



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization

HEARING DATE: APRIL 28, 2016

Date: April 28, 2016
Case No.: 2013.0698X
Project Address: 1301 16th Street
Zoning: UMU (Urban Mixed Use) District
68-X Height and Bulk District
Block/Lot: 3954/016
Project Sponsor: Will Mollard, Workshop1
1030 Grayson Street
Berkeley, CA 94710
Staff Contact: Chris Townes – (415) 575-9195
chris.townes@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposed project includes the demolition of an existing one-story, 38,600 square foot industrial building, and the construction of a new six-story, 68-foot tall, 184,712 square foot, mixed-use building with 176 dwelling units, 3,571 square feet of commercial space, 3,297 square feet of PDR (Production, Distribution, Repair) space, 111 off-street parking spaces (inclusive of three ADA accessible spaces and one car share space), 244 Class I bicycle parking spaces and 20 Class II bicycle parking spaces. The project includes a dwelling unit mix consisting of (10) 3-bedrooms, (64) 2-bedrooms, (62) 1-bedrooms, and (40) studios. The project includes a 7,668 square foot central courtyard on the second level, consisting of 4,346 square feet of landscaped common open space and 3,322 square feet of private patios that face onto the common courtyard, and a 9,155 square foot landscaped common open space roof deck. Vehicular access to an at-grade vehicle stacker parking garage is provided off of Carolina and Wisconsin Streets. Private sidewalk-facing stoops are provided for each of the 16 dwelling units along the Carolina and Wisconsin Street frontages.

SITE DESCRIPTION AND PRESENT USE

The project site is located within the Urban Mixed Use (UMU) Zoning District and 68-X Height and Bulk District within the Potrero Hill neighborhood. The property is flat and located on a double-corner, 38,600 square foot, rectangular-shaped parcel located on the south side of 16th Street between Carolina and Wisconsin Streets in the flats north of Potrero Hill, Block 3954, Lot 016. The subject parcel has 193-foot frontages along Carolina and Wisconsin Streets and a 200-foot frontage along 16th Street. Currently, the subject lot contains a one-story, 38,600 square foot industrial building that is 25 feet tall and covers the entire area of the lot.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located in the UMU Zoning District along a transitioning industrial corridor within the Showplace Square/Potrero Hill Plan Area. The surrounding neighborhood includes several other one- and two-story commercial and warehouse buildings. Three blocks west along 16th Street is a three-story residential building and a four-story building that houses ground floor retail and the Le Cordon Bleu College of Culinary Arts. A few blocks southwest of the project site are several multi-story, mixed-use buildings with residential units above ground floor commercial spaces. A Whole Foods grocery store, restaurants, and Jackson Playground Park are located within the neighborhood. The project site is located approximately one mile from the 4th and Townsend Street, and 22nd Street Caltrain stations, is located along the No. 55 bus route, and is blocks from the No. 8, 10, 19, and 22 bus lines. Surrounding properties on the north side of 16th Street are zoned PDR-1-D (Production, Distribution, Repair- 1- Design) while surrounding properties on the south side of 16th Street are zoned UMU (Urban Mixed Use).

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on April 14, 2016, 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 or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusion 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 8, 2016 | April 7, 2016 | 21 days |
| Posted Notice | 20 days | April 8, 2016 | April 8, 2016 | 20 days |
| Mailed Notice | 20 days | April 8, 2016 | April 8, 2016 | 20 days |

The proposal also requires a Section 312-neighborhood notification which was conducted in conjunction with the required hearing notification for the Large Project Authorization.

PUBLIC COMMENT

- To date, the Department has received (15) letters of support for the Project from individuals, as well as from the San Francisco Housing Action Coalition and Grow SF, who cite support for the project's design and programmatic evolution, neighborhood outreach efforts, proposed density,

mass and scale, composition of family-sized units, on-site affordability selection, urban design and neighborhood compatibility.

- To date, the Department has received (3) letters of concern and opposition for the Project from the Potrero Boosters, Grow Potrero Responsibly, and Save the Hill members who cite concern for the project's loss of PDR and inactive ground floor, lack of rendering detail of the south elevation and roof-scape, inadequacy of the CPE to address cumulative impacts, and the potential for the project to create significant hazard to the public from the release of toxic materials.

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 the surrounding area. The proposed project requests modifications from: 1) Rear Yard (Planning Code Section 134); and 2) Permitted Obstructions Over the Street (Planning Code Section 136). Planning Department staff is generally in agreement with the proposed modifications given the overall project and its outstanding and compatible design.
- Interim Design Controls: Board of Supervisor's File No. 151281, effective February, 19, 2016, established three additional interim design controls for Large Project Authorizations within the Showplace Square, Potrero Hill, and Central Waterfront Area Plans. These controls include the following:
 - An awareness of urban patterns, and harmonizes visual and physical relationships between existing buildings, streets, open spaces, natural features, and view corridors.
 - An awareness of neighborhood scale and materials, and renders building facades with texture, detail and depth; and
 - A modulation of buildings vertically and horizontally, with rooftops and facades designed to be seen from multiple vantage points.

In accordance with this new legislation, the Project has been evaluated in relation to the controls and determined to be in conformance.

- Inclusionary Affordable Housing: The project has elected the on-site affordable housing alternative, identified in Planning Code Section 415.6 and 419.3. The project site is located within the UMU Zoning District, 68-X Height and Bulk District, and is therefore subject to the Tier B Affordable Housing Program Requirements, which requires 16% of the total number of units to be designated as part of the inclusionary affordable housing program. The Project contains 176 units and the Project Sponsor will fulfill this requirement by providing the 28 affordable units on-site, which will be available for rent. As part of the project, the Project Sponsor has entered into a Costa-Hawkins Agreement with the City.

- 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 |
|---|--|--------------------------------------|
| Transportation Sustainability Fee- Residential (Application submitted by 7/21/15- 137,909 gsf) | 411A (@\$7.74/2) <i>Credit (38,600 gsf x \$15.32)</i> | \$1,067,415.60 <i>(\$591,352)</i> |
| Transportation Sustainability Fee- Non-Res. (Application submitted by 7/21/15- 46,803 gsf) | 411A- Non-Res (@\$15.32) | \$717,021.96 |
| Eastern Neighborhoods Impact Fee (6,868 sq ft – Tier 1; Change in Use from PDR to Non-Residential) | 423 (@ \$3.82) | \$26,235.76 |
| Eastern Neighborhoods Impact Fee (38,600 sq ft – Tier 1; Change in Use from PDR to Residential) | 423 (@ \$6.37) | \$245,882.00 |
| Eastern Neighborhoods Impact Fee (137,909 sq ft – Tier 1; New Residential) New Residential) | 423 (@ \$10.19) | \$1,405,292.71 |
| Childcare Fee (Residential 137,909 gsf) | 414A (@1.83) | \$252,373.47 |
| Childcare Fee (Change of Use 38,600 gsf) | 414A(@.26) | \$10,036.00 |
| | TOTAL | \$3,132,905.30 |

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 new six-story, 68-foot tall, 184,712 square foot, mixed-use building with 176 dwelling units, 3,571 square feet of commercial space, 3,297 square feet of PDR (Production, Distribution, Repair) space, 111 off-street parking spaces, 244 Class I bicycle parking spaces and 20 Class II bicycle parking spaces, and to allow modifications to the requirements for rear yard (Planning Code Section 134) and permitted obstructions over the street (Planning Code Section 136).

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 use, ground floor commercial and PDR uses are principally permitted.
- The Project produces a new residential development with significant site updates, including landscaping and common open space.

- The Project provides 3,297 square feet of ground floor PDR space to partially off-set the replacement of the existing 38,600 gsf PDR use.
- The Project is compatible with and respects the existing neighborhood character, and provides an appropriate massing and scale.
- The Project provides an amount of parking representing a parking space to dwelling unit ratio of .63 per dwelling unit which is adequate for the Project and complies with the parking maximums prescribed by the Planning Code.
- The Project complies with the First Source Hiring Program.
- The Project adds 176 new dwelling units to the City's housing stock.
- In total, the project proposes 111 off-street parking spaces within space-efficient vehicle stackers in conformance with the maximum permitted ratios based on the proposed unit sizes.
- The Project will fully utilize the Eastern Neighborhoods Area Plan controls, and will pay the appropriate development impact fees.

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| RECOMMENDATION: Approval with Conditions |
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Attachments:

Draft Motion- Large Project Authorization
Parcel Map
Sanborn Map
Aerial Photograph
Zoning Map
Project Sponsor Submittal
Major Projects Map
Architectural Drawings
Public Correspondence
Community Plan Exemption

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 checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Major Projects 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 checked="" type="checkbox"/> Public Correspondence | <input type="checkbox"/> Community Meeting Notice |
| | <input checked="" 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

_____ CT

Planner's Initials



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Affordable Housing (Sec. 415)
- Jobs Housing Linkage Program (Sec. 413)
- Downtown Park Fee (Sec. 412)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 414A)
- Other (EN Impact Fees, Sec 423)

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Planning Commission Motion No. **XXXXX** HEARING DATE: APRIL 28, 2016

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Case No.: **2013.0698X**
Project Address: **1301 16TH STREET**
Zoning: UMU (Urban Mixed Use)
 68-X Height and Bulk District
Block/Lot: 3954/016
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 1030 Grayson Street
 Berkeley, CA 94710
Staff Contact: Chris Townes – (415) 575-9195
chris.townes@sfgov.org

ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW EXCEPTIONS TO 1) REAR YARD PURSUANT TO PLANNING CODE SECTION 134, AND 2) PERMITTED OBSTRUCTIONS OVER THE STREET PURSUANT TO PLANNING CODE SECTION 136, TO ALLOW CONSTRUCTION OF A NEW SIX-STORY, 68-FOOT TALL, MIXED-USE BUILDING (APPROXIMATELY 184,712 GSF) WITH 176 DWELLING UNITS (CONSISTING OF (40) STUDIOS, (62) 1-BEDROOM UNITS, (30) 2-BEDROOM UNITS, AND (10) 3-BEDROOM UNITS) 3,571 SQUARE FEET OF COMMERCIAL SPACE, 3,297 SQUARE FEET OF PDR (PRODUCTION, DISTRIBUTION AND REPAIR) SPACE, AND 111 OFF-STREET VEHICLE STACKER PARKING SPACES LOCATED AT 1301 16TH STREET, LOT 016 IN ASSESSOR’S BLOCK 3954, WITHIN THE UMU (URBAN MIXED USE) ZONING DISTRICT AND A 68-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 19, 2014 , Will Mollard of Workshop1 (hereinafter "Project Sponsor") filed Application No. 2013.0698X (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new six-story, mixed-use building (approximately 184,712 gsf) with 176 dwelling units, 3,571 square feet of commercial space, 3,297 square feet of PDR space, and 111 off-street vehicle stacker parking spaces located at 1301 16th Street (Block 3954 Lot 016) 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 Commission's 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 14, 2016, 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 April 28, 2016, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2013.0698X.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2013.1390CUA_2 at 1650 Mission Street, Fourth Floor, San Francisco, California.

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. 2013.0698X, 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 site is located within the Urban Mixed Use (UMU) Zoning District and 68-X Height and Bulk District within the Potrero Hill neighborhood. The property is flat and located on a double-corner, 38,600 square foot, rectangular-shaped parcel located on the south side of 16th Street between Carolina and Wisconsin Streets in the flats north of Potrero Hill, Block 3954, Lot 016. The subject parcel has 193-foot frontages along Carolina and Wisconsin Streets and a 200-foot frontage along 16th Street. Currently, the subject lot contains a one-story, 38,600 square foot industrial building that is 25 feet tall and covers the entire area of the lot.
3. **Surrounding Properties and Neighborhood.** The project site is located in the UMU Zoning District along a transitioning industrial corridor within the Showplace Square/Potrero Hill Plan Area. The surrounding neighborhood includes several other one- and two-story commercial and warehouse buildings. Three blocks west along 16th Street is a three-story residential building and a four-story building that houses ground floor retail and the Le Cordon Bleu College of Culinary Arts. A few blocks southwest of the project site are several multi-story, mixed-use buildings with residential units above ground floor commercial spaces. A Whole Foods grocery store, restaurants, and Jackson Playground Park are located within the neighborhood. The project site is located approximately one mile from the 4th and Townsend Street, and 22nd Street Caltrain stations, is located along the No. 55 bus route, and is blocks from the No. 8, 10, 19, and 22 bus lines. Surrounding properties on the north side of 16th Street are zoned PDR-1-D (Production, Distribution, Repair- 1- Design) while surrounding properties on the south side of 16th Street are zoned UMU (Urban Mixed Use).
4. **Project Description.** The proposed project includes the demolition of an existing one-story, 38,600 square foot industrial building, and the construction of a new six-story, 68-foot tall, 184,712 square foot, mixed-use building with 176 dwelling units, 3,571 square feet of commercial space, 3,297 square feet of PDR (Production, Distribution, Repair) space, 111 off-street parking spaces (inclusive of three ADA accessible spaces and one car share space), 244 Class I bicycle parking spaces and 20 Class II bicycle parking spaces. The project includes a dwelling unit mix consisting of (10) 3-bedrooms, (64) 2-bedrooms, (62) 1-bedrooms, and (40) studios. The project includes a 7,668 square foot central courtyard on the second level, consisting of 4,346 square feet of landscaped common open space and 3,322 square feet of private patios that face onto the common courtyard, and a 9,155 square foot landscaped common open space roof deck. Vehicular access to

an at-grade vehicle stacker parking garage is provided off of Carolina and Wisconsin Streets. Private sidewalk-facing stoops are provided for each of the 16 dwelling units along the Carolina and Wisconsin Street frontages.

5. Public Comment.

- To date, the Department has received (15) letters of support for the Project from individuals, as well as from the San Francisco Housing Action Coalition and Grow SF, who cite support for the project's design and programmatic evolution, neighborhood outreach efforts, proposed density, mass and scale, composition of family-sized units, on-site affordability selection, urban design and neighborhood compatibility.
- To date, the Department has received (3) letters of concern and opposition for the Project from the Potrero Boosters, Grow Potrero Responsibly, and Save the Hill members who cite concern for the project's loss of PDR and inactive ground floor, lack of rendering detail of the south elevation and roof-scape, inadequacy of the CPE to address cumulative impacts, and the potential for the project to create significant hazard to the public from the release of toxic materials.

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. Permitted Uses in UMU Zoning Districts.** Planning Code Section 843.20, 843.45 and 843.78-843.87 state that residential, retail, and various PDR uses are principally permitted use within the UMU Zoning District.

