <li>• <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>• <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>• <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>• <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>• <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.</li> </ul>	Project Sponsor/archeological consultant at the direction of the ERO.	If there is a determination that an ADRP program is required.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall prepare and implement an ADRP if required by the ERO.	Project sponsor/ archeological consultant at the direction of the ERO.	<p>ADRP required?  Y   N   Date: _____</p> <p>Date of scoping meeting for ARDP: _____</p> <p>Date Draft ARDP submitted to the ERO: _____</p> <p>Date ARDP approved by the ERO: _____</p> <p>Date ARDP implementation complete: _____</p>

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<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) (Pub. Res. Code Sec. 5097.98). The archeological consultant, ERO, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p>	<p>Project sponsor / archeological consultant in consultation with the ERO, San Francisco Coroner, NAHC, and MDL.</p>	<p>In the event human remains and/or funerary objects are found.</p>	<p>Project sponsor/ archeological consultant/ERO to contact the San Francisco Coroner/ NAHC/ MDL</p>	<p>Project sponsor / archeological consultant in consultation with the ERO, San Francisco Coroner, NAHC, and MDL.</p>	<p>Human remains and associated or unassociated funerary objects found?  Y N Date:_____</p> <p>Persons contacted:   Date:_____</p> <p>Persons contacted:   Date:_____</p> <p>Persons contacted:   Date:_____</p> <p>Persons contacted:   Date:_____</p>

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**(Includes Text for Adopted Mitigation Measures)**

<i>Adopted Mitigation Measures</i>	<i>Responsibility for Implementation</i>	<i>Mitigation Schedule</i>	<i>Mitigation Action</i>	<i>Monitoring/Reporting Responsibility</i>	<i>Monitoring Schedule</i>
<p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the archeological data recovery, inventorying, analysis and interpretation.	Archeological consultant to submit a Draft Final Archeological Resources Report (FARR) to the ERO and once approved by the ERO, distribution of the FARR.	Project sponsor/ archeological consultant at the direction of the ERO	<p>Following completion of soil disturbing activities. Considered complete upon distribution of FARR.</p> <p>Date Draft FARR submitted to ERO: _____</p> <p>Date FARR approved by ERO: _____</p> <p>Date of distribution of FARR: _____</p> <p>Date of submittal of FARR to information center: _____</p>



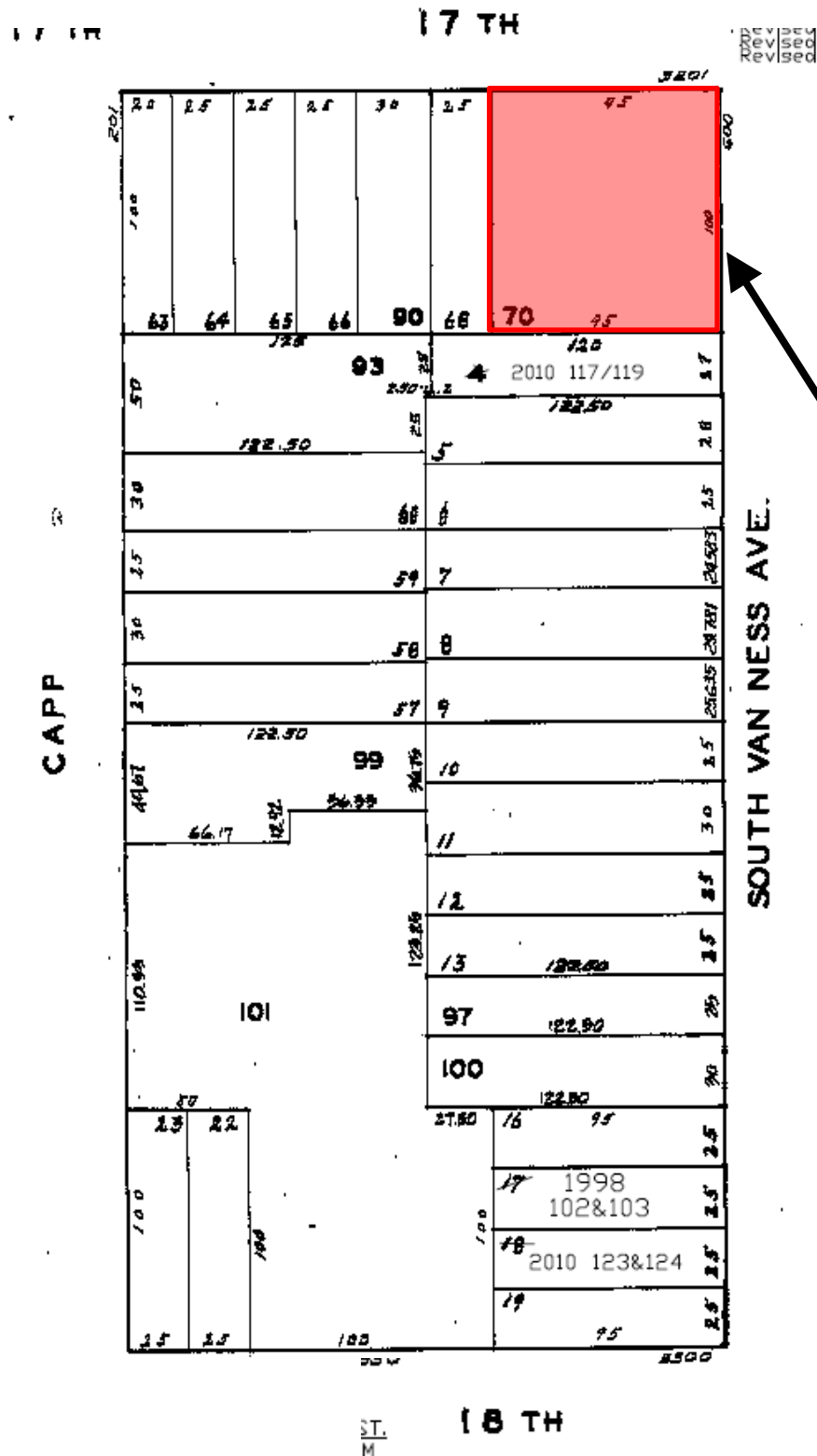
**ATTACHMENT A:**  
**MITIGATION MONITORING AND REPORTING PROGRAM**  
**(Includes Text for Adopted Mitigation Measures)**

<i>Adopted Mitigation Measures</i>	<i>Responsibility for Implementation</i>	<i>Mitigation Schedule</i>	<i>Mitigation Action</i>	<i>Monitoring/Reporting Responsibility</i>	<i>Monitoring Schedule</i>
<b>Noise</b>					
<p><b>Project Mitigation Measure 2 – Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods PEIR)</b></p> <p>The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> <li>• Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;</li> <li>• Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;</li> <li>• Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;</li> <li>• Monitor the effectiveness of noise attenuation measures by taking noise measurements; and</li> <li>• Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.</li> </ul>	Project sponsor; project contractor(s).	Prior to issuance of a building permit.	Measures to be incorporated into construction.	Planning Department; Department of Building Inspection.	Considered complete upon approval of final construction drawing set.
<p><b>Project Mitigation Measure 3 – Siting of Noise-Sensitive Uses (Mitigation Measure F-4 in the Eastern Neighborhoods PEIR).</b> To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the project sponsor shall prepare an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise</p>	Project sponsor; project contractor(s).	Prior to issuance of a building permit.	Preparation of an acoustical study and design measures to be incorporated into project design.	Planning Department; Department of Building Inspection.	Acoustical analysis completed on August 22, 2013. Considered complete upon approval of final construction drawing set showing that design measures have been incorporated into the project.

**ATTACHMENT A:**  
**MITIGATION MONITORING AND REPORTING PROGRAM**  
**(Includes Text for Adopted Mitigation Measures)**

<i>Adopted Mitigation Measures</i>	<i>Responsibility for Implementation</i>	<i>Mitigation Schedule</i>	<i>Mitigation Action</i>	<i>Monitoring/Reporting Responsibility</i>	<i>Monitoring Schedule</i>
assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.					
<b>Project Mitigation Measure 4 – Open Space in Noisy Environments (Mitigation Measure F-6 in the Eastern Neighborhoods PEIR).</b> To minimize effects on development in noisy areas, for new development including noise sensitive uses, the project sponsor shall protect to the maximum feasible extent, open space required under the Planning Code from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.	Project sponsor; project contractor(s).	Prior to issuance of a building permit.	Preparation of an acoustical study that evaluates the noise environment of onsite open spaces and identification of any design recommendations incorporated into the project design	Planning Department.	Acoustical analysis completed on August 22, 2013 and concludes design complies with Mitigation Measure F-6 of the Eastern Neighborhoods Area Plan. No further action necessary.
<b>Hazardous Materials</b>					
<b>Project Mitigation Measure 5 – Hazardous Building Materials (Mitigation Measure L-1 in the Eastern Neighborhoods PEIR).</b> The project sponsor shall ensure that any equipment containing PCBs or DEPH, 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 tubes, which could contain mercury, are similarly removed 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.	Project sponsor.	Prior to any demolition or construction activities.	Removal and proper disposal of hazardous building materials.	Project sponsor.	Upon completion of proper disposal.

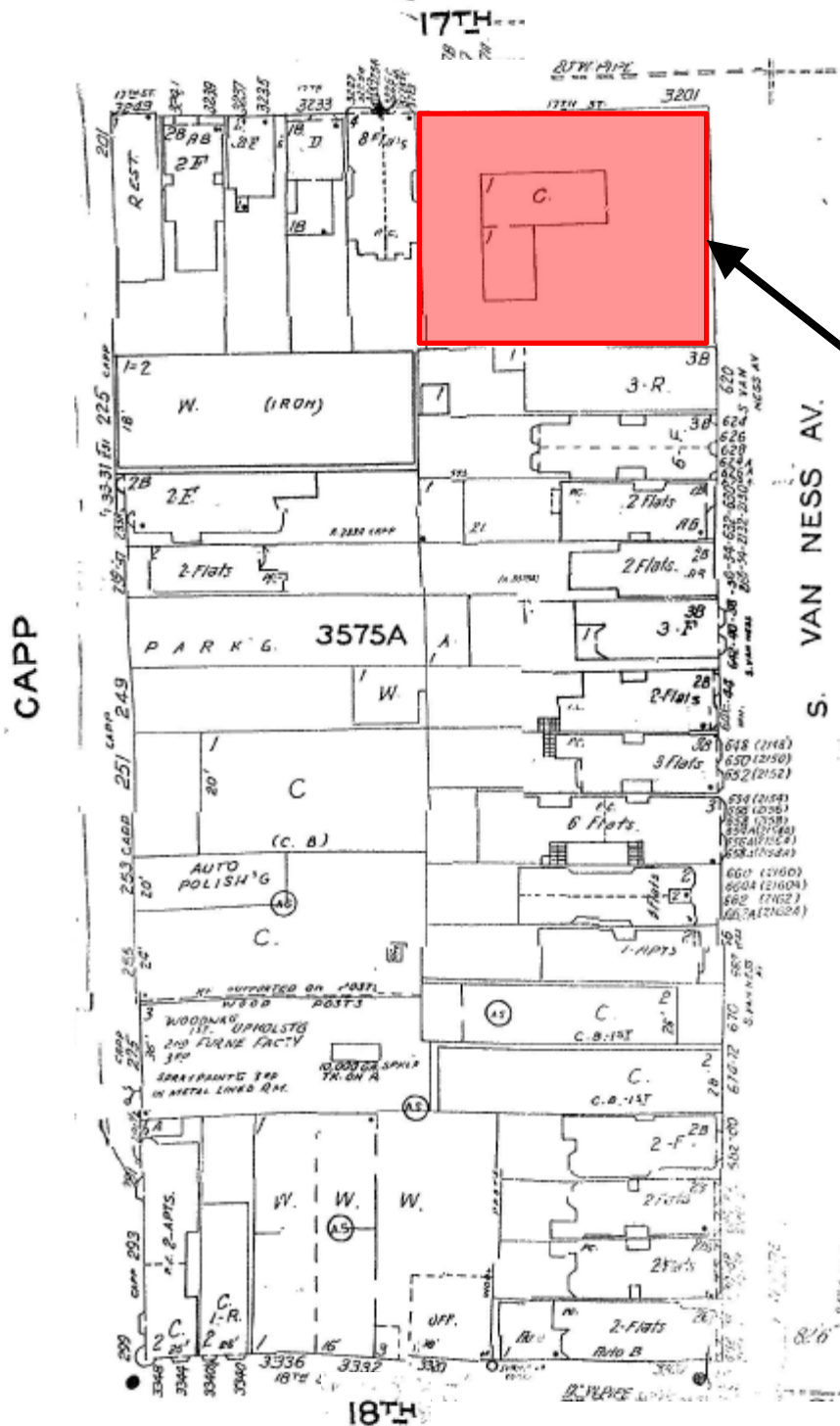
# Parcel Map



SUBJECT PROPERTY



# Sanborn Map\*



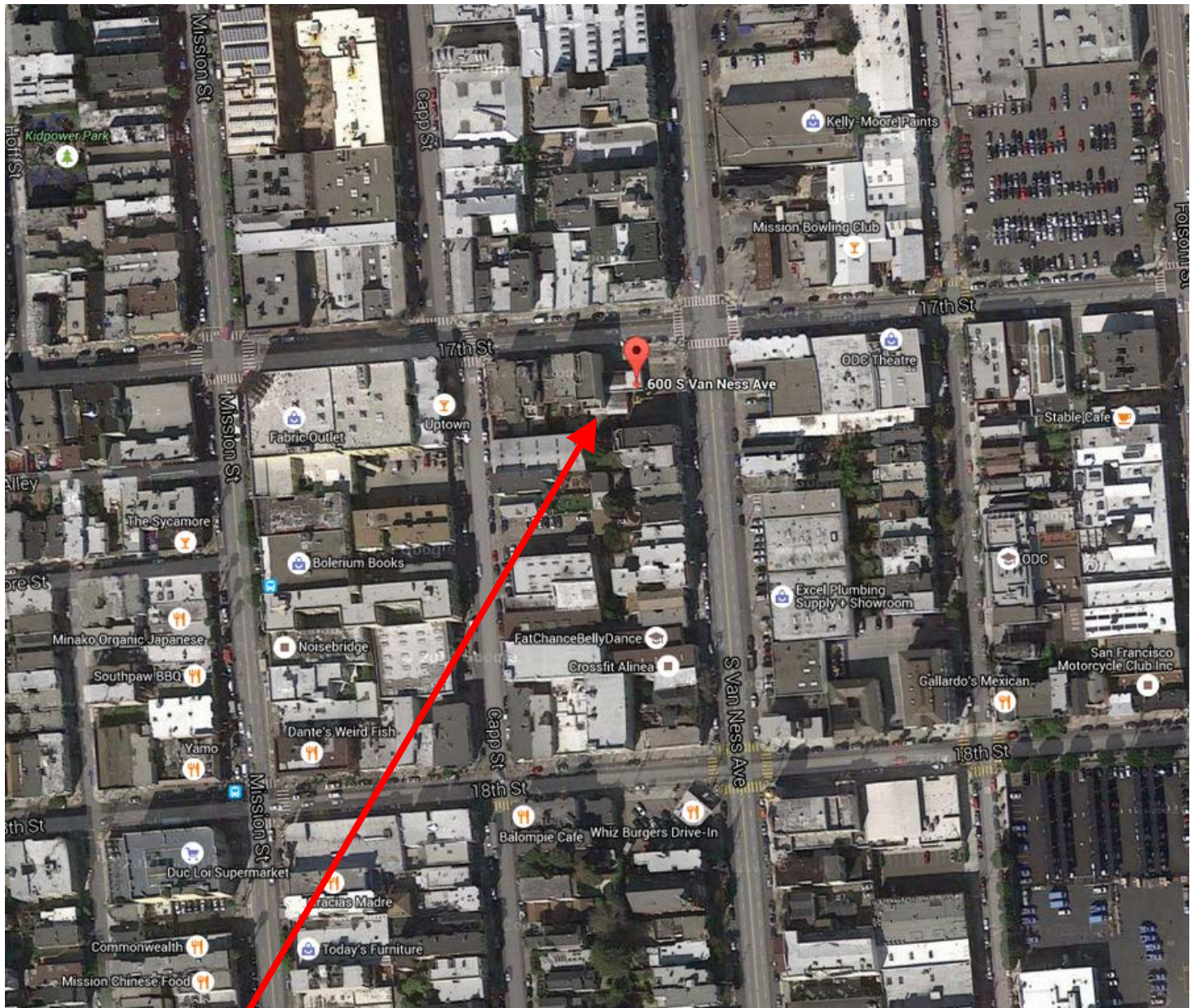
\*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Large Project Authorization,  
Case Number 2013.0614X  
600 South Van Ness Avenue



# Aerial Photo



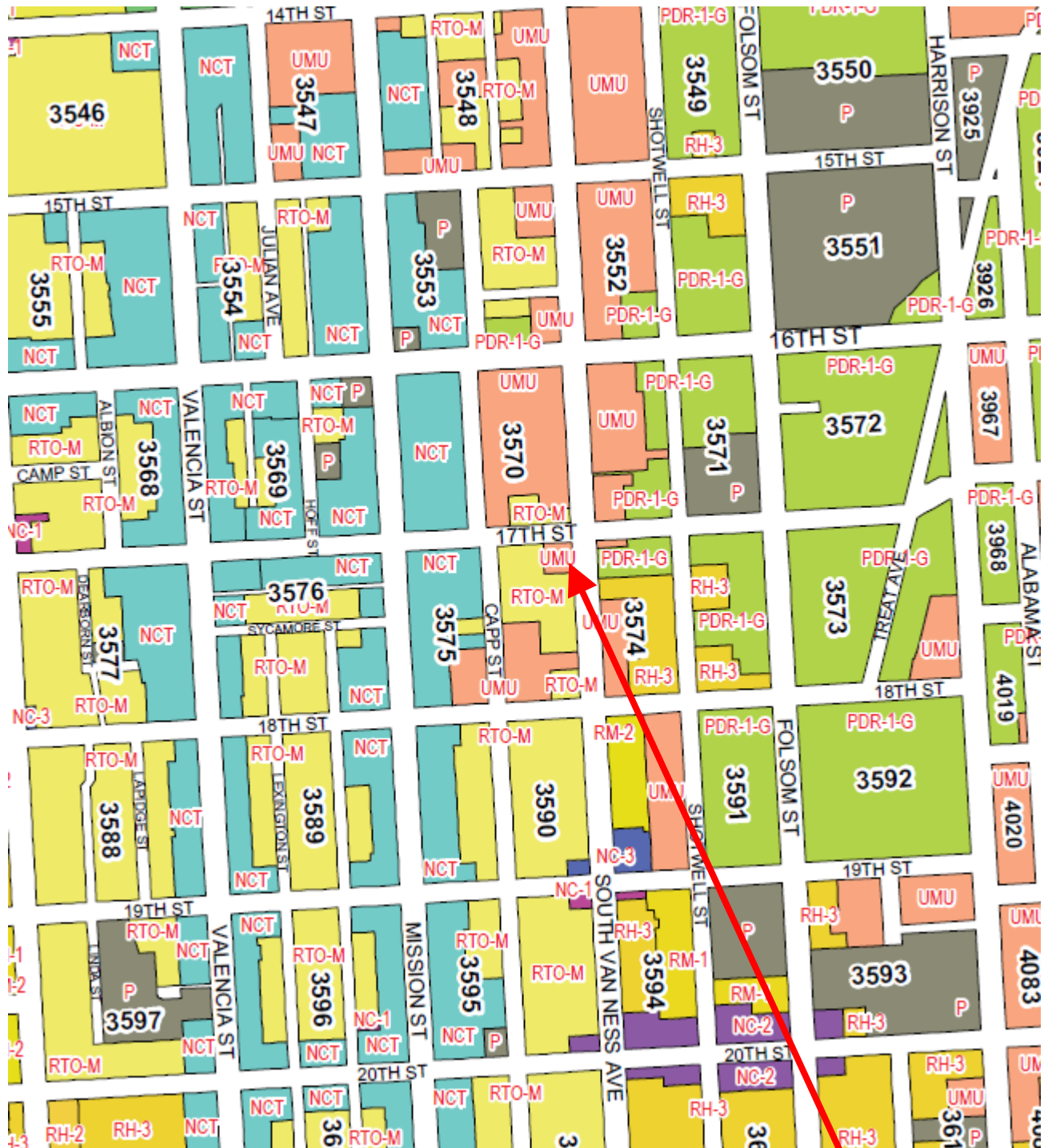
SUBJECT PROPERTY



Large Project Authorization,  
Case Number 2013.0614X  
600 South Van Ness Avenue



# Zoning Map



**SUBJECT PROPERTY**

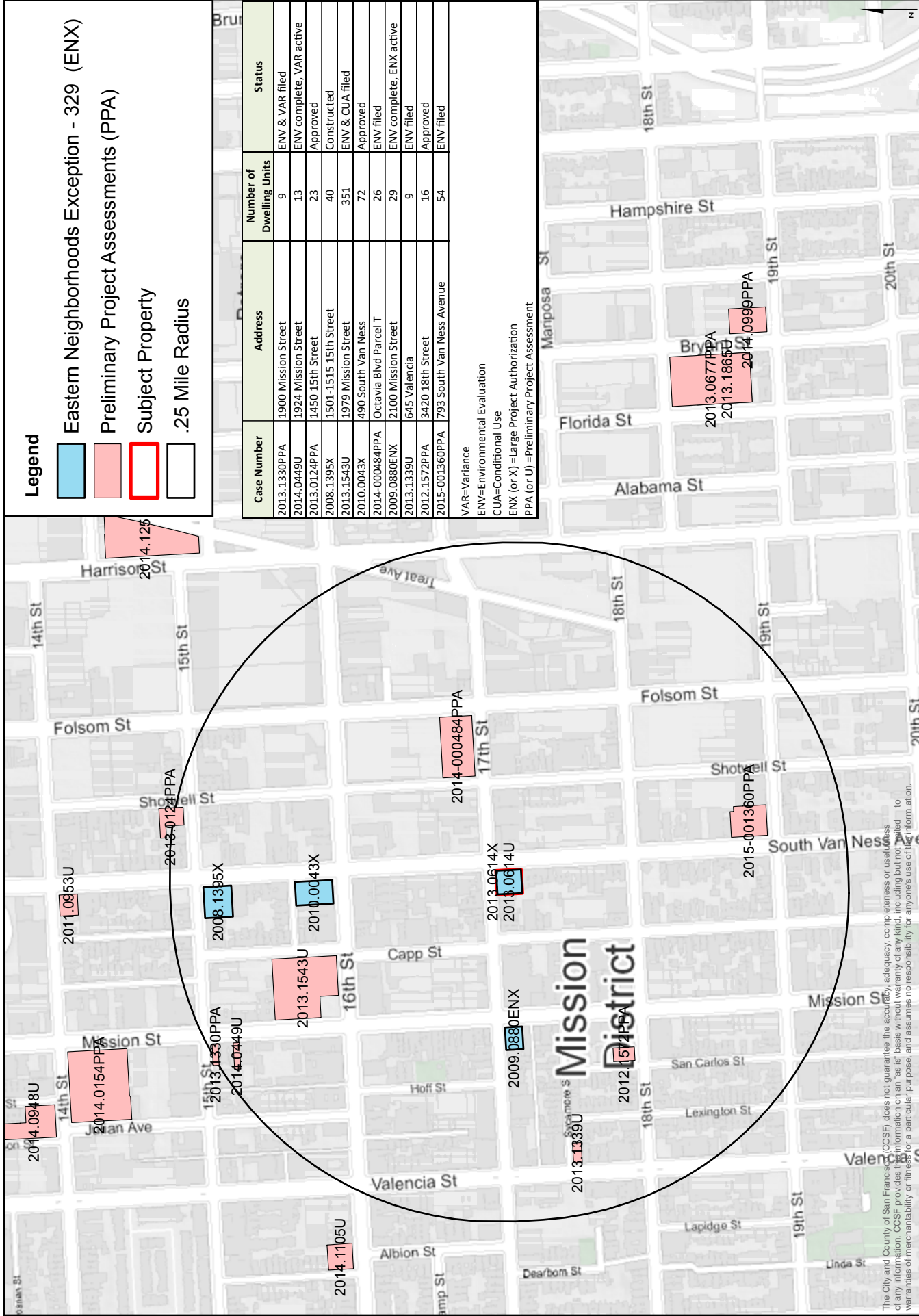


Large Project Authorization,  
Case Number 2013.0614X  
600 South Van Ness Avenue

# Site Photo



# Major Projects within .25 miles of 600 South Van Ness Avenue







# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2013.0614E  
Project Address: 600 South Van Ness Avenue  
Zoning: UMU (Urban Mixed Use) District  
58-X Height and Bulk District  
Block/Lot: 3575/070  
Lot Size: 9,496 square feet  
Plan Area: Eastern Neighborhoods (Mission Plan Area)  
Project Sponsor: Michael Leavitt, Leavitt Architecture, Inc. - (415) 674-9100  
michael@leavittarchitecture.com  
Staff Contact: Brett Bollinger - (415) 575-9024  
brett.bollinger@sfgov.org

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Planning  
Information:  
415.558.6377

### PROJECT DESCRIPTION:

The 9,496-square-foot (sf) project site is located on the northeast corner of the block bounded by South Van Ness Avenue, 18<sup>th</sup> Street, Capp Street, and 17<sup>th</sup> Street in the Mission District neighborhood. The proposed project would involve: 1) demolition of an existing, 14-foot-tall, one-story, 1,750-sf former auto repair building (currently not in use) and a 29-space, 7,750-sf parking lot; and 2) construction of a 58-foot-tall (plus 9-foot-tall stair penthouse and 12-foot-tall elevator penthouse), five-story, approximately 34,715-sf mixed-use building. The proposed building would provide: 1) 27 dwelling units including 15 one-bedroom units and 12 two-bedroom units on floors two through five; 2) approximately 3,060 sf of retail space on the ground floor level; 3) 17 off-street parking spaces on the ground floor level; and 4) 27 Class I bicycle parking spaces on the ground floor level. Open space would be provided on seven private roof decks, two private decks at the 2<sup>nd</sup> floor, and common open space on the 2<sup>nd</sup> floor for the remaining 18 units. The proposed project would provide a total of ten street trees, five on 17<sup>th</sup> Street and five on South Van Ness Avenue. Access to the ground floor parking spaces would be provided by a new curb cut proposed along 17<sup>th</sup> Street. Construction would last approximately 12 months and the project would meet the San Francisco Green Building Code requirements. The project would require a mat a mat slab foundation supported, in turn, by compaction grouted sand from a depth of approximately 5 feet (ft) below ground surface (bgs) to a depth of approximately 19-24 ft. bgs.

### EXEMPT STATUS:

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

### DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

SARAH B. JONES  
Environmental Review Officer

April 9, 2015  
Date

cc: Michael Leavitt, Project Sponsor  
Brittany Bendix, Current Planner  
Supervisor David Campos, District 9

Virna Byrd, M.D.F.  
Exclusion/Exemption Dist. List

## PROJECT APPROVAL

The project would require Large Project Authorization per Section 329 of the Planning Code. Approval of the Section 329 application by the Planning Commission would constitute the Approval Action date. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

## COMMUNITY PLAN EXEMPTION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 600 South Van Ness Avenue project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)<sup>1</sup>. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 600 South Van Ness Avenue.

Prior to rezoning that occurred under the Eastern Neighborhoods Rezoning and Area Plans process, the project site was zoned Light Industrial (M-1). This zoning designation was changed to the current UMU designation. As discussed above, the project site is currently occupied by an existing auto repair building and paved parking lot. Development of the proposed project would require this business to relocate elsewhere. The proposed change of the approximately 9,496-sf project site from the previous PDR use (auto repair service) to residential and commercial uses represents a small part of the loss of PDR space analyzed in the Eastern Neighborhoods PEIR and would not result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use identified in the Eastern Neighborhoods PEIR.

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<sup>1</sup> Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.<sup>2,3</sup>

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR.

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to the UMU (Urban Mixed Use) District. The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Exemption (CPE) Checklist, under Land Use. The 600 South Van Ness Avenue project site, which is located in the Mission District of the Eastern Neighborhoods, was designated as a site allowing buildings up to 58 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 600 South Van Ness Avenue is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR. This determination also finds that the Eastern

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<sup>2</sup> San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

<sup>3</sup> San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 600 South Van Ness Avenue project, and identified the mitigation measures applicable to the 600 South Van Ness Avenue project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>4,5</sup> Therefore, no further CEQA evaluation for the 600 South Van Ness Avenue project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING:

The project site, which is located on the southwest corner of South Van Ness Avenue and 17th Street, is in the Mission neighborhood approximately four blocks south of Highway 101 and approximately two blocks southeast of the 16th Street BART Station. The immediate area around the project site is characterized by a mix of commercial, residential, and small PDR uses. To the east and west along 17th Street, are predominantly residential uses with an auto repair shop a half block down 17th Street west of the project site. The project site is also adjacent and across the street from residential uses along South Van Ness Avenue, sometimes accompanied by ground floor commercial uses. The northeast corner of the 17th Street and South Van Ness Avenue intersection includes a gas station. Other PDR uses (paint store, plumbing supply, and auto parts) are located north and south along South Van Ness Avenue within a block of the project site. Surrounding building heights range from 20 feet to 40 feet in height.

## POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 600 South Van Ness Avenue project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 600 South Van Ness Avenue project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed change of the approximately 9,496-sf project site from the previous PDR use (auto repair service) to residential and commercial uses represents a small part of the loss of PDR space analyzed in the Eastern Neighborhoods PEIR and would not result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use identified in the Eastern Neighborhoods PEIR. In regards to significant and unavoidable transportation impacts related to traffic and transit, project-generated vehicle and transit trips would not contribute considerably to significant and unavoidable cumulative traffic and transit impacts and would not be a substantial portion

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<sup>4</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 600 South Van Ness Avenue, April 13, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

<sup>5</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 600 South Van Ness Avenue, May 13, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

of the overall additional traffic and transit volume anticipated to be generated by Plan Area projects. The proposed project would not contribute to significant and unavoidable historic architectural resource impacts since the proposed project would not involve the demolition of a historic resource and would not cause a significant adverse impact upon any nearby adjacent historic resources. The proposed project would not contribute to significant and unavoidable shadow impacts since the proposed project would not result in shadows on any nearby parks.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

**Table 1 – Eastern Neighborhoods PEIR Mitigation Measures**

Mitigation Measure	Applicability	Compliance
<b>E. Transportation</b>		
E-1: Traffic Signal Installation	Not Applicable: plan-level mitigation to be implemented by San Francisco Municipal Transportation Authority (SFMTA).	N/A
E-2: Intelligent Traffic Management	Not Applicable: plan-level mitigation to be implemented by SFMTA.	N/A
E-3: Enhanced Funding	Not Applicable: plan-level mitigation to be implemented by SFMTA & San Francisco Transit Authority (SFTA).	N/A
E-4: Intelligent Traffic Management	Not Applicable: plan-level mitigation to be implemented by SFMTA & Planning Department.	N/A
E-5: Enhanced Transit Funding	Not Applicable: plan-level mitigation to be implemented by SFMTA.	N/A
E-6: Transit Corridor Improvements	Not Applicable: plan-level mitigation to be implemented by SFMTA.	N/A
E-7: Transit Accessibility	Not Applicable: plan-level mitigation to be implemented by SFMTA.	N/A
E-8: Muni Storage and Maintenance	Not Applicable: plan-level mitigation to be implemented by SFMTA.	N/A
E-9: Rider Improvements	Not Applicable: plan-level mitigation to be implemented by SFMTA.	N/A
E-10: Transit Enhancement	Not Applicable: plan-level	N/A

Mitigation Measure	Applicability	Compliance
	mitigation to be implemented by SFMTA.	
E-11: Transportation Demand Management	Not Applicable: plan-level mitigation to be implemented by SFMTA.	N/A
<b>F. Noise</b>		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving not proposed.	N/A
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment.	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
F-3: Interior Noise Levels	Not Applicable: subject to California Noise Insulation Standards in Title 24.	The project sponsor has conducted and submitted a detailed analysis of noise reduction requirements.
F-4: Siting of Noise-Sensitive Uses	Applicable: noise-sensitive uses proposed where street noise exceeds 60 A-weighted decibels (dBA).	The project sponsor has conducted and submitted a detailed analysis of noise reduction requirements.
F-5: Siting of Noise-Generating Uses	Not Applicable: noise-generating uses not proposed.	N/A
F-6: Open Space in Noisy Environments	Applicable: noise-sensitive uses are proposed where noise exceeds 60 dBA.	The project sponsor provided an environmental noise report that demonstrates that the proposed open space is adequately protected from the existing ambient noise levels.
<b>G. Air Quality</b>		
G-1: Construction Air Quality	Not Applicable: has been superseded by the Construction Dust Control Ordinance.	N/A
G-2: Air Quality for Sensitive Land Uses	Not Applicable: the project site is not located within an Air Pollutant Exposure Zone.	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: project does not include a use that would emit substantial levels of diesel particulate matter.	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: project does not include a use that would emit other toxic air contaminants.	N/A
<b>J. Archeological Resources</b>		
J-1: Properties with Previous Studies	Not Applicable: project site is	N/A

Mitigation Measure	Applicability	Compliance
	located within the Mission Dolores Archeological District.	
J-2: Properties with no Previous Studies	Not Applicable: project site is located within the Mission Dolores Archeological District.	N/A
J-3: Mission Dolores Archeological District	Applicable: project site is located within the Mission Dolores Archeological District.	The requirements of this mitigation measure have been complied with as part of this environmental review process. No further mitigation is required.
<b>K. Historical Resources</b>		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area	Not Applicable: plan-level mitigation completed by Planning Department.	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission.	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission.	N/A
<b>L. Hazardous Materials</b>		
L-1: Hazardous Building Materials	Applicable: project involves removal of hazardous building materials.	The project sponsor has agreed to ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of demolition.

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

## PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on May 19, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. No comments were received from the public regarding concerns and issues to be taken into consideration and incorporated in the environmental review.

## CONCLUSION

As summarized above and further discussed in the CPE Checklist:<sup>6</sup>

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are specific to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Therefore, the proposed project is exempt from further environmental review pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

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<sup>6</sup> The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0614E and online at <http://www.sf-planning.org/index.aspx?page=2780>.