The Project would construct a new mixed-use building with residential, retail and PDR uses within the UMU Zoning District; therefore, the Project complies with Planning Code Sections 843.20, 843.45 and 843.78-843.87.

- B. Floor Area Ratio (FAR).** Planning Code Section 124 establishes a maximum FAR within the UMU Zoning District of 5.0 to 1 non-residential floor area within the 68-X Height and Bulk District.

The project proposes a FAR of 1.2 and for all non-residential floor area within the project which is located within the 68-X Height and Bulk District; therefore, the project complies with Planning Code Section 124.

- C. Rear Yard.** Planning Code Section 134 requires a minimum rear yard equal to 25% of the total lot depth of the lot to be provided at every residential level. Therefore, the Project would have to provide a rear yard, which measures approximately 9,650 square feet, located along the rear property line.

The rectangular-shaped, 38,600 square feet subject property is a double-corner lot with frontage along Carolina, 16th, and Wisconsin Streets. Since the surrounding area is predominantly light industrial in nature, the subject block does not possess a mid-block open space pattern. The Project provides a total of 13,501 square feet of common open space, in addition to 4,618 square feet of private open space. The common open space is provided within an approximately 4,346 square foot common landscaped courtyard at the second floor level and a 9,155 square foot roof deck; thereby, exceeding the total

amount of open space which would have been provided through a qualifying rear yard by 3,851 square feet. The courtyard is centrally-located in a manner that contributes to any future mid-block open space that adjacent future development may expand upon. The Project is seeking a modification of the rear yard requirement as part of the Large Project Authorization since the proposed courtyard does not meet the minimum required setback.

- D. **Useable Open Space.** Planning Code Section 135 requires a minimum of 80 square feet of open space per dwelling unit, if not publically accessible, or 54 square feet of open space per dwelling unit, if publically accessible. Private useable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 square feet is 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. Common useable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum of 300 square feet. Inner courts may be credited as common usable open space if the enclosed space is not less than 20 feet in every horizontal dimension and 400 square feet in area, and if the height of the walls and projections above the court on at least three sides is 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.

The required residential usable open space requirement will be satisfied commonly, in the form of a central inner courtyard and a roof deck, and privately for 24 units in total through the use of private decks. The 7,668 square foot inner courtyard on the second floor includes 4,346 square feet of common landscaped space (raised four inches) and the remaining 3,222 square foot space, which will be dedicated to private open space for 16 dwelling units. This landscaped courtyard meets the dimensional requirements of Planning Code Section 135. Private open space will also be provided for all of the 16 ground floor townhome style units and 46 other dwelling units on floors two through six.

In total, the Project exceeds the amount of open space required by constructing a total of 13,501 square feet of usable Code-complying common open space via a second floor inner courtyard and a roof deck. Overall, the Project complies with Planning Code Section 135.

- E. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires a streetscape plan, which includes elements from the Better Streets Plan for a project proposing new construction on a lot that is greater than one-half acre with frontage encompassing the entire block face between the nearest two intersections with any other publicly-accessible rights-of-way.

The Project includes the new construction of a six-story mixed-use building on a lot with 200 feet of frontage along 16th Street and 193 feet of frontage along Carolina and Wisconsin Streets. The Project's streetscape has been designed in accordance with the San Francisco Better Streets Plan and provides widened sidewalks measuring 24 feet on Carolina Street, 10 feet on 16th Street, and 16 feet on Wisconsin Street. The Project also provides streetscape elements, including a bulb-out at the corner of 16th and Wisconsin Streets, as well as new sidewalk plantings, bicycle parking and street furniture. Therefore, the Project complies with Planning Code Section 138.1.

- F. **Bird Safety.** Planning Code Section 139 outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards.

The subject lot is not located within an Urban Bird Refuge. The Project meets the requirements of feature-related standards and does not include any unbroken glazed segments 24 square feet and larger in size; therefore, the Project complies with Planning Code Section 139.

- G. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, public alley at least 20 feet in width, side yard at least 25 feet in width, a rear yard meeting the requirements of this Code or other open area that meets minimum requirements for area and horizontal dimensions.

The Project organizes the dwelling units to have exposure either on Carolina Street, 16th Street, Wisconsin Street or along the inner central courtyard. Since Carolina Street, 16th Street and Wisconsin Street are all greater than 25 feet in width, all street-facing units comply with the dwelling unit exposure requirements. Since the inner courtyard is approximately 50 feet wide by 130 feet in length, all courtyard-facing units meets the dimensional requirements of the Planning Code.

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

The Project meets the requirements of Planning Code Section 145.1. The off-street parking is located on the ground level, but is located in the interior of the building setback approximately 54 feet from the Carolina and Wisconsin Street frontages and setback 25 feet from the 16th Street frontage. The garage is accessed from only two 12-foot wide entrances, one on Carolina Street and the other on Wisconsin Street. At grade, within the first 25 feet from the street-fronting property lines, the ground floor plan consists of active uses including residential walk-up units with direct, individual pedestrian access to a public sidewalk, and residential lobby flanked by commercial retail and PDR uses. In addition, the Project meets ground-level transparency and fenestration requirements.

- I. **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 176 dwelling units proposed, the Project is allowed a maximum of 132 off-street parking spaces.

The Project provides 109 off-street parking residential spaces. Of these 109 residential off-street parking spaces, three ADA accessible parking spaces and one car share space are provided. Therefore, the Project complies with Planning Code Section 151.1 and does not exceed the principally permitted maximum amount of parking.

With regard to the non-residential uses, Planning Code Section 151.1 of the Planning Code allows 1 space per 500 square feet of retail space and 1 space per 1500 square feet of PDR. For

retail and PDR space combined, the Project is allowed a maximum of 9 spaces. For the 3,571 square feet of retail, the Project is allowed a maximum of 7 spaces and for the 3,297 square feet of PDR, the Project is allowed 2 spaces.

The Project provides one off-street parking space for retail and one off-street parking space for PDR use. In total, the Project is allowed up to 141 off-street parking spaces (132 residential spaces + 9 retail and PDR spaces), whereas a total of 111 spaces are proposed; therefore, the Project complies with Planning Code Section 151.1. Of these 111 off-street parking spaces provided, 3 spaces are ADA accessible.

- J. **Bicycle Parking.** Planning Section 155.2 of the Planning Code requires at least one Class 1 bicycle parking spaces for each dwelling unit and one Class 2 bicycle parking spaces for every 20 dwelling units.

With regard to retail space, Planning Code Section 155.2 requires one Class 1 bicycle parking space per 7500 square feet and one Class 2 bicycle parking space per 2500 square feet with a minimum of two spaces.

With regard to PDR space, Planning Code Section 155.2 requires one Class 1 per 12,000 square feet and four Class 2 bicycle parking spaces for spaces greater than 50,000 square feet with a minimum of two spaces.

The Project includes 176 dwelling units with 3,571 square feet of retail and 3,297 square feet of PDR space; therefore, the Project is required to provide 119 Class 1 bicycle parking spaces and 13 Class 2 bicycle parking spaces. The Project will provide 260 Class 1 bicycle parking spaces and 20 Class 2 bicycle parking spaces, thus exceeding the Code requirement. Therefore, the Project complies with Planning Code Section 155.2.

- K. **Car Share Requirements.** Planning Code Section 166 requires one car-share parking space for projects constructing 50 to 200 dwelling units.

Since the Project includes 176 dwelling units, it is required to provide a minimum of one car-share parking space. The Project provides one off-street car share parking space within the garage; therefore, the Project complies with Planning Code Section 166.

- 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 the dwelling units. These spaces will be unbundled and sold and/or leased separately from the dwelling units; therefore, the Project complies with Planning Code Section 167.

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

For the 176 dwelling units, the Project is required to provide at least (70) two-bedroom or larger units or (53) 3-bedroom or larger units. The Project provides (10) 3-bedrooms, (64) 2-bedrooms, (62) 1-bedrooms, and (40) studios. Therefore, the Project meets and exceeds the dwelling unit mix requirements of

Planning Code Section 207.6.

- N. **Shadow.** Planning Code Section 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.

The Department has conducted a preliminary shadow fan which indicates that the project does not cast any net new shadows upon property under the jurisdiction of the Recreation and Parks Commission.

- O. **Inclusionary Affordable Housing Program.** Planning Code Section 415 and 419.3 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3 and 419.3, 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. Pursuant to Planning Code Section 415.5, 415.6 and 419.3, the Inclusionary Affordable Housing Program requirement for the On-Site Affordable Housing Alternative is to provide 16% of the proposed dwelling units as affordable.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5, 415.6 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 by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project or submit to the Department a contract demonstrating that the project's on- or off-site units are not subject to the Costa Hawkins Rental Housing Act, California Civil Code Section 1954.50 because, under Section 1954.52(b), the Project Sponsor has entered into an agreement with a public entity in consideration for a direct financial contribution or any other form of assistance specified in California Government Code Sections 65915 et seq. and submits an Affidavit of such to the Department. All such contracts entered into with the City and County of San Francisco must be reviewed and approved by the Mayor's Office Housing and the City Attorney's Office. The Project Sponsor has indicated the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions provided by the City and approved herein. The Project Sponsor submitted such Affidavit on January 21, 2016 and a draft of the Costa Hawkins agreement on November 16, 2015. The EE application was submitted on September 16, 2013. Pursuant to Planning Code Section 415.3, 415.6 and 419.3, the on-site requirement is 16%. 28 units (6 studios, 10 one-bedroom, 11 two-bedroom, and one three-bedroom) of the 176 units provided will be affordable rental units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable. The Project must execute the Costa Hawkins agreement prior to Planning Commission approval or must revert to payment of the Affordable Housing Fee.

- P. **Transit Impact Development & Transit Sustainability Fees.** Planning Code Sections 411 and 411A are applicable to new development over 800 square feet.

The Project includes 46,803 square feet of non-residential use; however, the existing site contains approximately 38,600 square feet of PDR use. The Project would also be subject to a fee for the new residential gross square feet of approximately 137,909 gross square feet (subject to the residential TSF at one half the cost, based on adopted grandfathering). Additionally, the Project will receive a prior use credit, as outlined in Planning Code Section 411.4(b), with the total TIDF fee at approximately \$1,193,085.50.

- Q. **Childcare Fee Requirement.** Pursuant to Section 414, the Project Sponsor shall pay the in-lieu fee as required. The net addition of gross floor area subject to the fee shall be determined based on drawings submitted with the Building Permit Application.

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

- R. **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 at least one net new residential unit.

The Project proposes the replacement of an existing 38,600 square foot industrial building with new construction of a six-story, 68-foot tall, 184,712 square foot, mixed-use building with 176 dwelling units, 3,571 square feet of retail and 3,297 square feet of PDR. Therefore, the Project is subject to Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. This fee must be paid prior to the issuance of the building permit application.

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 smaller-scale industrial properties and larger-scale residential buildings that create a varied street wall. In particular, the Project is compatible with the mass and scale of other industrial properties and the larger scale four- and five-story mixed-use properties located nearby on 17th Street and along the 16th Street corridor. The Project composes the massing in a U-shape configuration to better contribute toward any future shared mid-block open space on the subject block. Along all three frontages (Carolina, 16th and Wisconsin Street), the massing maintains a well-defined street while stepping back at the sixth story from the Carolina and Wisconsin Street frontages. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.

- B. Architectural treatments, facade design and building materials.

The Project's architectural treatments, facade design and building materials include transparent glass, cementitious panels, high-density stratified wood panels, and aluminum framed windows. The plan is

bilaterally symmetrical along a longitudinal axis through the central lobby and inner courtyard. This symmetry is characteristic of the neighborhood's industrial context in which symmetry and uniformity is characteristic of both industrial buildings and manufacturing methods. The building's symmetry serves to successfully anchor the building on a dual-corner lot with three street frontages. The Project provides for a unique expression along the street, which draws from the residential and industrial language of 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.

Along the lower floors, the Project provides sixteen walk-up dwelling units with individual pedestrian access on Wisconsin and Carolina Streets. These dwelling units provide for activity along the street and serve to further connect the building with the neighborhood. Along 16th Street, the Project provides a well-defined, centrally-located residential lobby with recessed entry flanked by two equally-sized commercial spaces that wrap both corners. The height of the ground floor has a ceiling height that is approximately 16'-10" which is well-proportioned with the façade as a whole and composed predominantly of clear storefront glazing which conforms to the active street frontage requirements while providing emphasis of the ground floor active uses.

- 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 provides the required open space for its 176 dwelling units through a central courtyard, a landscaped roof deck, and private decks. In total, the Project provides 13,501 square feet of common open space, which exceeds the required amount for the dwelling units. In addition, private open space will be provided for all sixteen ground-level dwelling units and for 70 dwelling units on upper floors.

- 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.

The Project is not subject to the mid-block alley requirements of Planning Code Section 270.2.

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

In compliance with Planning Code Section 138.1, the Project provides 29 new street trees along the Carolina, 16th and Wisconsin Street frontages. The Project Sponsor would pay an in-lieu fee for any required street trees not provided due to proximity of underground utilities, etc., as specified by the Department of Public Works. In addition, the Project includes streetscape elements, including two corner bulb outs, sidewalk bicycle racks, and site furnishings. The Department finds that these improvements would significantly improve the public realm.

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

The Project provides ample circulation in and around the Project site through comprehensive sidewalk improvements, well defined walk-up entrances to sixteen residential units along the street frontages,

a prominent residential lobby entrance and a vehicular garage entrance accessed from Carolina and Wisconsin Streets to an at-grade garage. Vehicular access is limited to two 12-foot wide entry/exit on the Carolina and Wisconsin Street façades.

H. Bulk limits.

The 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 Project, on balance, meets the Objectives and Policies of the General Plan (see below).

8. **Additional Design Standards for Large Project Authorizations (LPA) in Showplace Square/Potrero Hill Plan Area.** Per Board of Supervisor's File No. 151281, effective February 19, 2016, Planning Commission shall consider additional design standards for projects in the Showplace Square, Potrero Hill, and Central Waterfront Area Plans receiving a Large Project Authorization. Approvals for an LPA under Planning Code Section 329 within the applicable Plan Area must conform to the existing provisions of the Planning Code and must also demonstrate the following:

A. An awareness of urban patterns, and harmonizes visual and physical relationships between existing buildings, streets, open spaces, natural features, and view corridors;

The mass and scale of the Project are appropriate for the large corner lot and the surrounding context. The surrounding context is light industrial and mixed-use in character. The industrial buildings tend to be broad and rectangular in form, whereas, the newer mixed-use residential/commercial developments tend to be 4-6 stories in height with a height and bulk consistent with the underlying height and bulk district while maintaining a defined street wall. The proposed Project is compatible with the mass and scale of the nearby industrial properties, as well as, the larger-scale four- and five- story mixed-use properties located nearby on 17th Street. The Project composes the massing in a U-shape configuration to better contribute toward any future shared mid-block open space on the subject block. The Project will add up to 29 new street trees and will activate the three street frontages at the Project site by replacing an inward-facing industrial building with a mixed-use building that includes two ground floor commercial spaces and sixteen dwelling units with sidewalk-facing stoops that will activate the adjacent street frontages and greatly enhance the pedestrian environment surrounding the Project.

B. An awareness of neighborhood scale and materials, and renders building facades with texture, detail, and depth; and

The surrounding context is light industrial and mixed-use in character. Many of the industrial buildings in the surrounding neighborhood are broad and rectangular in form with large uniformly-composed metal-framed windows. The materiality of surrounding older buildings include textured and smooth stucco, brick, metal-framed windows while many of the newer buildings include cement board, metal paneling, clear storefront glazing, metal-framed windows, smooth stucco and natural wood. The Project articulates the massing by providing setbacks at the sixth level on both the Wisconsin and Carolina Street frontages. On those same frontages, sixteen ground level dwelling units feature walk-up entrances from the street to provide a pedestrian scale at the building's ground floor. The Project relates to both the older industrial structures and newer residential buildings in the neighborhood by using a

mix of building materials that include transparent glass, cement panels, and high-density stratified wood panels that will contribute interest and texture to the building façade.

- C. A modulation of buildings vertically and horizontally, with rooftops and façade designed to be seen from multiple vantage points.

The Project design modulates its mass both vertically and horizontally by providing distinct, recessed volumetric pockets evenly across the street-facing facades with a more substantial volumetric recess that is centrally-located above the residential lobby along the 16th Street elevation. This break in mass aligns with the inner courtyard along the longitudinal axis through the middle of the building which emphasizes the bilaterally symmetrical program and design. Additionally, street-facing bay window and balcony combinations patterning the elevations on floors two through six help break up the overall façade composition and provide a greater sense of depth. Horizontal building modulation is successfully expressed through the use of extruded natural cement finished floor plates that wrap the building corners supporting the bay window and balcony elements, as well as, floor-to-floor fenestration pattern that aligns window across each elevation.

9. **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);

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 a comparable amount of open space, in lieu of the required rear yard. Overall, the Project site is 38,600 square feet in area, and would be required to provide a rear yard measuring 9,650 square feet. The Project provides a total of 13,501 square feet of common open space primarily through a second floor courtyard and landscaped roof deck, thus exceeding the amount of open space which would have been provided in Code-compliant rear yard. The Project also provides 4,618 square feet of private open space via upper level decks and private yards facing the common courtyard on the second floor.

- (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 is composed in a U-shape configuration to better contribute toward any future mid-block open space. The Project does not impede access to light and air for the adjacent properties, in that the adjacent properties are not residential in nature and the subject block does not have a pattern of rear yard open space.

(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.

- B. Where not specified elsewhere in subsection (d) of Planning Code Section 329, 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. Since Planning Code Section 304 allows for modification of permitted obstructions over the street requirements, the Project is eligible to seek obstructions over the street modification (for bay windows) as part of the Large Project Authorization request.

The Project seeks a modification of the dimensional requirements associated with permitted obstructions over the street, as defined in Planning Code Section 136. Specifically, the bay windows adjacent to the balconies on 16th Street do not conform to Planning Code Section 136. This Code section establishes that where a bay window and a balcony are located immediately adjacent to one another, and the floor of such balcony in its entirety has a minimum horizontal dimension of six feet, a maximum length of 18 feet at the line establishing the required open area applies, and a maximum of 12 feet along a line parallel to and at a distance of three feet from the line establishing the required open area applies.

The Commission finds the modification to be appropriate and justified, and will improve the overall Project design. Given the Project's overall massing composition, scale and height of 68 feet, the bay window and balcony elements are well scaled within the 16th Street elevation and their rectangular shape is compatible within the broader rectangular architectural form of the building and within the light industrial and mixed-use neighborhood context. The floor-to-floor, clear-glazed, panelized bay windows are also well integrated into the architectural treatment which includes cement and wood paneling and vertically-rectangular shaped windows. The patterning and floor-to-floor rectangular shape of the bay window/balcony projections which project 3 feet from the recessed wall plane, when considered collectively across the 16th Street elevation, provides a sense of depth that improves the overall design and its compatibility within the neighborhood context. Lastly, since the total area occupied by the proposed bay windows adjacent to balconies are slightly less than what would otherwise be occupied by a Code-compliant bay window/balcony configuration along the same frontage, such a modification can be supported.

10. **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.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

The Project is a higher density residential development in a transitioning industrial area. The Project site is an ideal infill site that is currently occupied by a single-story industrial building that was constructed in 1971. 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. The Project includes 28 on-site affordable housing units, which complies with the UMU District's goal to provide a higher level of affordability at 16% of the total unit count.

OBJECTIVE 4

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

Policy 4.1

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

The Project provides a dwelling unit mix that includes studios, one-bedroom, one-bedroom plus den, two-bedroom, two-bedroom plus den, and three-bedroom units. Of the 176 dwelling units proposed, 74 of the units (or 42%) have at least two-bedrooms and are suitable for families.

Policy 4.4

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

The Project meets the affordable housing requirements for the UMU Zoning District by providing 28 on-site affordable units.

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.

The Project architecture responds to the site's location as a transition between industrial zones and the contemporary and traditional architecture of the surrounding neighborhood. The Project's mass, scale and architectural expression is compatible with that of the light industrial surrounding neighborhood. Large rectangular-shaped, broad, industrial warehouse buildings with large vertically rectangular-shaped windows are prevalent along the 16th Street corridor. The proposed palate of materials references the industrial heritage of the neighborhood and draws from the surrounding industrial context through the use of a blend of metal and more natural materials that include cement panels, translucent gray glass, natural concrete finishes, high-density wood panels, and aluminum framed windows.

Overall, the Project offers a high quality design that respects the distinct industrial character of the Potrero neighborhood while providing a unique and expressive architectural design that is compatible with the area.

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 Project's design fosters a sense of community by providing street-facing decks for a number of units on the second through sixth floors, as well as ground floor street-facing residential entrances and stoops for 16 units along Carolina and Wisconsin Streets. These features promote interaction between residents/users and the broader community and serve to integrate the Project with the public realm.

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.

Policy 4.6:

Assure the provision of adequate public open space to serve new residential development.

The Project provides opportunities for recreation and enjoyment of open space through a well-defined common central interior courtyard and roof deck. The Project also includes 4,618 square feet of private open space via upper level decks and private yards facing the common courtyard on the second floor. In addition, all sixteen ground floor residential units feature walk-up entry stoops that will engage the pedestrian realm while providing opportunities for private open space.

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 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project proposes 29 new street trees along the Carolina, 16th, and Wisconsin Street frontages. The Project also provides corner bulb-outs at each corner, street plantings and site furnishings, including bicycle parking racks. The Project's frontages are designed with active spaces oriented at the pedestrian level. Along the 16th Street ground floor street frontage, a central residential lobby flanked by two separate commercial spaces that wrap the corners designed with a visually-transparent storefront system further activate the Project's connection to the streetscape. Along the Carolina and Wisconsin Street frontages, the Project features walk-up entry stoops for all sixteen ground floor residential units.

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 provides 244 Class 1 bicycle parking spaces in convenient, secure, and weather-protected locations. The Project provides an additional 20 Class 2 bicycle parking spaces in the landscaped bulb-outs at each corner of the building on 16th Street. These combined 264 spaces will provide ample bicycle parking for all of the Project's residents and guests.

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 provides 111 off-street stacker parking spaces for the 176-dwelling unit mixed-use project. These parking spaces are accessed by two separate 12-foot wide ingress/egress curb cuts and driveways along Carolina and Wisconsin Streets. The amount of parking represents a parking space to dwelling unit ratio of .63 per dwelling unit which is adequate for the Project and complies with the parking maximums prescribed by the Planning Code.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 3:

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

Policy 3.1:

Promote harmony in the visual relationships and transitions between new and older buildings.

The Project's street-fronting facades respond to the form, scale and material palate of the existing, predominantly industrial neighborhood, while also providing a new contemporary architectural vocabulary that speaks to the neighborhood's transition to a more mixed-use, residential and retail-oriented uses.

OBJECTIVE 4:

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

Policy 4.4:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.12:

Install, promote and maintain landscaping in public and private areas.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

Although the Project site has three street frontages, it only provides two vehicular access points for the entire site, thereby limiting conflicts with pedestrians and bicyclists. Streetscape improvements include the planting of numerous street trees, a bulb-out at each corner, landscaping, bicycle racks and furnishings that will greatly improve the pedestrian experience along the Project's entire street frontage.

SHOWPLACE SQUARE/POTRERO AREA PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.1

ENCOURAGE THE TRANSITION OF PORTIONS OF SHOWPLACE/POTRERO TO A MORE

MIXED USE AND NEIGHBORHOOD-SERVING CHARACTER, WHILE PROTECTING THE CORE OF DESIGN-RELATED PDR USES.

Policy 1.1.4

Permit and encourage greater retail use 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.

The proposed 176-dwelling unit mixed-use Project provides for two ground floor commercial spaces fronting 16th Street that wrap the corners of Carolina and Wisconsin Streets, including a 3,571 square foot retail tenant space and a 3,297 PDR tenant space. These ground floor uses have frontages that are designed in accordance with the active street frontage requirements of the Planning Code and are strategically located to take advantage of the transit service along the 16th Street corridor.

OBJECTIVE 1.2

IN AREAS OF SHOWPLACE/POTERO 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.

The Project's mass and scale are appropriate for a large corner lot and the surrounding context, which includes smaller-scale industrial properties and larger-scale residential buildings that create a varied street wall. In particular, the Project is compatible with the mass and scale of other industrial properties and the larger scale four- and five-story mixed-use properties located nearby on 17th Street and along the 16th Street corridor. The Project composes the massing in a U-shape configuration to better contribute toward any future shared mid-block open space on the subject block. Along all three frontages (Carolina, 16th and Wisconsin Street), the massing maintains a well-defined street while stepping back at the sixth story from the Carolina and Wisconsin Street frontages. Thus, the Project is appropriate and compatible with its surroundings in keeping with the neighborhood character.

Housing

OBJECTIVE 2.1

ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN SHOWPLACE/POTRERO IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES.

Policy 2.1.1

Require developers in some formally industrial areas to contribute towards the City's very low, low, moderate and middle income needs as identified in the Housing Element of the General Plan.

Policy 2.1.3

Provide units that are affordable to households at moderate and "middle incomes"- working households earning above traditional below-market rate thresholds but still well below what is needed to buy a market rate priced home, with restrictions to ensure affordability continues.

The Project provides a range of unit types and sizes that will be affordable to a range of income groups. The studio units will be relatively affordable due to their smaller size, and the Project provides 28 affordable units that range in size from studios to three-bedrooms.

OBJECTIVE 2.3

REQUIRE THAT A SIGNIFICANT NUMBER OF UNITS IN NEW DEVELOPMENT HAVE TWO OR MORE BEDROOMS EXCEPT SENIOR HOUSING AND SRO DEVELOPMENTS UNLESS ALL BELOW MARKET RATE UNITS ARE TWO OR MORE BEDROOM UNITS.

Policy 2.3.1

Target the provision of affordable units for families.

Policy 2.3.2

Prioritize the development of affordable family housing, both rental and ownership, particularly along transit corridors and adjacent to community amenities.

The Project provides 74 dwelling units that have two or three bedrooms, contributing to the City's stock of housing suitable for families. Also, 12 of the 28 affordable units provided by the Project have at least two bedrooms. Because the Project is located along a major transit corridor and within proximity of two Caltrain Stations, the larger units are well suited for families who rely on public transit.

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 3.2.3

Minimize the visual impact of parking.

The Project minimizes the visual impact of parking by locating the garage within the interior of the building so that it cannot be seen from the street. The two ingress/egress points for the garage are each only 12 feet wide and are located on Carolina and Wisconsin Streets, rather than on the more prominent and more heavily trafficked 16th Street frontage.

Policy 3.2.4

Strengthen the relationship between a building and its fronting sidewalk.

Along the 16th Street frontage, the Project's centrally-located residential lobby flanked by two equally sized commercial spaces that wrap the corners provide a direct connection to the street. On Carolina and

Wisconsin Streets, the entrances to sixteen dwelling units feature walk-up stoops that provide direct access to the street. In addition, all ground floor frontages are designed in accordance with active street frontage requirements of the Planning Code.

Policy 3.2.6

Sidewalks abutting new developments should be constructed in accordance with locally appropriate guidelines based on established best practices in streetscape design.

The Project provides two new corner bulb-outs with street plantings and furnishings to improve the streetscape and promote pedestrian safety in a manner that is consistent with the San Francisco Better Streets Plan. The bulb-outs provide additional public open space that provides a resting and gathering place for residents and pedestrians. In addition the Project proposes 29 new street trees along the Project street frontages.

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

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

The Project does not displace any neighborhood-serving 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.

The Project does not displace any existing housing, nor would the existing units in the surrounding neighborhood be adversely affected. The Project will enhance the neighborhood character in that the proposed mass, scale and architectural design are compatible with the neighborhood context that is light industrial in character and transitioning to accommodate new mixed-use developments along the 16th Street corridor.

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

The Project does not displace any existing affordable housing. The Project will provide 28 new affordable units representing 16% of the 176-dwelling unit building.

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

The site is located on the south side of 16th Street between Carolina and Wisconsin Streets, approximately a mile from both the 4th and Townsend and 22nd Street Caltrain stations. The site is also located along the No. 55 MUNI line and is blocks from the No. 8, 10, 19, and 22 MUNI lines. It is presumable that residents would commute by transit thereby mitigating possible effects on street parking.

- D. 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 involves the demolition of an existing one-story, 38,600 square foot industrial shipping and receiving building; however, the Project does not contain any commercial office component. The Project provides 176 new dwelling units consisting of 40 studios, 62 one-bedrooms, 64 two-bedrooms, and 10 three bedrooms that accommodates individuals, couples and families. The Project includes 3,571 square feet of retail and 3,297 square feet of PDR to contribute towards a diverse economic base.

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

The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code.

- G. That landmarks and historic buildings be preserved.

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

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

The Project will not affect the City's parks or open space or their access to sunlight and vistas. The Project would not cast new shadows on any nearby property under the jurisdiction of the Recreation and Parks Department.