# SAN FRANCISCO PLANNING DEPARTMENT

## Community Plan Exemption Checklist

*Case No.:* **2013.0614E**  
*Project Address:* **600 South Van Ness Avenue**  
*Zoning:* **UMU (Urban Mixed Use) District**  
**58-X Height and Bulk District**  
*Block/Lot:* **3575/070**  
*Lot Size:* **9,496 square feet**  
*Plan Area:* **Eastern Neighborhoods (Mission Plan Area)**  
*Project Sponsor:* **Michael Leavitt, Leavitt Architecture, Inc. - (415) 674-9100**  
**michael@leavittarchitecture.com**  
*Staff Contact:* **Brett Bollinger - (415) 575-9024**  
**brett.bollinger@sfgov.org**

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**415.558.6377**

### PROJECT DESCRIPTION

The 9,496-square-foot (sf) project site is located on the northeast corner of the block bounded by South Van Ness Avenue, 18<sup>th</sup> Street, Capp Street, and 17<sup>th</sup> Street in the Mission District neighborhood. The proposed project would involve: 1) demolition of an existing, 14-foot-tall, one-story, 1,750-sf former auto repair building (currently not in use) and a 29-space, 7,750-sf parking lot; and 2) construction of a 58-foot-tall (plus 9-foot-tall stair penthouse and 12-foot-tall elevator penthouse), five-story, approximately 34,715-sf mixed-use building. The proposed building would provide: 1) 27 dwelling units including 15 one-bedroom units and 12 two-bedroom units on floors two through five (Figures 3-6); 2) approximately 3,060 sf of retail space on the ground floor level (Figure 2); 3) 17 off-street parking spaces on the ground floor level; and 4) 27 Class I bicycle parking spaces on the ground floor level (Figure 2). Open space would be provided on seven private roof decks, two private decks at the 2<sup>nd</sup> floor, and common open space on the 2<sup>nd</sup> floor for the remaining 18 units (Figure 1). The proposed project would provide a total of ten street trees, five on 17<sup>th</sup> Street and five on South Van Ness Avenue. Access to the ground floor parking spaces would be provided by a new curb cut proposed along 17<sup>th</sup> Street. Figures 7 and 8 depict elevations of the proposed project along the South Van Ness Avenue and 17<sup>th</sup> Street frontages, respectively. Construction would last approximately 12 months and the project would meet the San Francisco Green Building Code requirements. The project would require a mat a mat slab foundation supported, in turn, by compaction grouted sand from a depth of approximately 5 feet (ft) below ground surface (bgs) to a depth of approximately 19-24 ft. bgs.

The proposed project would require the following approvals:

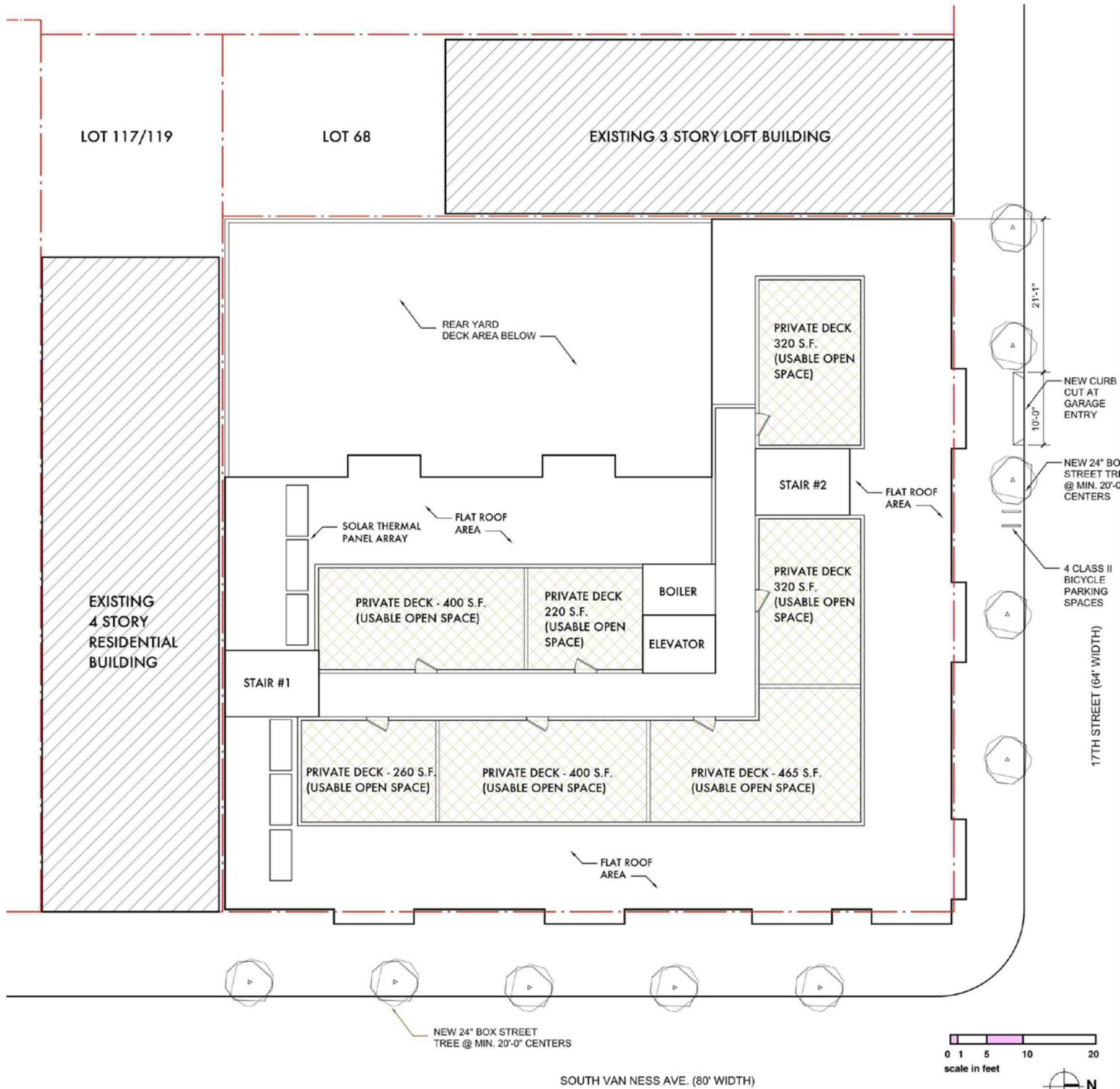
#### Actions by the Planning Commission

- Large Project Authorization per Section 329 of the Planning Code

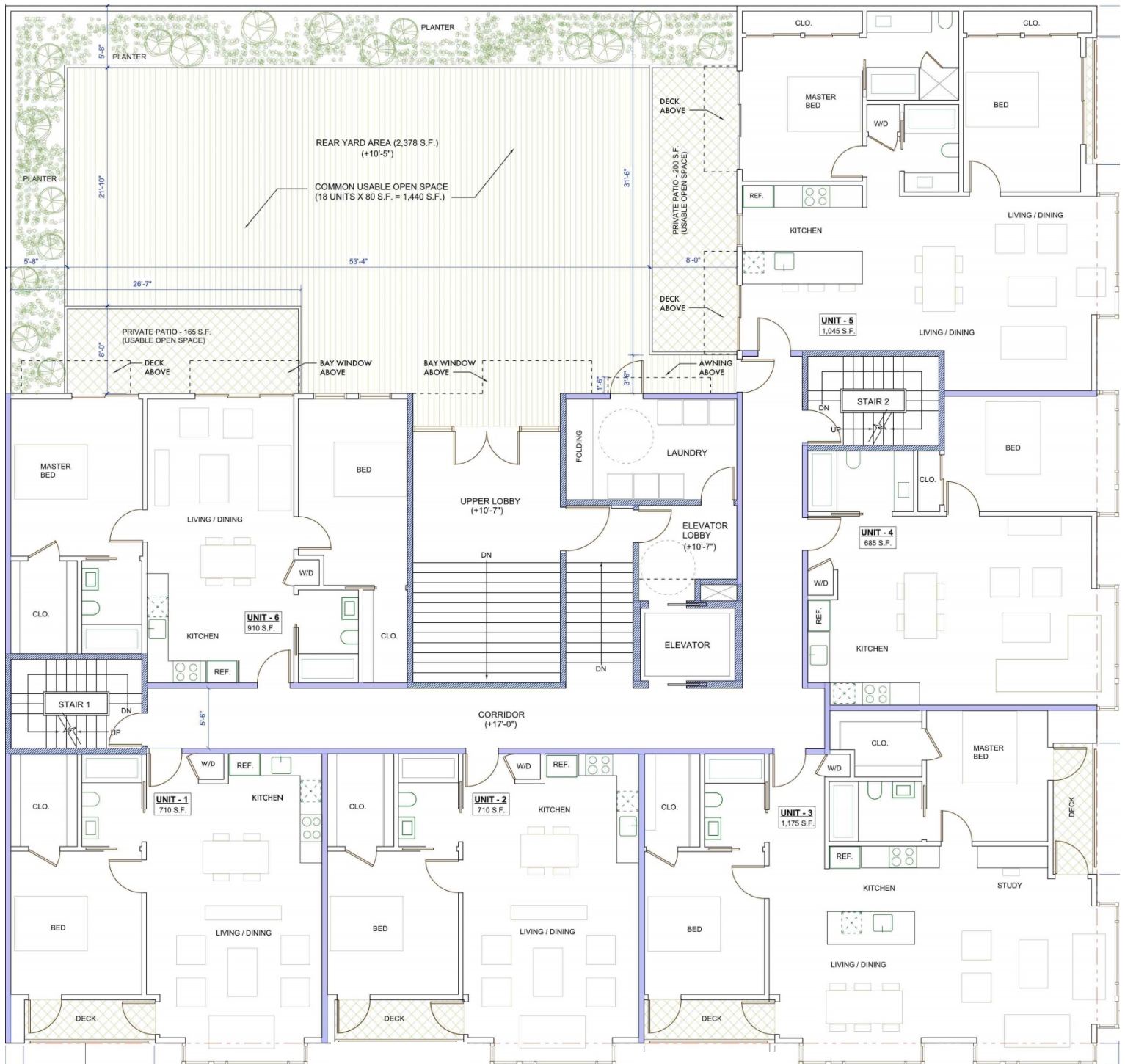
#### Actions by other City Departments

- Demolition and New Construction Building Permits (Department of Building Inspection)

Approval of the Section 329 application by the Planning Commission would constitute the Approval Action date. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

**Figure 1: Proposed Site Plan**

[illegible]

**Figure 3: 2<sup>nd</sup> Floor Plan**

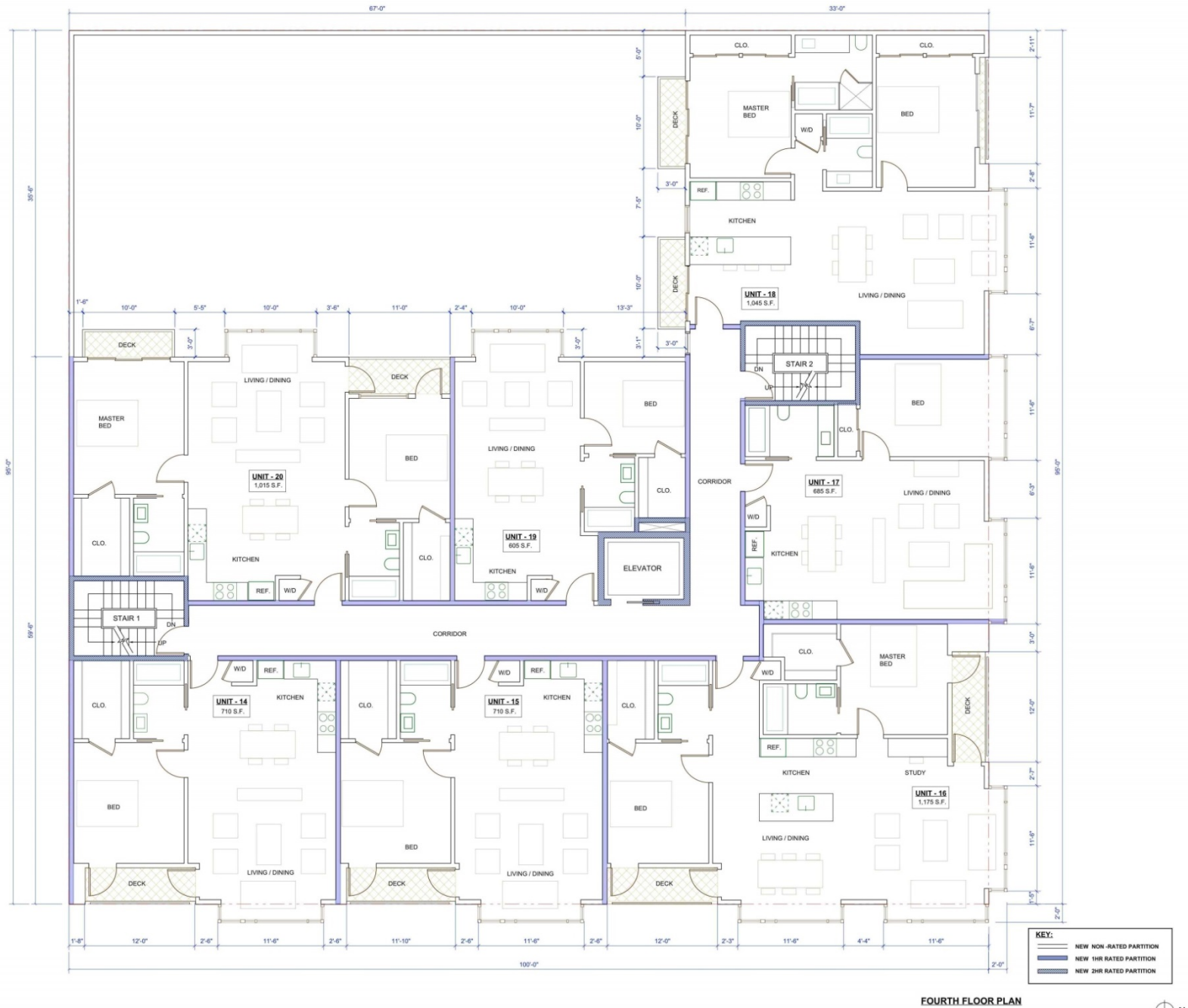


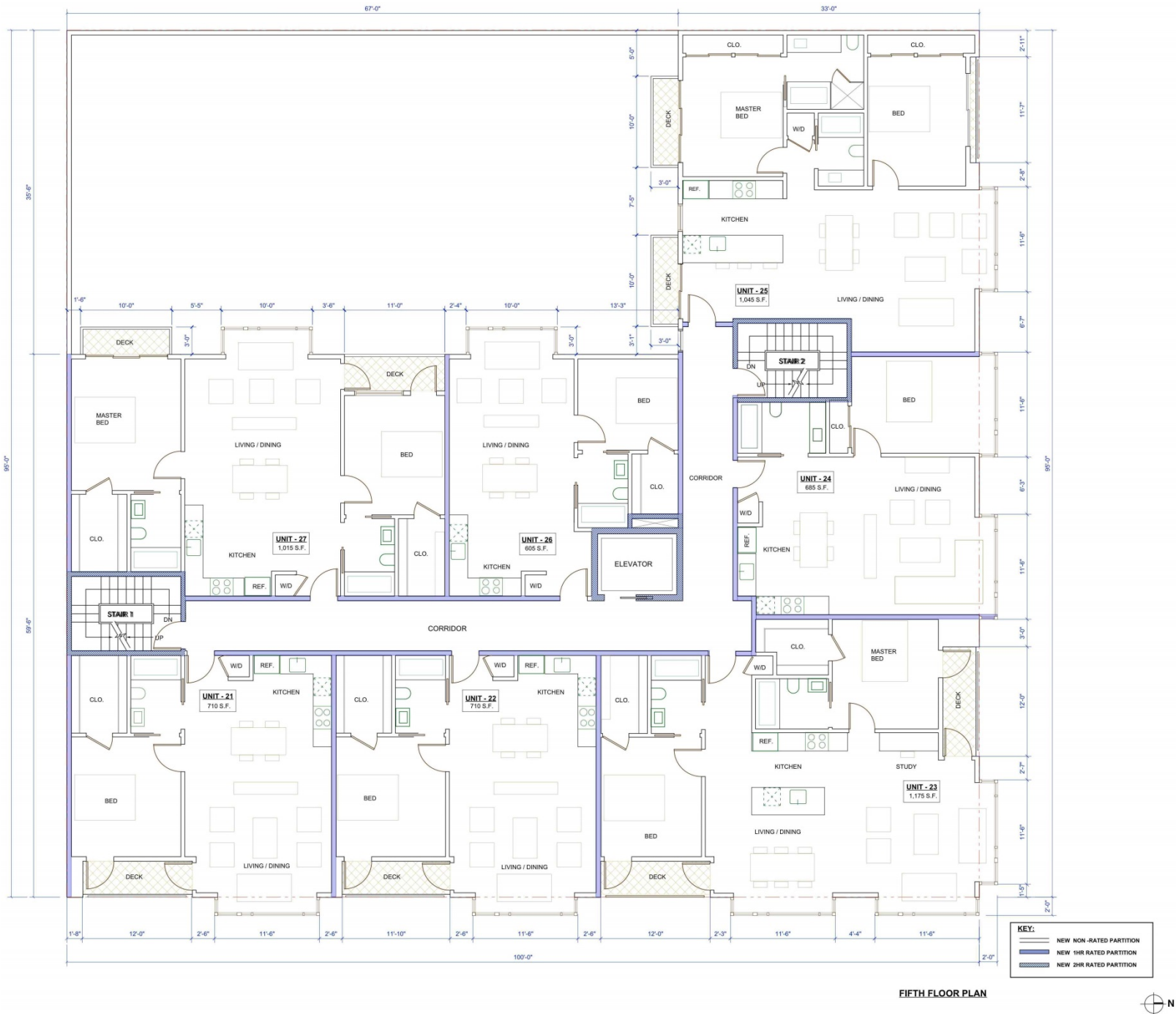
The Third Floor Plan shows a building layout with units 7 through 13, common areas, and a key for new partitions. The plan includes dimensions for rooms and overall sections, as well as a key for new partitions.

**Key:**

- NEW NON-RATED PARTITION
- NEW 1HR RATED PARTITION
- NEW 2HR RATED PARTITION

**Third Floor Plan**

**Figure 5: 4<sup>th</sup> Floor Plan**

**Figure 6: 5<sup>th</sup> Floor Plan**

**Figure 7: South Van Ness Avenue Elevation**





Architectural elevation drawing of a building facade, showing a cross-section with multiple floors (Ground Floor, 2nd Floor, 3rd Floor, 4th Floor, 5th Floor, Roof) and various window types (Anonized Aluminum Windows, Smooth Troweled Stucco Finish). The drawing includes labels for 'RETAIL ENTRY', 'GARAGE ENTRY', and '17TH STREET ELEVATION'.

**PROJECT SETTING:**

The project site, which is located on the southwest corner of South Van Ness Avenue and 17th Street, is in the Mission neighborhood approximately four blocks south of Highway 101 and approximately three blocks southeast of the 16th Street BART Station. The immediate area around the project site is characterized by a mix of commercial, residential, and small PDR uses. To the east and west along 17th Street, are predominantly residential uses with an auto repair shop a half block down 17th Street west of the project site. The project site is also adjacent and across the street from residential uses along South Van Ness Avenue, sometimes accompanied by ground floor commercial uses. The northeast corner of the 17th Street and South Van Ness Avenue intersection includes a gas station. Other PDR uses (paint store, plumbing supply, and auto parts) are located north and south along South Van Ness Avenue within a block of the project site. Surrounding building heights range from 20 feet to 40 feet in height along both Van Ness Avenue and 17<sup>th</sup> Street. The proposed project building at 58 feet in height would be approximately 18 feet higher than the tallest buildings near the project site.

**EVALUATION OF ENVIRONMENTAL EFFECTS**

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).<sup>1</sup> The CPE Checklist indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such impacts are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures Section at the end of this checklist.

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on PDR use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would include construction of a 34,715-sf building containing 27 dwelling units (12 two bedroom and 15 one bedroom) and 3,060-sf of ground floor commercial space. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

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<sup>1</sup> San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

**AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT**

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, “aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria since the project site is located in a transit priority area, the project was previously developed as an auto repair building and the proposed project would develop the site for mixed-use residential uses and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>2</sup> Project elevations are included in the project description (see Figures 7 and 8), and an assessment of parking demand is included in the Transportation section for informational purposes.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>1. LAND USE AND LAND USE PLANNING— Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods Rezoning and Area Plans rezoned much of the City’s industrially zoned land. The goals of the Area Plan were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. A major issue discussed in the Area Plan process was the degree to which existing industrially zoned land would be rezoned to primarily residential and mixed-use districts; therefore, reducing the availability of land traditionally used for light industrial uses, also known as PDR (Production, Distribution, and Repair).

The Eastern Neighborhoods PEIR evaluated three land use alternatives. Option A retained the largest amount of existing land that accommodated PDR uses and converted the least amount of industrially

<sup>2</sup> San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 600 South Van Ness Avenue, January 8, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0614E.

zoned land to residential use. Option C converted the most existing land accommodating PDR uses to residential and mixed uses. Option B fell between Options A and C.

While all three options were determined to result in a decline in PDR employment, the loss of PDR jobs was determined to be the greatest under Option C. The alternative ultimately selected – the ‘Preferred Project’ – represented a zoning designation that ultimately fell between Options B and C. Because the amount of PDR space to be lost with future development under all three options could not be precisely gauged, the PEIR determined that the Preferred Project would result in a significant and unavoidable impact on land use character, due to the cumulative loss of PDR use in the Plan Area. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The Eastern Neighborhoods FEIR included one mitigation measure, Mitigation Measure A-1, for land use controls in Western SoMa that could incorporate, at a minimum, no net loss of land currently designated for PDR uses, restrict non-PDR uses on industrial (or other PDR-designated) land, and incorporate restrictions on potentially incompatible land uses proximate to PDR zones. The measure was judged to be infeasible because the outcome of the community-based Western SoMa planning process could not be known at the time, and the measure was seen to conflict with other City policy goals, including the provision of affordable housing.

Additionally the Eastern Neighborhoods PEIR determined that land use impacts related to physically dividing an established community (1a) or conflicting with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect (1b) to be less than significant.

As discussed in the Eastern Neighborhoods PEIR, the underlying premise of the Eastern Neighborhoods Area Plans was that by delineating PDR-focused zones, separate from residential and neighborhood commercial districts, PDR activities would tend to concentrate in PDR zones more so than the M-1 (Light Industrial) and M-2 (Heavy Industrial) zoning categories which allowed for a mix of industrial, residential and commercial activities. Transitions between PDR zones and residential areas would be achieved by UMU zoning (Mixed-Use Urban) or Mixed-Use Residential (MUR) zoning. The concentration of PDR activities would result in more cohesive neighborhood subareas with a greater consistency in land use and building types with clearly defined residential neighborhoods and commercial corridors. PDR clusters, as the Area Plan refers to, would preserve PDR uses by minimizing the secondary economic effects that are related to increases in land values that occur through the conversion of specific sites to nonindustrial uses, undermining the economic viability of existing and adjacent industrial agglomerations.

Prior to rezoning that occurred under the Eastern Neighborhoods Rezoning and Area Plans process, the project site was zoned Light Industrial (M-1). This zoning designation was changed to the current UMU designation. As discussed above, the project site is currently occupied by an existing auto repair building and paved parking lot. Development of the proposed project would require this business to relocate elsewhere. To the east and west along 17th Street, are predominantly residential uses with an auto repair shop a half block down 17<sup>th</sup> Street west of the project site. The project site is also adjacent and across the street from residential uses along South Van Ness Avenue, sometimes accompanied by ground floor commercial uses. The northeast corner of the 17th Street and South Van Ness Avenue intersection includes a gas station. Other PDR uses (paint store, plumbing supply, and auto parts) are north and south along South Van Ness Avenue within a block of the project site. The existing PDR uses are dispersed

between residential and mixed-use buildings and no PDR clusters appear in close proximity to the proposed project.

The proposed change of the approximately 9,496-sf project site from the previous PDR use (auto repair service) to residential and commercial uses represents a small part of the loss of PDR space analyzed in the Eastern Neighborhoods PEIR, the site does not appear to be part of a larger PDR cluster and existing non-PDR uses (residential) are the predominant land use in the project vicinity. Therefore, the proposed project would not result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use identified in the Eastern Neighborhoods PEIR. Mitigation Measure A-1 applied to the Planning Commission and Board of Supervisors' actions and does not apply to individual development projects.

The proposed project would be constructed within the existing lot boundaries and would not alter the established street grid or permanently close any streets or sidewalks. The proposed project would be consistent with the land use and zoning regulations adopted in the Eastern Neighborhoods PEIR.<sup>3, 4</sup>

For these reasons, implementation of the proposed project would not result in new significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>2. POPULATION AND HOUSING— Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City's traditionally industrially zoned land to meet the citywide demand for additional housing. The Eastern Neighborhoods PEIR concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would

<sup>3</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 600 South Van Ness Avenue, April 13, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

<sup>4</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 600 South Van Ness Avenue, May 13, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

not, in itself, result in adverse physical effects. This rezoning would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City's Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plans. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The Eastern Neighborhoods PEIR estimated that approximately 9,500 to 12,500 new jobs<sup>5</sup> and approximately 7,400 to 10,000 new households<sup>6</sup> would be added in Eastern Neighborhoods between 2000 and 2025. The proposed project would increase the population on site by replacing the existing auto repair use with 27 new dwelling units and 3,060 sf of ground-floor commercial space. The proposed project's commercial uses are expected to add approximately nine employees to the project site.<sup>7</sup> The proposed residential uses would increase the population on site by 58 new residents.<sup>8</sup> The existing business on-site would be required to relocate within available properties where such zoning permits auto repair services. However, the proposed project would not displace a substantial number of housing units because the project site contains no residences. As such, construction of replacement housing would not be necessary. These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Area Plan and evaluated in the Eastern Neighborhoods PEIR.

For the above reasons, the proposed project would not result in significant impacts on population and housing that were not identified in the Eastern Neighborhoods PEIR.

<b>Topics:</b>	<b>Significant Impact Peculiar to Project or Project Site</b>	<b>Significant Impact not Identified in PEIR</b>	<b>Significant Impact due to Substantial New Information</b>	<b>No Significant Impact not Previously Identified in PEIR</b>
<b>3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>5</sup> San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR)*, Planning Department Case No. 2004.0160E (certified August 7, 2008). Available online at <http://www.sf-planning.org/index.aspx?page=1893>, Table 36, page 235.

<sup>6</sup> San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR)*, Planning Department Case No. 2004.0160E (certified August 7, 2008). Available online at <http://www.sf-planning.org/index.aspx?page=1893>, Table 35, page 232.

<sup>7</sup> The average of 276 gross square feet per employee for office and PDR uses and 350 gross square feet for retail uses is consistent with the Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002).

<sup>8</sup> Based on the average household size of 2.15 persons per household identified in the Eastern Neighborhoods PEIR.

**Historic Architectural Resources**

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the Plan Areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the Plan Areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The project site currently contains an auto repair building constructed in 1945 and parking lot, which neither considered an historic resource, nor is it located within a designated historic district. Furthermore, the proposed project would not result in the demolition or alteration of any historic resource. Therefore, it would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods FEIR, and no historic resource mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods FEIR.

**Archeological Resources**

The Eastern Neighborhoods PEIR determined that implementation of the Area Plan could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to a less-than-significant level. Eastern Neighborhoods PEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The proposed project would remove an existing one-story auto repair building and parking lot and construct a new five-story mixed-use building with ground floor retail and parking with residential uses above. The project would require a mat a mat slab foundation supported, in turn, by compaction grouted sand from a depth of approximately 5 feet (ft) below ground surface (bgs) to a depth of approximately 19-24 ft. bgs.<sup>9</sup> A preliminary archeological review was conducted for the proposed project, the findings of which are discussed below.<sup>10</sup>

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<sup>9</sup> Rollo & Ridley Geotechnical Engineers & Scientists. Geotechnical Investigation 600 South Van Ness Avenue. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

<sup>10</sup> San Francisco Planning Department, Environmental Planning Preliminary Archeological Review: Checklist for 600 South Van Ness Avenue, revised May 28, 2014. This document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0614E.

The project site was historically located on the northern edge of a large tidal marsh into which waters from Dolores Creek and an unnamed tributary from the south flowed before reaching the large lagoon known as Laguna de los Dolores. Based on the project geotechnical report it appears that in the geological past as much as two-thirds of the southern portion of the project site may have been within a marsh but was subsequently covered by alluvial sand deposits ranging in thickness from 5.5 to 8 ft. Mid-1850s U.S. Coast Survey topographic sheets indicate that the southern part of the site may have been in willow groves occupying former marshlands. A good portion of the project site may have been under cultivation by 1857. It is not improbable that the project site was within an area that was in agricultural production during the mission period (approximately 1776-1830s). The first two mission complexes were to the northwest of the project site within a radius of two or three blocks. It is likely the primary locally farmed land belonging to the mission was located east of Guerrero Street extending up to the marshlands along the western edge of the lagoon. Although mission cereal crops like wheat and barley, were mostly grown at mission *asistencias* in San Mateo County and Contra Costa County by the 1790's some cereal crops may have continued to be grown in proximity to Mission Dolores as well as beans and garden vegetables and fruit through the first few decades of the 1800s.

The project site is located to the east of several documented Hispanic Period (1776-1850) archeological sites. These range from the sites of all the former mission complexes including mission quadrangles, neophyte residential quarters, mission guard housing, the walled mission orchard, granaries, tanneries, mills, mission cemetery, water conveyance system composed of acequia and water impoundments, etc. Within a few years of mission secularization the area around the former mission became revitalized into a more heterogeneous community of *Californios*, and affinal non-Hispanic Europeans, former neophytes, a disaffiliated Mormon group and Chinese farming "households". Although no prehistoric sites have been documented in the project vicinity, the presence of prehistoric and historic-period Native American settlements is confirmed by a documented prehistoric shell midden site several blocks to the northwest and of the Ohlone village known as Chupchui which was near the site of the first mission.

The project site appears to have been in recent geological time composed of moderately deep (5.5-8 ft in thickness), rich alluvial soils. Underlying this sand and silt deposit in the southern two-thirds of the site are deep marsh deposits including peat and organics seemingly indicating this area was occupied for a long period in the past by wetlands that covered an area much greater than was observed in the 1850s. Whether or not the rich alluvial soils were in agricultural production during the Mission period, they were part of a farming operation by the mid-to-late 1850s. It is not known when the site was filled in but filling in of the site probably would have occurred after the adjoining public streets were brought to legal grade. The installation and removal of underground storage tanks (USTs) in association with the former gas/service station that formerly occupied the site, along with site remediation activities would have disturbed a substantial amount of sediments within the project site. Since fill within the site extends to a depth of 10-14 ft bgs, it is not clear that UST-related activities resulted in disturbance of alluvial or marsh deposits.

The alluvial deposits within the project site are sensitive for prehistoric deposits because of their proximity to ecological settings densely rich in dietary and non-dietary resources important to prehistoric communities and to expected and known prehistoric sites. The older marsh deposits within the project site also have a lower but real potential for prehistoric deposits although the clay and peat layer would not have provided a stable land form for occupation, the anaerobic quality of such low-energy sediments would be highly preservative of any prehistoric artifactual material accidentally or intentionally deposited in the marshes.



The project site is within the Mission Dolores Archeological District archeological mitigation zone of the Eastern Neighborhoods and Area Plans FEIR but no previous site-specific archeological assessment has been made of the project site. The Mission Dolores Archeological District comprises properties that contain or have the potential to contain archeological deposits associated with the San Francisco Hispanic Period (1776-1850). The proposed project would require excavation of up to four feet bgs and is therefore subject to Eastern Neighborhoods PEIR Mitigation Measure J-3 Mission Dolores Archeological District (Project Mitigation Measure 1 – Archeological Resources [Eastern Neighborhood FEIR Mitigation Measure J-3, p.515]). Project Mitigation Measure 1 requires the project sponsor to retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The scope of the archeological services to be provided may include preparation of an archaeological testing and recovery program (ARD/TP).

Project Mitigation Measure 1 (see page 44) would apply to the proposed project due to the expected amount of soil disturbance and would reduce potential effects to archeological resources to a less-than-significant level. The mitigation measure would ensure avoidance of any potentially significant adverse effect from the proposed project on buried or submerged historical resources within Mission Dolores Archeological District.

For these reasons, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>4. TRANSPORTATION AND CIRCULATION— Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR anticipated that growth resulting from the proposed zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures. Even with implementation of these mitigation measures, however, it was anticipated that the significant cumulative traffic impacts at certain local intersections and the cumulative impacts on certain transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable, even with mitigation measures incorporated.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, topic 16c from the CEQA Guidelines, Appendix G is not applicable.

### Trip Generation

The proposed project would include 27 new dwelling units and 3,060 square feet of new commercial space. The proposed project would include 17 off-street parking spaces and 27 bicycle parking spaces. Trip generation for the proposed project was calculated using information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.<sup>11</sup> The proposed project would generate an estimated 674 person trips (inbound and outbound) on a weekday daily basis, consisting of 325 person trips by auto, 178 transit trips, 136 walk trips and 35 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 19 vehicle trips (accounting for vehicle occupancy data for this Census Tract).

### Traffic

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersections near the project site are shown below in Table 1. The proposed project would generate an estimated 19 new p.m. peak hour vehicle trips that would travel through surrounding intersections. This amount of new p.m. peak hour vehicle trips would not substantially increase traffic volumes at these or other nearby intersections, would not substantially increase average delay that would cause nearby intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, or would not substantially increase average delay at intersections that currently operate at unacceptable LOS. The proposed project would also not contribute considerably to 2025 cumulative conditions and thus, the proposed project would not have any significant cumulative traffic impacts.

**Table 1: Intersection LOS near 600 South Van Ness Avenue – Weekday PM Peak Hour**

Intersections	Baseline (2000)	2025 Option A	2025 Option B	2025 Option C
South Van Ness Ave/16th St	B	B	B	B
Mission St/16th St	C	D	D	D
Valencia St/16th St	B	C	C	C
Valencia St/15th St	B	C	C	C

<sup>11</sup> San Francisco Planning Department, Transportation Calculations for 600 South Van Ness Avenue, July 8, 2013. These calculations are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

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Source: San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report, certified January 19, 2009. File No. 2004.0160E.

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For the above reasons, the proposed project would not result in significant impacts on traffic, either individually or cumulatively, that were not identified in the Eastern Neighborhoods PEIR.

### **Transit**

The project site is located within a quarter mile of several local transit lines including Muni lines 12, 14, 14L, 22, 33, and 49 and the regional transit stop for BART at Mission Street/16th Street. The proposed project would be expected to generate 178 daily transit trips, including 26 during the p.m. peak hour. Given the wide availability of transit options nearby, the addition of 26 p.m. peak hour transit trips would be accommodated by existing transit capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in transit delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant and unavoidable impacts on seven Muni lines. The project site is located within a quarter-mile of three of these Muni lines: 22, 33, and 49. Mitigation measures proposed to reduce these significant transit impacts related to pursuing enhanced transit funding; conducting transit corridor and service improvements; and increasing transit accessibility, service information and storage/maintenance capabilities for Muni lines in the Plan Area. Even with the incorporation of mitigation, however, significant cumulative impacts on the above Muni lines were found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative transit impacts was adopted as part of the Eastern Neighborhoods project approval.

The proposed project would not contribute considerably to the above-noted significant and unavoidable cumulative transit impacts as its minor contribution of 26 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Plan Area projects. The proposed project would also not contribute considerably to 2025 significant cumulative transit impacts.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to transit and would not contribute considerably to significant cumulative transit impacts that were identified in the Eastern Neighborhoods PEIR.

### **Pedestrian**

The proposed project would not include sidewalk narrowing, roadway widening, or removal of a center median, or other conditions that could adversely affect pedestrians. The proposed project would remove a total of two curb cuts, one existing curb cut along South Van Ness Avenue and one on 17<sup>th</sup> Street, and add a new curb cut on 17<sup>th</sup> Street to provide vehicular access to the garage. As such, the proposed project would not result in a hazard to pedestrians or otherwise substantially interfere with pedestrian accessibility to the project site and adjoining areas. Pedestrian activity may increase as a result of the proposed project, but not to a degree that would result in substantial overcrowding on public sidewalks. For the above reasons, the proposed project would not result in significant impacts on pedestrian safety that were not identified in the Eastern Neighborhoods PEIR.

### **Bicycle**

Existing Class II bikeways (bicycle lanes) run on 14<sup>th</sup> Street (three blocks north of the project site), on 17<sup>th</sup> Street, and Valencia Street (four blocks west of the project site). An existing Class III bikeway (bicycle

route) extends along 16th Street from Mission Street (two blocks east of the project site) and intersects with the Class II bikeway on 16th and Valencia Streets. An existing Class III bikeway also extends along Hoff Street from 16th Street (three blocks west of the project site) and intersects with the Class II bikeway on Hoff and 17th Streets. Although the proposed project would result in an increase in the number of vehicles in the project vicinity, this increase would not substantially affect bicycle travel in the project vicinity.

The proposed project would add a new 10-foot-wide curb cut along 17<sup>th</sup> Street to provide vehicular access to the garage, which has an existing Class II bicycle lane. The frequency of vehicles entering and exiting the project site would not be enough to cause a substantial hazard to bicyclists. For the above reasons, the proposed project would not result in significant impacts related to bicycle safety that were not identified in the Eastern Neighborhoods PEIR.

### **Loading**

The commercial and residential uses associated with the proposed project would generate an average of 186 vehicle trips per day and would result in a loading demand for 0.06 loading spaces during an average hour and 0.08 loading space during the peak hour. The average hour and peak hour loading demand could be accommodated on-street.

Planning Code Section 152.1 does not require off-street loading for residential development uses less than 100,000-sf in gross floor area or 10,000 sf in gross floor area for retail uses. The proposed project includes 27,600 sf of residential use and 2,500 sf of retail space. Therefore, off-street loading spaces are not required for the project (and none is proposed) and the proposed project would meet the loading requirements of the Planning Code.

For the above reasons, the proposed project would not result in significant impacts on transportation and circulation related to loading that were not identified in the Eastern Neighborhoods PEIR.

### **Emergency Access**

The proposed project would not close off any existing streets or entrances to public uses. Therefore, the proposed project would not result in significant impacts related to emergency access that were not identified in the Eastern Neighborhoods PEIR.

### **Construction**

The proposed project's construction activities would last approximately 12 months. Although construction activities would result in additional vehicle trips to and from the project site related to construction workers and material and equipment deliveries, these activities would be temporary and limited in duration. Therefore, the proposed project's construction would not result in significant transportation impacts that were not identified in the Eastern Neighborhoods PEIR.

### **Parking**

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

For the reasons discussed on page 3, the proposed project meets each of the above three criteria and thus, this determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.<sup>12</sup> The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this determination presents a parking demand analysis for informational purposes.

The parking demand for the new residential and commercial uses associated with the proposed project was determined based on the methodology presented in the SF Guidelines. On an average weekday, the demand for parking would be for 52 spaces. The proposed project would provide 19 off-street spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated 33 spaces. At this location, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

The Planning Code does not require the provision of any off-street parking spaces for the proposed project. It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time the project entitlements are sought. If the project were to be ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of 52 spaces. As mentioned above, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces nearby and through alternative modes such as public transit and bicycle facilities. Given that the unmet demand could be met by existing facilities and given that the project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are being provided, would not result in significant delays or hazardous conditions.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or

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<sup>12</sup> San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 600 South Van Ness Avenue, January 8, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0614E.

change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco *General Plan* Policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

In summary, the proposed project would not result in a substantial parking shortfall that would create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>5. NOISE—Would the project:</b>				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR identified potential conflicts related to location of residences and other noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. In addition, the Eastern Neighborhoods PEIR identified significant construction noise impacts. Noise resulting from an increase in Plan Area traffic was found to be less than significant. The Eastern Neighborhoods PEIR therefore identified six noise mitigation measures that would reduce significant noise impacts to less-than-significant levels.

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 Construction Noise addresses individual projects that include pile-driving, and Mitigation Measure F-2 Construction Noise addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project would include a mat foundation<sup>13</sup> (which would not require pile driving) and therefore would not generate the noise and vibration impacts typically caused by pile driving. Because the proposed project would not include pile driving and would be required to comply with the San Francisco Noise Ordinance, as discussed below, Eastern Neighborhoods PEIR Mitigation Measures F-1 would not be required. Due to the close proximity of construction activity to surrounding residential uses directly north, south, east and west of the project site, the project would be required to implement the construction noise mitigation measure F-2 identified in the PEIR to reduce noise from general construction practices.

In addition, all construction activities for the proposed project (approximately 12 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 12 months, occupants of the nearby properties could be disturbed by construction noise. There may be instances when project-related construction noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project because the construction noise would be temporary (limited in duration to approximately 12 months), intermittent, and restricted in occurrence and level, as the project contractor would be subject to and required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR mitigation measure F-2, which would reduce construction noise impacts to less than significant.

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<sup>13</sup> Rollo & Ridley Geotechnical Engineers & Scientists. Geotechnical Investigation 600 South Van Ness Avenue. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

Eastern Neighborhoods PEIR Mitigation Measures F-3 Interior Noise Levels, F-4 Siting of Noise-Sensitive Uses, and F-6 Open Space in Noisy Environments include additional measures for individual projects that include new noise-sensitive uses. Eastern Neighborhoods PEIR Mitigation Measure F-3 Interior Noise Levels requires that for new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), where such development is not already subject to California Noise Insulation Standards in Title 24, the project sponsor shall conduct a detailed analysis of noise reduction requirements. Eastern Neighborhoods PEIR Mitigation Measure F-4 Siting of Noise-Sensitive Uses requires the preparation of an analysis that includes, at minimum, a site survey to identify potential noise-generating uses within 900 feet of and that have a direct line-of-sight to the project site, and at least one 24-hour noise measurement (with maximum noise levels taken every 15 minutes) to demonstrate that acceptable interior noise levels consistent with Title 24 can be attained. Since the proposed project is subject to Title 24, Eastern Neighborhoods PEIR Mitigation Measure F-3 Interior Noise Levels is not applicable. Eastern Neighborhoods PEIR Mitigation Measure F-4 Siting of Noise-Sensitive Uses is applicable to the proposed project since the proposed project would include residential uses, thereby introducing new noise-sensitive uses to an area with an existing traffic noise level of between 65.1 dBA and 75 dBA (Ldn).<sup>14</sup>

In accordance with Eastern Neighborhoods PEIR Mitigation Measure F-4 Interior Noise Levels, the project sponsor has conducted an environmental noise assessment demonstrating that the proposed project can feasibly attain acceptable interior noise levels consistent with Title 24 requirements. Two continuous long-term noise measurements at two locations were conducted at the project site on August 14<sup>th</sup> and 16<sup>th</sup>, 2013 to quantify the noise environment. The average measured daily noise exposure levels (Ldn) was 73.0 dBA along South Van Ness Avenue at the project site and 71.0 dBA along 17<sup>th</sup> Street at the project site. Charles M. Salter and Associates also conducted a survey of noise-generating uses within 900 feet of the project site, which includes auto repair shops, theaters, bars, restaurants and a shopping center.<sup>15</sup>

To achieve acceptable interior noise levels consistent with Title 24 requirements, the project sponsor would be required to install windows with noise reduction ratings of up to Sound Transmission Class (STC) 41 for the residential units facing the street and up to STC 28 for the residential units facing away from the street. The windows could be operable, but would need to be in the closed position to meet the interior noise level standard. Therefore, the residential units would require a supplemental ventilation system that does not compromise the sound attenuation of the proposed building's exterior façade. With installation of the appropriate windows, the project would comply with Title 24 interior noise-level requirements and thus would meet the requirements of Eastern Neighborhoods PEIR Mitigation Measure F-4 Siting of Noise-Sensitive Uses.

Eastern Neighborhoods PEIR Mitigation Measure F-6 Open Space in Noisy Environments requires that open space required under the Planning Code for individual projects located in noisy areas be protected, to the maximum feasible extent, from existing ambient noise levels. The proposed project includes residential uses and open space areas as required by the Planning Code; therefore, Eastern Neighborhoods PEIR Mitigation Measure F-6 Open Space in Noisy Environments is applicable to the project. Accordingly, the proposed building's second-floor deck would be located away from 17<sup>th</sup> Street and South Van Ness Avenue, shielded from those two busy streets by the building itself, and the roof-top

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<sup>14</sup> Charles M. Slater Associates, Inc., Environmental Noise Study for 600 South Van Ness Avenue, San Francisco, CA, August 22, 2013. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

<sup>15</sup> Ibid.



open space would be located approximately 58 feet above the street level with landscaping around the perimeter.

For the rear yard, and private residential decks on the west side of the building (facing away from South Van Ness Avenue), building elements would provide at least 7 dB of acoustical shielding, which would result in a substantial reduction in noise. The acoustical shielding provided for these open spaces by the building itself would be sufficient to meet the Eastern Neighborhood PEIR Mitigation Measure F-6 for protected outdoor use spaces.<sup>16</sup>

The residential decks on the west and north side of the building (facing towards South Van Ness Avenue and 17th Street) are more exposed to exterior noise than the spaces listed above. At these decks, a solid 42-inch high balcony face would provide 4 dB of acoustical shielding at Floor 5, and negligible shielding (less than 1 dB) at Floors 2, 3, and 4. Given the constraints of the project location, these decks are shielded to the extent feasible, and would achieve compliance with the intent of Eastern Neighborhood PEIR Mitigation Measure F-6.<sup>17</sup>

Eastern Neighborhoods PEIR Mitigation Measure F-5 Siting of Noise-Generating Uses addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. Ambient noise levels in San Francisco are largely influenced by traffic-related noise. The project site is exposed to traffic noise levels of between 65.1 dBA and 75 dBA. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels perceptible to most people (a three decibel noise increase). The proposed project would not double traffic volumes because the proposed project would generate approximately 186 daily vehicle trips, with approximately 19 trips during the p.m. peak-hour. In addition, operation of the proposed project would not include any other constant or short-term noise-generating sources (e.g., diesel generators) that would generate substantial additional noise in the project vicinity. Since the proposed development would include residential uses that would not be expected to generate noise levels in excess of ambient noise in the vicinity of the project site, Eastern Neighborhoods PEIR Mitigation Measure F-5 Siting of Noise-Generating Uses is not applicable to the proposed project.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, topic 12e and f from the CEQA Guidelines, Appendix G is not applicable.

For the above reasons, the proposed project would not result in significant noise impacts that were not identified in the Eastern Neighborhoods PEIR.

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<sup>16</sup> Ibid.

<sup>17</sup> Ibid.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>6. AIR QUALITY—Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses<sup>18</sup> as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). All other air quality impacts were found to be less than significant.

### Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures. The regulations and procedures set forth by the Construction Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality. Therefore, the portion of Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is not applicable to the proposed project.

<sup>18</sup> The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

**Health Risk**

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality addresses air quality impacts during construction, Mitigation Measure G-2 Air Quality for Sensitive Land Uses addresses the siting of sensitive land uses near sources of TACs and PEIR Mitigation Measures G-3 Siting of Uses that Emit DPM and G-4 Siting of Uses that Emit Other TACs address proposed uses that would emit DPM and other TACs.

Subsequent to certification of the Eastern Neighborhoods PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM<sub>2.5</sub> concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

The project site is not located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

The proposed project would include development of residential uses and is considered a sensitive land use for purposes of air quality evaluation. As discussed above, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and Article 38 is not applicable to the proposed project. Therefore, PEIR Mitigation Measure G-2 Air Quality for Sensitive Land Uses is not applicable to the proposed project, and impacts related to the siting of new sensitive land uses would be less than significant.

The proposed residential land uses are not uses that would emit substantial levels of DPM or other TACs and Eastern Neighborhoods PEIR Mitigation Measures G-3 Siting of Uses that Emit DPM and G-4 Siting of Uses that Emit Other TACs are not applicable.

**Criteria Air Pollutants**

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the Bay Area Air Quality Management District's (BAAQMD) quantitative thresholds for individual projects."<sup>19</sup> The BAAQMD's *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria<sup>20</sup> for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or

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<sup>19</sup> San Francisco Planning Department, Eastern Neighborhood's Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

<sup>20</sup> Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. For projects that do not meet the screening criteria, a detailed air quality assessment is required to further evaluate whether project-related criteria air pollutant emissions would exceed the significance thresholds. Criteria air pollutant emissions during construction and operation of the proposed 27-unit project would meet the Air Quality Guidelines screening criteria for an Apartment, Low-Rise of 240 (construction) and 451 (operation) dwelling units. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>7. GREENHOUSE GAS EMISSIONS—Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the Area Plans under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of carbon dioxide-equivalents (CO<sub>2</sub>E) per service population,<sup>21</sup> respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco's Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill (AB) 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020.<sup>22</sup> The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy.<sup>23</sup> Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to

<sup>21</sup> Memorandum from Jessica Range, MEA to MEA staff, *Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods*, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods Rezoning EIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

<sup>22</sup> Executive Order S-3-05, Assembly Bill 32, and the 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

<sup>23</sup> San Francisco Planning Department GHG Compliance Checklist for 600 South Van Ness Avenue, San Francisco, CA, December 30, 2014. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on greenhouse gas emissions beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>8. WIND AND SHADOW—Would the project:</b>				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Wind

No significant impacts related to wind were anticipated to result from the implementation of the Eastern Neighborhoods Area Plans. Specific projects within the Plan Area require analysis of wind impacts where deemed necessary. Thus, wind impacts were determined not to be significant in the Eastern Neighborhoods Initial Study and were not analyzed in the Eastern Neighborhoods PEIR. No mitigation measures relative to wind impacts were identified in the Eastern Neighborhoods PEIR.

Based upon experience of the Planning Department staff in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Therefore, at a height of 58 feet (approximately 18 feet higher than the tallest nearby building), plus a 12-foot tall elevator penthouse (for a maximum height of 70 feet), the proposed project would not cause or contribute to an exceedance of the wind hazard criterion of the Planning Code in the project site vicinity. For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

### Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Area Plans, certain sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because these parks are not subject to Section 295 of the Planning Code (i.e., they are under jurisdiction of City departments other than the Recreation and Parks Department or are publicly accessed but privately owned). The Eastern Neighborhoods PEIR could not conclude that the Eastern Neighborhoods Area Plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown development proposals could not be determined at the time of preparation of the

Eastern Neighborhoods PEIR. Therefore, the Eastern Neighborhoods PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the Eastern Neighborhoods PEIR for this significant and unavoidable shadow impact.

The proposed project would consist of a 58-foot-tall building with a two- to four-foot-tall parapet and nine-foot-tall stair penthouse and 12-foot tall elevator penthouse (that is a total of approximately 70 feet in height above ground level). Therefore, the Planning Department staff prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks. The shadow fan analysis prepared by Planning Department staff found that the proposed project would not cast shadow or have a shadow impact on any property under the jurisdiction of the Recreation and Parks Commission or nearby open spaces.<sup>24</sup>

The proposed project would not shadow any open spaces not under the jurisdiction of the Recreation and Park Department in the vicinity of the project site. However, the proposed project would at times shade portions of nearby streets and sidewalks and private property within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in dense urban areas and would be considered a less-than-significant impact under CEQA. Although occupants of nearby private properties may regard the incremental increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

For the above reasons, the proposed project would not result in significant impacts related to shadow that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>9. RECREATION—Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR.

The proposed project would provide seven private roof decks, two private decks at the second floor and for the remaining 18 units a second floor common open space area would be provided. The proposed

<sup>24</sup> Preliminary Shadow Fan. June 27, 2013. This document is on file and available for public review as part of Case File No. 2013.0614E.

project would also be served by the following existing parks in the project vicinity: Franklin Square, Kidpower Park, Mission Playground, and Mission Dolores Park.

As the proposed project would not degrade recreational facilities and is within the development projected under the Eastern Neighborhoods Area Plans, there would be no additional significant impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>10. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the Eastern Neighborhoods PEIR.

The proposed project would comply with all applicable federal, state and local regulations related to solid waste. In addition, as the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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**11. PUBLIC SERVICES—Would the project:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the Eastern Neighborhoods PEIR.

As the proposed project is within the development projected under the Eastern Neighborhoods Area Plans, there would be no additional significant impacts on public services beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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**12. BIOLOGICAL RESOURCES—Would the project:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



<b>Topics:</b>	<b><i>Significant Impact Peculiar to Project or Project Site</i></b>	<b><i>Significant Impact not Identified in PEIR</i></b>	<b><i>Significant Impact due to Substantial New Information</i></b>	<b><i>No Significant Impact not Previously Identified in PEIR</i></b>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the Eastern Neighborhoods PEIR, the Plan Area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the Plan Area that could be affected by the development anticipated under the Eastern Neighborhoods Area Plans. In addition, development envisioned under the Eastern Neighborhoods Area Plans would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plans would not result in significant impacts on biological resources, and no mitigation measures were identified.

The project site contains auto-related uses and is completely paved. No landscaping, trees or other vegetation exist on the project site. There are no candidate, sensitive, or special-status species, riparian habitat, or wetlands on the project site; thus implementation of the proposed project would not adversely affect a candidate, sensitive, or special-status species, riparian habitat, or wetlands.

The project site is fully paved and consists of minimal shrubbery on an adjacent property building wall along the south lot line. The existing vegetation on the project site that would be removed as part of the proposed project is not protected. The project site currently has no street trees located on adjacent streets. In compliance with the provisions of the San Francisco Green Landscape Ordinance, the proposed project would include the planting of nine new street trees, five along South Van Ness Avenue and 4 along 17<sup>th</sup> Street. As a result, the proposed project would not conflict with any local policies or ordinances that protect biological resources.

Planning Code Section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes. This ordinance focuses on location-specific hazards and building feature-related hazards. Location-specific hazards apply to buildings in, or within 300 feet of, and having a direct line of sight to, an Urban Bird Refuge, which is defined as an open space "two acres and larger dominated by vegetation, including vegetated landscaping, forest, meadows, grassland, or wetlands, or open water." The project site is not within 300 feet of an Urban Bird Refuge; therefore, the standards related to location-specific hazards are not applicable to the proposed project. Feature-related hazards, which can occur on buildings anywhere in San Francisco, are defined as freestanding glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments of 24 square feet or larger. The proposed project would comply with the feature-related standards of Planning Code Section 139 by using bird-safe glazing treatment on 100 percent of any feature-related hazards. As a result, the proposed project would not interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors.

For these reasons, implementation of the proposed project would not result in significant impacts to biological resources not identified in the PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>13. GEOLOGY AND SOILS—Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Area Plans would indirectly increase the Plan Area population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The Eastern Neighborhoods PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plans (including new development under the Area Plans) would not result in significant impacts with regard to geology and seismic-related issues, and no mitigation measures were identified in the Eastern Neighborhoods PEIR.

A geotechnical investigation report was prepared for the proposed project.<sup>25</sup> The following discussion relies on the information provided in this geotechnical investigation report. The project site (beneath the proposed footprint of the new building) is underlain by sandy fill, alluvial sand, marsh deposits, and

<sup>25</sup> Ridley & Rollo, Geotechnical Investigation, 600 South Van Ness Avenue, San Francisco, CA, July 8, 2013. These documents are available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

older alluvium to the maximum depth explored of 51.5 feet below the sidewalk grade across the site. Based on data collected for previous projects in the area, the report anticipated that Franciscan Complex bedrock underlies the older alluvium. Groundwater was observed during drilling at depths ranging from 13 to 18 feet bgs. Additional groundwater readings were taken in two borings about 3 hours after completion of drilling, at which point the water rose to depths of 7 and 8 feet bgs, respectively. Based on the monitoring well data reported by Golden Gate Tank Removal in their 2009 report, groundwater exists at depths of 8 to 10 feet below the ground surface across the site. The report anticipated the groundwater level at the project site will vary seasonally a few feet depending on rainfall amounts and time of year.

The project site does not lie within an Alquist-Priolo Earthquake Fault Zone. The closest mapped active fault in the vicinity of the project site is the San Andreas Fault located about 6.8 miles to the southwest. The proposed project would likely be exposed to strong to very strong shaking during an earthquake event. However, a review of published maps does not show any active faults crossing the project site and there was no evidence of faulting observed at the project site during reconnaissance. Therefore, the potential risk for damage to the proposed project due to surface rupture from earthquake faults is low. The project site is located within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco. Based on the soil analysis of the geotechnical soil borings, there is a relatively low potential for damage to the proposed project from liquefaction at the project site. Additionally, there is a low risk for damage to the proposed project from seismically-induced lateral spreading, seismic densification, and slope instability.

The geotechnical report provided recommendations for the proposed project's construction. These recommendations include, but are not limited to, a mat foundation, waterproofing below-grade walls, and dewatering to remove groundwater from the project site in order to excavate and construct the proposed foundation. The geotechnical report indicates that the project site is suitable for the proposed project, provided that the recommendations presented in the geotechnical report are incorporated into the design and construction of the project.

The project site is covered by impervious surfaces; therefore, implementation of the proposed project would not result in soil erosion or the loss of topsoil. The proposed project would not include the use of septic tanks or alternative wastewater disposal systems, and there are no unique geologic or physical features on the project site that could be altered by implementation of the proposed project.

The final building plans would be reviewed by Department of Building Inspection (DBI). In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. DBI will review the geotechnical report and building plans for the proposed project to determine the adequacy of the proposed engineering and design features and to ensure compliance with all applicable San Francisco Building Code provisions regarding structural safety. The above-referenced geotechnical investigation report would be available for use by DBI during its review of building permits for the site. In addition, DBI could require that additional site specific soils report(s) be prepared in conjunction with permit applications, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils or geology.

For these reasons, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>14. HYDROLOGY AND WATER QUALITY—Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

The project site was previously a gas station and is currently an auto-repair business, and it is, in its entirety, covered by impervious surface. The lot coverage with project development would be 100 percent, which would be similar to the 100 percent impervious surface condition during the current auto-related use of the project site. Additionally, the proposed project would include pervious areas at the proposed building's rooftop and second floor open space areas, so runoff from the project site is not anticipated to increase substantially compared to existing conditions.

In accordance with the City's Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to Low Impact Design (LID) approaches and stormwater management systems would be required to comply with the Stormwater Design Guidelines. In addition, the project sponsor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) that would be reviewed, approved, and enforced by the San Francisco Public Utilities Commission. The SWPPP would specify best management practices and erosion and sedimentation control measures to prevent sedimentation from entering the City's combined stormwater/sewer system.

As discussed in the geology and soils section, groundwater is relatively shallow throughout the project site, approximately 13 to 18 feet bgs. The proposed project would not involve on-site excavation beyond four feet bgs. However, any groundwater that is encountered during construction would be subject to requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Effects from lowering the water table due to dewatering at the project site, if any, would be temporary and would not be expected to substantially deplete groundwater resources. As a result, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge.

The project site is not in a designated flood zone, thus the proposed project would not place housing within a 100-year flood hazard area, would not impede or redirect flood flows in a 100-year flood hazard area, and would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. As shown on Map 5, Tsunami Hazard Zones, San Francisco, 2012, in the Community Safety Element of the *General Plan*, the project site is not within a tsunami hazard zone.<sup>26</sup> As a result, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche or tsunami.

For these reasons, the proposed project would not result in significant impacts on hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

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<sup>26</sup> San Francisco Planning Department, San Francisco General Plan, Community Safety Element, p. 15. Available online at [http://www.sf-planning.org/ftp/General\\_Plan/Community\\_Safety\\_Element\\_2012.pdf](http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf)

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>15. HAZARDS AND HAZARDOUS MATERIALS— Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR noted that implementation of any of the Area Plan's rezoning options would encourage construction of new development within the Plan Area. The Eastern Neighborhoods PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the Plan Area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the Eastern Neighborhoods PEIR found that existing regulations for facility closure, Under Storage Tank (UST) closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction of subsequent development in the Plan Area.

### **Hazardous Building Materials**

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of such existing buildings. Hazardous building materials addressed in the Eastern Neighborhoods PEIR include asbestos, electrical equipment such as

transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint in older buildings may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with the disturbance of hazardous building materials including PCBs, DEHP, and mercury and determined that Eastern Neighborhoods PEIR Mitigation Measure L-1 Hazardous Building Materials would reduce these impacts to a less-than-significant levels. The proposed development includes demolition of an existing building. Therefore, Eastern Neighborhoods Mitigation Measure L-1 Hazardous Building Materials, which requires that all hazardous building materials be removed and properly disposed of in accordance with applicable federal, state and local laws, would be required and would reduce impacts from hazardous building materials to less than significant.

### **Soil and Groundwater Contamination**

A Phase I Environmental Site Assessment Report (Phase I) for the project site was prepared and indicates that a gasoline station may have been in operation from as early as 1930 to 1986. Historical Sanborn insurance maps indicate that the project site may have operated as a gas station as early as 1931. Currently, the project site contains buildings from a former automobile repair shop containing two hydraulic lifts, an office and a storage area with a former 250-gallon motor oil aboveground storage tank (AST) on the western portion of the site.<sup>27</sup>

The site was a gas station from approximately 1930 to approximately 1986. Two generations of underground tanks were removed from the site. Three 6,000 or 10,000 gallon gasoline tanks were removed in 1996 from the South Van Ness Avenue side of the property. Three USTs, presumed to be installed about 1930, were removed from the northwest area of the site in 2002. The two former underground tank areas were over excavated to remove petroleum hydrocarbon contaminated soils. Excavations extended from 6.5 to 14 ft bgs. A total volume of approximately 900 cubic yards of contaminated soil was removed. Soil excavations addressed the presumed source areas of contamination. Groundwater monitoring wells were installed and the site monitored from 1996 to 2002. The San Francisco Local Oversight Program closed the case on November 13, 2010. Soil vapor samples collected in 2002 and 2006 showed soil gas concentrations for benzene, tetrachloroethene (perchloroethylene, PCE) and trichloroethene (TCE) exceeding the corresponding California Regional Water Quality Control Board (RWQCB) Environmental Screening Levels (ESL).

The proposed project would develop a formerly auto repair business and construct a new residential building. The project would involve soil excavation and disturbance. Thus, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to the DPH. In addition, a Phase 1 Environmental Site Assessment (ESA) and Work Plan, addressing further testing of soil and groundwater contaminants were prepared for the project site. Due to the site's previous uses as a gas station and most recently, an auto repair facility and other nearby small PDR uses,

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<sup>27</sup> PANGAEA Environmental Services, Inc., Site Assessment Report 600 South Van Ness Avenue, San Francisco, CA 94103, July 30, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

the soil and possible groundwater have been contaminated. DPH has reviewed the Phase 1 and proposed work plan and determined that, in accordance with the Maher Ordinance, the project sponsor would be required to submit Site Mitigation Plan (SMP).<sup>28</sup>

DPH will maintain oversight of construction of the proposed project under the regulatory authority provided by Article 22A of the Health Code (Maher Ordinance). The proposed project is required to submit a SMP.<sup>29</sup> The SMP should include:

- Figures/drawings showing the maximum lateral and vertical depth and extent of proposed excavation and grading.
- Figures showing the proposed vertical and lateral extent of soils to be removed and handled as California and/or federal hazardous waste.
- Segregation and management procedures for contaminated soils.
- Acceptance criteria for imported fill (if applicable).
- Sampling (profiling) of any excavated soil or stockpiled soil.
- Confirmation soil samples will be collected below the base of the final excavation or grading.
- Confirmation soil sampling frequency, the analyses to be performed, and the criteria for disposal options.
- Soil analyses should include total petroleum hydrocarbons and metals.
- Measures for addressing any contaminated soils left on site, which may include capping with the proposed building or hardscape.
- Measures for addressing soil vapor intrusion control. A description and the design of the vapor venting system to address PCE vapors should be submitted with or shortly following submittal of the SMP.
- A Contingency Plan that describes the procedures for controlling, containing, remediating, testing and disposing of any unexpected contaminated soil, water, tanks or other structures or materials.
- Site Specific Worker Environmental Health and Safety Plan.
- Stormwater control, dust control, odor control and sampling and noise control protocols and plans.
- Preparation, certification and submittal to SF DPH Site Assessment and Mitigation Program (SAM) of a final report documenting implementation of the SMP. Any permits and soil/groundwater discharge or disposal documentation shall be appended to the final project report.

A final project report must be prepared, certified and submitted to SF DPH SAM per the Maher Ordinance. The report shall describe activities for compliance with the SMP. The final project report shall include a summary of SMP implementation, site map showing areas and depths of excavation and fill, sample locations and depths, tables summarizing analytical data, and included as appendices: Copies of permits (including any dewatering permit), manifests or bills of lading for removed soil and/or water, laboratory reports for soil disposal.

Compliance with Article 22A of the Health Code would ensure that any impacts related to soil and/or groundwater contamination are reduced to less than significant levels.

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<sup>28</sup> San Francisco Department of Public Health, Request for Site Mitigation Plan 600 South Van Ness Avenue, San Francisco, June 2, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

<sup>29</sup> Ibid.



The project site is not located within an area covered by an airport land use plan, within two miles of a public airport or a public use airport, or in the vicinity of a private airstrip.

In San Francisco, fire safety is ensured through the provisions of the Building Code and the San Francisco Fire Code. During the review of the building permit application, DBI and the San Francisco Fire Department will review the project plans for compliance with all regulations related to fire safety. Compliance with fire safety regulations would ensure that the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death involving fires.

For these reasons, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>16. MINERAL AND ENERGY RESOURCES— Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the Area Plans would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plans would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the Eastern Neighborhoods PEIR.

As the proposed project is within the Mission Plan Area of the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>17. AGRICULTURE AND FOREST RESOURCES:—Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Plan Area; therefore the Eastern Neighborhoods Area Plans would have no effect on agricultural resources. No mitigation measures were identified in the Eastern Neighborhoods PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

As the proposed project is within the Mission Plan Area of the Eastern Neighborhoods Area Plans, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Eastern Neighborhoods PEIR.

**MITIGATION MEASURES AND IMPROVEMENT MEASURES****Project Mitigation Measure 1 – Mission Dolores Archeological District (Mitigation Measure J-3 of the Eastern Neighborhoods PEIR)**

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

*Consultation with Descendant Communities.* On discovery of an archeological site<sup>30</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative<sup>31</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological 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 potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

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<sup>30</sup> The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>31</sup> 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. An appropriate representative of other descendant groups should be determined in consultation with the Department archaeologist.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

*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.), site remediation, etc., 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 to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- 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 will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *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) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

*Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the

archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

**Project Mitigation Measure 2 – Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods PEIR)**

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

**Project Mitigation Measure 3 – Siting of Noise-Sensitive Uses (Mitigation Measure F-4 of the Eastern Neighborhoods PEIR)**

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the project sponsor shall prepare an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within two blocks of the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

This mitigation measure has been partially satisfied by completion of the 600 South Van Ness Avenue Environmental Noise Study.<sup>32</sup> The study included that acceptable interior noise standards can be attained

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<sup>32</sup> Charles M. Slater Associates, Inc., Environmental Noise Study for 600 South Van Ness Avenue, San Francisco, CA, August 22, 2013. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

provided the study recommendations are incorporated into the project. This mitigation measure is considered complete upon incorporation of acoustical recommendations into the final design.

**Project Mitigation Measure 4 – Open Space in Noisy Environments (Mitigation Measure F-6 of the Eastern Neighborhoods PEIR)**

To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the project sponsor shall protect, to the maximum feasible extent, open space required under the planning code from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

This mitigation measure has been partially satisfied by completion of the 600 South Van Ness Avenue Environmental Noise Study.<sup>33</sup> The study included that acceptable interior noise standards can be attained provided the study recommendations are incorporated into the project. This mitigation measure is considered complete upon incorporation of acoustical recommendations into the final design.

**Project Mitigation Measure 5 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods PEIR)**

The project sponsor shall ensure that any equipment containing PCBs or DEPH, 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 tubes, which could contain mercury, are similarly removed 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.

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<sup>33</sup> Charles M. Slater Associates, Inc., Environmental Noise Study for 600 South Van Ness Avenue, San Francisco, CA, August 22, 2013. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.



# AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

## Administrative Code

### Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • <http://www.sfplanning.org>

#### Section 1: Project Information

PROJECT ADDRESS

600 South Van Ness Ave.

BLOCK/LOT(S)

3591/24

BUILDING PERMIT APPLICATION NO.

CASE NO. (IF APPLICABLE)

MOTION NO. (IF APPLICABLE)

PROJECT SPONSOR

600 South Van Ness LLC

MAIN CONTACT

Joe Torboni

PHONE

415 828 0717

ADDRESS

3364 SACRAMENTO ST.

CITY, STATE, ZIP

SF. CA 94118

EMAIL

Jtothoni@tothonigroup.com

ESTIMATED RESIDENTIAL UNITS

ESTIMATED SQ FT COMMERCIAL SPACE

ESTIMATED HEIGHT/FLOORS

ESTIMATED CONSTRUCTION COST

ANTICIPATED START DATE

#### Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT

☐ Project is wholly Residential

☐ Project is wholly Commercial

☒ Project is Mixed Use

☒ A: The project consists of ten (10) or more residential units;

☐ B: The project consists of 25,000 square feet or more gross commercial floor area.

☐ C: Neither 1A nor 1B apply.

#### NOTES:

- If you checked C, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.
- If you checked A or B, your project IS subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.
- For questions, please contact OEWD's CityBuild program at [CityBuild@sfgov.org](mailto:CityBuild@sfgov.org) or (415) 701-4848. For more information about the First Source Hiring Program visit [www.workforcedevelopmentst.org](http://www.workforcedevelopmentst.org)
- If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.

Continued...



### Section 3: First Source Hiring Program – Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer's responsibility to complete the following information to the best of their knowledge.

Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	\$30	—	2	Laborer	\$15	—	6
Boilermaker	—	—	—	Operating Engineer	—	—	—
Bricklayer	—	—	—	Painter	\$25	1	5
Carpenter	\$60	4	10	Pile Driver	—	—	—
Cement Mason	\$30	2	4	Plasterer	—	—	—
Drywall/Latherer	\$20	5	12	Plumber and Pipefitter	\$80	2	8
Electrician	\$80	1	6	Roofer/Water proofer	\$40	1	5
Elevator Constructor	—	—	—	Sheet Metal Worker	\$150	—	1
Floor Coverer	\$20	2	5	Sprinkler Fitter	\$40	2	6
Glazier	\$45	—	4	Taper	\$20	2	6
Heat & Frost Insulator	\$25	1	3	Tile Layer/Finisher	\$40	1	3
Ironworker	\$70	—	3	Other:	—	—	—
TOTAL:				TOTAL:			

1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? ☒ YES ☐ NO
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? ☒ YES ☐ NO
3. Will hiring and retention goals for apprentices be established? ☒ YES ☐ NO
4. What is the estimated number of local residents to be hired? 25

### Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE

EMAIL

PHONE NUMBER

415 828 0717

Joseph Toroni, Project Sponsor [Stoboni@toloni-group.com](mailto:Stoboni@toloni-group.com)

I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.

(SIGNATURE OF AUTHORIZED REPRESENTATIVE)

(DATE)

FOR PLANNING DEPARTMENT STAFF ONLY: PLEASE EMAIL AN ELECTRONIC COPY OF THE COMPLETED AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM TO OEWD'S CITYBUILD PROGRAM AT [CITYBUILD@SFGOV.ORG](mailto:CITYBUILD@SFGOV.ORG)

CC: Office of Economic and Workforce Development, CityBuild  
Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 Phone: 415-701-4848  
Website: [www.workforcedevelopment.sfgov.org](http://www.workforcedevelopment.sfgov.org) Email: [CityBuild@sfgov.org](mailto:CityBuild@sfgov.org)



SAN FRANCISCO  
PLANNING  
DEPARTMENT

## AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program

Date: January 11, 2013

Planning Department  
1650 Mission Street  
Suite 400  
San Francisco, CA  
94103-9425

T: 415.558.6378  
F: 415.558.6409

To: Applicants subject to Planning Code Section 415: Inclusionary  
Affordable Housing Program

From: San Francisco Planning Department

Re: Compliance with the Inclusionary Affordable Housing Program

All projects that involve five or more new dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Section 415 of the Planning Code. Every project subject to Section 415 must pay an Affordable Housing Fee that is equivalent to the applicable percentage of the number of units in the principal project, which is 20% of the total number of units proposed (or the applicable percentage if subject to different area plan controls or requirements).

A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new on- or off-residential units rather than offer them as rental units. Second, the project may be eligible for an Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act. All projects that can demonstrate that they are eligible for an alternative to the Affordable Housing Fee must provide the necessary documentation to the Planning Department and the Mayor's Office of Housing. Additional material may be required to determine if a project is eligible to fulfill the Program's requirements through an alternative.

Before the Planning Department and/or Planning Commission can act on the project, this *Affidavit for Compliance with the Inclusionary Affordable Housing Program* must be completed.

## Affidavit for Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415

Date

1/8/15

I, Joseph Toboni, do hereby declare as follows:

a. The subject property is located at (address and block/lot):

Address

600 South Van Ness

Block / Lot

3591/24

b. The proposed project at the above address is subject to the Inclusionary Affordable Housing Program, Planning Code Section 415 et seq.

The Planning Case Number and/or Building Permit Number is:

2013.0614X

Planning Case Number

Building Permit Number

This project requires the following approval:

☒ Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)☐ This project is principally permitted.

The Current Planner assigned to my project within the Planning Department is:

Brittany Bendix

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

☒ Yes (if yes, please indicate Tier)

Infrastructure = Tier 1 / Afford. Housing = Tier A

☐ No

This project is exempt from the Inclusionary Affordable Housing Program because:

☐ This project uses California Debt Limit Allocation Committee (CDLAC) funding.☐ This project is 100% affordable.

c. This project will comply with the Inclusionary Affordable Housing Program by:

☒ Payment of the Affordable Housing Fee prior to the first site or building permit issuance (Planning Code Section 415.5).☐ On-site or Off-site Affordable Housing Alternative (Planning Code Sections 415.6 and 416.7).



d. If the project will comply with the Inclusionary Affordable Housing Program through an **On-site or Off-site Affordable Housing Alternative**, please fill out the following regarding how the project is eligible for an alternative and the accompanying unit mix tables on page 4.

- ☐ **Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.
- ☐ **Rental.** Exemption from Costa Hawkins Rental Housing Act.<sup>2</sup> The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:
- ☐ Direct financial contribution from a public entity.
  - ☐ Development or density bonus or other public form of assistance.
  - ☐ Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

e. The Project Sponsor acknowledges that failure to sell the affordable units as ownership units or to eliminate the on-site or off-site affordable ownership-only units at any time will require the Project Sponsor to:

- (1) Inform the Planning Department and the Mayor's Office of Housing and, if applicable, fill out a new affidavit;
- (2) Record a new Notice of Special Restrictions; and
- (3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

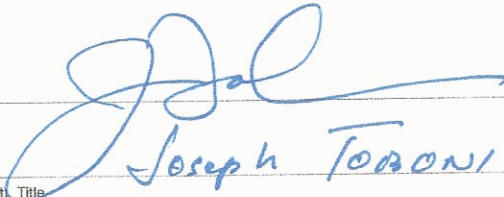
f. The Project Sponsor must pay the Affordable Housing Fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.

g. I am a duly authorized officer or owner of the subject property.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.  
Executed on this day in:

SAN FRANCISCO, Ca  
Location

1/8/15  
Date

  
Signature

Joseph Torroni  
Name (Print, Title)

cc: Mayor's Office of Housing  
Planning Department Case Docket  
Historic File, if applicable  
Assessor's Office, if applicable

415 828 0717  
Contact Phone Number

## Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

If you selected an On-site or Off-Site Alternative, please fill out the applicable section below:

- ☐ On-site Affordable Housing Alternative (Charter Section 16.110 (g) and Planning Code Section 415.6): calculated at 12% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

- ☐ Off-site Affordable Housing Alternative (Planning Code Section 415.7): calculated at 20% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)			Number of Market-Rate Units in the Off-site Project	

- ☐ Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:  
Indicate what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.


1. Fee \_\_\_\_\_ % of affordable housing requirement.
2. On-Site \_\_\_\_\_ % of affordable housing requirement.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

3. Off-Site \_\_\_\_\_ % of affordable housing requirement.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)			Number of Market-Rate Units in the Off-site Project	

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name <i>600 South Van Ness LLC</i>	Company Name
Print Name of Contact Person <i>Joseph TORBONI</i>	Print Name of Contact Person
Address <i>3364 SACRAMENTO ST.</i>	Address
City, State, Zip <i>SF 94118</i>	City, State, Zip
Phone, Fax <i>415 828 0717</i>	Phone, Fax
Email <i>JTorboni@tolowgroup.com</i>	Email
<p>I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.</p>	
Signature 	Signature
Name (Print), Title <i>Joseph TORBONI</i>	Name (Print), Title

## **Bendix, Brittany (CPC)**

---

**From:** David Baker <db@dbarchitect.com>  
**Sent:** Wednesday, April 29, 2015 12:08 PM  
**To:** Bendix, Brittany (CPC)  
**Cc:** Winslow, David (CPC); michael@leavittarchitecture.com; Kathrin Moore; Richards, Dennis (CPC); Yosh Asato  
**Subject:** 600 South Van Ness Street Scape Improvements

Hi Brittany and Michael,

It's great to see that the developer has committed to having as much retail frontage on 17th as possible in their proposal for 600 S. Van Ness.

However I would like to reiterate my concern about not having a more detailed public realm plan.

My concern comes from comparing the survey and actual site with the "Roof/Site" plan which only shows the outline of street trees at the suggested 20' spacing. This is great in theory, but often tree locations are in conflict with existing conditions such as utility poles, fire hydrants, etc. causing the trees to be moved or eliminated. I don't think these conditions have been considered here. Also this site has MUNI overhead electric trolley lines on both street elevations. Has the applicant checked that trees are possible at all? In my experience as a Friends of the Urban Forest tree planting volunteer coordinator that might make trees not feasible. Without trees and no agreed upon sidewalk stormwater basin planting design as part of this Conditional Use approval things could be pretty bleak at the pedestrian level.

Beyond that this is a very important and good sized corner lot at a prominent intersection. I would hope that the title Large Project Authorization would automatically trigger some sort of realistic proposal to improve the public realm interface. I personally would like to see a robust sidewalk extension at this corner. Crossing South Van Ness is not a good pedestrian experience with it's freeway like street section. Cars go fast. The right turning cars from 17th on to north bound South Van Ness participate in this aggressive experience. It would seem like an opportunity exists here to further Vision Zero and make this safer and better with a sidewalk extension "bulb". Not easy to get through the City permit approval process, and with some significant cost, but very possible.

I would love to be in support of this project which is in general an excellent addition to my neighborhood, even going so far as to advocate for the affordable inclusionary to be off site, ideally dedicated to the 17th and Folsom affordable housing site a block away which is being developed in the near future (the Mayors Office of Housing is issuing it's RFP in a few weeks). I would just like to have a safer walk to BART (and the Uptown, my local bar)!

Thanks so much,



David Baker, FAIA, LEED AP

**David Baker Architects**

461 Second Street Loft c127 San Francisco CA 94107  
v.415.799.4555

## **Bendix, Brittany (CPC)**

---

**From:** Susette | The Blackwell Files <susette@blackwellfiles.com>  
**Sent:** Wednesday, April 15, 2015 3:28 PM  
**To:** Bendix, Brittany (CPC)  
**Cc:** planning@rodneymong.com; cwu.planning@gmail.com; wordweaver21@aol.com; richhillissf@yahoo.com; Johnson, Christine (CPC); mooreurban@aol.com; Richards, Dennis (CPC)  
**Subject:** Support for Proposed Development at 600 South Van Ness Avenue

**To: Brittany Bendix/Planner, SF Planning Department**  
**cc: Members of the SF Planning Commission**  
**From: Susette Blackwell, Property Owner & Resident at 17th Street (Since 1998)**  
**Re: Letter of Support for New Development Planned for 600 South Van Ness in SF**  
**Case: #2013.0614X**

Dear Brittany,

I am writing a letter to voice my support for the pending development at 600 South Van Ness Avenue.

I am the property owner of a mixed-use building at 3178 -3180 17<sup>th</sup> Street, which is kitty-corner to the new property. I have lived and worked in my building for over 17 years and have been very involved in the positive growth in this community.

I was thrilled to hear of a plan to develop the property at 600 S. Van Ness and after seeing the renderings of the development, I am in full support of this project moving forward.

For decades this area (in The North-East Mission) was rife with prostitution, drug dealing, violence, loitering and general urban decay. During the past few years, and after many hours working with my neighbors to improve our places of residence, the area is flourishing and becoming a much safer, cleaner and enjoyable place to live and work.

The new development would be a much welcomed addition to our community. The existing empty lot is a magnet for loitering, drug-use, homeless encampments, uncleanness and a haven for crime. This does not represent our neighborhood favorably.

Feel free to contact me if needed. I plan to attend the Architect/Developer's community meeting on April 30<sup>th</sup>.

Thank You!  
Susette Blackwell  
Cell # 415-994-7123  
Office# 415-431-0480  
3178 17th Street, Studio #3  
SF, CA 94110



**Bendix, Brittany (CPC)**

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**From:** ABEL BARRERA <a\_barrera@hotmail.com>  
**Sent:** Wednesday, April 15, 2015 11:39 AM  
**To:** Bendix, Brittany (CPC)  
**Cc:** michael@leavittarchitecture.com  
**Subject:** Fwd: New Development at 600 South Van Ness

Hello Ms. Bendix,

I am a resident at 566 South Van Ness Ave and this is a letter of support for the proposed development of 600 South Van Ness.

Currently 600 Van Ness is more than just an eye sore its a center point for crime: prostitution/pimps, drug activity, drinking/loitering and subsequently a public bio-hazard due to the drug paraphernalia and human waste that soil the area. This activity leaks out into the rest of our neighborhood impacting our safety and quality of life.

The undeveloped corners that dot the Mission (like 600 Van Ness) have become center spots for crime and subsequently un-safe zones that contribute violence and bio-hazards. This is a huge opportunity to to help alleviate some of that and improve the quality of life for our neighborhood.

Please approve the development of 600 Van Ness. It will help make our neighborhood safe for everyone and help restore civic pride in our neighborhood.

Thank you,

Abel Barrera  
566 South Van Ness Ave  
Unit 5

**Bendix, Brittany (CPC)**

---

**From:** Charles Marengo <csmarengo@comcast.net>  
**Sent:** Monday, April 13, 2015 8:11 PM  
**To:** Bendix, Brittany (CPC)  
**Cc:** michael@leavittarchitecture.com  
**Subject:** New Development at 600 S. Van Ness Avenue

Dear Ms. Bendix,

I currently reside at 566 S. Van Ness Avenue. I have lived at this location for 6 years. I am writing today to support the new development at 600 S. Van Ness Avenue. I believe this development will add tremendous community value to the Mission neighborhood. As you may know, currently, the lot sits vacant. This lot is vandalized on a weekly basis, and is cause for repeated calls to SF 311 for graffiti tags.

It is, also, a key drug hangout and homeless camp hangout which accumulates trash and adds to urban blight. I am excited about the possibility of improvement for this neighborhood with this added development. Please proceed forward with approving this design.

Also, please update us on the status of the park that is supposed to be installed at 17<sup>th</sup> and Folsom. I heard ground breaking was supposed to occur this summer, however, we have seen no activity to date on the parking lot.

Thank you in advance for all your help,

Sincerely,

Charles Marengo  
566 S. Van Ness Avenue #16  
SF, CA 94110  
(415) 722-1350

## **Bendix, Brittany (CPC)**

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**From:** John Lum <john@johnlumarchitecture.com>  
**Sent:** Wednesday, April 01, 2015 9:55 AM  
**To:** Michael Leavitt  
**Cc:** Bendix, Brittany (CPC); Susette Blackwell  
**Subject:** Re: 600 SVN Proposed Mixed-Use

Michael,

Here are some comments after reviewing the plans; overall very supportive of the construction of the building. I think the design looks great, and most of my comments are about the pragmatic issues around the street life/street scape here and I understand are way premature given that you are just going for a LPA. I hope that my comments will be helpful.

1) Was curious of the modifications that the LPA is seeking for the rear yard (too small), permitted obstructions (too many?), dwelling unit exposure and street frontage.

2) Given that I am on 17th Street, the environmental conditions are really harsh. Wanted to make sure that the planters and tress are required to be maintained by the HOA. There are several developments here where the trees have been trashed, and not replaced and the tree wells are either trash filled holes or dog potties. On further thought, would the developer consider also additional sidewalk encroachment/removal for plantings? Or larger tree wells?

3) The homeless issues are substantial here. The planters and also the lobby area will be used as a urinal/trash can and also being seat height will be used as seats. This definitely needs to be dealt with. I do like the open lobby that will be hopefully more active than just a dead lobby. Would the developer be interested in having the retail at least be able to see into the lobby? Or alternatively, make the lobby smaller, and make the retail even larger, as the lobby is quite grand, but I think will be just an empty space most of the time.

4) Really like the fact that there is retail. Concerned that Retail #3 may be too small for renting? No toilet room? Is this viable? Would love to see this fully rented (or suppose these are condo units?), but similar to the development around the corner (Citrino), there are two retail spaces that are sitting there empty since 2007 as they are so poorly designed, or too small.

4a) On the success of the retail, is there a way to get Retail 2 space to have a better entrance? As in a more centralized one on 17th or at the corner? I get the need to have the separation of two exits, but also having single doors to the retail seem very uninviting.

5) Garage entry seems very blank.... I think you could articulate this and make it at least visually taller to align with the rest of the store fronts.

6) I assume that your exit stairs and having the doors swing over the property is not correct. If you are required to recess these doors, , these area will definitely be used as toilet areas, so this will need to be addressed.

7) Materials at base: Grafitti resistant, obviously. Would also recommend an anti-scratch/acid coating.

8) Lighting! Assume this again is very premature, but it is critical to the safety of this block. It's way under lit and any alcove will be used as a sleeping area for the homeless.

I am cc'ing my neighbor Susette Blackwell on this e-mail, as well as Brittany Bendix.

Again, am willing to write a letter of support, as I am off on vacation starting Friday, but wanted to get my comments to you.

Sincerely,

John Lum, AIA  
John Lum Architecture, Inc.  
p. 415-558-9550-16  
f. 415-558-0554  
e. [john@johnlumarchitecture.com](mailto:john@johnlumarchitecture.com)

On Mar 30, 2015, at 2:25 PM, Michael Leavitt <[michael@leavittarchitecture.com](mailto:michael@leavittarchitecture.com)> wrote:

Hi John,

Following up on Friday's voicemail, please see attached plans, elevations, and a section of the proposed project. Feel free to contact me with any question or comments.

Regards,  
Michael

**LEAVITT ARCHITECTURE INC.**  
MICHAEL LEAVITT AIA, LEED-AP  
1327 MASON STREET  
SAN FRANCISCO, CA 94133  
t 415.674.9100  
f 415.674.9101

<A0 SITE PLAN-COVER.pdf>  
<A2.0 PROPOSED GRD.pdf>  
<A2.1 PROPOSED 2ND.pdf>  
<A2.2 PROPOSED 3RD.pdf>  
<A2.3 PROPOSED 4TH.pdf>  
<A2.4 PROPOSED 5TH.pdf>  
<A3.0 PROPOSED SVN ELEV.pdf>  
<A3.1 PROPOSED 17TH ST ELEV.pdf>  
<A3.2 PROPOSED SOUTH ELEV.pdf>  
<A3.3 PROPOSED REAR ELEV.pdf>  
<A4.0 PROPOSED SECTION.pdf>

**Bendix, Brittany (CPC)**

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**From:** Paul Sauer <paul.sauer@sauercreative.com>  
**Sent:** Saturday, March 21, 2015 10:15 AM  
**To:** micheal@leavittarchitecture.com; Bendix, Brittany (CPC)  
**Subject:** Support for 600 S. Van Ness Ave. project

Dear Brittany and Michael,

I am unable to attend the public hearing for the 600 S. Van Ness Project on Thursday, April 2, but wanted to express my opinion.

I've lived at 588 S. Van Ness Ave. for nearly 14 years and during most of that time property on which the proposed project would be built as been mostly neglected and derelict.

I think the 27-unit residential permit building would be a wonderful addition to that corner, which has done nothing but rot for over a decade.

The neighborhood has gone from dangerous and edgy from when I moved in to something better due to more residential housing. I think the addition of this building at 600 S. Van Ness would continue the trend and continue to develop the neighborhood.

I wholeheartedly and 100% support the project.

Thanks for allowing me to contribute my thoughts.

Thanks.

Paul Sauer  
Paul Sauer  
588 S. Van Ness Ave., Loft 2  
San Francisco, CA 94110  
Phone: (415) 255.6252  
Fax: (415) 525-3079  
skype: paulhsauer  
[paul.sauer@sauercreative.com](mailto:paul.sauer@sauercreative.com)  
[www.sauercreative.com](http://www.sauercreative.com)

**From:** robynn.takayama@gmail.com on behalf of Robynn Takayama  
**To:** Rahaim, John (CPC); Bendix, Brittany (CPC); michael@leavittarchitecture.com; cww.planning@gmail.com; planning@rodnevfong.com; wordweaver21@aol.com; Johnson, Christine (CPC); richhilliss@yahoo.com; mooreurban@aol.com; Richards, Dennis (CPC); Campos, David (BOS)  
**Subject:** 600 South Van Ness  
**Date:** Wednesday, April 08, 2015 3:59:49 PM

---

Dear Director Rahaim, Brittany Bendix, Michael Leavitt, and Planning Commissioners:

I'm someone who has benefited from affordable housing. In 2008 as the housing market was just about to crash, I bought a condo at 550 S. Van Ness through the Mayor's Office of Housing inclusionary housing program. At least four of the units in my building are part of this program and those of us participating in inclusionary are contributors to our community. Two of us are public servants working for the City and County of San Francisco and one of us has served on our home owner association's board of directors. Having inclusionary housing helps create diversity in a community, something that has rapidly been fading from San Francisco.

The public has not been adequately informed about the proposed project for 600 South Van Ness, down the street from my condo. I am writing to request an open, well-publicized, and conveniently located community meeting to learn about and discuss the proposed development at 600 South Van Ness.

Currently, development in the Mission District is completely out of balance. It is inconceivable that amidst the severe shortage of affordable housing in the Mission District, and after the voters' passage of Prop K last November, that developers are still proposing projects with zero onsite affordable housing and that commissioners would even consider approving such projects.

The Mission needs truly affordable housing now, not more luxury-priced units that are affordable only to the wealthy and that drive up the price of housing throughout the surrounding neighborhood.

Sincerely,

Robynn Takayama, homeowner

550 S. Van Ness Ave.

o:o:o:o:o:o:o:o:o:o:o:o:o:o:o:o:o:o:

Robynn Takayama

415-948-8702

<http://www.nonogirl.com>

[facebook](#) | [twitter](#) | [newsletter](#)

**From:** Cayla Lewis  
**To:** Rahaim, John (CPC); Bendix, Brittany (CPC); michael@leavittarchitecture.com; cwu.planning@gmail.com; planning@rodneyfong.com; wordweaver21@aol.com; Johnson, Christine (CPC); richhillissf@yahoo.com; mooreurban@aol.com; Richards, Dennis (CPC); Campos, David (BOS)  
**Date:** Wednesday, April 08, 2015 2:57:37 PM

---

Dear Director Rahaim, Brittany Bendix, Michael Leavitt, and Planning Commissioners:

The public has not been adequately informed about the proposed project for 600 South Van Ness. I am writing to request an open, well-publicized, and conveniently located community meeting to learn about and discuss the proposed development at 600 South Van Ness.

Currently, development in the Mission District is completely out of balance. It is inconceivable that amidst the severe shortage of affordable housing in the Mission District, and after the voters' passage of Prop K last November, that developers are still proposing projects with zero onsite affordable housing and that commissioners would even consider approving such projects.

The Mission needs truly affordable housing now. Not more luxury-priced units that are unaffordable to existing residents and that drive up the price of housing throughout the surrounding neighborhood.

Sincerely,

Cayla Lewis  
572 A 40th ave, SF

**From:** jls6400@gmail.com on behalf of Joe Sciarrillo  
**To:** Rahaim, John (CPC); Bendix, Brittany (CPC); michael@leavittarchitecture.com; cwu.planning@gmail.com; planning@rodneyfong.com; wordweaver21@aol.com; Johnson, Christine (CPC); richhilliss@yahoo.com; mooreurban@aol.com; Richards, Dennis (CPC); Campos, David (BOS)  
**Subject:** 600 South Van Ness Proposed Project  
**Date:** Wednesday, April 08, 2015 7:14:55 PM

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Dear Director Rahaim, Brittany Bendix, Michael Leavitt, and Planning Commissioners:

As someone who lives at 15th and Natoma, I feel that the public has not been adequately informed about the proposed project for 600 South Van Ness. I am writing to request an open, well-publicized, and conveniently located community meeting to learn about and discuss the proposed development at 600 South Van Ness.

Currently, development in the Mission District is completely out of balance. It is inconceivable that amidst the severe shortage of affordable housing in the Mission District, and after the voters' passage of Prop K last November, that developers are still proposing projects with zero onsite affordable housing and that commissioners would even consider approving such projects.

The Mission needs truly affordable housing now. Not more luxury-priced units that are unaffordable to existing residents and that drive up the price of housing throughout the surrounding neighborhood.

Thank you for your consideration.

Sincerely,

Joe Sciarrillo

--

Joe Sciarrillo, MSW graduate 2014  
UC Berkeley, School of Social Welfare  
Social Worker at the African Advocacy Network, San Francisco

Photographer/writer  
Bay Area Underground  
<http://thoughtpublishing.org/>



**From:** Jean Yaste  
**To:** [Rahaim, John \(CPC\)](#); [Bendix, Brittany \(CPC\)](#); [michael@leavittarchitecture.com](mailto:michael@leavittarchitecture.com); [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com); [planning@rodneyfong.com](mailto:planning@rodneyfong.com); [wordweaver21@aol.com](mailto:wordweaver21@aol.com); [Johnson, Christine \(CPC\)](#); [richhillissf@yahoo.com](mailto:richhillissf@yahoo.com); [mooreurban@aol.com](mailto:mooreurban@aol.com); [Richards, Dennis \(CPC\)](#); [Campos, David \(BOS\)](#)  
**Subject:** Request for an open, well-publicized, conveniently located community meeting to learn about and discuss the proposed development at 600 South Van Ness.  
**Date:** Thursday, April 09, 2015 12:11:41 AM

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Dear Director Rahaim, Brittany Bendix, Michael Leavitt, and Planning Commissioners:

The public has not been adequately informed about the proposed project for 600 South Van Ness. I am writing to request an open, well-publicized, and conveniently located community meeting to learn about and discuss the proposed development at 600 South Van Ness.

Currently, development in the Mission District is completely out of balance. It is inconceivable that amidst the severe shortage of affordable housing in the Mission District, and after the voters' passage of Prop K last November, that developers are still proposing projects with zero onsite affordable housing and that commissioners would even consider approving such projects.

The Mission needs truly affordable housing now. Not more luxury-priced units that are unaffordable to existing residents and that drive up the price of housing throughout the surrounding neighborhood.

Sincerely,

Sara Jean Yaste

SF Resident for 8+ years

118 Shotwell @ 15th St. SF CA 94103

**From:** Lis Worcester  
**To:** Rahaim, John (CPC); Bendix, Brittany (CPC); michael@leavittarchitecture.com; cwu.planning@gmail.com; planning@rodnevfong.com; wordweaver21@aol.com; Johnson, Christine (CPC); richhillissf@yahoo.com; mooreurban@aol.com; Richards, Dennis (CPC); Campos, David (BOS)  
**Subject:** 600 south van ness  
**Date:** Wednesday, April 15, 2015 10:50:43 AM

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From: Alison Worcester, 3566 17th Street #4, SF, CA. 94110

Dear Director Rahaim, Brittany Bendix, Michael Leavitt, and Planning Commissioners:

The public has not been adequately informed about the proposed project for 600 South Van Ness. I am writing to request an open, well-publicized, and conveniently located community meeting to learn about and discuss the proposed development at 600 South Van Ness.

Currently, development in the Mission District is completely out of balance. It is inconceivable that amidst the severe shortage of affordable housing in the Mission District, and after the voters' passage of Prop K last November, that developers are still proposing projects with zero onsite affordable housing and that commissioners would even consider approving such projects.

The Mission needs truly affordable housing now. Not more luxury-priced units that are unaffordable to existing residents and that drive up the price of housing throughout the surrounding neighborhood.

Please inform me of any upcoming planning meetings or community information events concerning housing in the Mission.

Thank you for all your hard work. It is appreciated.

Sincerely,

Alison Worcester

**From:** Claudia Leung  
**To:** Rahaim, John (CPC); Bendix, Brittany (CPC); michael@leavittarchitecture.com; cww.planning@gmail.com; planning@rodneyfong.com; wordweaver21@aol.com; Johnson, Christine (CPC); richhilliss@yahoo.com; mooreurban@aol.com; Richards, Dennis (CPC); Campos, David (BOS)  
**Subject:** Community Meeting on 600 South Van Ness  
**Date:** Wednesday, April 15, 2015 1:43:26 PM

---

Dear Director Rahaim, Brittany Bendix, Michael Leavitt, and Planning Commissioners:

The public has not been adequately informed about the proposed project for 600 South Van Ness. I am writing to request an open, well-publicized, and conveniently located community meeting to learn about and discuss the proposed development at 600 South Van Ness.

Currently, development in the Mission District is completely out of balance. It is inconceivable that amidst the severe shortage of affordable housing in the Mission District, and after the voters' passage of Prop K last November, that developers are still proposing projects with zero onsite affordable housing and that commissioners would even consider approving such projects.

The Mission needs truly affordable housing now. Not more luxury-priced units that are unaffordable to existing residents and that drive up the price of housing throughout the surrounding neighborhood.

Sincerely,

Claudia Leung  
282 Coleridge Street  
San Francisco, CA 94110

**Bendix, Brittany (CPC)**

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**From:** Jean Lindgren <lindgren.b8@gmail.com>  
**Sent:** Friday, April 17, 2015 7:46 PM  
**To:** Rahaim, John (CPC); Bendix, Brittany (CPC); info@tobonigroup.com; svettel@fbm.com; cwu.planning@gmail.com; planning@rodneyfong.com; wordweaver21@aol.com; Johnson, Christine (CPC); richhillissf@yahoo.com; mooreurban@aol.com; Richards, Dennis (CPC); Campos, David (BOS); policy@plaza16.org  
**Subject:** Toboni Group Project at 17th Street and South Van Ness

NO luxury condos at 17th and South Van Ness with ZERO onsite affordable units!!! Toboni Group has given residents a mere 5-days notice of their public meeting, inadequate time for outreach and an inadequate opportunity for public input. Obviously they have no intention of changing their plans no matter what we residents say.

**Do not approve Toboni Group's application!!!!**

Thank you.

Jean Lindgren

Mission District resident for 24 years

## **Bendix, Brittany (CPC)**

---

**From:** Eddie Stiel <eddiestiel@yahoo.com>  
**Sent:** Tuesday, April 21, 2015 8:27 AM  
**To:** Bendix, Brittany (CPC)  
**Cc:** Vu, Doug (CPC); Rahaim, John (CPC); Campos, David (BOS); Rodney Fong; Cindy Wu; Michael Antonini; Rich Hillis; Christine Johnson; Kathrin Moore; Richards, Dennis (CPC)  
**Subject:** 600 South Van Ness Site Posting/Community Meeting

Dear Ms. Bendix:

As of yesterday evening, the meeting announcement sign posted on the fence of 600 South Van Ness referred to the April 2nd Planning Commission hearing at which the Commission continued action until April 30th. Without an updated sign, the public cannot know that the Commission will consider this project at its April 30th meeting. Please post an accurate sign and continue this item until at least three weeks after your department posts the corrected sign.

Thank you for whatever role you played in encouraging Joseph Toboni to hold last night's belated and perfunctory community meeting/open house. However, I am disappointed that no one from your department attended the meeting. Had you or someone else attended, you would have heard the overwhelming opposition to this development from Mission District residents who took the time on such short notice to attend this meeting, held .5 miles from the project site. In addition, you would have observed first hand the condescending and patronizing attitude Toboni and his associates hold towards Mission District residents looking for information about this project.

In fact, without resistance from attendees last night, Joseph and Joey Toboni, Steve Vettel and Michael Leavitt would have refused to allow an open discussion of the proposed development, instead hoping to quash the free flow of opinion and information through a one-on-one format.

I am opposed to this proposed development because it does not meet the needs of the Mission District community. What we need is housing affordable to poor and working class people, not "luxury" housing whose development will hasten the economic forces of gentrification and displacement through evictions and landlord harassment.

I look forward to a posting of an accurate meeting announcement notice on the 600 South Van Ness site, a notification of a new continued hearing date, your recommendation against approving this proposed development, and Planning Commission rejection of it.

Thank you for letting me share my thoughts.

Sincerely,  
Edward Stiel

**Bendix, Brittany (CPC)**

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**From:** Latinzoneprod <latinzoneprod@aol.com>  
**Sent:** Tuesday, April 21, 2015 8:41 AM  
**To:** Bendix, Brittany (CPC)  
**Cc:** Vu, Doug (CPC); Rahaim, John (CPC); Campos, David (BOS); planning@rodneyfong.com; cwu.planning@gmail.com; wordweaver21@aol.com; richhillissf@yahoo.com; christine.johnson@sfgov.org; mooreurban@aol.com; Richards, Dennis (CPC); Campos, David (BOS)  
**Subject:** 600 South Van Ness Site Posting/Community Meeting

Brittany

I am upset how the developer for this project did such a POOR job reaching out to the community

My understanding is that there was last minute meeting put together last night which many of us were not able to attend. I also understand that no one from the planning department was present.

Why is it that the planning department was not present to hear the concern the residents of this community have about this project ?

We request that the project review by the Planning Commission be postponed until the developer:

1. Conduct a community meeting with at least 30 day notice
2. Planning Department is present at the community meeting
3. Adequate outreach is done in the community by the developer

gracias  
Roberto

**Roberto Y. Hernandez**  
**Our Mission No Eviction**  
**latinzoneprod@aol.com**  
**415.206.0577**

## **Bendix, Brittany (CPC)**

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**From:** spike <spikekahn@gmail.com>  
**Sent:** Tuesday, April 21, 2015 9:31 AM  
**To:** Eddie Stiel  
**Cc:** Bendix, Brittany (CPC); Vu, Doug (CPC); Rahaim, John (CPC); Campos, David (BOS); Rodney Fong; Cindy Wu; Michael Antonini; Rich Hillis; Christine Johnson; Kathrin Moore; Richards, Dennis (CPC)  
**Subject:** Re: 600 South Van Ness Site Posting/Community Meeting

Dear Ms. Bendix,

I, too, attended the meeting for the proposed 600 S Van Ness project last night, held at 2929 -19th street (for some reason, not near the project.) Mr. Stiel's description of the meeting was accurate. Neighbors who attended overwhelmingly objected to the proposed development, that would build luxury housing in a neighborhood in peril of becoming an elitist playground for the rich. (There was one neighbor who liked the idea of "cleaning up the neighborhood of crack addicts," which would not be addressed by this project.) The developer told us the purpose of the meeting was for him to tell us what he would be building at 17th and S Van Ness, not to listen to our objections about the lack of affordable housing in the project. And, thus, he can say he held a community meeting per the Planning Code. I don't see how this can be called "outreach," if the neighbors living near the project cannot be heard.

He proposes to pay an "in lieu" fee, to absolve himself of any responsibility to provide affordable housing on site. There is no immediate plan to build this "affordable housing" though, meanwhile 8000 Latino residents have been displaced in the Mission by people earning over \$100,000/yr. We are in a housing crisis, but it is not trickling down to those being displaced by luxury developments. If not in the Mission, then where and when will "affordable housing" projects be built?

The developer described himself at the meeting as the son of a single mom, who went to private school and thus somehow should be exempt from criticism for further gentrifying the Mission. Of course, his single mom would not be able to afford to live in this building, but he did not seem to see the irony of that.