12. **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) 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.

13. 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.

14. 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 Authorization Application No. 2013.0698X** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated April 8, 2016, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Large Project Authorization to the Board of Appeals within thirty (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 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, 1650 Mission Street, Suite 304, 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 April 28, 2016.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: April 28, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow for the new construction of new six-story, 68-foot tall, 184,712 square foot, mixed-use building with 176 dwelling units, 3,571 square feet of commercial space, 3,297 square feet of PDR (Production, Distribution, Repair) space, 111 off-street parking spaces, 244 Class I bicycle parking spaces and 20 Class II bicycle parking spaces, and a modification to the requirements for rear yard and permitted obstructions over the street, located at 1301 16th Street, Lot 016 in Assessor's Block 3954 pursuant to Planning Code Section 329 within the UMU (Urban Mixed-Use) Zoning District, and a 68-X Height and Bulk District; in general conformance with plans, dated April 8, 2016, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0698X and subject to conditions of approval reviewed and approved by the Commission on April 28, 2016 under **Motion No. XXXXX**. 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 April 28, 2016 under **Motion No. XXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission **Motion No. XXXXX** 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 Office Development 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 authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

Mitigation Measures. Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2013.0698E) 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

DESIGN – COMPLIANCE AT PLAN STAGE

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

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

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

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

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

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

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 for each building. 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

PARKING AND TRAFFIC

Unbundled Parking. All off-street parking spaces shall be made available to Project residents only as a separate “add-on” option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the Project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first

right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner’s rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

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

Parking Maximum. Pursuant to Planning Code Section 151.1, the Project shall provide no more than 111 off-street parking spaces for the 176 dwelling unit mixed-use project.

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

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

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

Bicycle Parking. Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 119 Class 1 bicycle parking spaces and 13 Class 2 bicycle parking spaces.

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

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.sfplanning.org

PROVISIONS

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

Transit Impact Development & Transit Sustainability Fees. Pursuant to Planning Code Section 411, the Project Sponsor shall pay the Transit Impact Development & Transit Sustainability Fee 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.sfplanning.org

Childcare Fee Requirements. Pursuant to Section 414, the Project Sponsor shall pay the in-lieu fee as required. The net addition of gross floor area subject to the fee shall be determined based on drawings submitted with the Building Permit Application.

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

Eastern Neighborhoods Infrastructure Impact Fee. Pursuant to Planning Code Section 423 (formerly

327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9195, www.sf-planning.org

MONITORING

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

Revocation Due to Violation of Conditions. Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

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

OPERATION

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>

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>

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

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

INCLUSIONARY HOUSING

Eastern Neighborhoods Affordable Housing Requirements for UMU. Pursuant to Planning Code Section 419.3, Project Sponsor shall meet the requirements set forth in Planning Code Section 419.3 in addition to the requirements set forth in the Affordable Housing Program, per Planning Code Section 415. Prior to issuance of first construction document, the Project Sponsor shall select one of the options described in Section 419.3 or the alternatives described in Planning Code Section 419.5 to fulfill the affordable housing requirements and notify the Department of their choice. Any fee required by Section 419.1 et seq. shall be paid to the Development Fee Collection Unit at DBI prior to issuance of the first construction document an option for the Project Sponsor to defer payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge in accordance with Section 107A.13.3 of the San Francisco Building Code.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9195, www.sf-planning.org

Affordable Units

1. **Number of Required Units.** Pursuant to Planning Code Section 415.6 and 419.3, the Project is required to provide 16% of the proposed dwelling units as affordable to qualifying households. The Project contains 176 units; therefore, 28 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 28 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

For information about compliance, contact the Case Planner, Planning Department at 415-575-9195, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

2. **Unit Mix.** The Project contains 40 studios, 62 one-bedroom, 30 two-bedroom, and 10 three-bedroom units; therefore, the required affordable unit mix is 6 studios, 10 one-bedroom, 10 two-bedroom, and 2 three-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOH.

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

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9195, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500,

www.sf-moh.org.

4. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than 16% of the each phase's total number of dwelling units as on-site affordable units.

For information about compliance, contact the Case Planner, Planning Department at 415-758-9195,

www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9195,

www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9195,

www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal Project. The interior features in affordable units should be generally the same as those of the market units in the principal Project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.

- b. If the units in the building are offered for sale, the affordable unit(s) shall be sold to first time

home buyer households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average of 90% of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital

improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.

- c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.
- d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
- e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
- f. The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project.
- g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development Project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development Project and to pursue any and all available remedies at law.
- h. If the Project becomes ineligible at any time for the On-Site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOHCD and pay interest on the Affordable Housing Fee.

MITIGATION MONITORING AND REPORTING PROGRAM
1301 16th Street (Case No. 2013.0698E)
(Also includes text for Improvement Measures)

| MONITORING AND REPORTING PROGRAM | | | | | |
|--|--|---|--|---|---|
| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
| MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR | | | | | |
| CULTURAL AND PALEONTOLOGICAL RESOURCES | | | | | |
| <p><u>Project Mitigation Measure 1 – Accidental Discovery (Mitigation Measure J-2 of the Eastern Neighborhoods PEIR)</u></p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> | Project sponsor | Prior to any soil disturbing activities | Distribute Planning Department Archeological Resource “ALERT” sheet to Prime Contractor, sub-contractors and utilities firms | Project sponsor, archaeologist and Environmental Review Officer (ERO) | Submit signed affidavit of distribution to ERO |
| Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. | Head Foreman and/or project sponsor | Accidental discovery | Suspend any soils disturbing activity | Notify ERO of accidental discovery | ERO to determine additional measures |
| If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the | Project Sponsor | In case of accidental discovery | If ERO determines an archeological resource may be present, services of a qualified | | Considered complete upon implementation of any measures |

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
|---|--|--|---|--|--|
| archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. | Archeological consultant | | archeological consultant to be retained. Identify and evaluate archeological resources | Make recommendation to the ERO | requested by ERO |
| Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. | Project Sponsor | After determination by the ERO of appropriate action to be implemented following evaluation of accidental discovery. | Implementation of Archeological measure required by ERO | | Considered complete upon implementation of any measures requested by ERO |
| The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological 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. | Project Sponsor | Following completion of any* archeological field program. (* required.) | Submittal of Draft/Final FARR to ERO | | |
| Copies of the Draft FARR shall be sent to the ERO for review and approval. 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 copy, one unbound copy and one unlocked, searchable PDF copy on CD 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 or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above. | Project Sponsor | | Distribution of Final FARR. | | |

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
|--|--|--|--------------------------------|--|---|
| AIR QUALITY | | | | | |
| <p><u>Project Mitigation Measure 2 – Construction Air Quality (Mitigation Measure G-1 of the Eastern Neighborhoods PEIR).</u></p> <p>The project sponsor or the project sponsor’s Contractor shall comply with the following</p> <p>A. <i>Engine Requirements.</i></p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 3 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. <p>B. <i>Waivers.</i></p> <ol style="list-style-type: none"> 1. The Planning Department’s Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is | Project sponsor; project contractor(s) | Prior to construction activities requiring the use of off-road equipment | Submit certification statement | Project sponsor/ contractor(s) and the ERO | Considered complete on submittal of certification statement |

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures

| Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
|---|------------------------|----------------------|---|------------------------|
|---|------------------------|----------------------|---|------------------------|

limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).

2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below. If seeking an exception to (A)(1), the project sponsor shall be required to demonstrate that resulting construction emissions would not exceed significance thresholds for construction.

Table – Off-Road Equipment Compliance Step-down Schedule

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

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

** Alternative fuels are not a VDECS.

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
|--|--|--|---------------------------|--|---|
| <p>C. <i>Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. | Project sponsor/ contractor(s) | Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code | Prepare and submit a Plan | Project sponsor/ contractor(s) and the ERO | Considered complete on findings by ERO that Plan is complete |
| <p>D. <i>Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p> | Project sponsor/ contractor(s) | Quarterly | Submit quarterly reports | Project sponsor/ contractor(s) and the ERO | Considered complete on findings by ERO that Plan is being/was implemented |
| E. | | | | | |

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
|---|-----------------------------------|------------------------------|--|--|---|
| HAZARDOUS MATERIALS | | | | | |
| <p><u>Project Mitigation Measure 3 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods FEIR)</u></p> <p>The project sponsor shall ensure that any existing equipment containing PCBs or DEPH, such as fluorescent light ballasts (that may be present within the existing buildings on the project site), 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.</p> | Planning Department and DPH | Prior to approval of project | Comply with applicable laws during removal and disposal of any equipment containing PCBs or DEPH and document this process | Planning Department, in consultation with DPH; where Site Mitigation Plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction | Considered complete upon receipt of final monitoring report at completion of construction |

IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR

| | Responsibility for Implementation | Implementation Schedule | Implementation Action | Implementation Reporting Responsibility | Monitoring Schedule |
|---|---|-------------------------------|------------------------|---|--------------------------|
| TRANSPORTATION AND CIRCULATION | | | | | |
| <p><u>Project Improvement Measure 1 - Implement Additional and Project-Specific Travel Demand Strategies to Reduce Vehicle Trips</u></p> <p>The Project sponsor and subsequent property owner would implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed Project for the lifetime of the Project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes. The following contains a full menu of TDM program options which have been provided to the Project sponsor. The Project sponsor should</p> | Project sponsor, building management, Planning Department staff | Prior to and during occupancy | Implement TDM measures | Project sponsor | Ongoing during occupancy |

consider the following TDM measures and select those that the Project would commit to implementing:

TR-1(a): Identify TDM Coordinator: The Project sponsor would identify a TDM coordinator for the Project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator may be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator may be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the Project site. However, the TDM Coordinator would be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator would provide TDM training to other building staff about the transportation amenities and options available at the Project site and nearby.

TR-1(b): Provide Transportation and Trip Planning Information to Building Occupants:

Move-in packet: Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.

TR-1(c): City Access for Data Collection: As part of an ongoing effort to quantify the efficacy of TDM measures in general, City staff may need to access the Project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. Any on-site activity would require sponsor or property management approval and be coordinated through the TDM Coordinator.

TR-1(d): Bicycle Measures:

- (i) **Parking:** Increase the number of on-site secured bicycle parking beyond Planning Code requirements and/or provide additional bicycle facilities in the public right-of-way in on public right-of-way locations adjacent to or within a quarter mile of the Project site (e.g., sidewalks, on-street parking spaces).
- (ii) **Bay Area Bike Share:** Project sponsor would cooperate with the San

Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and / or Bay Area Bike Share (agencies) and allow installation of a bike share station in the public right-of-way along the project's frontage.

Project Improvement Measure 2 - Queue Abatement

It is the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way.

A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. If recurring queuing occurs, the property owner, building manager, and/or operator of the parking garage shall employ methods as needed to abate the queue.

Appropriate abatement methods would vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; identification of alternative routes for accessing the garage; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; and travel demand management strategies such as those listed in Improvement Measure TR-1. Parking management techniques may be considered including additional bicycle parking, customer shuttles, delivery services, parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

Property owner or building manager

Upon operation of the proposed project

Ensure a vehicle queue does not block any portion of public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis

Owner/operator; Planning Department

Ongoing during operation

Hire transportation consultant to evaluate conditions

Employ abatement methods

Project Improvement Measure 3 - Pedestrian Safety Enhancements

Lack of sidewalk on Project's western Carolina Street frontage which is a route to the nearest bus stop is being addressed by the applicant who proposes to build a new sidewalk during the construction of the Project.

Project sponsor

During project construction

Build a new sidewalk during project construction

Planning Department/ DBI/DPW

Upon completion of project construction

Project Improvement Measure 4 - Construction Management

The Project sponsor or property owner would develop and implement a Construction Management Plan (CMP), as required, addressing transportation-related circulation, access, worker parking, staging, and hours for work and deliveries.

The CMP would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation in the Project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The CMP should include, but not limited to, the following additional measures:

1. Identify construction traffic management best practices in San Francisco, as well as others that, although not being implemented in the City, could provide valuable information for the Project. Management practices include, but are not limited to the following:
 - a) Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands, including encouraging and rewarding alternate modes of transportation, carpooling, or providing shuttle service from a nearby off-street parking facility, or a remote worker parking location.
 - b) Identifying ways to consolidate truck delivery trips, minimizing delivery trips.
 - c) Restricting deliveries and trucks trips to the Project site during peak hours (generally 7 AM to 9 AM and 4 PM to 6 PM, but may include other times of peaked traffic in the Showplace Square/ Potrero District).
 - d) Require consultation with surrounding community, including business and property owners near the Project site to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the Project site.
 - e) Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding Project construction activities and duration, peak construction vehicle activities, (e.g. concrete pours), lane closures, and provide construction management contact to log and address community concerns.
2. Temporary rerouting of the eastbound direction of Bicycle Route 40 (most likely to 17th Street) during active construction along the 16th Street frontage, and possibly for the duration of the Project construction.
3. Temporary rerouting of pedestrian travel along the Project frontage, and/or construction of a temporary partially enclosed passageway along the Project's frontage. Such a passageway may also suffice as protection for bicyclists riding

Project sponsor,
contractor(s)

Prior to and
during
construction

Implement
Construction
Management
Plan

Project sponsor

Upon
completion of
project
construction

eastbound on Route 40, if kept free of construction debris.