I echo Mr. Stiel's request that proper notice be given to all neighbors and community organizations regarding this development, and that the Planning Commission hearing set for 2 days from now be postponed until such time as the required posting and notice period has been done.

peace

Spike Kahn, Pacific Felt Factory Arts Space  
[www.pacificfeltfactory.com](http://www.pacificfeltfactory.com)  
415-724-2055 (voice/text)  
[spikekahn@gmail.com](mailto:spikekahn@gmail.com)

On Tue, Apr 21, 2015 at 8:27 AM, Eddie Stiel <[eddiestiel@yahoo.com](mailto:eddiestiel@yahoo.com)> wrote:  
Dear Ms. Bendix:

As of yesterday evening, the meeting announcement sign posted on the fence of 600 South Van Ness referred to the April 2nd Planning Commission hearing at which the Commission continued action until April 30th. Without an updated sign, the public cannot know that the Commission will consider this project at its April 30th meeting. Please post an accurate sign and continue this item until at least three weeks after your department posts the corrected sign.

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In fact, without resistance from attendees last night, Joseph and Joey Toboni, Steve Vettel and Michael Leavitt would have refused to allow an open discussion of the proposed development, instead hoping to quash the free flow of opinion and information through a one-on-one format.

I am opposed to this proposed development because it does not meet the needs of the Mission District community. What we need is housing affordable to poor and working class people, not "luxury" housing whose development will hasten the economic forces of gentrification and displacement through evictions and landlord harassment.

I look forward to a posting of an accurate meeting announcement notice on the 600 South Van Ness site, a notification of a new continued hearing date, your recommendation against approving this proposed development, and Planning Commission rejection of it.

Thank you for letting me share my thoughts.

Sincerely,  
Edward Stiel



## **Bendix, Brittany (CPC)**

---

**From:** Aaron Goodman <amgodman@yahoo.com>  
**Sent:** Wednesday, April 22, 2015 10:31 PM  
**To:** Rahaim, John (CPC); Bendix, Brittany (CPC); michael@leavittarchitecture.com; cwu.planning@gmail.com; planning@rodneyfong.com; wordweaver21@aol.com; Johnson, Christine (CPC); richhillissf@yahoo.com; mooreurban@aol.com; Richards, Dennis (CPC); Campos, David (BOS)  
**Subject:** Capacity of the City is not being addressed in terms of Transit, and Public Ammenities. - Where is the housing for the existing community to move into?

Dear Director Rahaim, Brittany Bendix, Michael Leavitt, and Planning Commissioners:

When I see the 14/49 lines unable to load passengers due to packed entry's and exit's on a muni bus heading outbound or inbound, we are at capacity.  
When I see towers going up all over vs. low-scale infill, we are at capacity.  
When schools, libraries and open-space areas like Dolores Park are getting trashed and ruined due to overcrowding, we are at capacity.  
When we increase the population consistently without improving the infrastructure at a similar pace, we are at capacity.  
When oversized busses cram our city streets becoming a hazard to the public that walk our intersections daily because you cannot see past the bus or over it, we are at capacity.  
When plans for a decent sized (aka Olympic level) swimming pool is not even available to the mission distict, (Garfield Pool is under-sized) for the number of people your trying to get into the district, we are at capacity.  
When BART platforms are falling to pieces, (16th and 22nd st., Glen Park and Balboa Park) and linkage and connectivity are ignored and always pushed further out vs. fixing it now, we know we are at capacity.

The public has not been adequately informed about the proposed project for 600 South Van Ness. I am writing to request an open, well-publicized, and conveniently located community meeting to learn about and discuss the proposed development at 600 South Van Ness.

Currently, development in the Mission District is completely out of balance. It is inconceivable that amidst the severe shortage of affordable housing in the Mission District, and after the voters' passage of Prop K last November, that developers are still proposing projects with zero onsite affordable housing and that commissioners would event consider approving such projects.

The Mission needs truly affordable housing now. Not more luxury-priced units that are unaffordable to existing residents and that drive up the price of housing throughout the surrounding neighborhood. We need to fix what we have before we lunge further down the state mandated path towards destruction. We need to fix what we have made, and repair what needs to be repaired. You should not build another tower until resolution is made on how we will also build equitably for the renter's and citizens that cannot afford to buy the luxury units you are proposing without any semblance of affordable units ON-SITE.

Sincerely,

Aaron Goodman  
25 Lisbon St. San Francisco, CA, 94112

## **Bendix, Brittany (CPC)**

---

**From:** Rick Gerharter <rgerharter@igc.org>  
**Sent:** Thursday, April 23, 2015 6:32 PM  
**To:** planning@rodneyfong.com  
**Cc:** cwu.planning@gmail.com; wordweaver21@aol.com; richhillssf@yahoo.com; Johnson, Christine (CPC); mooreurban@aol.com; Richards, Dennis (CPC); Bendix, Brittany (CPC); Vu, Doug (CPC); Rahaim, John (CPC); Campos, David (BOS); jtoboni@tobonigroup.com; joey@tobonigroup.com  
**Subject:** Re: Proposed development at 600 South Van Ness  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

April 23, 2015

Dear President Fong,

We are writing with our concerns about the proposed development at 600 South Van Ness. Many questions remain unanswered as the Planning Commission schedules this project for consideration in late April.

Our concerns center on the apparent lack of affordable units, as well as the minimal outreach by the developer, Toboni Group, regarding this project.

The Plaza 16 Coalition would like to see a moratorium on all market rate residential construction in the Mission starting with 600 South Van Ness.

And yet, currently very few details have been shared by the developer regarding the affordability of this project:

What are the anticipated rents for these units? Do the mandated below market rate (BMR) units meet San Francisco's General Plan's goal of 60% affordable units? Or the 33 to 50% affordable housing policy of Proposition K, overwhelmingly passed by voters in November 2014? Or the Mission's neighborhood plan of 33% affordable units? When and where will the mandated off-site BMR units be built? Why are the BMR units not on-site? What will be the AMI level of these units; and is this at a level that people in the neighborhood can afford?

Similarly, the developer has done almost no outreach concerning this controversial project. A pre-application community meeting, limited to the immediate neighbors, 20 months ago (August 15, 2013), does not qualify as sufficient and meaningful community outreach. A second poorly advertised, monolingual, barely-attended meeting (April 20, 2015), held only due to pressure from neighbors, only ten days before your scheduled vote, does not qualify either.

We demand that the developer, the Toboni Group, hold a bi-lingual open, conveniently located and scheduled community meeting with bi-lingual notification

to nearby neighbors, businesses and community organizations, including the many groups such as the Plaza 16 Coalition and Calle 24 which have been active and very vocal in opposing displacement during this affordable housing crisis in the Mission. Since 2000 only 14% of new housing units in the Mission have been below market rate. This has led to massive evictions and displacement and an ongoing economic and ethnic cleansing of the neighborhood. We demand that this project be halted until the developer answers our questions and presents to the community a project that is affordable to its residents.

Sincerely,

The Plaza 16 Coalition

*The Coalition is composed of nearly 100 Mission based groups: community, artistic and non-profit organizations, residents, business owners, artists, unions and political clubs that have joined to demand no more market rate housing in the Mission.*

**DID YOU KNOW?** Over 93% of the units under construction or approved in the Mission are for the luxury market, not for working families.

**Bendix, Brittany (CPC)**

---

**From:** eileenmarietorrez . <eileenmarietorrez@gmail.com>  
**Sent:** Thursday, May 07, 2015 5:33 PM  
**To:** Rahaim, John (CPC); Bendix, Brittany (CPC); michael@leavittarchitecture.com; cwu.planning@gmail.com; planning@rodneyfong.com; wordweaver21@aol.com; Johnson, Christine (CPC); richhillissf@yahoo.com; mooreurban@aol.com; Richards, Dennis (CPC); Campos, David (BOS)  
**Subject:** Protect Affordable Housing in the Mission!

Dear Director Rahaim, Brittany Bendix, Michael Leavitt, and Planning Commissioners:

As a former Mission resident and current SF Resident working in social justice, I am incredibly concerned about the rising costs of affordable housing in the Mission. To protect Mission residents and avoid displacing the low-income and Latino communities further, I believe compassionate action is required. Presently, I am writing to request an open, well-publicized, and conveniently located community meeting to learn about and discuss the proposed development at 600 South Van Ness.

Development in the Mission District is completely out of balance. It is inconceivable that amidst the severe shortage of affordable housing in the Mission District, and after the voters' passage of Prop K last November, that developers are still proposing projects with zero onsite affordable housing and that commissioners would even consider approving such projects.

The Mission needs truly affordable housing now. Not more luxury-priced units that are unaffordable to existing residents and that drive up the price of housing throughout the surrounding neighborhood.

Sincerely,

Eileen Torrez

April 22, 2015

Hon. Rodney Fong, President  
San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA. 94103

Re: 600 South Van Ness  
Large Project Authorization: Case No. 2013.0614X  
Hearing Date: April 30, 2015

Dear President Fong and Commissioners:

We represent The Toboni Group, the project sponsor of the 600 South Van Ness project (the "Project"). Joe Toboni is a local builder with deep roots in the Mission who has developed mainly smaller projects throughout the City, including in the Mission and Excelsior districts. Exhibit A provides some background on Joe's background in the Mission.

**Project Site and Zoning.** The Project site is 9,496 square foot in size and is occupied by a small 1,750 square foot auto repair auto building and a 29-space surface parking at the corner of South Van Ness Avenue and 17<sup>th</sup> Street (see site photos in the Commission packet). The auto repair shop has been closed for over two years. The site is in the Mission Area Plan and was rezoned Urban Mixed Use (UMU) in the 2009 Eastern Neighborhoods rezoning, with a 58-X height and bulk designation. As described in Planning Code Section 843:

The Urban Mixed Use (UMU) District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. . . . [A]llowed uses include production, distribution, and repair uses such as light manufacturing, home and business services, arts activities, warehouse, and wholesaling. Additional permitted uses include retail, educational facilities, and nighttime entertainment. Housing is also permitted, but is subject to higher affordability requirements. Family-sized dwelling units are encouraged.

**Project Description.** Consistent with the UMU zoning and 58-X height and bulk district, the Project is a 5-story, 27-unit mixed use building with three ground floor retail spaces and 27 units above. The Project includes 12 two-bedroom and 15 one-bedroom units on floors two through five, with a second floor common courtyard and rooftop and balcony private open spaces. The ground floor will also house the Project's 17 off-street parking spaces, which will be accessed from a new curb cut on 17<sup>th</sup> Street, and 27 Class 1 bicycle parking spaces. Project

plans, elevations and renderings are in your packet.

**Heighted Affordable Housing Commitment.** The higher affordability requirement in the UMU district is 14.4% on-site BMR units, or 23% off-site or in lieu fee payment (compared to the standard 12%/20% in other zoning districts). The prior 18% on-site percentage was reduced to 14.4% by Proposition C in 2012, whereas the higher 23% off-site/in lieu requirement was not reduced. Providing on-site BMR units would yield four (4) affordable units. Instead, the project sponsor has elected not to take advantage of the Prop. C reduction, but instead has elected to pay to the Mayor's Office of Housing and Community Development the higher 23% in lieu fee amount, totaling \$1.95 million (using the 2015 fee schedule).

The City can leverage those funds to create about 8 affordable BMR units (the City's local subsidy is about \$250,000 per unit), twice the number of affordable units that would be built on-site. MOHCD has several 100% affordable housing sites in the Mission that remain unbuilt and will require public funding, including 1950 Mission Street and 17<sup>th</sup> and Folsom Street (both sites within three blocks of the Project site), and Shotwell and Cesar Chavez Street. An RFP for MOHCD to select a non-profit developer for 1950 Mission Street is now on the street, with responses due on May 8, 2015, and we are advised that RFPs for the other two sites will be issued before June 1, 2015. The Project's \$1.95 million in lieu fee payment can help get those projects off the ground.

There are some who oppose all market rate housing in the Mission. Yet, the 2009 Mission Area Plan contemplates a modest level of new housing development in the area, with the heightened affordable housing requirement discussed above. By providing \$1.95 million as an in lieu fee payment to MOHCD, plus contributing 27 new units to an area with high housing demand, the project will do its part to ease the housing shortage in the Mission and financially support new 100% affordable housing development. We reject the notion that retaining a vacant blighted surface parking lot is better for the Mission than providing new dwelling units and a substantial affordable housing payment.

**Minor Exceptions are Sought in the LPA Approval.** The Project is not seeking any major exceptions or variances. Rather, given the corner lot location, two of the four minor exceptions requested are associated with the configuration of the rear yard that is typical of corner buildings (an "L"-shaped building surrounding an interior block open space). The modified rear yard provides adequate light and air to all units in the building and correspondences to the pattern of rear yards of adjacent buildings.

The other two minor design exceptions are for the configuration of the bay windows overhanging South Van Ness and 17<sup>th</sup> Street, and for street active uses because two of the interior parking spaces is located 17 feet distant from the 17<sup>th</sup> Street frontage, somewhat less than the required 25 feet. The Planning Department is supportive of these four minor LPA exceptions.

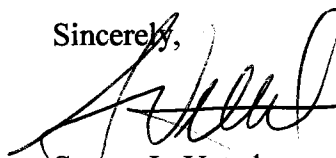
**All Environmental Impacts are Fully Mitigated.** A Community Plan Exemption ("CPE") was issued for the Project on April 9, 2015. It found that the impact of the loss of PDR use on this site would not result in a considerable contribution to the cumulatively significant and unavoidable loss of PDR space found in the Eastern Neighborhoods FEIR. Because the Project is located in the Mission Dolores Archeological District, the CPE imposes mitigation measures related to archeological identification, recovery and protection procedures. The only other mitigation measures imposed by the CPE are related to reducing construction noise, and the handling and removal of hazardous building materials, such as fluorescent light ballasts.

**Community Outreach and Support.** The project sponsor held a pre-application meeting in late 2013 and received support from the immediate neighbors. At the request of community activists, we also hosted an open house on April 20 of this year to update community members on the status of the project. About 10 people attended the April 20 open house (a sign-up sheet with the names of those who chose to sign in is at Exhibit B). No one expressed any particular concern about the project itself (and several immediate neighbors expressed support); rather, some attendees expressed their opposition to any market rate housing construction in the Mission, believing new housing displaces long-time residents. Some demanded that 50% to 100% of the project's units be BMRs. Without public subsidies, that is not a request that this project sponsor can consider.

The project has the support of many Mission District neighbors and merchants, and has endorsed by the San Francisco Housing Action Coalition. Attached as Exhibit C are numerous letters of support.

We request that the Commission approve the LPA and grant the four minor exceptions requested. Please contact me with any questions or concerns we can address prior to the hearing.

Sincerely,



Steven L. Vettel

cc: Brittany Bendix, Planning Department  
Joe Toboni, project sponsor  
Michael Leavitt, architect

## **Toboni Mission Roots:**

### **Joseph Toboni. Project Sponsor:**

- Born in SF and raised by a single mother;
- In 1988 built the 1<sup>st</sup> privately owned Senior and Disabled Fair Housing Bldg. at **4770 Mission Street** which is still owned and operated by the Toboni Family and **95% of the building's residents remain Section 8 tenants.**
- Presently a board member at **Holy Family Day Home** on 16<sup>th</sup> and Dolores.
- Presently on the Building Committee at **Mission Dolores Academy** on 16<sup>th</sup>/Dolores.
- Supporter of **7 Teepees** Youth Educational Program on 17<sup>th</sup> and South Van Ness.

### **Mary D. Toboni**

- Presently tutors second graders at **Mission Dolores Academy** every Wednesday.

### **Father: Joseph Toboni Jr.**

- Grew up in the **Mission** and went to **St. James Grammar School** and **Mission High School.**

### **Father in Law: Michael Driscoll**

- Grew up in the **Mission** and went to **Mission Dolores** and **Sacred Heart High School.**
- Owned and Operated **Driscoll's Mortuary** at 22<sup>nd</sup> and South Van Ness for over 40 years.

### **Son: Joseph Toboni IV:**

- Presently is a big brother/mentor to a child born into the **Valencia Housing Project.**

***Our Toboni/Driscoll family has attended such schools as St. Pauls, Corpus Christi, St. Peters and Balboa HS in addition to the schools mentioned above. Several of our brothers, sisters, aunts, uncles and cousins have lived and worked in the Mission for years.***



# Sign-Up Sheet : 600 South Van Ness Outreach Meeting

Name:	Phone Number	Email Address	Address	More Information?
CAKOLE McGOLDRICK	(415) 621- 9523	SUNFLOWER WILD GIRL (A) YAHOO.COM	39 CAMP STREET	
ERICK ARGUELLO	415- 323-8939	ERICK@ CALL24SF .ORG	1065 HAMPSHIRE	CALL 24 LATINO CULTURAL DISTRICT
DAN HIRSCH	415-977-3610	daniel.hirsch @MissionLocal.COM	2301 Mission	Mission LOCAL
Maria De La Mora	415) 205-0627	1337 Alabama St	maria-delamora@yahoo.com	
Surette Blackwell	415 294- 7123	3178 17th Street #3	surette@blackwellfiles. com	Neighbor of project
Chris Thomas	510 386 3695	c.thomas.st@ gmail.com		

Held at Mission Language Vocational School (2929 19th Street)  
 Monday, April 20, 2015  
 Bill Xesse, Community Liaison

***In Support of 600 South Van Ness Avenue***

*I fully support the 27 unit plus retail project at 600 South Van Ness Ave. at the corner of 17<sup>th</sup> Street. This project will greatly improve this particular corridor of South Van Ness Avenue as well as be welcome addition to the neighborhood.*

*Bringing in new vitality through active residents and retail space will clean up and revitalize this part of the Mission.*

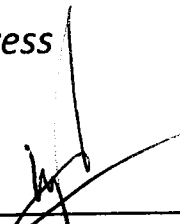
*By signing this petition we are giving our full support to the project.*

Vinh T. Rinh

Name

659 S VAN NESS

Address



Signature

***In Support of 600 South Van Ness Avenue***

*I fully support the 27 unit plus retail project at 600 South Van Ness Ave. at the corner of 17<sup>th</sup> Street. This project will greatly improve this particular corridor of South Van Ness Avenue as well as be welcome addition to the neighborhood.*

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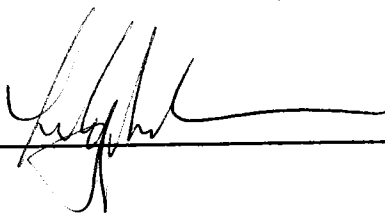
*By signing this petition we are giving our full support to the project.*

LAMB PHUN

Name

659 S VAN NESS

Address



Signature

***In Support of 600 South Van Ness Avenue***

*I fully support the 27 unit plus retail project at 600 South Van Ness Ave. at the corner of 17<sup>th</sup> Street. This project will greatly improve this particular corridor of South Van Ness Avenue as well as be welcome addition to the neighborhood.*

*Bringing in new vitality through active residents and retail space will clean up and revitalize this part of the Mission.*

*By signing this petition we are giving our full support to the project.*

          GANG ZHAO          

Name

          659 S VAN NESS          

Address

          Gang Zhao          

Signature

***In Support of 600 South Van Ness Avenue***

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Stacey Lee

Name

659 S VAN NESS

Address



Signature

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Qian yi Liu

Name

659 S VAN NESS

Address

[Signature]

Signature

## ***In Support of 600 South Van Ness Avenue***

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Don't ~~to~~ CHZ

Name

659 S VAN NESS

Address

[Signature]

Signature

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*Brian Wong*

Name

*659 SVAN NESS*

Address

*[Signature]*

Signature



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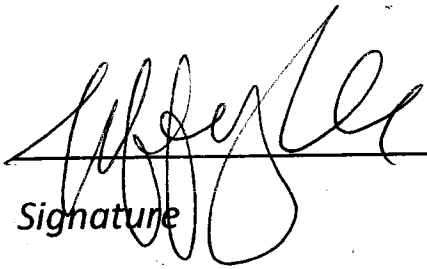
*By signing this petition we are giving our full support to the project.*

Tiffany Lai

Name

639 S VAN NESS

Address



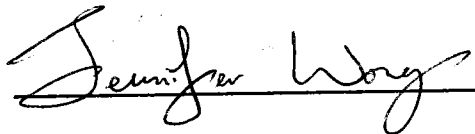
Signature

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\_\_\_\_\_

Name

659 S VAN NESS  
\_\_\_\_\_

Address

\_\_\_\_\_

Signature

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*By signing this petition we are giving our full support to the project.*

ALLEN YUAN

Name

659 S VAN NESS

Address

AS

Signature

***In Support of 600 South Van Ness Avenue***

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JIMMY THANG

Name

659 S VAN NESS

Address

[Signature]

Signature

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Yi Kang - Huang

Name

659 S VAN NESS

Address

Yi Kang - Huang

Signature

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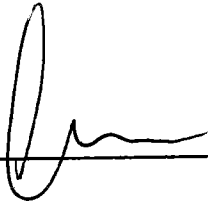
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CALVIN LEE

Name

659 S VAN NESS

Address



Signature

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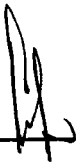
*By signing this petition we are giving our full support to the project.*

KEN TAM

Name

659 SOUTH VAN NESS AVE. S.F. CA 94110

Address



Signature

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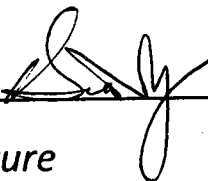
*By signing this petition we are giving our full support to the project.*

DAVID NG

Name

659 SOUTH VAN NESS AVE

Address



Signature



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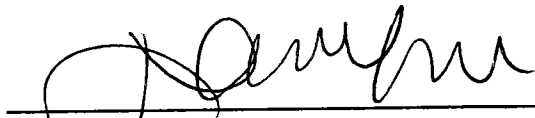
*By signing this petition we are giving our full support to the project.*

*Irene Lee*

Name

*659 S VAN NESS*

Address

A handwritten signature in black ink, appearing to be 'Diana', written over a horizontal line.

Signature

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***By signing this petition we are giving our full support to the project.***

*MICHAEL STELLING*

Name

*800, SOUTH VANNESS*  
*SAN FRANCISCO*

Address

*Michael Stelling*

Signature

**In Support of 600 South Van Ness Avenue**

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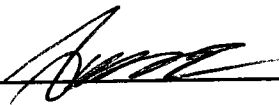
*By signing this petition we are giving our full support to the project.*

Alberto Del Carmen

Name

801 South Van ness ave (Kaiser Glass)

Address



Signature

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MEHRDAD RAHMANI

Name

801 S. Vanness (Kaiser Glass)

Address

Mehdad

Signature

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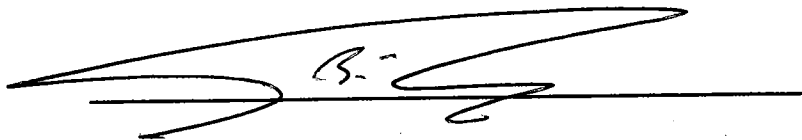
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Ben Nahidi

Name

801 South Van Ness Ave

Address S.F. CA, 94110



Signature

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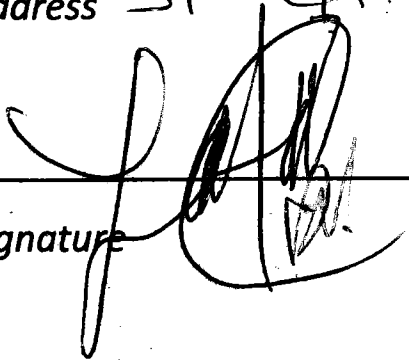
ALFREDO LOPEZ

Name

798 SOUTH VANESS

Address SF CA 94110

Signature



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ROMAN DZIS

Name

601 - S. VANNESS

Address S.F. , CA. 94110



Signature

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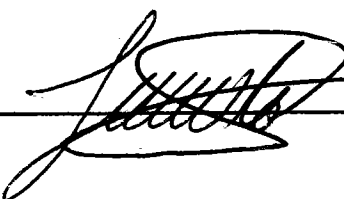
***By signing this petition we are giving our full support to the project.***

Carlos Zavala

Name

801 S. VANNESS APT. 1

Address



Signature



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Jane A Kocub

Name

801 S. Van Ness Ave

Address

[Signature]

Signature

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HUMBERTO GONGORA

Name

801 S. VANNESS #3

Address

Humberto Gongora

Signature

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Julio Camara

**Name**

801 South Vaness Ave

**Address**

Julio Camara

**Signature**

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Ramiro Nunez

Name

800. South Van Ness Av.

Address



Signature

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Sheila Negi

Name

4770 Mission St.

Address

# 201 S.F. CA 94112

Sheila Negi

Signature

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Jose Pofano

Name 4770 Mission St #203  
S.F. CA 94112

Address

4770 Mission St 203

Signature Jose Pofano

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\_\_\_\_\_  
*Victor Manuel*

Name

\_\_\_\_\_  
*Victor Manuel Quac Sot*

Address *4770 Mission St #581*  
*S.F. CA 94112*

\_\_\_\_\_  
*Victor Manuel*

Signature

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Lorena Guzman

Name

531 Paris St S.F.

Address



Signature



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*Salvador Angelo*

Name

*79 Maynard S. F.*

Address

*Salvador Angelo*

Signature

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*Tyrone Lawson*

Name

*47 to Mission St #205*

Address

*S.F. CA 94112*

*Tyrone Lawson*

Signature

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Arenis Lucia

Name

4770 Mission St #104

Address

S.F. CA 94112

~~Lucia Arenis~~

Signature

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Maria Tapia

Name

4788 Mission St S.F.

Address

Maria Tapia

Signature

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*Martina Salgado*

Name

*4780 Mission St.*

Address

*[Signature]*

Signature

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MARIA ESQUIVEL

Name

446 MISSION ST.  
S.F. CA 94112

Address



Signature

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*Jose A Landaverde*  
\_\_\_\_\_  
Name *4799 Mission St.*  
*S.F. CA 94112*  
\_\_\_\_\_

Address

*[Signature]*  
\_\_\_\_\_  
Signature

## ***In Support of 600 South Van Ness Avenue***

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Amelia Munoz

Name

4770 Mission St. #303

Address S.F. CA 94112

Amelia Tde Munoz.

Signature



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*Nadine Mayorga*

**Name**

*4770 Mission St # 301*

**Address**

*S.F. CA 94112*

*Nadine Mayorga*

**Signature**

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Blanca I. Suarez

*Name*

4770 Mission St. # 202 SF. Ca 94112

*Address*

Blanca I. Suarez

*Signature*

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Valeri Berdichevskiy  
Name 4770 Mission St. # 207  
S.F. CA 94112

Address

Berdich

Signature

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*Victoria Canales*

Name

*4770 Mission Street S.F.*

Address *# 206*

*Victoria A. Canales. 04/19/2015*

Signature

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Bruce Williams  
Name 4770 Mission St.  
#305 S.F. CA 94112

Address

Bruce Williams  
Signature #305

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*Maria S Rodriguez*  
Name

Address *4770 Mission st apt. # 302.*  
*San FRANCISCO. 94112.*

*M*  
Signature *Maria S Rodriguez*

***In Support of 600 South Van Ness Avenue***

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Amanda Orellana

Name

4770 Mission St # 210

Address S.F. CA 94112

X Amanda Orellana

Signature

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TERESA RODRIGUEZ

Name

4770 Mission St #211  
Address S.F. CA 94112

Rodriguez

Signature



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*By signing this petition we are giving our full support to the project.*

*Shirley E. Meadows*

Name

11423 Thomas Ave

Address

*Shirley E. Meadows*

Signature

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*Gladys Moreno - Perla Rodriguez*

Name

*4770 Mission St. #404*

Address

*Perla Rodriguez for Gladys Moreno*

Signature

2

**In Support of 600 South Van Ness Avenue**

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*Bringing in new vitality through active residents and retail space will clean up and revitalize this part of the Mission.*

*By signing this petition we are giving our full support to the project.*

*Qia Lee Coleman*

Name

*4770 Mission St #310*  
*S.F. CA 94112*

Address

*Qia Lee Coleman*

Signature

***In Support of 600 South Van Ness Avenue***

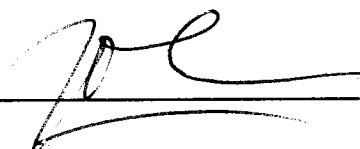
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CHAU TRAN  
Name 4770 MISSION ST 105  
~~4770~~ S.F. CA 94112

Address

  
Signature

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Ruth SORIANO

Name

4770 MISSION ST #309

Address

Ruth Soriano

Signature

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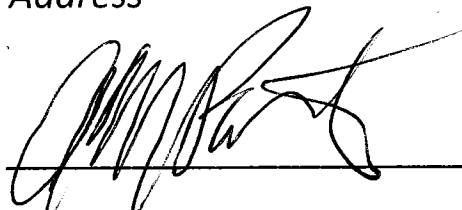
ARMANDO PASTOR

Name

4770 Mission St. #308

Address

S.F. CA 94112



Signature

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*Cheryl Jones*

Name

*1824 25th St.*

Address

*S.F.*

*Cheryl Jones*

Signature

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Ana Perla Aureoles

Name

4770 Mission St #311

Address

San Francisco, CA 94112

Ana Perla Aureoles

Signature



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*Lawrence J. Tobani*  
Name *LAWRENCE J. TOBANI*

*4770 Mission St #501*  
Address *S.F. 94112*

*Lawrence J. Tobani*  
Signature

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*Jim Hamilton*

Name

*4270 MISSION # C/05*

Address *S.F. CA 94112*

*[Signature]*

Signature

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STIMA SHUSTER

Name

4770 MISSION STR. #204, S.E. CA 94112

Address

SSh

Signature

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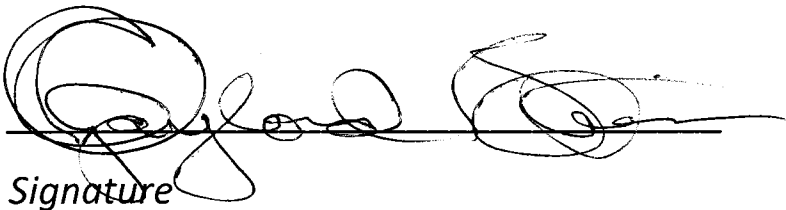
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Gaylord Stein

Name

4770 Mission St Apt. 412

Address



Signature

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*CAROLYN SEVENSBERN*

Name

*4770 Mission St APT 102, SF 94112*

Address

*Carolyn Sevensborn 4-20-15*

Signature

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Name Maria Segaria  
4770 Mission St. #103  
S.F. CA 94112

Address X Maria Segaria

Signature X

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Evelyn Guerrero

Name

4796 mission st

Address



Signature

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Kurt Anderson

Name

4796 Mission St SF

Address

Kurt Anderson

Signature

S.F. CA 94112



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Emetria Martinez

Name

4778 Mission St 94112

Address

Emetria Martinez

Signature

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Roberto Jata

Name

Roberto Jata

Address

477 Mission St.  
# 301 SF. CA 94112

[Signature]

Signature

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*MARY PAT Moylan*  
\_\_\_\_\_  
Name

*2750 - 19<sup>th</sup> Street*  
\_\_\_\_\_  
Address

*Mary Pat Moylan*  
\_\_\_\_\_  
Signature

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*J. Willin*

Name

*2750 19<sup>th</sup> St.*

Address

Signature

*[Handwritten Signature]*

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Dee Dee Salena

Name

2750 19<sup>th</sup> St.

Address

DD Salena

Signature

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Sharon Zhy

Name

3240 21<sup>st</sup> ST. SF-CA 94110

Address

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DEIDRE CASSIDY

***Name***

188 MIDCREST WAY, SF

***Address***

***In Support of 600 South Van Ness Avenue***

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Margarit Vohryz

Name

2501 MISSION ST.

Address



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***Name***

***2501 Mission St. of CA 94110***

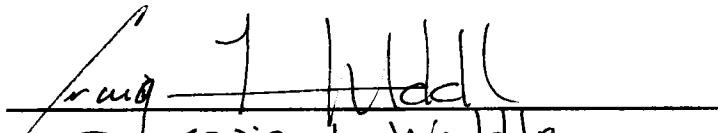
***Address***

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Name

68 Wabash Terrace, S.F., CA 94134

Address

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MASSIMO LOPEZ

***Name***

2501 MISSION ST SECA 94110

***Address***

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Michael Podesta

Name Michael Podesta

2501 Mission St SF


Address

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Donis Lancorin 

***Name***

2501 Mission Street, San Francisco

***Address***

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Sean Komarmy

***Name***

131 Havenside Dr. SF. CA. 94132

***Address***

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*Greg Fulford*      *Greg Fulford*

***Name***

*2501 Mission Street, SF, CA 94110*

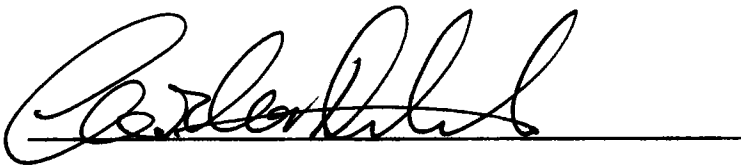
***Address***

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A handwritten signature in black ink, appearing to read 'Carlos D. Caballero', written over a horizontal line.

Name CARLOS D. CABALLERO

570 PAGE ST #5, SF, CA 94117

Address



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\_\_\_\_\_  
Name *Mano Barvelas*

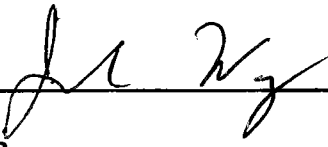
*2501 Mission St, SF 94101*  
\_\_\_\_\_  
Address

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\_\_\_\_\_  
Name

730 18<sup>th</sup> Ave SF  
\_\_\_\_\_  
Address 9414

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*Michael Padilla*

***Name***

*2501 Mission St San Francisco CA 94110*

***Address***

***In Support of 600 South Van Ness Avenue***

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*Alex Z. Davies*

***Name***

*2501 Mission St. SF.*

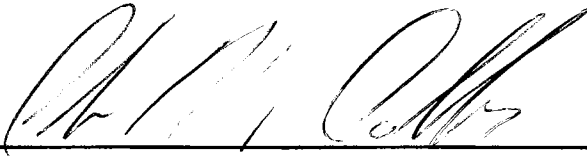
***Address***

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**Name**

*3240 21st St*

**Address**

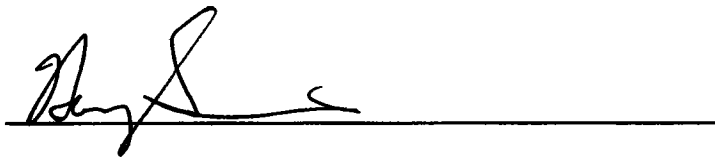
*SF CA 94110*

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A handwritten signature in black ink, appearing to be "Amy", is written over a horizontal line.