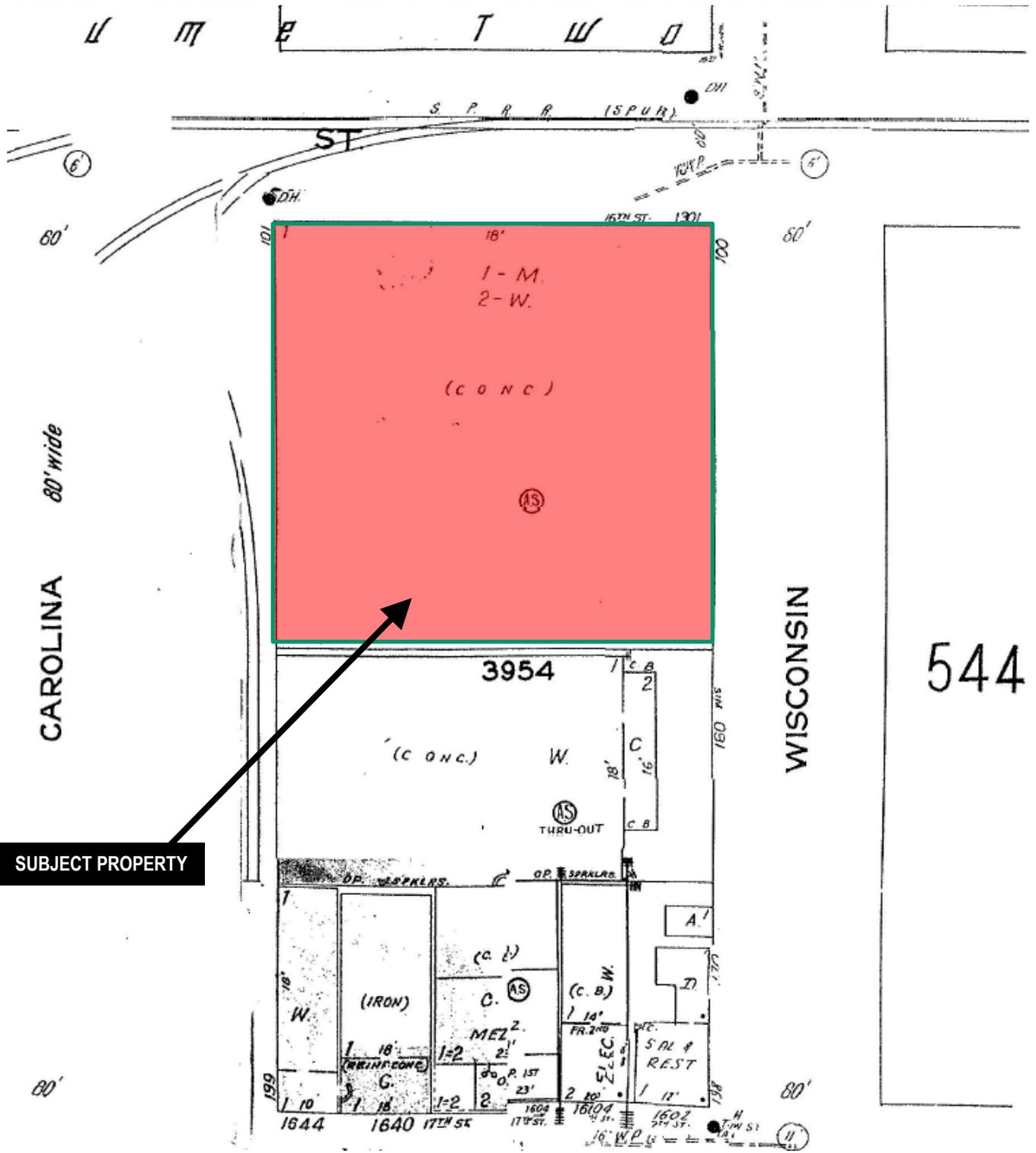
Parcel Map

BLOCK 3954



Large Project Authorization
Case Number 2013.0698X
1301 Mariposa Street

Sanborn Map*



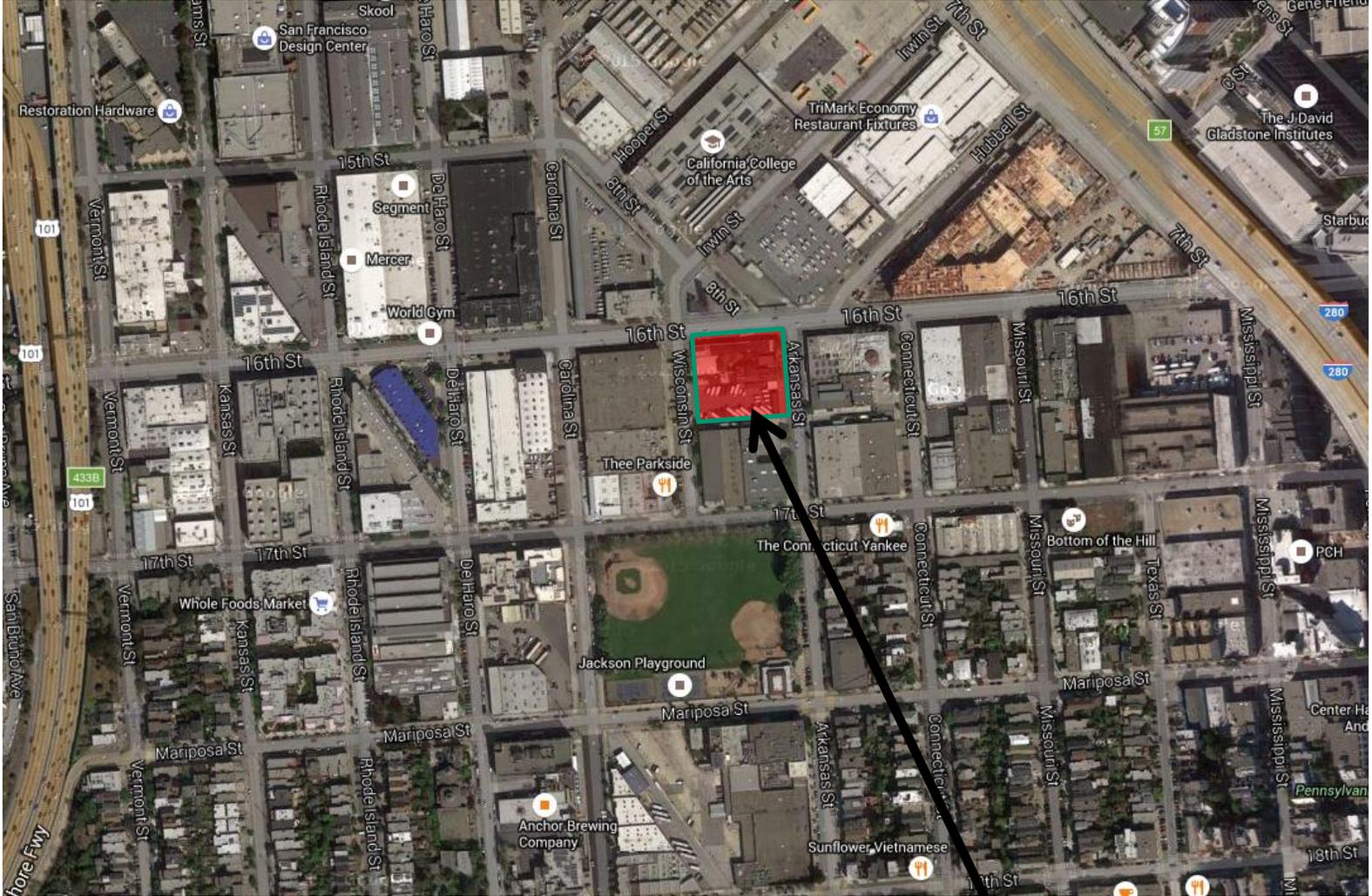
SUBJECT PROPERTY

*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 2013.0698X
 1301 Mariposa Street

Aerial Photo



PROJECT SITE

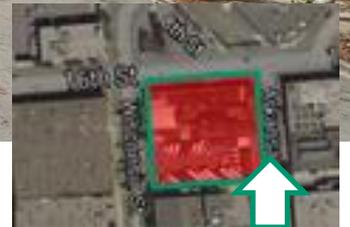


Site Photo



Large Project Authorization
Case Number 2013.0698X
1301 Mariposa Street

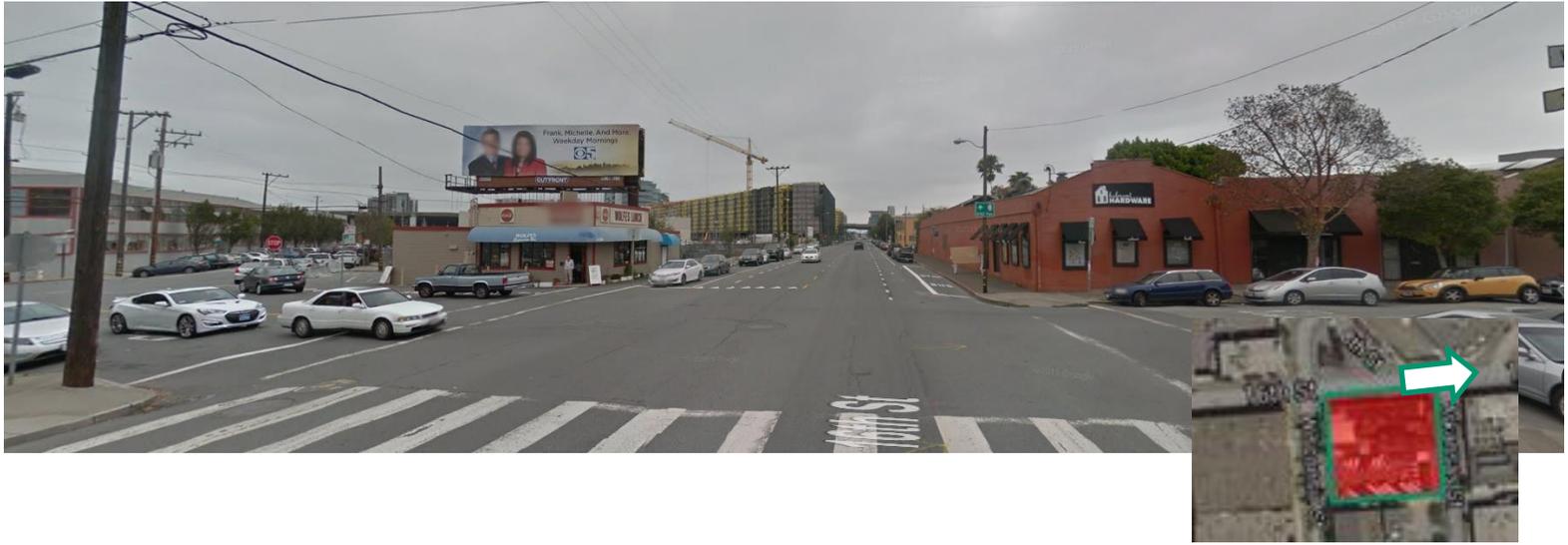
Site Photo



Large Project Authorization
Case Number 2013.0698X
1301 Mariposa Street



Site Photo



Large Project Authorization
Case Number 2013.0698X
1301 Mariposa Street

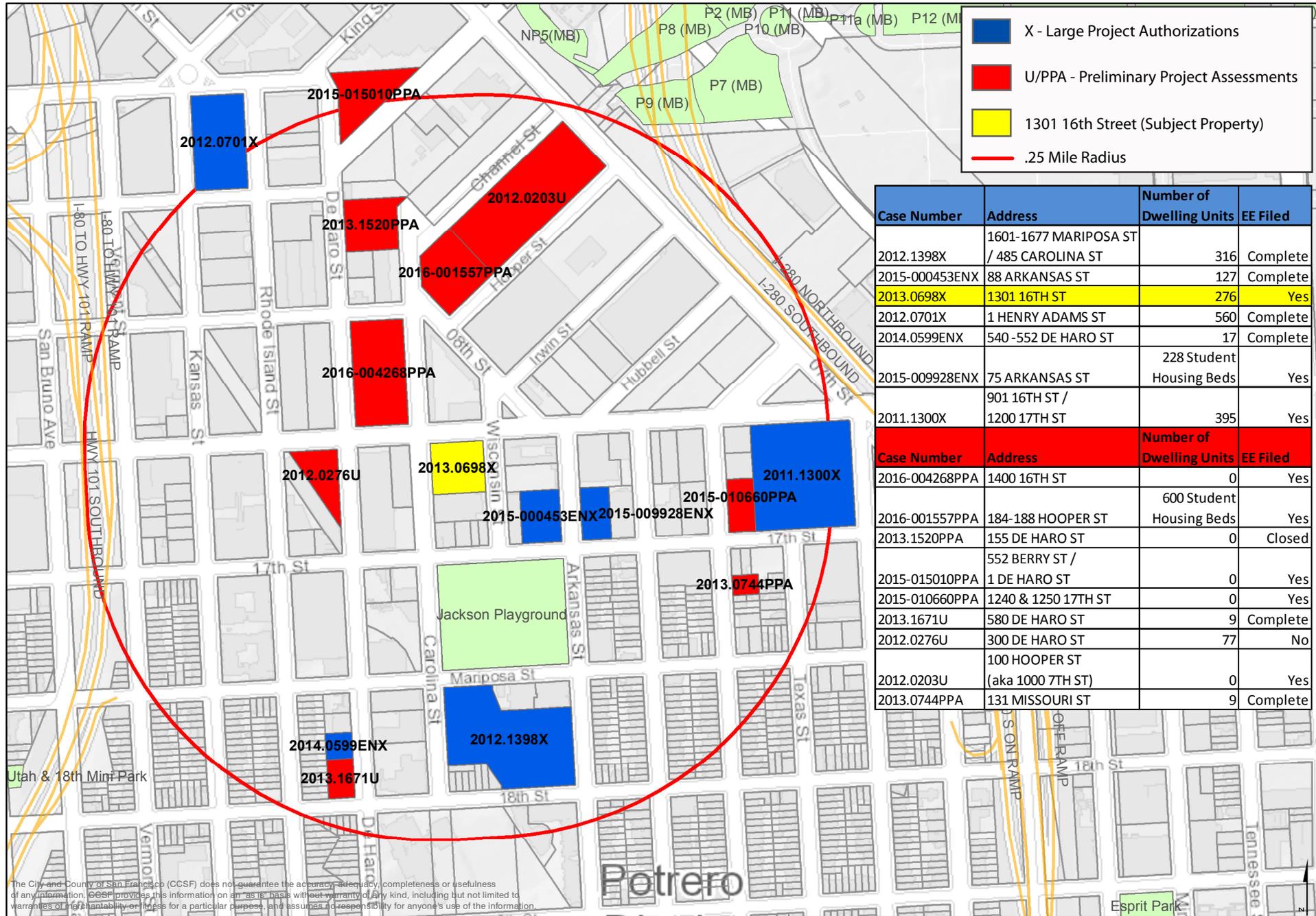


16th Street Corridor Buildings (Existing and Proposed)



Large Project Authorization/Adoption of CEQA Findings for FEIR Hearing
Case Number 2012.1398EX
1601 Mariposa Street

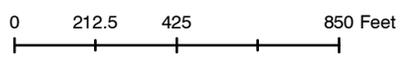
Major Projects within .25 Mile of 1301 16th Street



- X - Large Project Authorizations
- U/PPA - Preliminary Project Assessments
- 1301 16th Street (Subject Property)
- .25 Mile Radius

| Case Number | Address | Number of Dwelling Units | EE Filed |
|----------------|---|--------------------------|----------|
| 2012.1398X | 1601-1677 MARIPOSA ST / 485 CAROLINA ST | 316 | Complete |
| 2015-000453ENX | 88 ARKANSAS ST | 127 | Complete |
| 2013.0698X | 1301 16TH ST | 276 | Yes |
| 2012.0701X | 1 HENRY ADAMS ST | 560 | Complete |
| 2014.0599ENX | 540-552 DE HARO ST | 17 | Complete |
| 2015-009928ENX | 75 ARKANSAS ST | 228 Student Housing Beds | Yes |
| 2011.1300X | 901 16TH ST / 1200 17TH ST | 395 | Yes |
| Case Number | Address | Number of Dwelling Units | EE Filed |
| 2016-004268PPA | 1400 16TH ST | 0 | Yes |
| 2016-001557PPA | 184-188 HOOPER ST | 600 Student Housing Beds | Yes |
| 2013.1520PPA | 155 DE HARO ST | 0 | Closed |
| 2015-015010PPA | 552 BERRY ST / 1 DE HARO ST | 0 | Yes |
| 2015-010660PPA | 1240 & 1250 17TH ST | 0 | Yes |
| 2013.1671U | 580 DE HARO ST | 9 | Complete |
| 2012.0276U | 300 DE HARO ST | 77 | No |
| 2012.0203U | 100 HOOPER ST (aka 1000 7TH ST) | 0 | Yes |
| 2013.0744PPA | 131 MISSOURI ST | 9 | Complete |

The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.



Free Recording Requested Pursuant to
Government Code Section 27383

When recorded, mail to:
San Francisco Planning Department
1650 Mission Street, Room 400
San Francisco, California 94103
Attn: Director

Lots 016 in Assessor's Block 3954

**AGREEMENT TO PROVIDE ON-SITE AFFORDABLE HOUSING UNITS BETWEEN
THE CITY AND COUNTY OF SAN FRANCISCO AND SIXTEENTH STREET
CENTER, LLC, RELATIVE TO THE DEVELOPMENT KNOWN AS 1301 16TH
STREET**

THIS AGREEMENT TO PROVIDE ON-SITE AFFORDABLE HOUSING UNITS ("Agreement") dated for reference purposes only as of this ___ day of _____, 201_, is by and amongst the CITY AND COUNTY OF SAN FRANCISCO, a political subdivision of the State of California (the "City"), acting by and through its Planning Department, and SIXTEENTH STREET CENTER, LLC, a California limited liability company ("Developer"), with respect to the project approved for 1301 16th Street (the "Project"). City and Developer are also sometimes referred to individually as a "Party" and together as the "Parties."

RECITALS

This Agreement is made with reference to the following facts:

A. Code Authorization. Chapter 4.3 of the California Government Code directs public agencies to grant concessions and incentives to private developers for the production of housing for lower income households. The Costa-Hawkins Rental Housing Act (California Civil Code Sections 1954.50 et seq., hereafter "Costa-Hawkins Act") imposes limitations on the establishment of the initial and all subsequent rental rates for a dwelling unit with a certificate of occupancy issued after February 1, 1995, with exceptions, including an exception for dwelling units constructed pursuant to a contract with a public entity in consideration for a direct financial contribution or any other form of assistance specified in Chapter 4.3 of the California Government Code (Section 1954.52(b)). Pursuant to Civil Code Section 1954.52(b), the City's Board of Supervisors has enacted as part of the Inclusionary Affordable Housing Program, Planning Code Section 415 et seq, procedures and requirements for entering into an agreement with a private developer to memorialize the concessions and incentives granted to the developer and to provide an exception to the Costa-Hawkins Act for the inclusionary units included in the developer's project.

B. Property Subject to this Agreement. The property that is the subject of this Agreement consists of the real property in the City and County of San Francisco at Assessor's Block 3954, Lot 016, located on the south side of 16th Street between Carolina and Wisconsin

Streets (hereinafter "Property"). The Property is more particularly described in Exhibit A attached hereto. The Property is owned in fee by Developer.

C. Development Proposal; Intent of the Parties. The Developer proposes to demolish an existing one-story industrial building at the Property and construct an approximately 184,712 square foot, 6-story mixed-use building, containing 176 dwelling units in a mix of studios, one-bedrooms, one-bedroom plus dens, two-bedrooms, two-bedrooms plus dens, and three-bedrooms, 6,868 square feet of ground floor commercial and PDR space, 244 Class 1 bicycle parking spaces, 20 Class 2 bicycle spaces, and 111 automobile parking spaces (the "Project"). The dwelling units would be offered as rental units and the inclusionary affordable housing would be provided on-site. The Project would fulfill its inclusionary affordable housing requirement by providing 16% of the dwelling units, or 28 below-market rate (BMR) units, on-site, assuming that 176 residential units are constructed.

On _____, 201_, pursuant to Motion No. _____, the Planning Commission issued a Large Project Authorization for the Project under Section 329 (the "Large Project Authorization") to allow an exception for the rear yard pursuant to Planning Code Section 134(f) and for obstructions (bay windows) pursuant to Planning Code Section 136. A Notice of Special Restrictions containing Conditions of Approval of the Large Project Authorization was recorded against the Property on _____ 201_ (NSR No. _____).

The Large Project Authorization is referred to herein as the "Project Approval". The dwelling units that are the subject of this Agreement are the Project's on-site inclusionary units representing sixteen percent (16%) of the Project's dwelling units, which assuming that 176 dwelling are constructed, would total 28 inclusionary units (the "Inclusionary Units"). The dwelling units in the Project that are not Inclusionary Units, representing eighty-four percent (84%) of the Project's dwelling units, which assuming that 176 units are constructed would total 148 units, are referred to herein as the "Market Rate Units."

This Agreement is not intended to impose restrictions on the Market Rate Units, any portions of the Project other than the Inclusionary Units, or any future development at the Property that is not a part of the Project. This Agreement relates solely to the Inclusionary Units and shall have no legal effect in the event that the Project is not constructed. The Parties acknowledge that this Agreement is entered into in consideration of the respective burdens and benefits of the Parties contained in this Agreement and in reliance on their agreements, representations and warranties.

D. Inclusionary Affordable Housing Program. The Inclusionary Affordable Housing Program, San Francisco Planning Code Section 415 et seq. (the "Affordable Housing Program") provides that developers of any housing project consisting of ten or more units must pay an Affordable Housing Fee, as defined therein. The Affordable Housing Program provides that developers may be eligible to meet the requirements of the program through the alternative means of entering into an agreement with the City and County of San Francisco pursuant to Chapter 4.3 of the California Government Code, for concessions and incentives, pursuant to which the developer covenants to provide affordable on-site units as an alternative to payment of the Affordable Housing Fee to satisfy the requirements of the Affordable Housing Program and in consideration of the City's concessions and incentives.

E. Developer's Election to Provide On-Site Units. Developer has elected to enter into this Agreement to provide the Inclusionary Units in lieu of payment of the Affordable Housing Fee in satisfaction of its obligation under the Affordable Housing Program and to provide for an exception to the rent restrictions of the Costa-Hawkins Act for the Inclusionary Units only.

F. Compliance with All Legal Requirements. It is the intent of the Parties that all acts referred to in this Agreement shall be accomplished in such a way as to fully comply with the California Environmental Quality Act (Public Resources Code Section 21000 et seq., "CEQA"), Chapter 4.3 of the California Government Code, the Costa-Hawkins Act, the San Francisco Planning Code, and all other applicable laws and regulations.

G. Project's Compliance with CEQA. Pursuant to section 15183 of the CEQA Guidelines, California Public Resources Section 21083.3, and Chapter 31 of the San Francisco Administrative Code, the Planning Department published a Certificate of Exemption ("CPE") from Environmental Review for the Project on _____, 201_. The Planning Commission subsequently reviewed and concurred with the information contained in the CPE at a noticed public hearing on _____, 201_ (Motion No. _____).

H. General Plan Findings. This Agreement is consistent with the objectives, policies, general land uses and programs specified in the General Plan and any applicable area or specific plan, and the Priority Policies enumerated in Planning Code Section 101.1, as set forth in Planning Commission Motion No. _____.

AGREEMENT

The Parties acknowledge the receipt and sufficiency of good and valuable consideration and agree as follows:

1. GENERAL PROVISIONS

1.1 Incorporation of Recitals and Exhibits. The preamble paragraph, Recitals, and Exhibits, and all defined terms contained therein, are hereby incorporated into this Agreement as if set forth in full.

2. CITY'S DENSITY BONUS AND CONCESSIONS AND INCENTIVES FOR THE INCLUSIONARY UNITS.

2.1 Exceptions, Concessions and Incentives. The Developer has received the following exceptions, concessions and incentives for the production of the Inclusionary Units on-site.

2.1.1 Project Approval and Density Bonus. The Project Approval included the Large Project Authorization allowing an exception for the rear yard pursuant to Planning Code Section 134(f) and obstructions (bay windows) pursuant to Planning Code Section 136. This Project Approval permitted development of the Project at a greater density than would otherwise have been permitted under the Planning Code.

2.1.2 Waiver of Affordable Housing Fee. City hereby determines that the Developer has satisfied the requirements of the Affordable Housing Program by covenanting to provide the Inclusionary Units on-site, as provided in Section 3.1, and accordingly hereby waives the obligation of the Developer to pay the Affordable Housing Fee. City would not be willing to enter into this Agreement and waive the Affordable Housing Fee without the understanding and agreement that Costa-Hawkins Act provisions set forth in California Civil Code section 1954.52(a) do not apply to the Inclusionary Units as a result of the exemption set forth in California Civil Code section 1954.52(b). Upon completion of the Project and identification of the Inclusionary Units, Developer agrees to record a notice of restriction against the Inclusionary Units in the form required by the Affordable Housing Program.

2.2 Costa-Hawkins Act Inapplicable to Inclusionary Units Only.

2.2.1 Inclusionary Units. The parties acknowledge that, under Section 1954.52(b) of the Costa-Hawkins Act, the Inclusionary Units are not subject to the Costa Hawkins Act. Through this Agreement, Developer hereby enters into an agreement with a public entity in consideration for forms of concessions and incentives specified in California Government Code Sections 65915 et seq. The concessions and incentives are comprised of, but not limited to, the concessions and incentives set forth in Section 2.1.

2.2.2 Market Rate Units. The Parties hereby agree and acknowledge that this Agreement does not alter in any manner the way that the Costa-Hawkins Act or any other law, including the City's Rent Stabilization and Arbitration Ordinance (Chapter 37 of the San Francisco Administrative Code) apply to the Market Rate Units.

3. COVENANTS OF DEVELOPER

3.1 On-Site Inclusionary Affordable Units. In consideration of the concessions and incentives set forth in Section 2.1 and in accordance with the terms and conditions set forth in the Affordable Housing Program and the Project Approval, upon Developer obtaining its first certificate of occupancy for the Project, Developer shall provide sixteen percent (16%) of the dwelling units as on-site Inclusionary Units in lieu of payment of the Affordable Housing Fee. For example, based on the contemplated total of 176 units comprising the Project, a total of 28 Inclusionary Units would be required in the aggregate for the entire Project in lieu of payment of the Affordable Housing Fee.

3.2 Developer's Waiver of Rights Under the Costa-Hawkins Act Only as to the Inclusionary Units. The Parties acknowledge that under the Costa-Hawkins Act, the owner of newly constructed residential real property may establish the initial and all subsequent rental rates for dwelling units in the property without regard to the City's Residential Rent Stabilization and Arbitration Ordinance (Chapter 37 of the San Francisco Administrative Code). The Parties also understand and agree that the Costa-Hawkins Act does not and in no way shall limit or otherwise affect the restriction of rental charges for the Inclusionary Units because this Agreement falls within an express exception to the Costa-Hawkins Act as a contract with a public entity in consideration for a direct financial contribution or other forms of assistance specified in Chapter 4.3 (commencing with section 65915) of Division 1 of Title 7 of the California Government Code including but not limited to the density bonus, concessions and

incentives specified in Section 2. Developer acknowledges that the density bonus and concessions and incentives result in identifiable and actual cost reductions to the Project. Should the Inclusionary Units be deemed subject to the Costa-Hawkins Act, as a material part of the consideration for entering into this Agreement, Developer, on behalf of itself and all its successors and assigns to this Agreement, hereby expressly waives, now and forever, any and all rights it may have under the Costa-Hawkins Act with respect only to the Inclusionary Units (but only the Inclusionary Units and not as to the Market Rate Units) consistent with Section 3.1 of this Agreement. Without limiting the foregoing, Developer, on behalf of itself and all successors and assigns to this Agreement, agrees not to bring any legal or other action against City seeking application of the Costa-Hawkins Act to the Inclusionary Units for so long as the Inclusionary Units are subject to the restriction on rental rates pursuant to the Affordable Housing Program. The Parties understand and agree that the City would not be willing to enter into this Agreement without the waivers and agreements set forth in this Section 3.2.

3.3 Developer's Waiver of Right to Seek Waiver of Affordable Housing Program. Developer specifically agrees to be bound by all of the provisions of the Affordable Housing Program applicable to on-site inclusionary units with respect to the Inclusionary Units. Developer covenants and agrees that it will not seek a waiver of the provisions of the Affordable Housing Program applicable to the Inclusionary Units.

3.4 No Obligation to Construct. By entering into this Agreement, Developer is not assuming any obligation to construct the Project, and the covenants of Developer hereunder become operative only in the event Developer elects to proceed with construction of the Project.

4. MUTUAL OBLIGATIONS

4.1 Good Faith and Fair Dealing. The Parties shall cooperate with each other and act in good faith in complying with the provisions of this Agreement and implementing the Project Approval.

4.2 Other Necessary Acts. Each Party shall execute and deliver to the other all further instruments and documents as may be reasonably necessary to carry out this Agreement, the Project Approval, the Affordable Housing Program (as applied to the Inclusionary Units) and applicable law in order to provide and secure to each Party the full and complete enjoyment of its rights and privileges hereunder.

4.3 Effect of Future Changes to Affordable Housing Program. The City hereby acknowledges and agrees that, in the event that the City adopts changes to the Affordable Housing Program after the date this Agreement is executed by both Parties, nothing in this Agreement shall be construed to limit or prohibit any rights Developer may have to modify Project requirements with respect to the Inclusionary Units to the extent permitted by such changes to the Affordable Housing Program.

5. DEVELOPER REPRESENTATIONS, WARRANTIES AND COVENANTS.

5.1 Interest of Developer. Developer represents that it is the legal and equitable fee owner of the Property, that it has the power and authority to bind all other persons with legal or equitable interest in the Property to the terms of this Agreement, and that all other persons

holding legal or equitable interest in the Inclusionary Units are to be bound by this Agreement. Developer is a limited liability company, duly organized and validly existing and in good standing under the laws of the State of California. Developer has all requisite power and authority to own property and conduct business as presently conducted. Developer has made all filings and is in good standing in the State of California.