Name

2526 Mission St. SF, CA 94114

Address

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***By signing this petition we are giving our full support to the project***

John Brennan

***Name***

50 Everson St., 94131

***Address***

***In Support of 600 South Van Ness Avenue***

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*Pete Gallegos*

**Name**

*245 Benton Ave. SF. CA 94112*

**Address**

*Pete Gallegos*

**Signature**



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***By signing this petition we are giving our full support to the project.***

Maurice Casey

**Name**

490 South Van Ness Ave

**Address**

Maurice Casey

**Signature**

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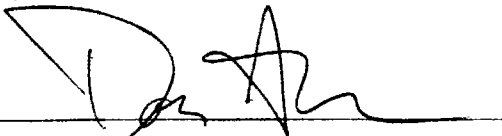
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Don ALAN

Name

533 Valencia St #1

Address



Signature

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Steve Fox

ame

1096 S Van Ness Ave San Francisco CA

ddress

*1096*

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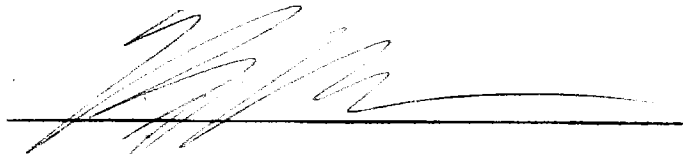
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Barak Jolish

***Name***

2432 Castro St., SF

***Address***



***Signature***

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NAT CUTLER

Name

3141 16<sup>th</sup> St. SE 94103

Address

Nat Cutler

Signature

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*John T O'Brien*

Name

*2132 Folsom St*

Address

Signature

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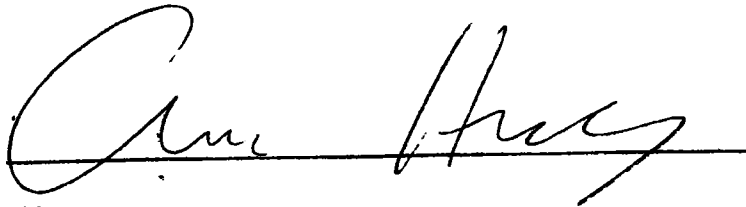
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CHRISTOPHER HICKEY

**Name**

2140 FOLSOM ST SF CA 94110

**Address**



**Signature**

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**GIDEON KRAMER**

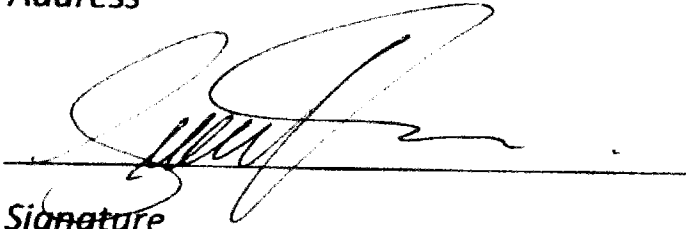
---

***Name***

**48A Dorland St., San Francisco, CA 94110**

---

***Address***



A handwritten signature in black ink, appearing to read 'Gideon Kramer', is written over a horizontal line. The signature is stylized with large, sweeping loops.

***Signature***



***In Support of 600 South Van Ness Avenue***

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**JENNY KRAMER**

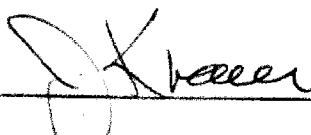
---

***Name***

**48A Dorland St., San Francisco, CA 94110**

---

***Address***

  
\_\_\_\_\_

***Signature***

***In Support of 600 South Van Ness Avenue***

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Jenna Coughlin

***Name***

550 Davis St #48, San Francisco 94111

***Address***

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Kristina Itskovich / SF Tikes Academy  
Name

1218 SVN, SF, CA 94110  
Address

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 JAMES NUNEZ

***Name***

250 MISSION ST, SFCA 94110.


***Address***

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\_\_\_\_\_

Name

30 California St, San Francisco, CA 94111

Address

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Mark Brennan

**Name**

575 Cole St., SF CA 94117

**Address**

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***Alex Kobvyansky***  
\_\_\_\_\_  
**Name** *Alex Kobvyansky*

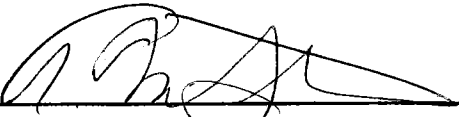
***1218 South Van Ness***  
\_\_\_\_\_  
**Address**

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***By signing this petition we are giving our full support to the project***

  
\_\_\_\_\_  
Name      A.M. STRAUS

\_\_\_\_\_  
Address      1278 S. VAN NESS AVE  
                 ST



***In Support of 600 South Van Ness Avenue***

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*Robert R. Tillman*  
*President & CEO, RRTI, Inc.*

***Name***

*2918-2922 Mission St., San Francisco, CA*

***Address***

*Robert R. Tillman*

***Signature***

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Marjorie Blen / Cherins

***Name***

727 Valencia St S.F CA 94

***Address***

W. Byle

***Signature***

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Michael Cherin Cherin's Appliance

**Name**

727 Valencia st

**Address**



**Signature**

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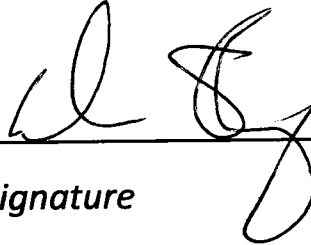
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Dan Storz

Name

3371 16th St., 94114

Address



Signature

## ***In Support of 600 South Van Ness Avenue***

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Ivana Iacolino

**Name**

3371 16th St SE 94114

**Address**

Ivana Iacolino

**Signature**

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ARTURO ALBANO

Name

3321- 16<sup>th</sup> ST., SFO, CA 94114

Address



Signature

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Lara Hansen

Name

3371 16th Street, San Francisco, CA 94114

Address

Lara Hansen

Signature

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Emily Corbin

Name

160 Lomita ave. SF, CA 94122

Address

Emily Corbin

Signature



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MARTY OBERID

Name

727 Valencia ST S.F 94110

Address

Walter Green

Signature

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*Dean Zigler*

**Name**

*727 Valencia St.*

**Address**

*Dean Zigler*

**Signature**

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Andrea Marino

Name

3371 16<sup>th</sup> Street San Francisco, CA 94109

Address

Andrea Marino

Signature

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*Rochelle Gumpert-Reid*

**Name**

*3371 16<sup>th</sup> St. SF, CA 94114*

**Address**



**Signature**

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*DONNA M CAHILL*

Name

*employed at 299 DOLORES STREET @ 16<sup>th</sup> Street*  
Address *San Francisco, CA 94103*

*Donna McCahill*

Signature *Resident at 860 Falm Ave, SF, 94112*

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DAVID BRATTON-KEARNS

Name

EMPLOYED AT:

Address      299 Dolores St.  
                 at 16<sup>th</sup>.

David Bratton-Kearns

Signature

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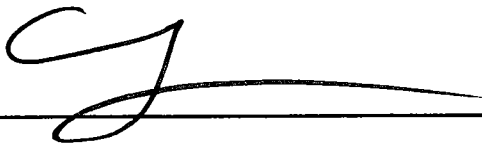
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*Cheryl Uyehara*

*Name*

*299 Dolores St, San Francisco CA 94103*

*Address*



*Signature*

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*SR Marianne Smith*

Name

*employed at 299 Dolores St @ 16<sup>th</sup> Street, SF, 94103*

Address

*Marianne Smith*

Signature



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*Steven Wong*

Name

*employed at 299 Dolores St, SF 94103*

Address

*Steve Wong*

Signature

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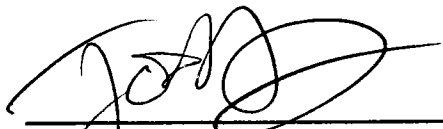
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JOSHUA S. DEEVER

Name

employed at 299 Dolores Street, SF 94103

Address



Signature

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*Denise Kahn - Employee*

Name *MISSION Dolores Church*  
*3321 16th St. S.F. CA 94111*

Address

*Denise Kahn*

Signature

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*Charles Gagan*

*Name*

*3371-16<sup>th</sup> St*

*Address*

*Charles Gagan*

*Signature*

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Regina Wurst  
Name

650 Alvarado St #205, San Francisco 94114  
Address

Regina M. Wurst  
Signature

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Andrea Marino

Name

3371 16<sup>th</sup> Street San Francisco, CA 94109

Address

Andrea Marino

Signature

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MARTIN LABAGH

**Name**

370 So. Van Ness SF 94103

**Address**

Martin Labagh

**Signature**

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ALBERTO RAMIREZ

**Name**

1237 POTRERO AVE APT A

**Address**



**Signature**



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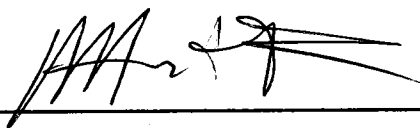
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*Alex A Argueta Flores*

Name

*2126 Mission St apt #18*

Address



Signature

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Deris Villalobos

**Name**

1126 15<sup>th</sup> St. S.F. CA

**Address**

Jas' V

**Signature**

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GABRIEL-D. LOPEZ MEJIA

***Name***

108 Monterrey BLVD San Francisco CA

***Address***

Gabriel Lopez

***Signature***

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Fidel Garcia

Name

1374 Natoma St

Address

Fidel Garcia

Signature

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*David Mendicino*

Name

*Notoma 1379 ST S.F*

Address



Signature

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Douglas Campbell

Name

1379 Natomas St

Address



Signature

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Providence Ann Frassinello

**Name**

3371 - 16<sup>th</sup> Street

**Address**

Providence Ann Frassinello

**Signature**

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Donald Cherin

**Name**

727 Valencia St SF

**Address**

Donald Cherin

**Signature**



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MARGARET P. WALDEN

*Name*

3371 - 16th St. S.F. 94114

*Address*

Margaret P. Walden

*Signature*

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NATALIE CASTELO

***Name***

3371 16<sup>th</sup> ST. SF 94110

***Address***

Natalie Castelo

***Signature***

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MARY T LESSER

Name

898 South Van Ness St San Francisco, CA 94110

Address

Mary Lesser

Signature

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ADAM J. LESSER

***Name***

898 South Van Ness St SAN FRANCISCO, CA 94111

***Address***

[Signature]

***Signature***

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ANDY LESSER

***Name***

898 S. Van Ness St. San Francisco, CA 94110

***Address***

[Signature]

***Signature***

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Jose Miranda

***Name***

565 South van ness

***Address***

Jose Miranda

***Signature***

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*Carlos Lopez*

Name

*256 San Carlos St*

Address

*San Francisco 94110*

*Carlos Lopez*

Signature

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*Piccolo Sandoval*

**Name**

*565 S. Van Ness Ave*

**Address**

*[Signature]*

**Signature**



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Sean Farrell

***Name***

1585 Fulton Street San Francisco, CA 94103

***Address***

[Signature]

***Signature***

***In Support of 600 South Van Ness Avenue***

***I fully support the 27 unit plus retail project at 600 South Van Ness Ave. at the corner of 17<sup>th</sup> Street. This project will greatly improve this particular corridor of South Van Ness Avenue as well as be welcome addition to the neighborhood.***

***Bringing in new vitality through active residents and retail space will clean up and revitalize this part of the Mission.***

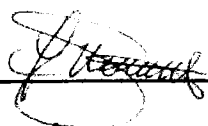
***By signing this petition we are giving our full support to the project.***

TROY SIMONETTI

***Name***

1585 Folsom Street  
SAN FRANCISCO, CA 94103

***Address***

  
***Signature***

***In Support of 600 South Van Ness Avenue***

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***By signing this petition we are giving our full support to the project.***

*Lisa Tam*

**Name**

*1585 Folsom St. San Francisco, CA 94103*

**Address**

*[Handwritten signature]*

**Signature**

***In Support of 600 South Van Ness Avenue***

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***By signing this petition we are giving our full support to the project.***

*Steve Sindwell STEVE Firdwell*

**Name**

*1585 Folsom St*

**Address**

*Steve Sindwell*

**Signature**

***In Support of 600 South Van Ness Avenue***

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***By signing this petition we are giving our full support to the project.***

*MAY CEF*

**Name**

*227 S. VAN NESS ST, SF. 94134*

**Address**

**Signature**

***In Support of 600 South Van Ness Avenue***

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***By signing this petition we are giving our full support to the project.***

*Isabella Fortes Campos*

***Name***

*1585 Fellman St SF CA 94103*

***Address***

*Isabella Fortes Campos*

***Signature***

***In Support of 600 South Van Ness Avenue***

***I fully support the 27 unit plus retail project at 600 South Van Ness Ave. at the corner of 17<sup>th</sup> Street. This project will greatly improve this particular corridor of South Van Ness Avenue as well as be welcome addition to the neighborhood.***

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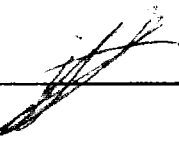
William Klotz

***Name***

1 Isola Way San Francisco, CA 94127

***Address***

***Signature***



***In Support of 600 South Van Ness Avenue***

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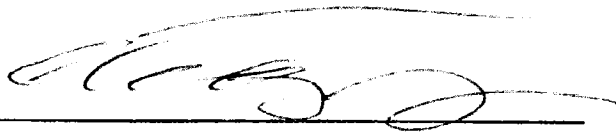
***By signing this petition we are giving our full support to the project.***

*Tina Jones*

**Name**

*1585 Folsom St SF, CA 94102*

**Address**

A stylized, cursive handwritten signature, likely belonging to Tina Jones, written over a horizontal line.

**Signature**



***In Support of 600 South Van Ness Avenue***

***I fully support the 27 unit plus retail project at 600 South Van Ness Ave. at the corner of 17<sup>th</sup> Street. This project will greatly improve this particular corridor of South Van Ness Avenue as well as be welcome addition to the neighborhood.***

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***By signing this petition we are giving our full support to the project.***

*Craig Weber*

***Name***

*1150 Shattuck St. S.F. 94110*

***Address***

*Craig Weber*

***Signature***

***In Support of 600 South Van Ness Avenue***

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***Bringing in new vitality through active residents and retail space will clean up and revitalize this part of the Mission.***

***By signing this petition we are giving our full support to the project.***

Paul Stoll

**Name**

3234 16<sup>th</sup> STREET SF CA 94103

**Address**

Paul Stoll

**Signature**

**In Support of 600 South Van Ness Avenue**

**I fully support the 27 unit plus retail project at 600 South Van Ness Ave. at the corner of 17<sup>th</sup> Street. This project will greatly improve this particular corridor of South Van Ness Avenue as well as be welcome addition to the neighborhood.**

**Bringing in new vitality through active residents and retail space will clean up and revitalize this part of the Mission.**

**By signing this petition we are giving our full support to the project.**

NINA KLOTZ

**Name**

467 FILBERT ST SF, Ca 94133

**Address**

Nina Klotz

**Signature**

owner  
City Lights  
12<sup>th</sup> / Folsom

***In Support of 600 South Van Ness Avenue***

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ALEXANDRA MASSIONI

***Name***

1585 FOLSOM ST SE, CA 94103

***Address***

A. Massioni

***Signature***

***In Support of 600 South Van Ness Avenue***

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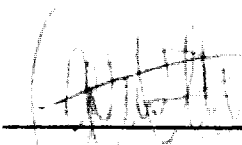
***By signing this petition we are giving our full support to the project.***

Angelique Guillermo

***Name***

1505 Folsom Street, SF, 94103

***Address***



***Signature***

***In Support of 600 South Van Ness Avenue***

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***By signing this petition we are giving our full support to the project.***

*Susan Peng*

**Name**

*1585 Folsom Street, San Francisco, CA 94103*

**Address**

*See by*

**Signature**











SCOPE OF WORK

NEW CONSTRUCTION OF MIXED USE BUILDING CONTAINING A TOTAL OF 27 RESIDENTIAL UNITS ON FOUR LEVELS, OVER THREE GROUND FLOOR COMMERCIAL SPACES AND PRIVATE PARKING GARAGE FOR 17 AUTOMOBILES AND 27 BICYCLES.

PLANNING DEPARTMENT NOTES

PROJECT LOCATION:  
SOUTHWEST CORNER OF SOUTH VAN NESS AVENUE & 17TH ST.

ZONING DISTRICT:  
UMU

PROPOSED BUILDING USE:  
27 RESIDENTIAL UNITS ON FOUR LEVELS OVER 3 GROUND FLOOR COMMERCIAL SPACES AND PRIVATE PARKING GARAGE.

BUILDING HEIGHT LIMIT:  
58-X. PROPOSED BUILDING HEIGHT = 58'-0"

RESIDENTIAL DENSITY:  
UNLIMITED. 40% OF UNITS REQUIRED TO BE TWO BEDROOMS, 27 UNITS PROPOSED (12 TWO BEDROOM / 15 ONE BEDROOM).

SETBACKS:  
25 % (2,375 S.F.) REAR YARD REQUIRED AT FIRST LEVEL OF RESIDENTIAL OCCUPANCY PER CODE SECTION 134(a)(1). 2,378 S.F. PROVIDED AS 25% REAR YARD EQUIVALENT AT SECOND FLOOR DECK AREA.

USABLE OPEN SPACE:  
80 S.F. USABLE OPEN SPACE REQUIRED PER RESIDENTIAL UNIT PER SECTION 135. 7 PRIVATE ROOF DECKS AND 2 PRIVATE DECKS AT 2ND FLR. PROVIDED (SEE SHEETS A0 & A2.1).

REMAINING 18 UNITS REQUIRE 80 S.F EACH OF SHARED USABLE OPEN SPACE, 18 X 80 = 1,440 S.F. REQUIRED. COMMON DECK AT 2ND FLOOR PROVIDED @ 1,440 S.F. (SEE SHEET A2.1), THEREFORE BUILDING COMPLIES.

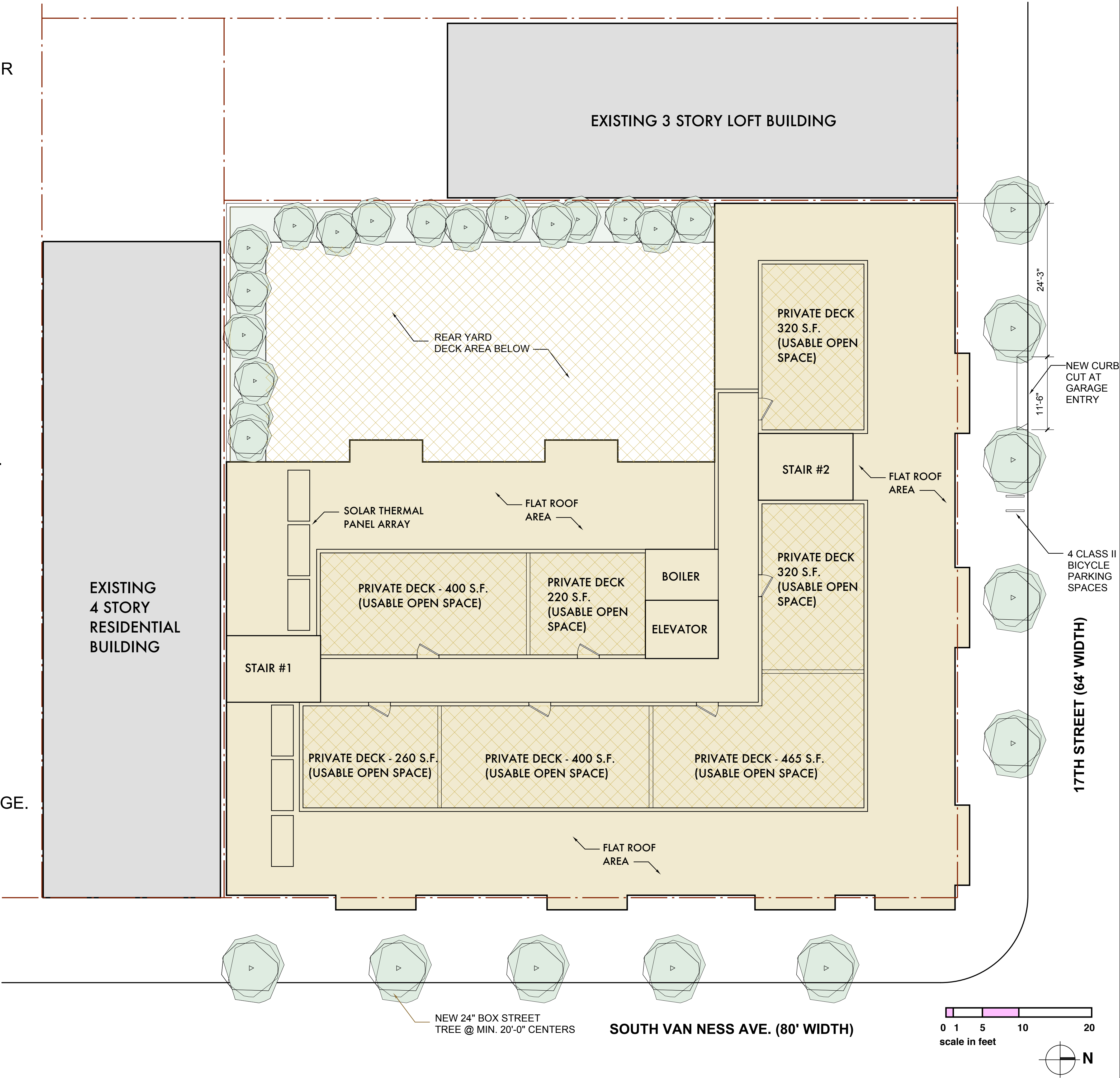
VEHICULAR PARKING ALLOWANCE:  
ONE SPACE PER 2 BEDROOM UNIT OF GREATER THAN 1000 S.F. ALLOWED; 0.75 SPACE PER 1 BEDROOM UNIT ALLOWED. THEREFORE, (11 X 1) + (16 X 0.75) = 23 ALLOWABLE, 17 SPACES PROVIDED.

BICYCLE PARKING REQUIRED:  
ONE CLASS I SPACE FOR EACH DWELLING UNIT REQUIRED PER SECTION 155, THEREFORE 27 PARKING SPACES REQ'D, 27 PARKING BICYCLE SPACES PROVIDED WITHIN PARKING GARAGE.

BUILDING NET AREA CALCULATIONS:	
COMMERCIAL	= 3,060 S.F.
PARKING GARAGE	= 4,555 S.F.
LOBBY/STAIRS/CORRIDORS	= 4,030 S.F.
27 DWELLING UNITS	= 23,070 S.F.
BUILDING TOTAL	= 34,715 S.F.

DRAWING INDEX

A0	SITE / ROOF PLAN & GENERAL NOTES	A2.1	PROPOSED SECOND FLOOR PLAN
A0.1	SITE SURVEY	A2.2	PROPOSED THIRD FLOOR PLAN
A0.2	BLOCKFACE PHOTOS - S. VAN NESS AVE. EAST AND WEST SIDES	A2.3	PROPOSED FOURTH FLOOR PLAN
A0.3	BLOCKFACE PHOTOS - 17TH STREET NORTH AND SOUTH SIDES	A2.4	PROPOSED FIFTH FLOOR PLAN
A0.4	PHOTOS OF SUBJECT SITE/ BUILDING	A3.0	PROPOSED S. VAN NESS AVE. ELEVATION
A0.5	EXISTING SITE PLAN	A3.1	PROPOSED 17TH STREET ELEVATION
A0.6	SHADOW STUDY	A3.2	PROPOSED SOUTH ELEVATION
A2.0	PROPOSED GROUND FLOOR PLAN	A3.3	PROPOSED REAR ELEVATION
		A4.0	PROPOSED BUILDING SECTION



Revisions By

LEAVITT  
architecture

1327 mason st.  
san francisco  
california 94133  
t 415 674 9100  
f 415 674 9101

SITE / ROOF PLAN &  
GENERAL NOTES

600 SOUTH VAN NESS AVENUE MIXED USE DEVELOPMENT  
BLOCK 3575 LOT 070  
SAN FRANCISCO, CA

DATE: 21 APR. 2015  
SCALE: 1/8"=1'-0"  
DRAWN: ML

SHEET:

A0

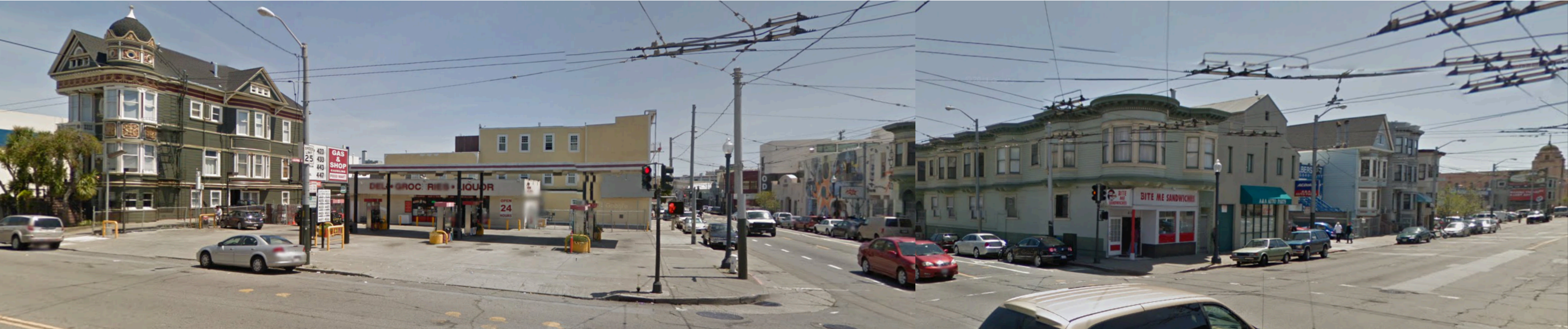








BLOCKFACE PHOTO OF S. VAN NESS AVE. - WEST SIDE (WITH SITE)

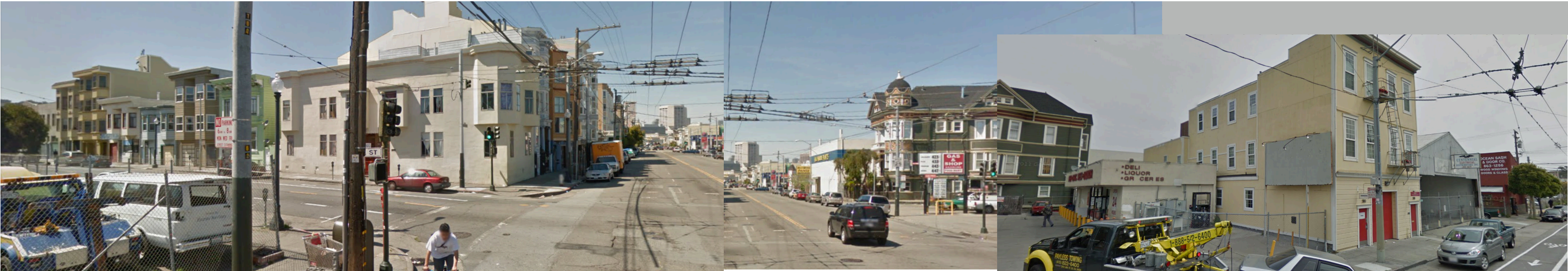


BLOCKFACE PHOTO OF S. VAN NESS AVE. - EAST SIDE





BLOCKFACE PHOTO OF 17TH STREET - SOUTH SIDE (WITH SITE)



BLOCKFACE PHOTO OF 17TH STREET - NORTH SIDE

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architecture

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california 94133  
t 415 674 9100  
f 415 674 9101

BLOCKFACE PHOTOS AT  
17TH STREET

600 SOUTH VAN NESS AVENUE MIXED USE DEVELOPMENT  
BLOCK 3575 LOT 070  
SAN FRANCISCO, CA

DATE: 21 APR. 2015  
SCALE: 1/4"=1'-0"  
DRAWN: ML  
SHEET:

A0.3

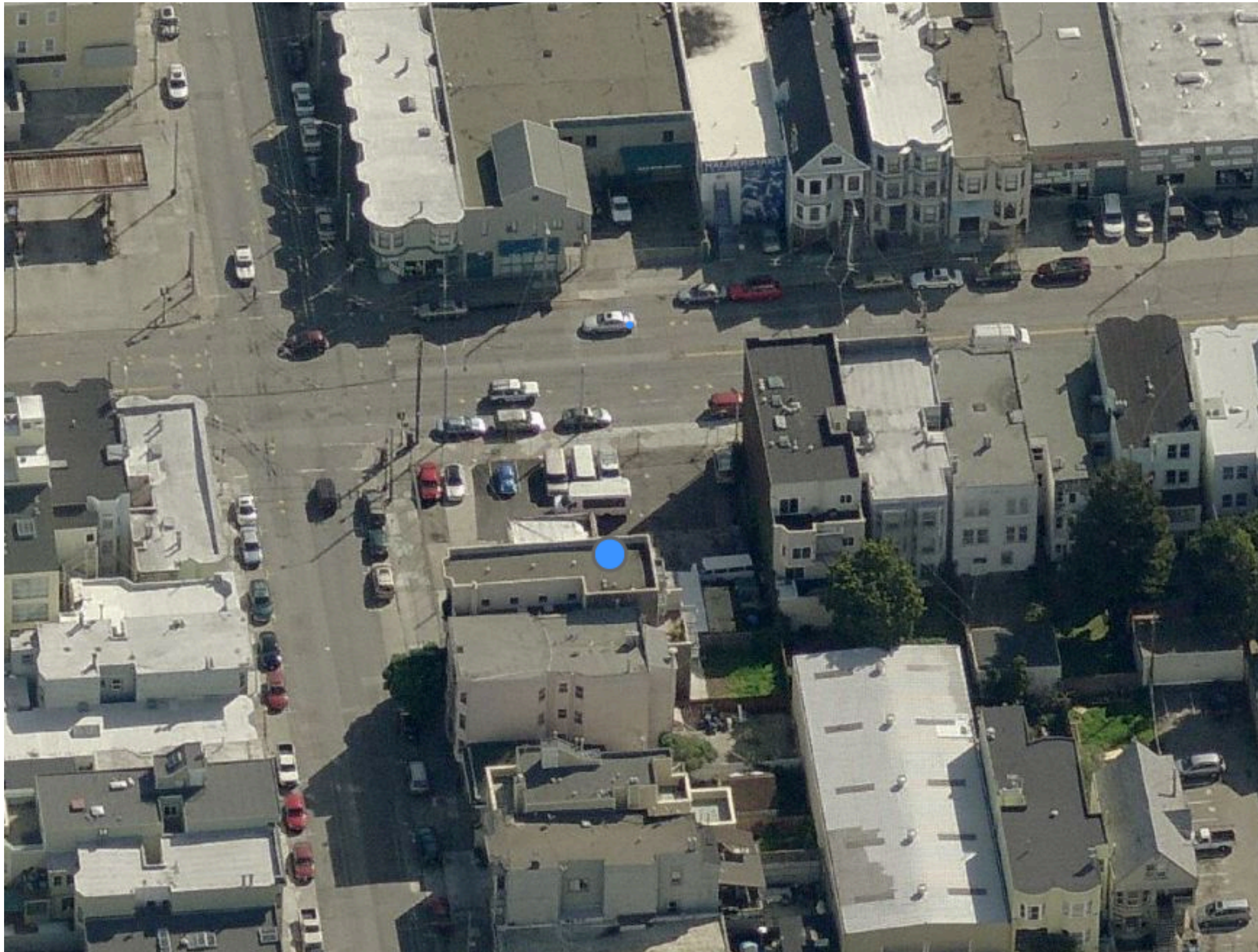




SITE ON SOUTH VAN NESS AVE. LOOKING WEST



SITE ON 17TH STREET LOOKING SOUTH



AERIAL REAR VIEW OF SITE FROM THE WEST



SITE LOOKING SOUTH WEST FROM THE CORNER OF SOUTH VAN NESS AVE. AND 17TH ST.

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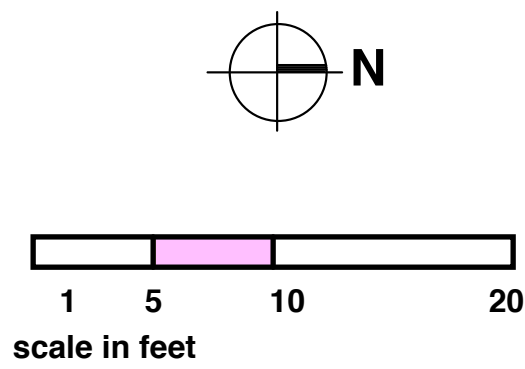
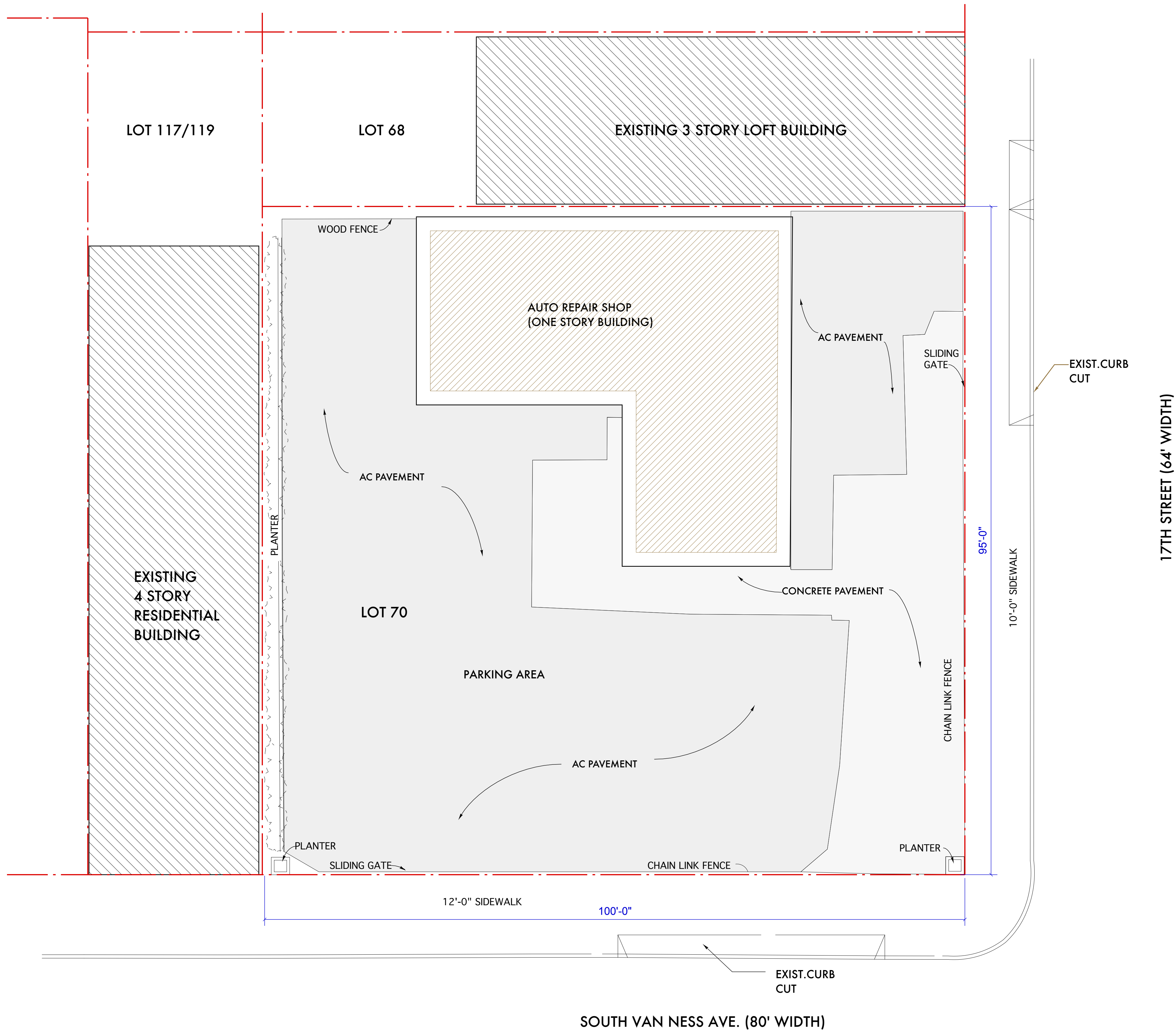
PHOTOS OF SITE

600 SOUTH VAN NESS AVENUE MIXED USE DEVELOPMENT  
BLOCK 3575 LOT 070  
SAN FRANCISCO, CA

DATE: 21 APR. 2015  
SCALE: NONE  
DRAWN: ML  
SHEET:

A0.4



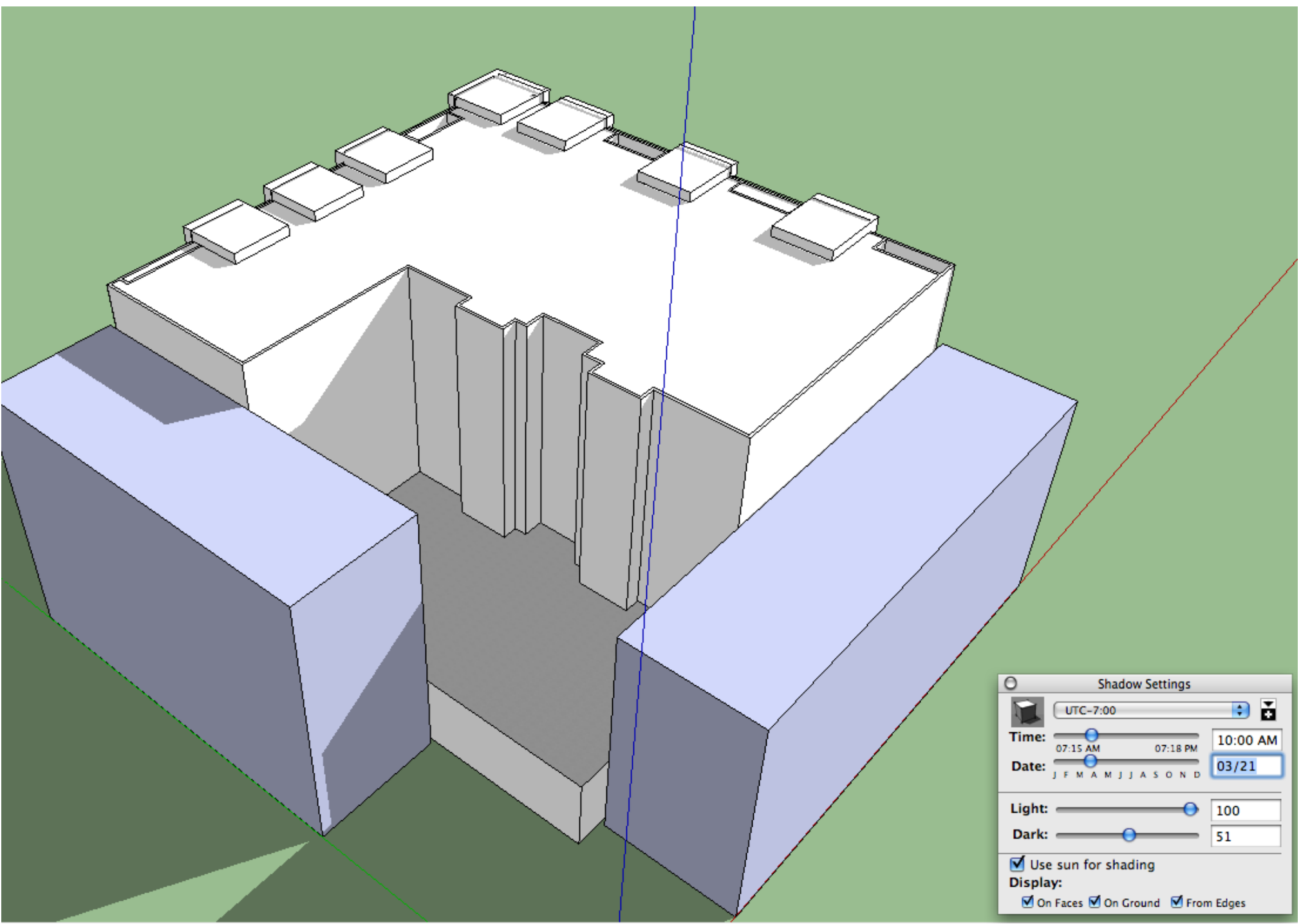


EXISTING SITE PLAN

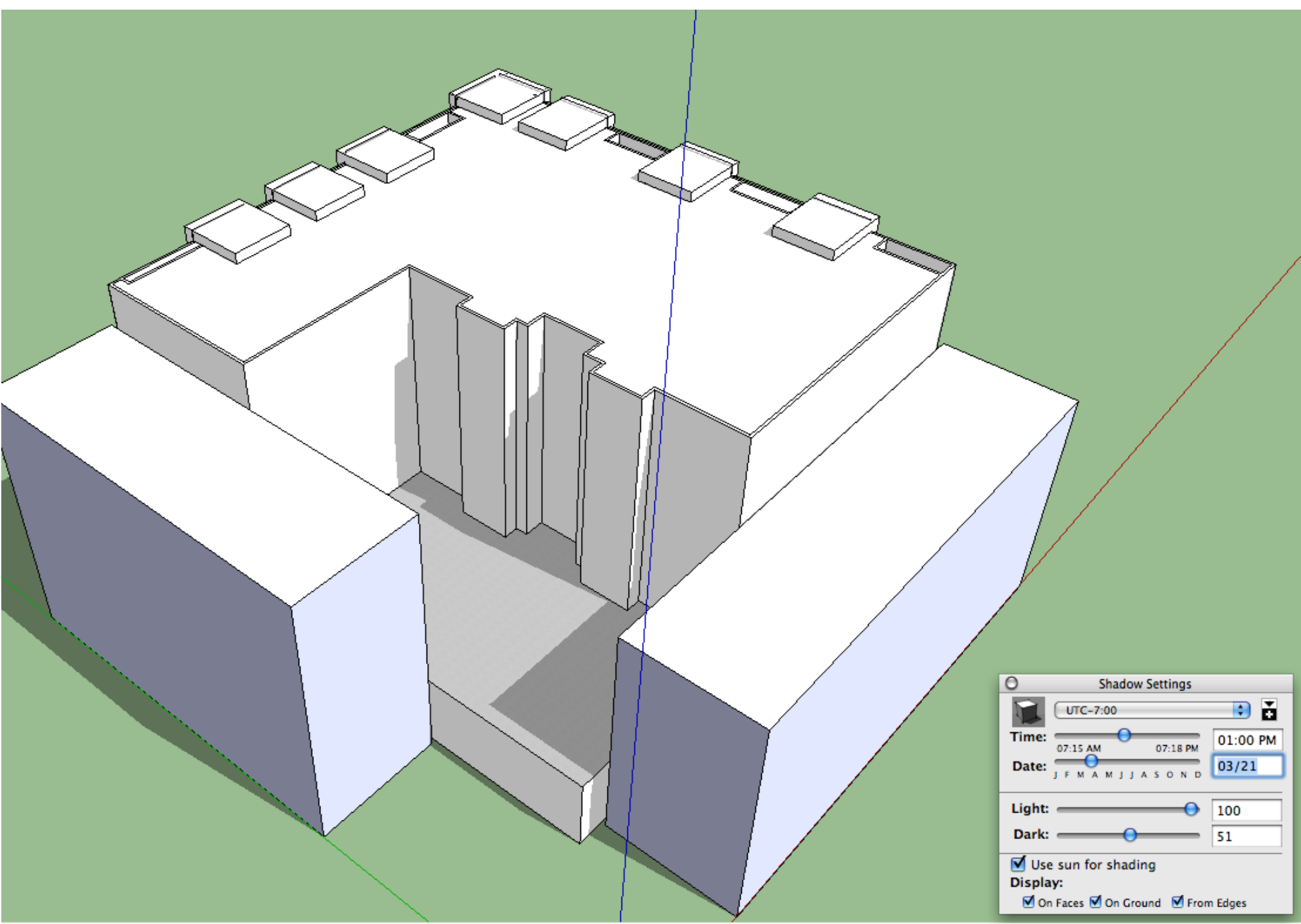
600 SOUTH VAN NESS AVENUE MIXED USE DEVELOPMENT  
BLOCK 3575 LOT 070  
SAN FRANCISCO, CA



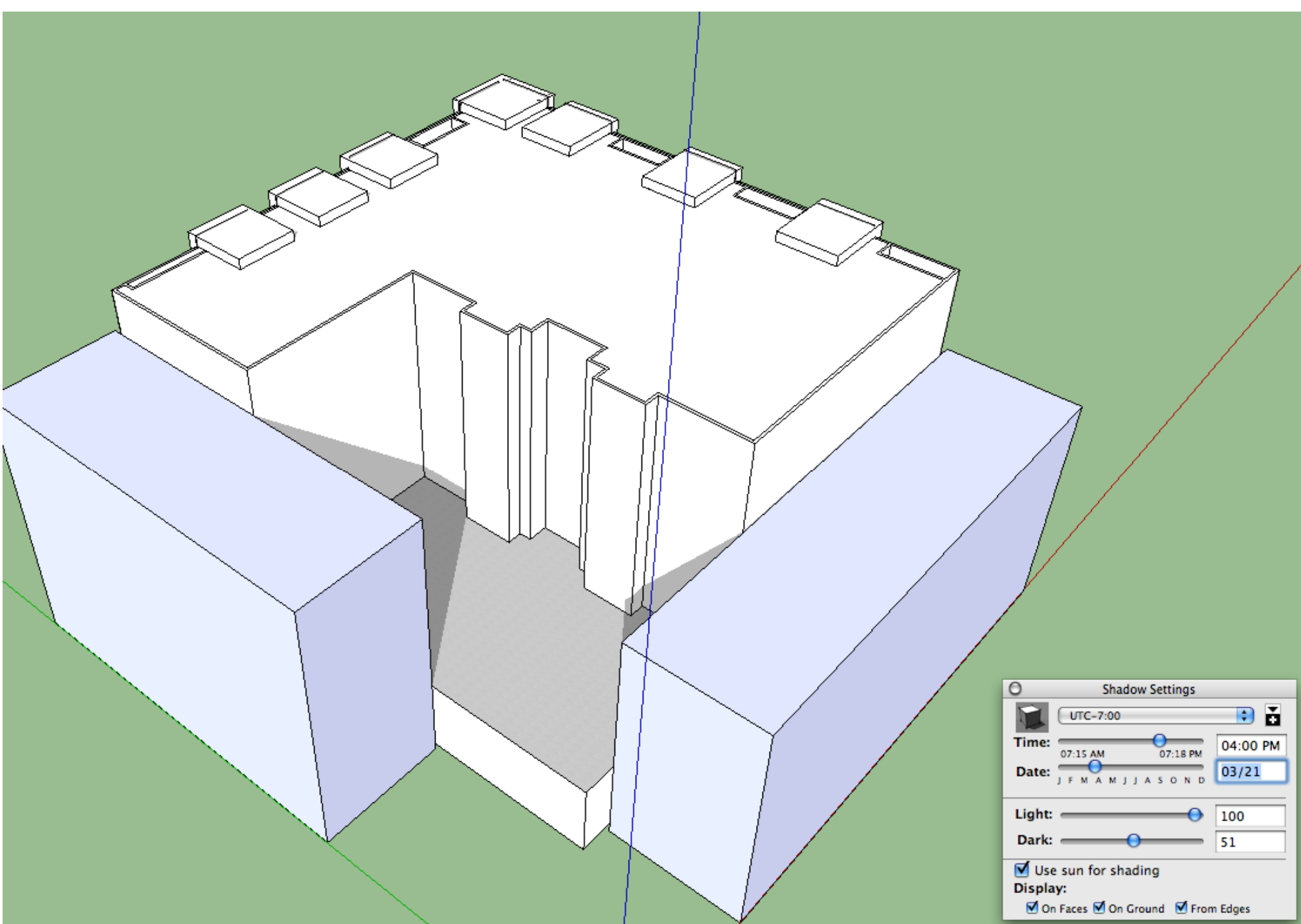
SHADOW STUDY



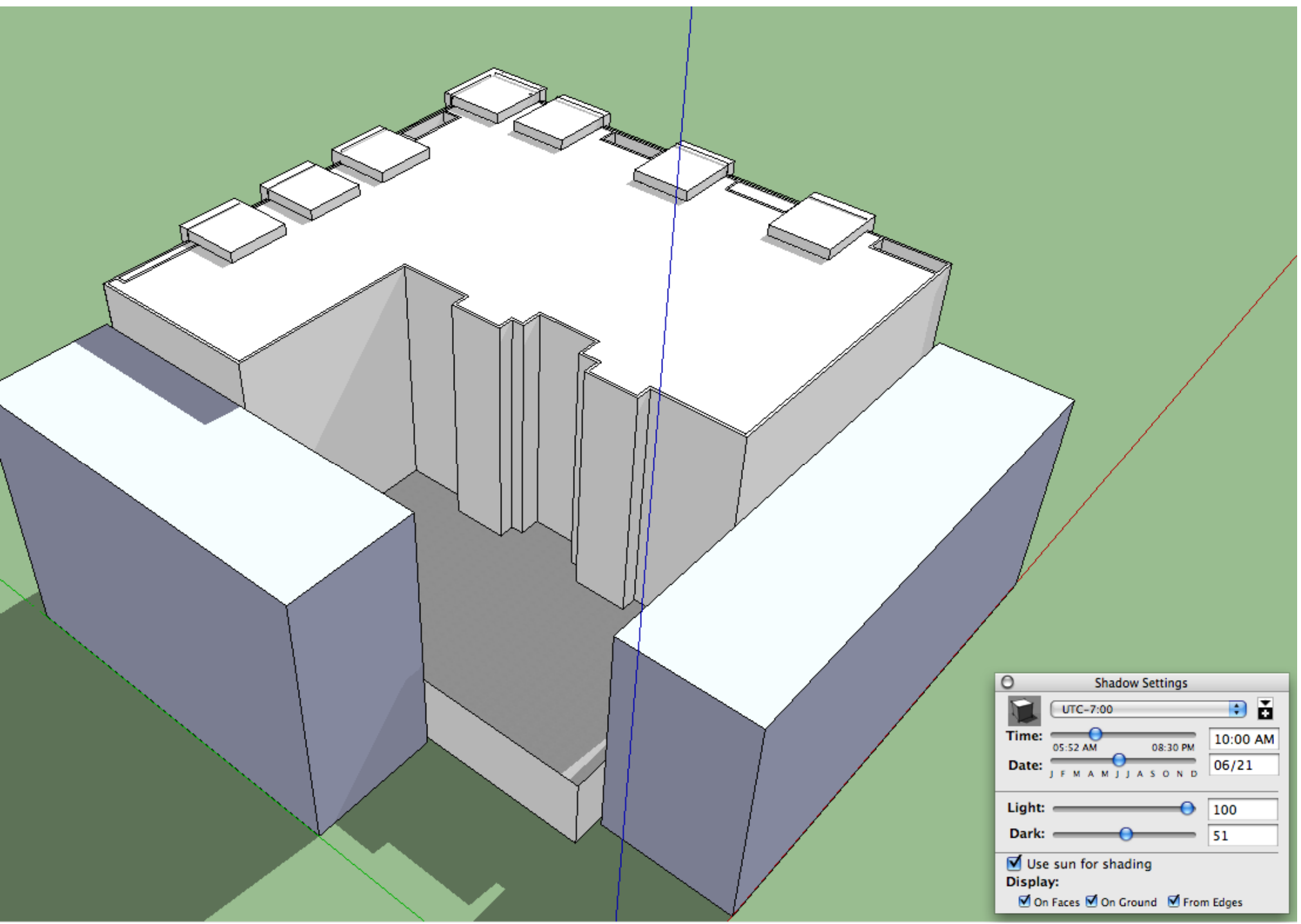
MARCH 21 - 10:00 A.M.



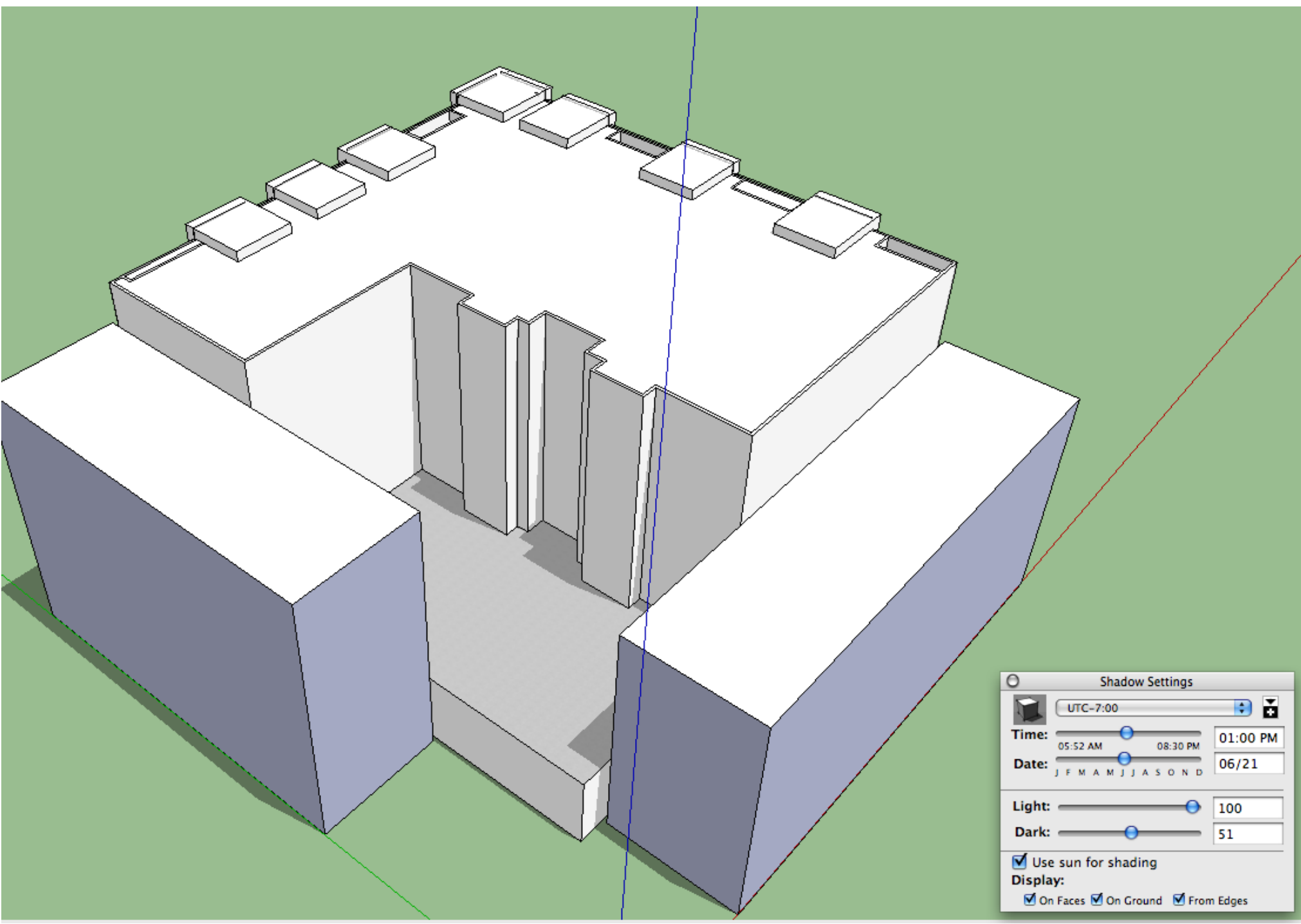
MARCH 21 - 1:00 P.M.



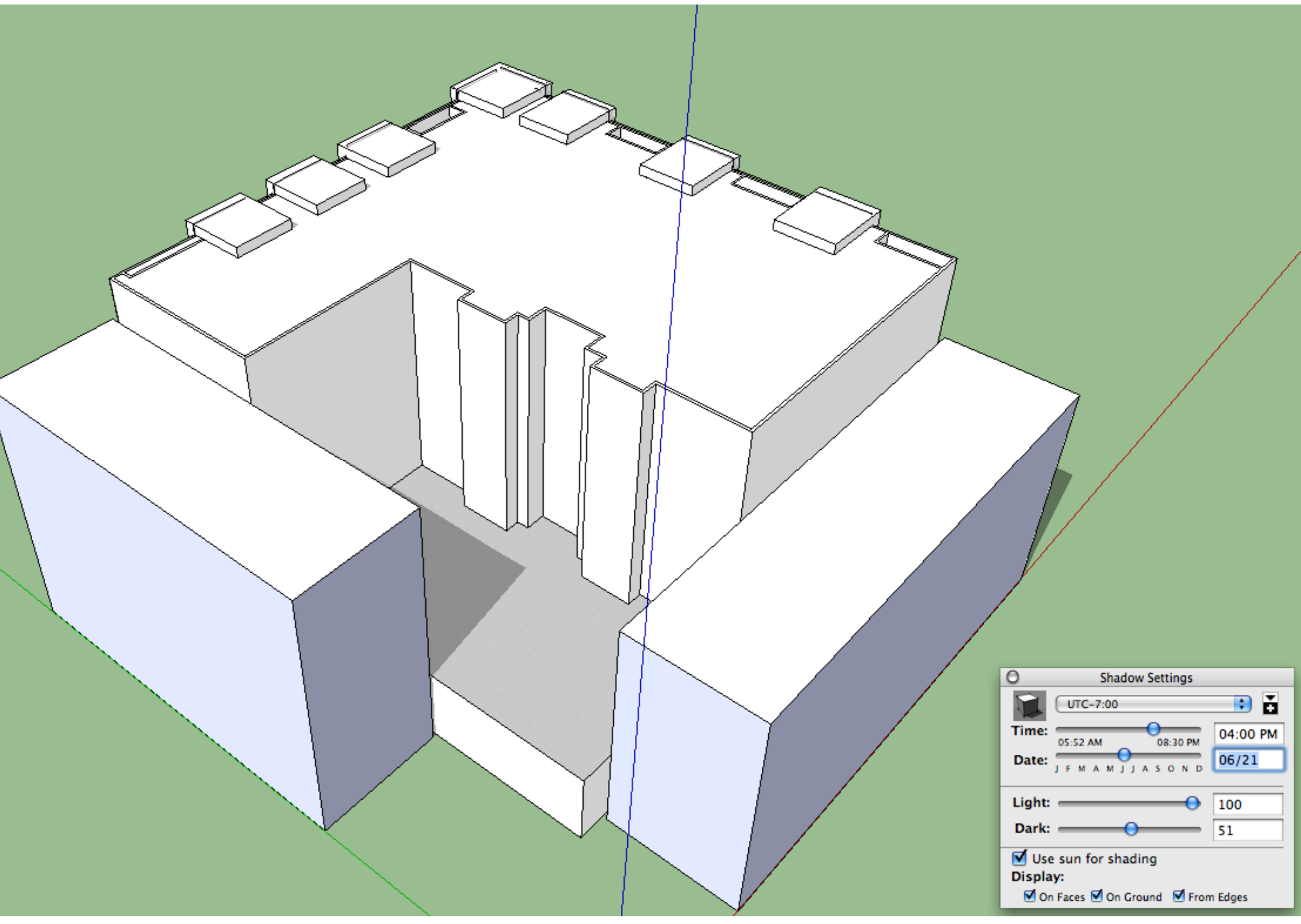
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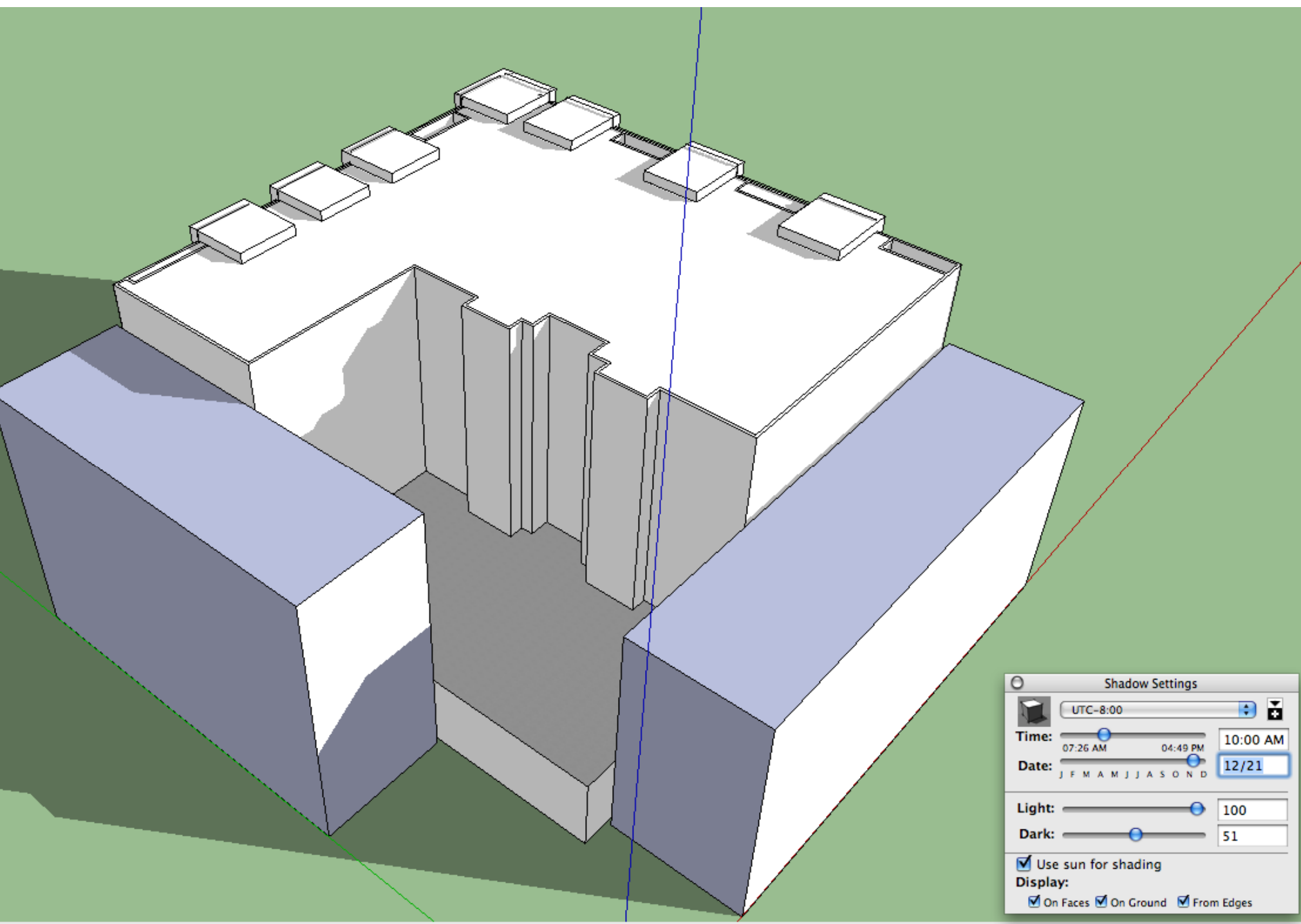
JUNE 21 - 10:00 A.M.



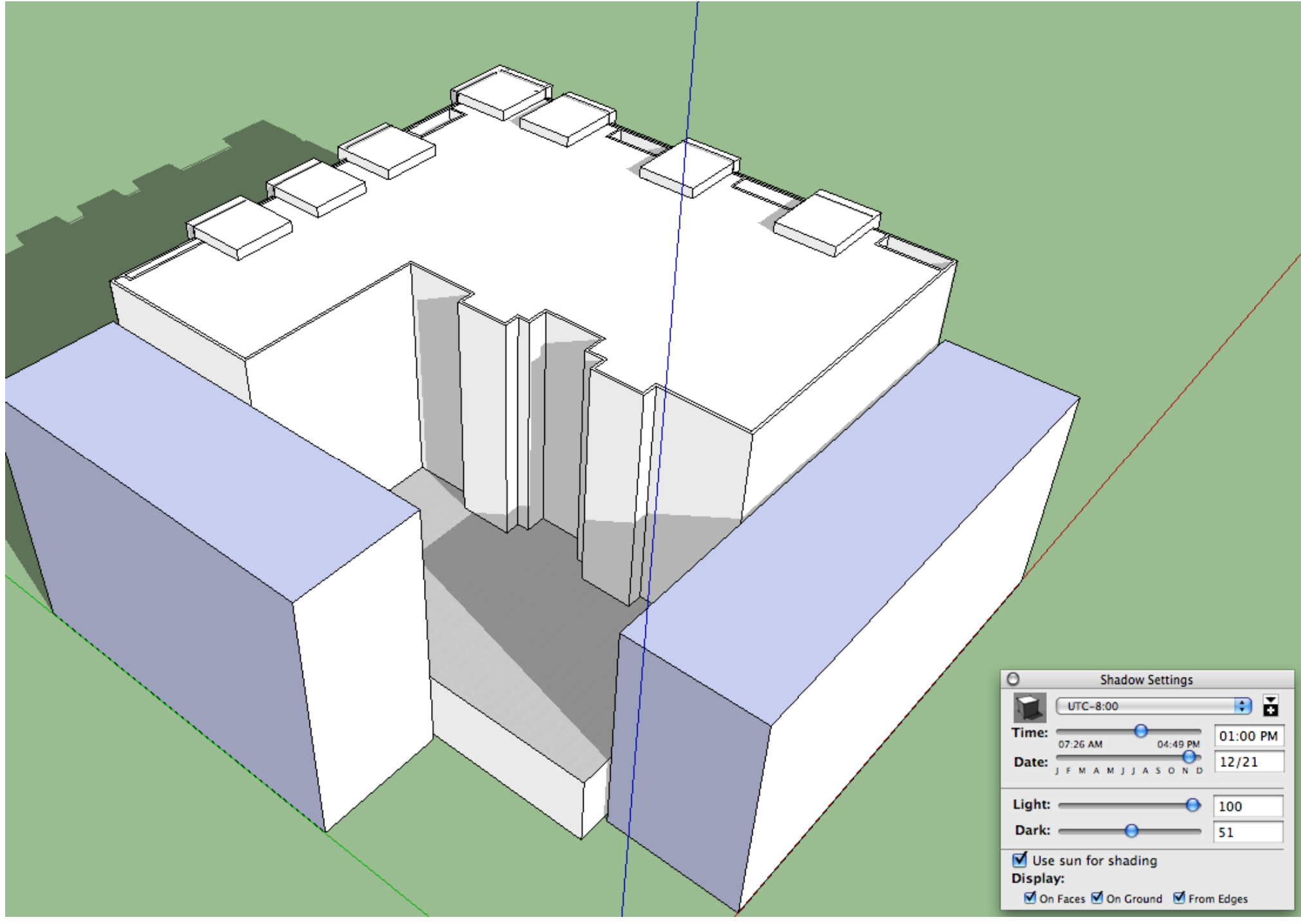
JUNE 21 - 1:00 P.M.



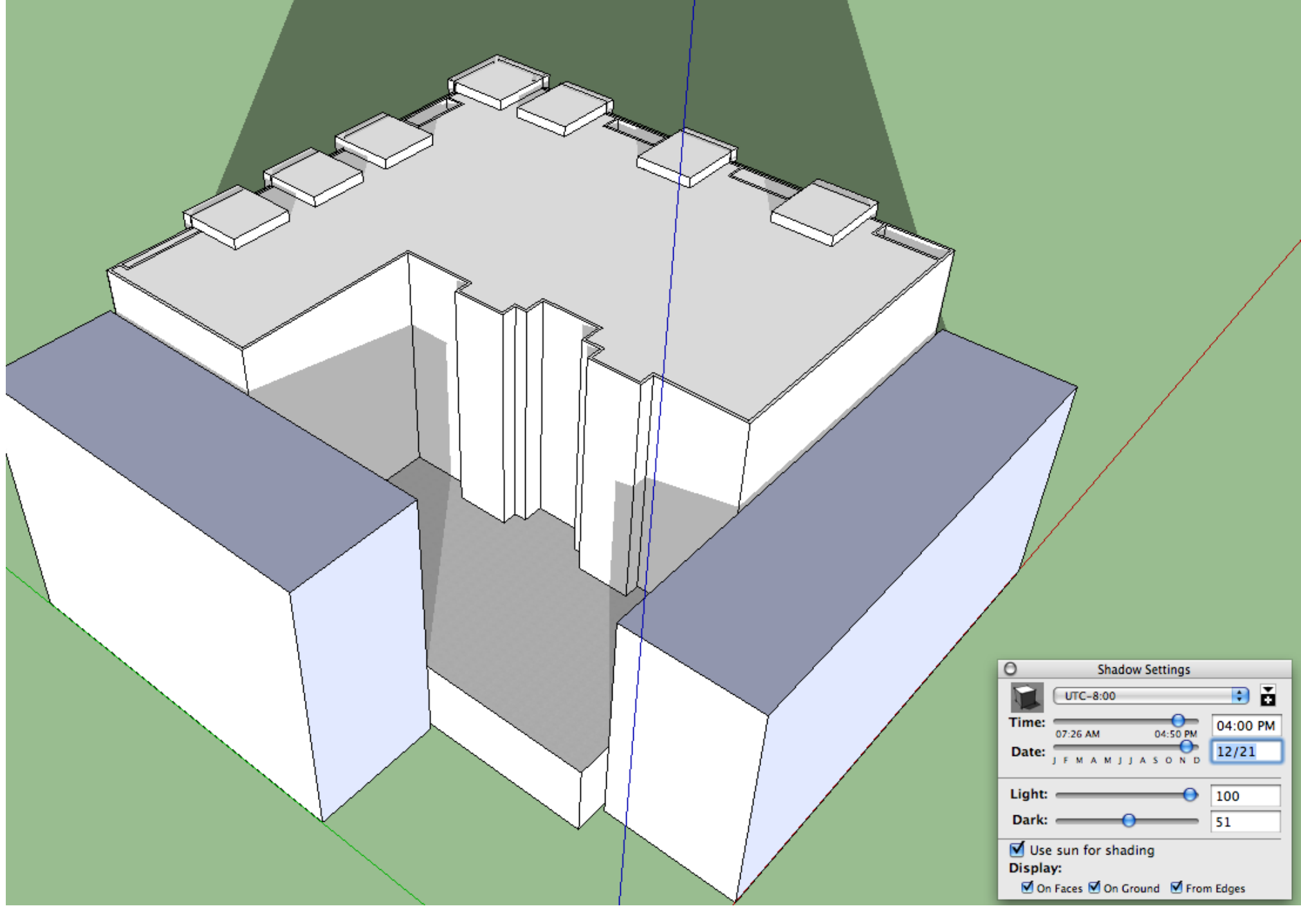
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DECEMBER 21 - 10:00 A.M.