5.2 No Conflict With Other Agreements; No Further Approvals; No Suits. Developer warrants and represents to the best of its knowledge that it is not a party to any other agreement that would conflict with the Developer's obligations under this Agreement. Neither Developer's articles of organization, bylaws, or operating agreement, as applicable, nor any other agreement which Developer is a party to in any way prohibits, limits or otherwise affects the right or power of Developer to enter into and perform all of the terms and covenants of this Agreement. To the best of Developer's knowledge, no consent, authorization or approval of, or other action by, and no notice to or filing with, any governmental authority, regulatory body or any other person is required for the due execution, delivery and performance by Developer of this Agreement or any of the terms and covenants contained in this Agreement. To Developer's knowledge, there are no pending or threatened suits or proceedings or undischarged judgments affecting Developer or any of its members before any court, governmental agency, or arbitrator which might materially adversely affect Developer's business, operations, or assets or Developer's ability to perform under this Agreement.

5.3 No Inability to Perform; Valid Execution. Developer warrants and represents that it has no knowledge of any inability to perform its obligations under this Agreement. The execution and delivery of this Agreement and the agreements contemplated hereby by Developer have been duly and validly authorized by all necessary action. This Agreement will be a legal, valid and binding obligation of Developer, enforceable against Developer in accordance with its terms.

5.4 Conflict of Interest. Through its execution of this Agreement, the Developer acknowledges that it is familiar with the provisions of Section 15.103 of the City's Charter, Article III, Chapter 2 of the City's Campaign and Governmental Conduct Code, and Section 87100 et seq. and Section 1090 et seq. of the California Government Code, and certifies that it does not know of any facts which constitute a violation of said provisions and agrees that it will immediately notify the City if it becomes aware of any such fact during the term of this Agreement.

5.5 Notification of Limitations on Contributions. Through execution of this Agreement, the Developer acknowledges that it is familiar with Section 1.126 of City's Campaign and Governmental Conduct Code, which prohibits any person who contracts with the City, whenever such transaction would require approval by a City elective officer or the board on which that City elective officer serves, from making any campaign contribution to the officer at any time from the commencement of negotiations for the contract until three (3) months after the date the contract is approved by the City elective officer or the board on which that City elective officer serves. San Francisco Ethics Commission Regulation 1.126-1 provides that negotiations are commenced when a prospective contractor first communicates with a City officer or employee about the possibility of obtaining a specific contract. This communication may occur in person, by telephone or in writing, and may be initiated by the prospective contractor or a City

officer or employee. Negotiations are completed when a contract is finalized and signed by the City and the contractor. Negotiations are terminated when the City and/or the prospective contractor end the negotiation process before a final decision is made to award the contract.

5.6 Nondiscrimination. In the performance of this Agreement, Developer agrees not to discriminate on the basis of the fact or perception of a person's, race, color, creed, religion, national origin, ancestry, age, height, weight, sex, sexual orientation, gender identity, domestic partner status, marital status, disability or Acquired Immune Deficiency Syndrome or HIV status (AIDS/HIV status), or association with members of such protected classes, or in retaliation for opposition to discrimination against such classes, against any City employee, employee of or applicant for employment with the Developer, or against any bidder or contractor for public works or improvements, or for a franchise, concession or lease of property, or for goods or services or supplies to be purchased by the Developer. A similar provision shall be included in all subordinate agreements let, awarded, negotiated or entered into by the Developer for the purpose of implementing this Agreement.

6. AMENDMENT; TERMINATION

6.1 Amendment or Termination. Except as provided in Sections 6.2 (Automatic Termination) and 8.3 (Remedies for Default), this Agreement may only be amended or terminated with the mutual written consent of the Parties.

6.1.1 Amendment Exemptions. No amendment of the Project Approval shall require an amendment to this Agreement. Upon approval, any such matter shall be deemed to be incorporated automatically into the Project and this Agreement (subject to any conditions set forth in the amendment). Notwithstanding the foregoing, in the event of any direct conflict between the terms of this Agreement and any amendment to the Project Approval, then the terms of this Agreement shall prevail and any amendment to this Agreement shall be accomplished as set forth in Section 6.1 above.

6.2 Automatic Termination. This Agreement shall automatically terminate in the event that the Inclusionary Units are no longer subject to regulation as to the rental rates of the Inclusionary Units and/or the income level of households eligible to rent the Inclusionary Units under the Affordable Housing Program, or successor program.

7. TRANSFER OR ASSIGNMENT; RELEASE; RIGHTS OF MORTGAGEES; CONSTRUCTIVE NOTICE

7.1 Agreement Runs With The Land. City acknowledges that Developer may assign or transfer its rights, duties and obligations under the Project Approval and this Agreement and/or convey any interest it owns in the Property to another person or entity without City consent. Any assignee or successor to Developer's rights to the Project Approval and/or Property shall be referred to herein as a "Transferee". Any Transferee may also subsequently assign or transfer its rights, duties and obligations under this Agreement and/or convey any interest it owns in the Property to another person or entity. As provided in Section 9.2, this Agreement runs with the land and any Transferee will be bound by all of the terms and conditions of this Agreement.

7.2 Rights of Developer. The provisions in this Section 7 shall not be deemed to prohibit or otherwise restrict Developer from (i) granting easements or licenses or similar agreements to facilitate development of the Property, (ii) encumbering the Property or any portion of the improvements thereon by any mortgage, deed of trust, or other device securing financing with respect to the Property or Project, (iii) granting one or more leasehold interests in all or any portion of the Property, or (iv) transferring all or a portion of the Property pursuant to a sale, transfer pursuant to foreclosure, conveyance in lieu of foreclosure, or other remedial action in connection with a mortgage. None of the terms, covenants, conditions, or restrictions of this Agreement or the Project Approval shall be deemed waived by City by reason of the rights given to the Developer pursuant to this Section 7.2. Furthermore, although the Developer initially intends to operate the Project on a rental basis, nothing in this Agreement shall prevent Developer from later selling all or part of the Project on a condominium basis, provided that such sale is permitted by, and complies with, all applicable City and State laws including, but not limited to that, with respect to any inclusionary units, those shall only be sold pursuant to the City Procedures for sale of inclusionary units under the Affordable Housing Program.

7.3 Developer's Responsibility for Performance. If Developer transfers or assigns all or any portion of the Property or any interest therein to any other person or entity, Developer shall continue to be responsible for performing the obligations under this Agreement as to the transferred property interest until such time as there is delivered to the City a legally binding agreement pursuant to which the Transferee assumes and agrees to perform Developer's obligations under this Agreement from and after the date of transfer of the Property (or an interest therein) to the Transferee (an "Assignment and Assumption Agreement"), but not thereafter. The City is entitled to enforce each and every such obligation assumed by the Transferee directly against the Transferee as if the Transferee were an original signatory to this Agreement with respect to such obligation. Accordingly, in any action by the City against a Transferee to enforce an obligation assumed by the Transferee, the Transferee shall not assert any defense against the City's enforcement of performance of such obligation that is attributable to Developer's breach of any duty or obligation to the Transferee arising out of the transfer or assignment, the Assignment and Assumption Agreement, the purchase and sale agreement, or any other agreement or transaction between the Developer and the Transferee. The transferor Developer shall remain responsible for the performance of all of its obligations under the Agreement prior to the date of transfer, and shall remain liable to the City for any failure to perform such obligations prior to the date of the transfer.

7.4 Release Upon Transfer or Assignment. Upon the Developer's transfer or assignment of all or a portion of the Property or any interest therein, including the Developer's rights and interests under this Agreement, the Developer shall be released from any obligations required to be performed from and after the date of transfer under this Agreement with respect to the portion of the Property so transferred; provided, however, that (i) the Developer is not then in default under this Agreement and (ii) the Transferee executes and delivers to the City the legally binding Assignment and Assumption Agreement. Following any transfer, in accordance with the terms of this Section 7, a default under this Agreement by the Transferee shall not constitute a default by the Developer under this Agreement and shall have no effect upon the Developer's rights under this Agreement as to the remaining portions of the Property owned by the Developer. Further, a default under this Agreement by the Developer as to any portion of the Property not transferred or a default under this Agreement by the Developer prior to the date of

transfer shall not constitute a default by the Transferee and shall not affect any of Transferee's rights under this Agreement.

7.5 Rights of Mortgagees; Not Obligated to Construct; Right to Cure Default.

7.5.1 Notwithstanding anything to the contrary contained in this Agreement (including without limitation those provisions that are or are intended to be covenants running with the land), a mortgagee or beneficiary under a deed of trust, including any mortgagee or beneficiary who obtains title to the Property or any portion thereof as a result of foreclosure proceedings or conveyance or other action in lieu thereof, or other remedial action, ("Mortgagee") shall not be obligated under this Agreement to construct or complete the Inclusionary Units required by this Agreement or to guarantee their construction or completion solely because the Mortgagee holds a mortgage or other interest in the Property or this Agreement. A breach of any obligation secured by any mortgage or other lien against the mortgaged interest or a foreclosure under any mortgage or other lien shall not by itself defeat, diminish, render invalid or unenforceable, or otherwise impair the obligations or rights of the Developer under this Agreement.

7.5.2 Subject to the provisions of Section 7.5.1, any person, including a Mortgagee, who acquires title to all or any portion of the mortgaged property by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise shall succeed to all of the rights and obligations of the Developer under this Agreement and shall take title subject to all of the terms and conditions of this Agreement. Nothing in this Agreement shall be deemed or construed to permit or authorize any such holder to devote any portion of the Property to any uses, or to construct any improvements, other than the uses and improvements provided for or authorized by the Project Approval and this Agreement.

7.5.3 If City receives a written notice from a Mortgagee or from Developer requesting a copy of any Notice of Default delivered to Developer and specifying the address for service thereof, then City shall deliver to such Mortgagee, concurrently with service thereon to Developer, any Notice of Default delivered to Developer under this Agreement. In accordance with Section 2924 of the California Civil Code, City hereby requests that a copy of any notice of default and a copy of any notice of sale under any mortgage or deed of trust be mailed to City at the address shown on the first page of this Agreement for recording, provided that no Mortgagee or trustee under a deed of trust shall incur any liability to the City for any failure to give any such notice of default or notice of sale except to the extent the City records a request for notice of default and notice of sale in compliance with Section 2924b of the California Civil Code (a "Request for Special Notice") with respect to a specific mortgage or deed of trust and the Mortgagee or trustee fails to give any notice required under Section 2924b of the California Civil Code as a result of the recordation of a Request for Special Notice.

7.5.4 A Mortgagee shall have the right, at its option, but no obligation, to cure any default or breach by the Developer under this Agreement within the same time period as Developer has to remedy or cause to be remedied any default or breach, plus an additional period of (i) thirty (30) calendar days to cure a default or breach by the Developer to pay any sum of money required to be paid hereunder and (ii) ninety (90) days to cure or commence to cure a non-monetary default or breach and thereafter to pursue such cure diligently to completion;

provided that if the Mortgagee cannot cure a non-monetary default or breach without acquiring title to the Property, then so long as Mortgagee is diligently pursuing foreclosure of its mortgage or deed of trust, Mortgagee shall have until ninety (90) days after completion of such foreclosure to cure such non-monetary default or breach. Mortgagee may add the cost of such cure to the indebtedness or other obligation evidenced by its mortgage, provided that if the breach or default is with respect to the construction of the improvements on the Property, nothing contained in this Section or elsewhere in this Agreement shall be deemed to permit or authorize such Mortgagee, either before or after foreclosure or action in lieu thereof or other remedial measure, to undertake or continue the construction or completion of the improvements (beyond the extent necessary to conserve or protect improvements or construction already made) without first having expressly assumed the obligation to the City, by written agreement reasonably satisfactory to the City, to complete in the manner provided in this Agreement the improvements on the Property or the part thereof to which the lien or title of such Mortgagee relates. Notwithstanding a Mortgagee's agreement to assume the obligation to complete in the manner provided in this Agreement the improvements on the Property or the part thereof acquired by such Mortgagee, the Mortgagee shall have the right to abandon completion of the improvement at any time thereafter.

7.5.5 If at any time there is more than one mortgage constituting a lien on any portion of the Property, the lien of the Mortgagee prior in lien to all others on that portion of the mortgaged property shall be vested with the rights under this Section 7.5 to the exclusion of the holder of any junior mortgage; provided that if the holder of the senior mortgage notifies the City that it elects not to exercise the rights sets forth in this Section 7.5, then each holder of a mortgage junior in lien in the order of priority of their respective liens shall have the right to exercise those rights to the exclusion of junior lien holders. Neither any failure by the senior Mortgagee to exercise its rights under this Agreement nor any delay in the response of a Mortgagee to any notice by the City shall extend Developer's or any Mortgagee's rights under this Section 7.5. For purposes of this Section 7.5, in the absence of an order of a court of competent jurisdiction that is served on the City, a then current title report of a title company licensed to do business in the State of California and having an office in the City setting forth the order of priority of lien of the mortgages shall be reasonably relied upon by the City as evidence of priority. Nothing in this Agreement shall impair the foreclosure rights of any mortgagee.

7.6 Constructive Notice. Every person or entity who now or hereafter owns or acquires any right, title or interest in or to any portion of the Project or the Property is and shall be constructively deemed to have consented and agreed to every provision contained herein, whether or not any reference to this Agreement is contained in the instrument by which such person acquired an interest in the Project or the Property.

8. ENFORCEMENT OF AGREEMENT; REMEDIES FOR DEFAULT; DISPUTE RESOLUTION

8.1 Enforcement. The only parties to this Agreement are the City and the Developer. This Agreement is not intended, and shall not be construed, to benefit or be enforceable by any other person or entity whatsoever.

8.2 Default. For purposes of this Agreement, the following shall constitute a default under this Agreement: the failure to perform or fulfill any material term, provision, obligation,

or covenant hereunder and the continuation of such failure for a period of thirty (30) calendar days following a written notice of default and demand for compliance; provided, however, if a cure cannot reasonably be completed within thirty (30) days, then it shall not be considered a default if a cure is commenced within said 30-day period and diligently prosecuted to completion thereafter, but in no event later than one hundred twenty (120) days.