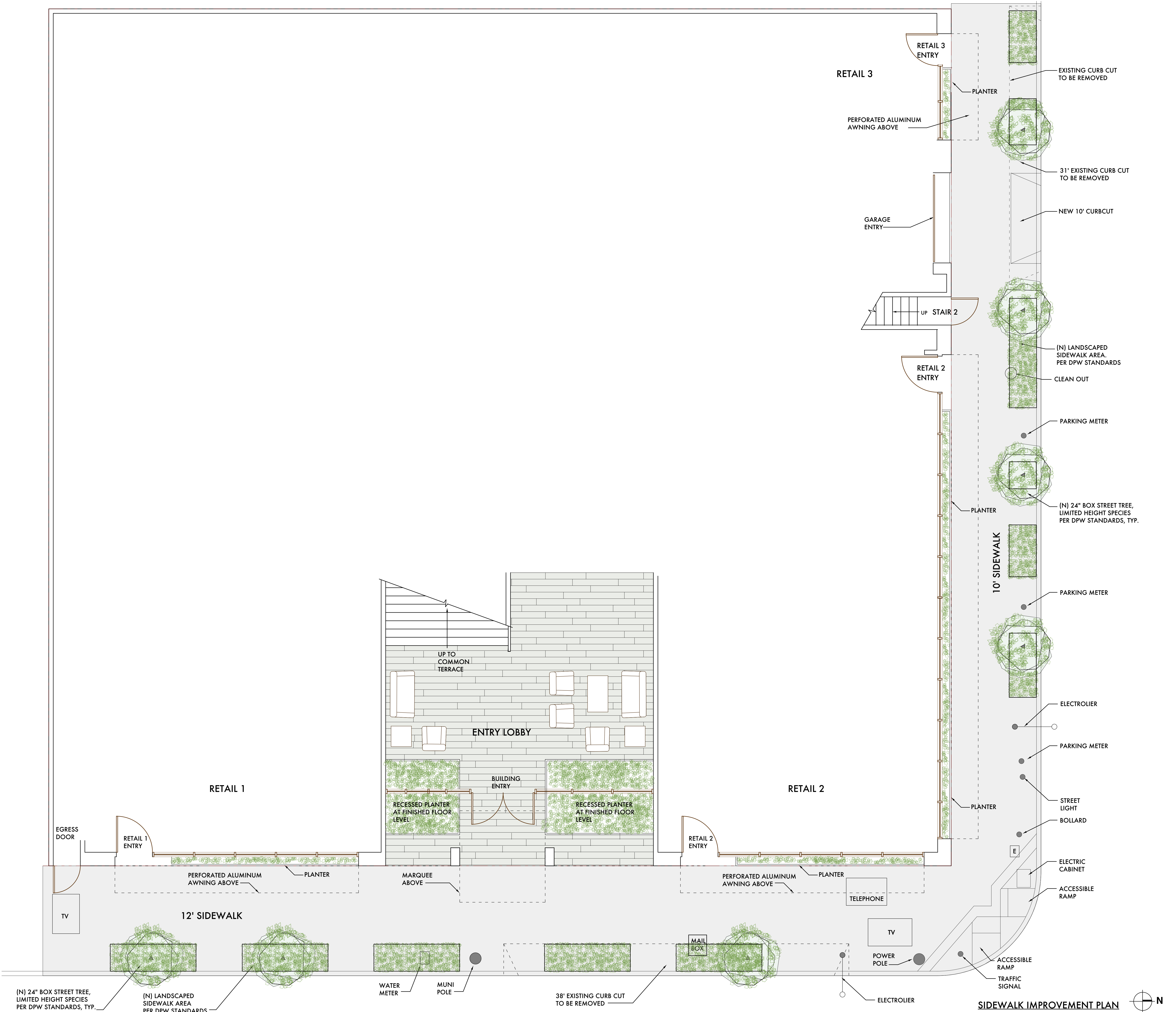


DECEMBER 21 - 1:00 P.M.



DECEMBER 21 - 4:00 P.M.





Revisions

By

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architecture

1327 mason st.

san francisco

california 94133

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f 415 674 9101

SIDEWALK

IMPROVEMENT PLAN

600 SOUTH VAN NESS AVENUE MIXED USE DEVELOPMENT

BLOCK 3575 LOT 070

SAN FRANCISCO, CA

DATE: 21 APR. 2015

SCALE: 1/4"=1'-0"

DRAWN: ML

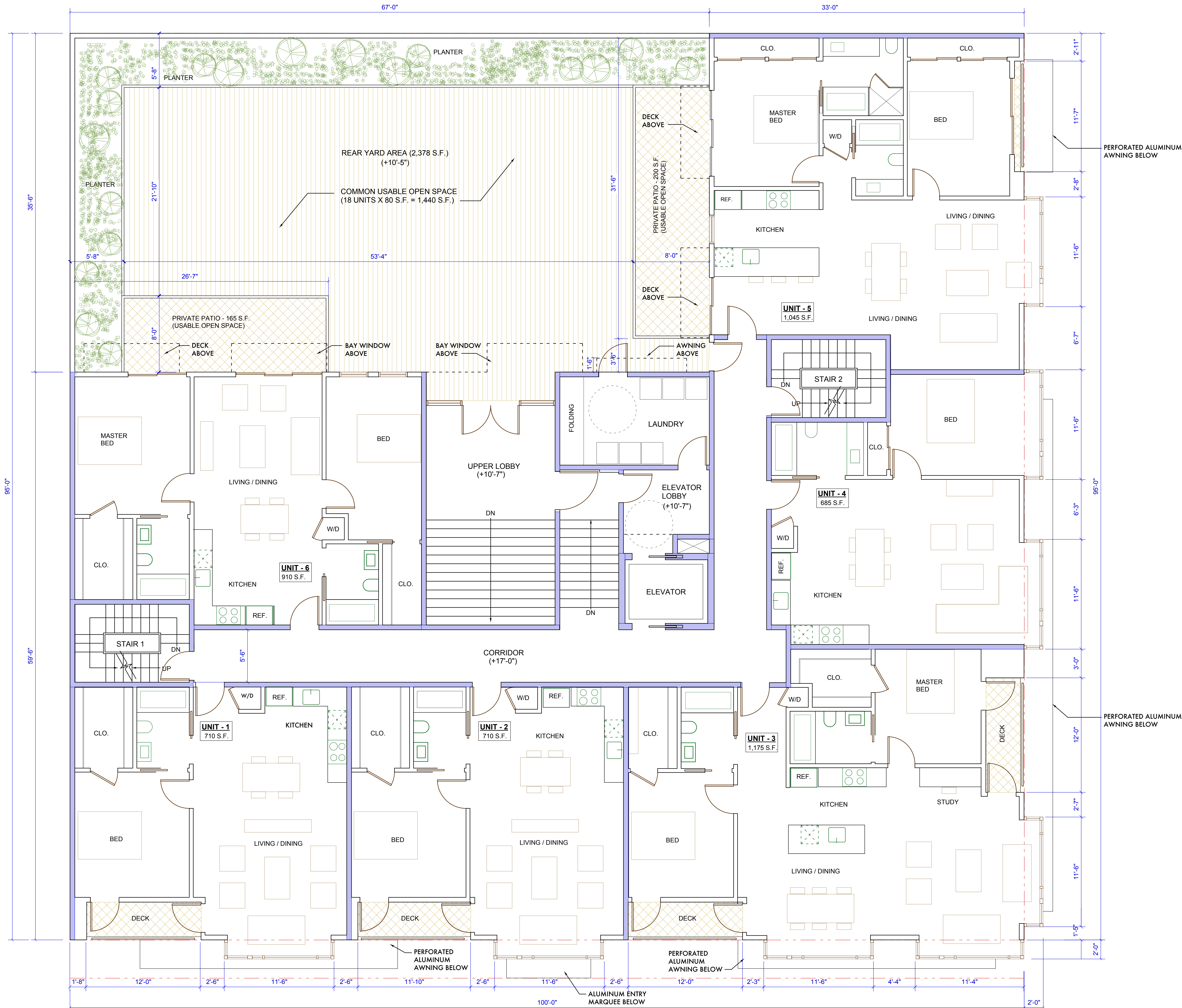
SHEET:

A1.0









SECOND FLOOR PLAN

Revisions By



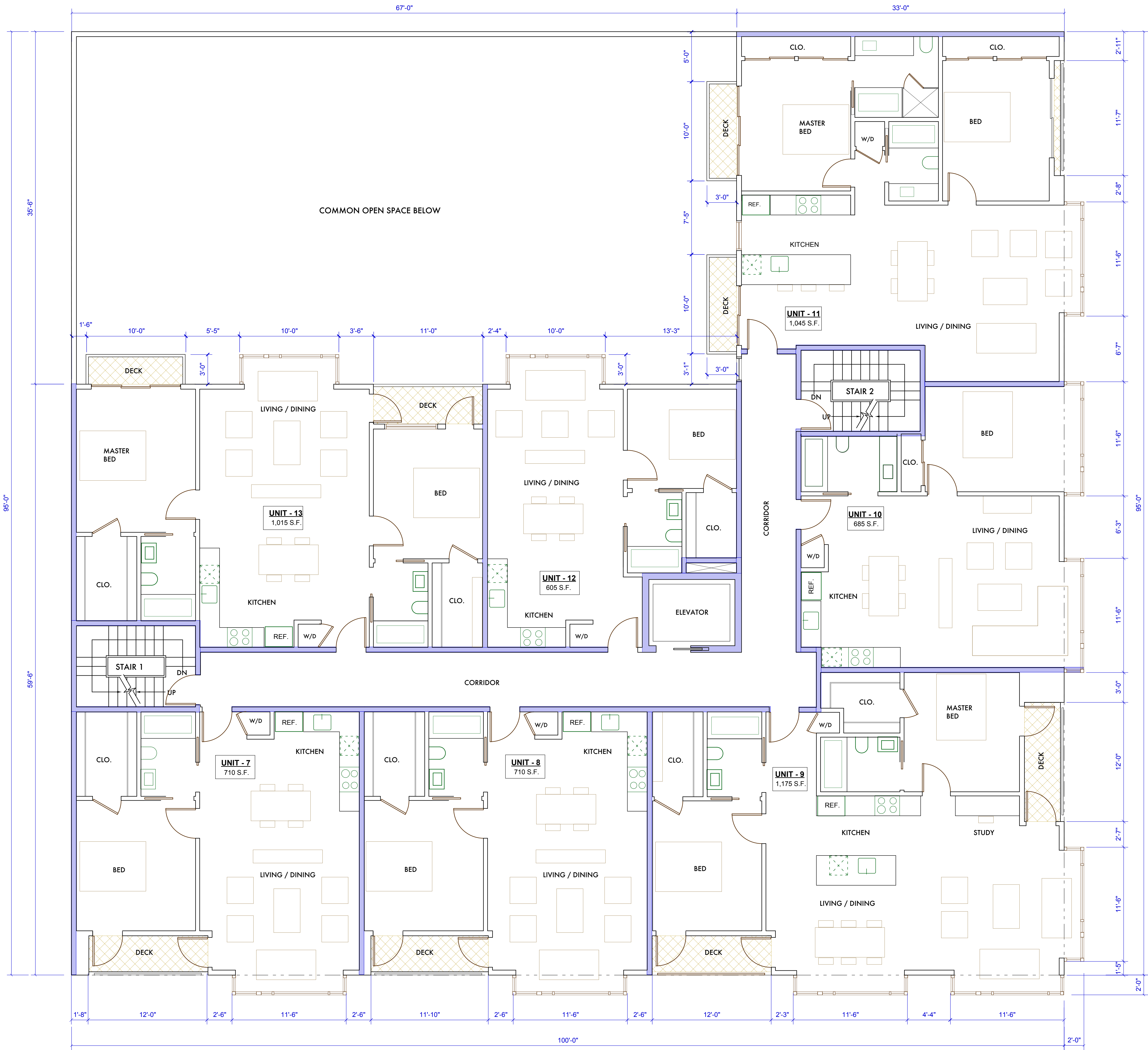
1327 mason st.  
san francisco  
california 94133  
t 415 674 9100  
f 415 674 9101

PROPOSED SECOND  
FLOOR PLAN

600 SOUTH VAN NESS AVENUE MIXED USE DEVELOPMENT  
BLOCK 3575 LOT 070  
SAN FRANCISCO, CA

DATE: 21 APR. 2015  
SCALE: 1/4"=1'-0"  
DRAWN: ML  
SHEET:

A2.1



THIRD FLOOR PLAN

Revisions By



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san francisco  
california 94133  
t 415 674 9100  
f 415 674 9101

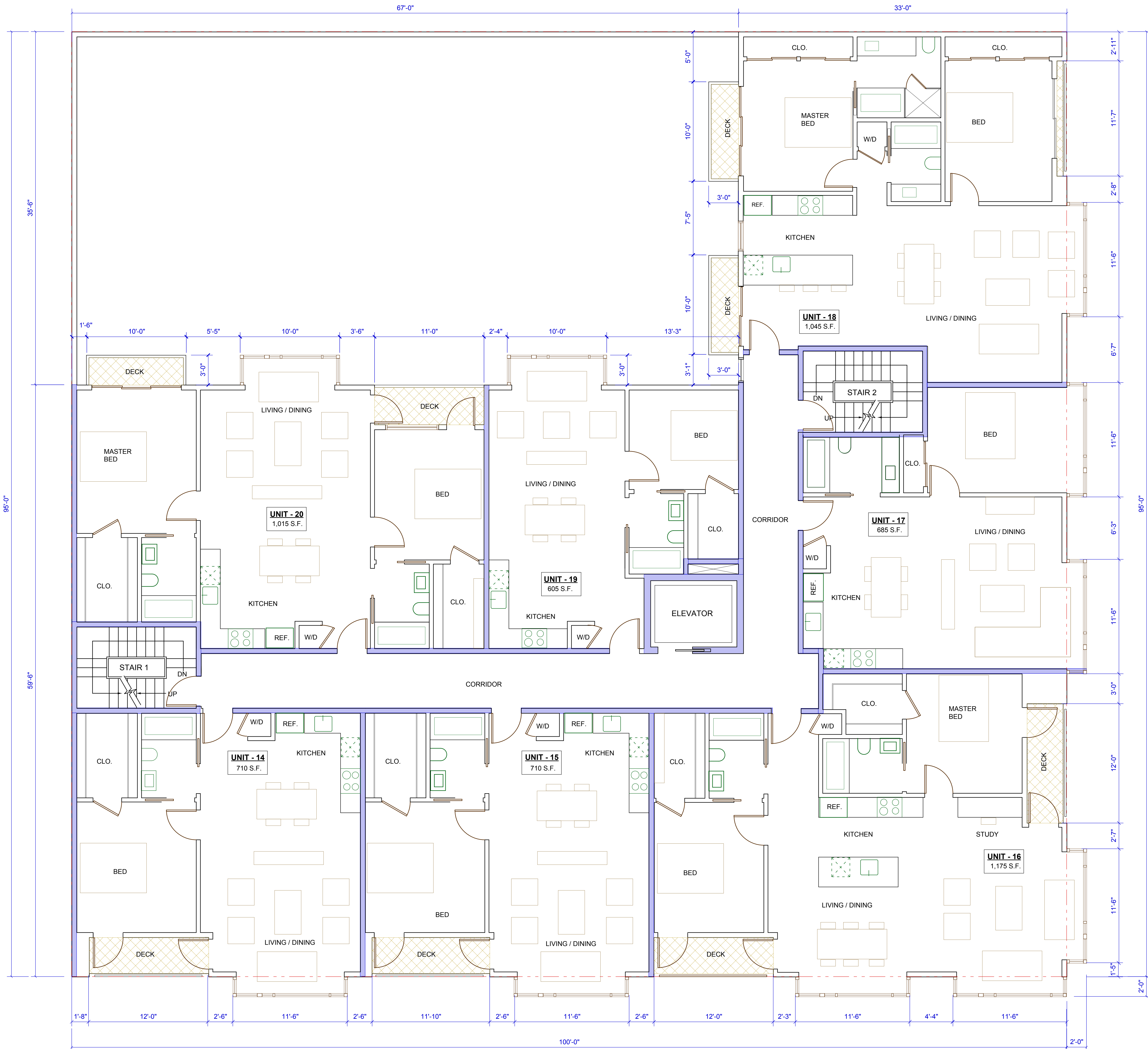
PROPOSED THIRD  
FLOOR PLAN

600 SOUTH VAN NESS AVENUE MIXED USE DEVELOPMENT  
BLOCK 3575 LOT 070  
SAN FRANCISCO, CA

DATE: 21 APR. 2015  
SCALE: 1/4"=1'-0"  
DRAWN: ML  
SHEET:

A2.2





FOURTH FLOOR PLAN

Revisions By

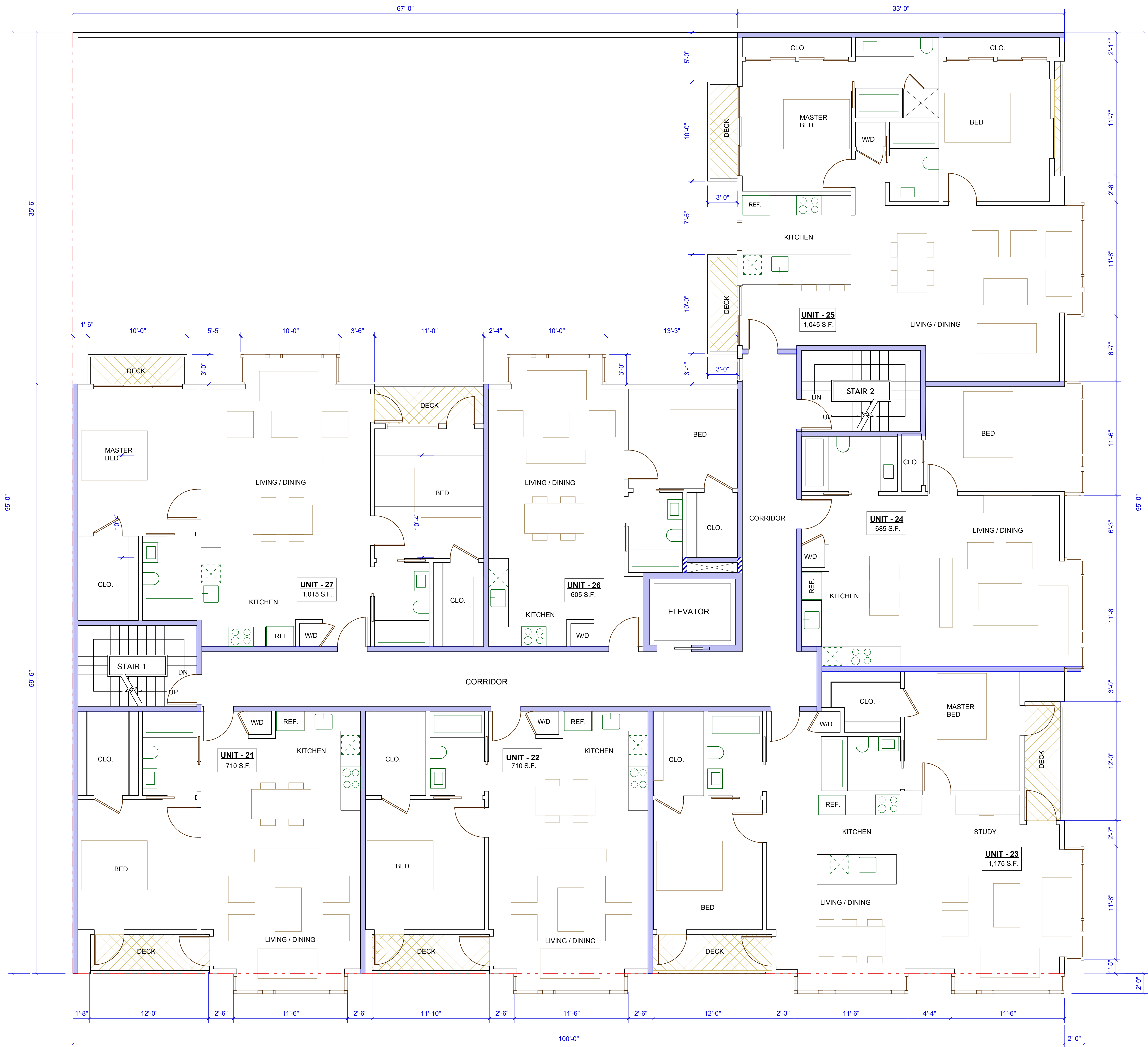


1327 mason st.  
san francisco  
california 94133  
t 415 674 9100  
f 415 674 9101

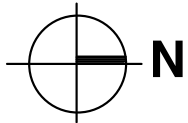
PROPOSED FOURTH  
FLOOR PLAN

600 SOUTH VAN NESS AVENUE MIXED USE DEVELOPMENT  
BLOCK 3575 LOT 070  
SAN FRANCISCO, CA

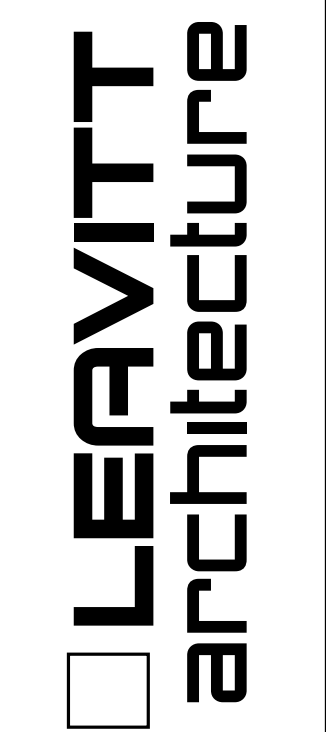
DATE: 21 APR. 2015  
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DRAWN: ML  
SHEET:



FIFTH FLOOR PLAN



Revisions By



1327 mason st.  
san francisco  
california 94133  
t 415 674 9100  
f 415 674 9101

PROPOSED FIFTH  
FLOOR PLAN

600 SOUTH VAN NESS AVENUE MIXED USE DEVELOPMENT  
BLOCK 3575 LOT 070  
SAN FRANCISCO, CA

DATE: 21 APR. 2015  
SCALE: 1/4"=1'-0"  
DRAWN: ML  
SHEET:

A2.4





Revisions By



1327 mason st.  
san francisco  
california 94133  
t 415 674 9100  
f 415 674 9101

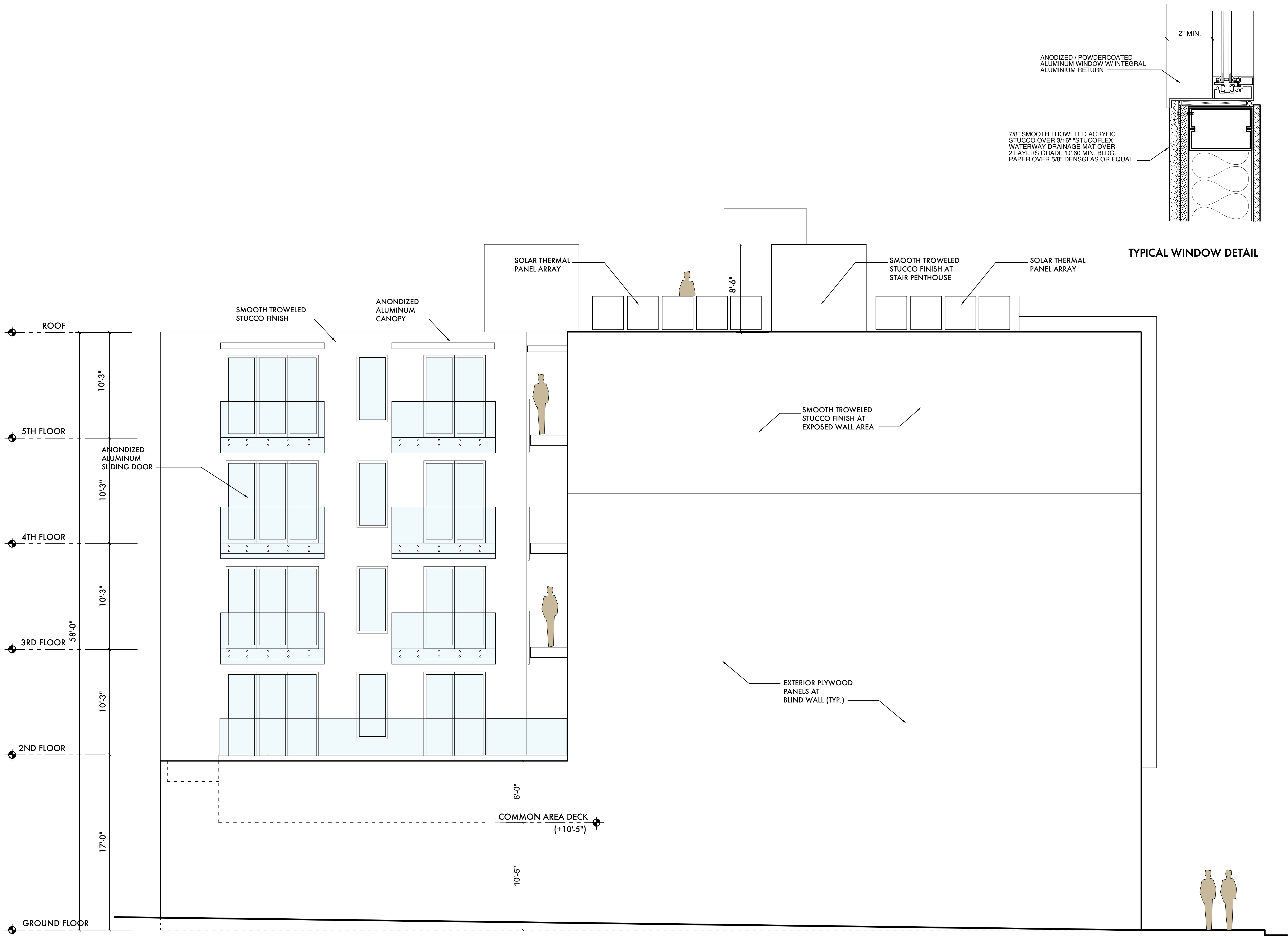
PROPOSED 17TH STREET  
ELEVATION

600 SOUTH VAN NESS AVENUE MIXED USE  
BLOCK 3575 LOT 070  
SAN FRANCISCO, CA

DATE: 21 APR. 2015  
SCALE: 1/4"=1'-0"  
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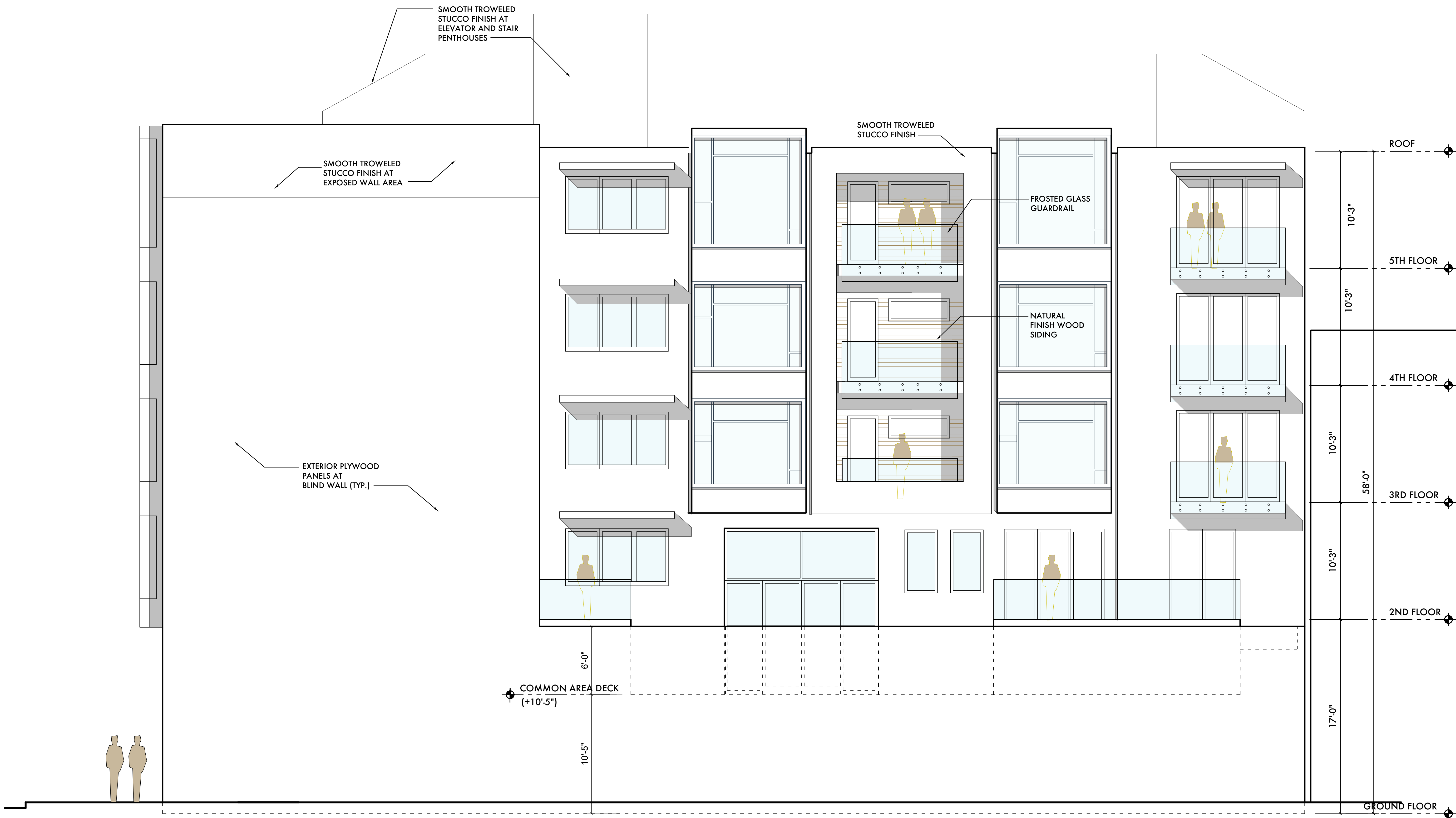
A3.1



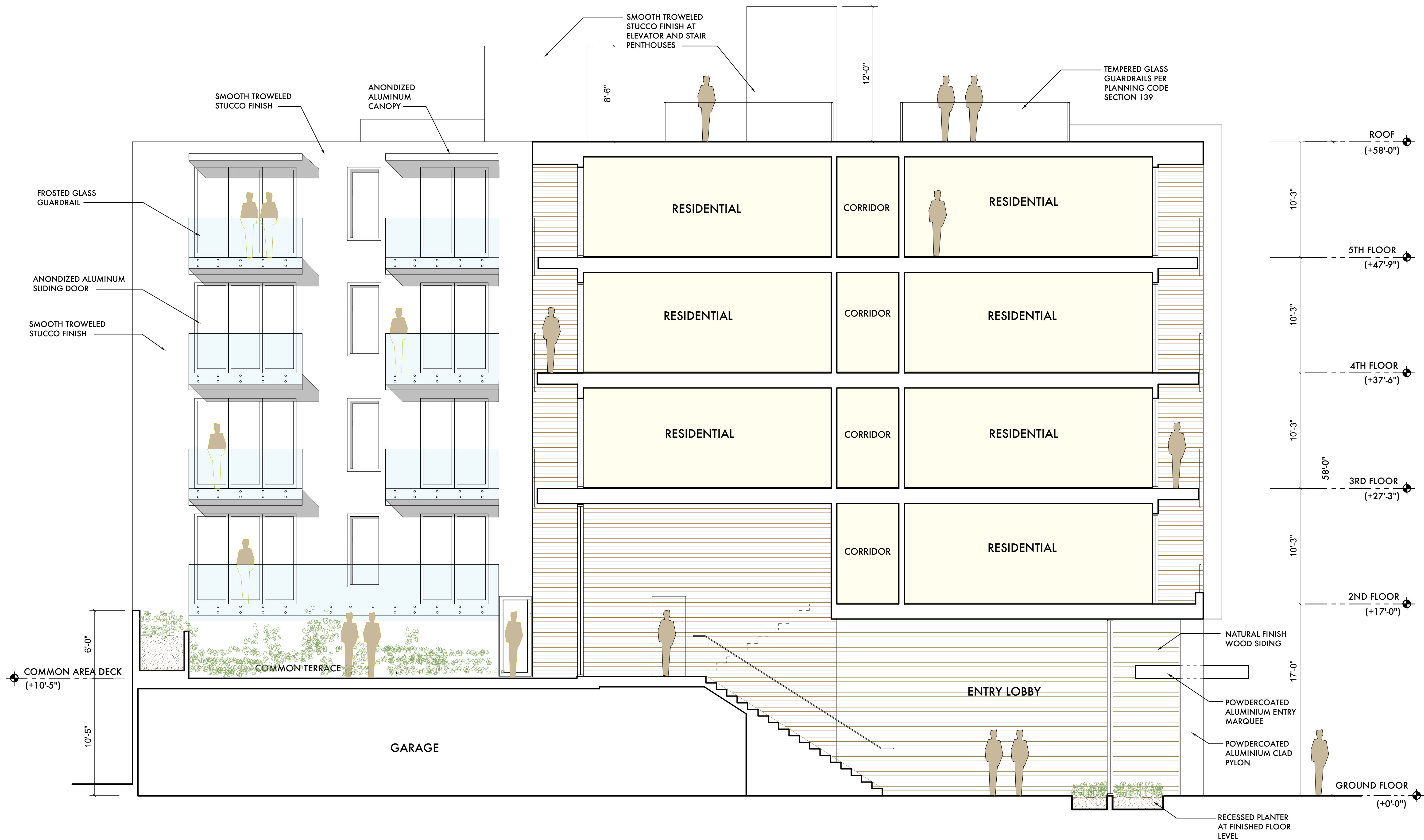


SOUTH ELEVATION





REAR ELEVATION



BUILDING SECTION AT ENTRY

Revisions By



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san francisco  
california 94133  
t 415 674 9100  
f 415 674 9101

BUILDING SECTION

600 SOUTH VAN NESS AVENUE MIXED USE DEVELOPMENT  
BLOCK 3575 LOT 070  
SAN FRANCISCO, CA

DATE: 21 APR. 2015  
SCALE: 1/4"=1'-0"  
DRAWN: ML  
SHEET:

A4.0