8.3 Remedies for Default. In the event of an uncured default under this Agreement, the remedies available to a Party shall include specific performance of the Agreement in addition to any other remedy available at law or in equity. In addition, the non-defaulting Party may terminate this Agreement subject to the provisions of this Section 8 by sending a Notice of Intent to Terminate to the other Party setting forth the basis for the termination. The Agreement will be considered terminated effective upon receipt of a Notice of Termination. The Party receiving the Notice of Termination may take legal action available at law or in equity if it believes the other Party's decision to terminate was not legally supportable.

8.4 No Waiver. Failure or delay in giving notice of default shall not constitute a waiver of default, nor shall it change the time of default. Except as otherwise expressly provided in this Agreement, any failure or delay by a Party in asserting any of its rights or remedies as to any default shall not operate as a waiver of any default or of any such rights or remedies; nor shall it deprive any such Party of its right to institute and maintain any actions or proceedings that it may deem necessary to protect, assert, or enforce any such rights or remedies.

9. MISCELLANEOUS PROVISIONS

9.1 Entire Agreement. This Agreement, including the preamble paragraph, Recitals and Exhibits, constitute the entire understanding and agreement between the Parties with respect to the subject matter contained herein.

9.2 Binding Covenants; Run With the Land. From and after recordation of this Agreement, all of the provisions, agreements, rights, powers, standards, terms, covenants and obligations contained in this Agreement shall be binding upon the Parties, and their respective heirs, successors (by merger, consolidation, or otherwise) and assigns, and all persons or entities acquiring the Property, any lot, parcel or any portion thereof, or any interest therein, whether by sale, operation of law, or in any manner whatsoever, and shall inure to the benefit of the Parties and their respective heirs, successors (by merger, consolidation or otherwise) and assigns. Regardless of whether the procedures in Section 7 are followed, following recordation of this Agreement all of its provisions shall be enforceable during the term hereof as equitable servitudes and constitute covenants and benefits running with the land pursuant to applicable law, including but not limited to California Civil Code Section 1468.

9.3 Applicable Law and Venue. This Agreement has been executed and delivered in and shall be interpreted, construed, and enforced in accordance with the laws of the State of California. All rights and obligations of the Parties under this Agreement are to be performed in the City and County of San Francisco, and such City and County shall be the venue for any legal action or proceeding that may be brought, or arise out of, in connection with or by reason of this Agreement.

9.4 Construction of Agreement. The Parties have mutually negotiated the terms and conditions of this Agreement and its terms and provisions have been reviewed and revised by legal counsel for both City and Developer. Accordingly, no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Agreement. Language in this Agreement shall be construed as a whole and in accordance with its true meaning. The captions of the paragraphs and subparagraphs of this Agreement are for convenience only and shall not be considered or referred to in resolving questions of construction. Each reference in this Agreement to this Agreement or the Project Approval shall be deemed to refer to the Agreement or the Project Approval as it may be amended from time to time pursuant to the provisions of the Agreement, whether or not the particular reference refers to such possible amendment.

9.5 Project Is a Private Undertaking; No Joint Venture or Partnership.

9.5.1 The development proposed to be undertaken by Developer on the Property is a private development. The City has no interest in, responsibility for, or duty to third persons concerning any of said improvements. The Developer shall exercise full dominion and control over the Property, subject only to the limitations and obligations of the Developer contained in this Agreement or in the Project Approval.

9.5.2 Nothing contained in this Agreement, or in any document executed in connection with this Agreement, shall be construed as creating a joint venture or partnership between the City and the Developer. Neither Party is acting as the agent of the other Party in any respect hereunder. The Developer is not a state or governmental actor with respect to any activity conducted by the Developer hereunder.

9.6 Signature in Counterparts. This Agreement may be executed in duplicate counterpart originals, each of which is deemed to be an original, and all of which when taken together shall constitute one and the same instrument.

9.7 Time of the Essence. Time is of the essence in the performance of each and every covenant and obligation to be performed by the Parties under this Agreement.

9.8 Notices. Any notice or communication required or authorized by this Agreement shall be in writing and may be delivered personally or by registered mail, return receipt requested. Notice, whether given by personal delivery or registered mail, shall be deemed to have been given and received upon the actual receipt by any of the addressees designated below as the person to whom notices are to be sent. Either Party to this Agreement may at any time, upon written notice to the other Party, designate any other person or address in substitution of the person and address to which such notice or communication shall be given. Such notices or communications shall be given to the Parties at their addresses set forth below:

To City:

John Rahaim
Director of Planning
San Francisco Planning Department
1650 Mission Street
San Francisco, California 94102

with a copy to:

Dennis J. Herrera, Esq.
City Attorney
City Hall, Room 234
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Attn: Elizabeth Anderson, Dep. City Attorney

To Developer:

Sixteenth Street Center, LLC
c/o Workshop1
1030 Grayson Street
Berkeley, CA 94710
Attn: Will Mollard

and a copy to:

Reuben, Junius & Rose, LLP
One Bush Street, Suite 600
San Francisco, CA 94104
Tel: (415) 567-9000
Fax: (415) 399-9480
E-mail: dfattin@reubenlaw.com
Attn: Daniel A. Frattin

9.9 **Severability.** If any term, provision, covenant, or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of this Agreement shall continue in full force and effect unless enforcement of the remaining portions of the Agreement would be unreasonable or grossly inequitable under all the circumstances or would frustrate the purposes of this Agreement.

9.10 **MacBride Principles.** The City urges companies doing business in Northern Ireland to move toward resolving employment inequities and encourages them to abide by the MacBride Principles as expressed in San Francisco Administrative Code Section 12F.1 et seq. The City also urges San Francisco companies to do business with corporations that abide by the

MacBride Principles. Developer acknowledges that it has read and understands the above statement of the City concerning doing business in Northern Ireland.

9.11 Tropical Hardwood and Virgin Redwood. The City urges companies not to import, purchase, obtain or use for any purpose, any tropical hardwood, tropical hardwood wood product, virgin redwood, or virgin redwood wood product.

9.12 Sunshine. The Developer understands and agrees that under the City's Sunshine Ordinance (San Francisco Administrative Code, Chapter 67) and the State Public Records Law (Gov't Code Section 6250 et seq.), this Agreement and any and all records, information, and materials submitted to the City hereunder are public records subject to public disclosure.

9.13 Effective Date. This Agreement will become effective on the date that the last Party duly executes and delivers this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day and year first above written.

CITY

CITY AND COUNTY OF SAN FRANCISCO,
a municipal corporation

Approved as to form:
Dennis J. Herrera, City Attorney

By: _____
John Rahaim
Director of Planning

By: _____
Elizabeth S. Anderson
Deputy City Attorney

DEVELOPER

SIXTEENTH STREET CENTER, LLC
a California Limited Liability Company

By: RONALDO T CIANCARDULO
Ronald T. Ciancardulo, MANAGER
Its: MANAGER

- SEE ATTACHED -

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

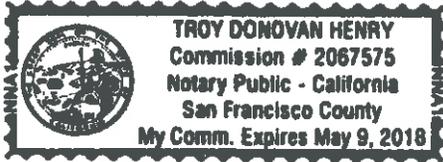
STATE OF CALIFORNIA
COUNTY OF SAN FRANCISCO

On 04.19.2016 before me, Troy Donovan Henry
a Notary Public, personally appeared, RONALDO J CIANCIBULO
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same
in his/her/their authorized capacity(ies) and by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California
that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

[Signature]
Signature of Notary Public



CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF _____

On _____ before me, _____

a Notary Public, personally appeared, _____
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same
in his/her/their authorized capacity(ies) and by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California
that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

EXHIBIT A

Legal Description of Property

All that real property situated in the City and County of San Francisco, State of California described as follows:

Beginning at a point on the Easterly line of Carolina Street, distant thereon 207 feet Northerly from the Northerly line of 17th Street; running thence Northerly and along said Easterly line of Carolina Street 193 feet to the Southerly line of 16th Street; running thence Easterly and along said Southerly line of 16th Street 200 feet to the Westerly line of Wisconsin Street; running thence Southerly and along said Westerly line of Wisconsin Street 193 feet; thence at a right angle Westerly 200 feet on the point of beginning.

Being a portion of Potrero Nuevo Block No. 200.

Assessor's Lot 016; Block 3954

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

January 21, 2016

Date

I, Will Mollard, do hereby declare as follows:

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

1301 Sixteenth Street

Address

3954/016

Block / Lot

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:

2013.0698U

Planning Case Number

N/A

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:

Chris Townes

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

- Yes (if yes, please indicate Tier) Tier B (UMU)
- 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.² 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 though 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:

1301 16th Street San Francisco, CA

Location

January 21, 2016

Date



Signature

Will Mollard, Workshop1
Owner's Agent

Name (Print), Title

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

415-523-0304x1

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 |
| 176 | 0 | 40 | 62 | 64 | 10 |

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 |
| 28 | 0 | 6 | 10 | 11 | 1 |

- 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 | |
| | | | | | |



SAN FRANCISCO
PLANNING
DEPARTMENT

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

T: 415.558.6378
F: 415.558.6409

SUPPLEMENTAL INFORMATION PACKET FOR Anti-Discriminatory Housing Policy

Pursuant to Administrative Code Section 1.61, certain housing projects must complete and submit a completed Anti-Discriminatory Housing Policy form as part of any entitlement or building permit application that proposes an increase of ten (10) dwelling units or more.

Planning Department staff is available to advise you in the preparation of this application. Call (415)558-6377 for further information.

WHEN IS THE SUPPLEMENTAL INFORMATION FORM NECESSARY?

Administrative Code Section 1.61 requires the Planning Department to collect an application/form with information about an applicant's internal anti-discriminatory policies for projects proposing an increase of ten (10) dwelling units or more.

WHAT IF THE PROJECT SPONSOR OR PERMITTEE CHANGE PRIOR TO THE FIRST ISSUANCE OF CERTIFICATE OF OCCUPANCY?

If the permittee and/or sponsor should change, they shall notify the Planning Department and file a new supplemental information form with the updated information.

HOW IS THIS INFORMATION USED?

The Planning Department is not to review the responses other than to confirm that all questions have been answered. Upon confirmation, the information is routed to the Human Rights Commission.

For questions about the Human Rights Commission (HRC) and/or the Anti-Discriminatory Housing Policy, please contact Mullane Ahern at (415) 252-2514 or mullane.ahern@sfgov.org.

All building permit applications and/or entitlements related to a project proposing 10 dwelling units or more will not be considered complete until all responses are provided.

WHAT PART OF THE POLICY IS BEING REVIEWED?

The Human Rights Commission will review the policy to verify whether it addresses discrimination based on sexual orientation and gender identity. The policy will be considered incomplete if it lacks such protections.

WILL THE ANSWERS TO THE QUESTIONS EFFECT THE REVIEW OF MY PROJECT?

The Planning Department's and Planning Commission's processing of and recommendations or determinations regarding an application shall be unaffected by the applicant's answers to the questions.

INSTRUCTIONS:

The attached supplemental information form is to be submitted as part of the required entitlement application and/or Building Permit Application. This application does not require an additional fee.

Answer all questions fully and type or print in ink. Attach additional pages if necessary.

Please see the primary entitlement application or Building Permit Application instructions for a list of necessary materials required.

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**SAN FRANCISCO
PLANNING
DEPARTMENT**

**FOR MORE INFORMATION:
Call or visit the San Francisco Planning Department**

Central Reception
1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: **415.558.6378**
FAX: **415 558-6409**
WEB: **<http://www.sfplanning.org>**

Planning Information Center (PIC)
1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**
*Planning staff are available by phone and at the PIC counter.
No appointment is necessary.*

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

| | |
|---|--|
| PROPERTY OWNER'S NAME: Sixteenth Street Center, LLC | |
| PROPERTY OWNER'S ADDRESS: 3450 3rd Street, Suite 1C San Francisco, CA 94103 | TELEPHONE: (415) 793-3200 |
| | EMAIL: ronaldo@rjcggroup.com |

| | |
|---|---------------------------------------|
| APPLICANT'S NAME: Will Mollard, Workshop1 Same as Above <input type="checkbox"/> | |
| APPLICANT'S ADDRESS: 1030 Grayson Street Berkeley, CA 94710 | TELEPHONE: (415) 350-9268 |
| | EMAIL: will@workshop1.com |

| | |
|---|---------------------|
| CONTACT FOR PROJECT INFORMATION: Same as Above <input checked="" type="checkbox"/> | |
| ADDRESS: | TELEPHONE: () |
| | EMAIL: |

| | |
|---|---------------------|
| COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR): Same as Above <input checked="" type="checkbox"/> | |
| ADDRESS: | TELEPHONE: () |
| | EMAIL: |

2. Location and Project Description

| | | |
|--|--|--------------------------------------|
| STREET ADDRESS OF PROJECT: 1301 16th Street, San Francisco | | ZIP CODE: 94103 |
| CROSS STREETS: Wisconsin and Carolina Streets | | |
| ASSESSORS BLOCK/LOT: 3954/ 016 | ZONING DISTRICT: Urban Mixed Use (UMU) | HEIGHT/BULK DISTRICT: 68-X |

| PROJECT TYPE: (Please check all that apply) | EXISTING DWELLING UNITS: | PROPOSED DWELLING UNITS: | NET INCREASE: |
|---|--------------------------|--------------------------|---------------|
| <input type="checkbox"/> New Construction | 0 | 176 | 176 |
| <input type="checkbox"/> Demolition | | | |
| <input type="checkbox"/> Alteration | | | |
| <input type="checkbox"/> Other: _____ | | | |

Compliance with the Anti-Discriminatory Housing Policy

1. Does the applicant or sponsor, including the applicant or sponsor's parent company, subsidiary, or any other business or entity with an ownership share of at least 30% of the applicant's company, engage in the business of developing real estate, owning properties, or leasing or selling individual dwelling units in States or jurisdictions outside of California? YES NO

1a. If yes, in which States? _____

- 1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest? YES NO

- 1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property? YES NO

If the answer to 1b and/or 1c is yes, please provide a copy of that policy or policies as part of the supplemental information packet to the Planning Department.

Human Rights Commission contact information
Mullane Ahern at (415)252-2514 or mullane.ahern@sfgov.org

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or authorized agent of the owner of this property.
- b: The information presented is true and correct to the best of my knowledge.
- c: Other information or applications may be required.

Signature:  _____

Date: September 9, 2015

Print name, and indicate whether owner, or authorized agent:

Will Mollard

Owner / Authorized Agent (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

- Anti-Discriminatory Housing Policy Form is **Complete**
- Anti-Discriminatory Housing Policy Form is **Incomplete**

Notification of Incomplete Information made:

To: _____ Date: _____

| BUILDING PERMIT NUMBER(S): | DATE FILED: |
|----------------------------|-------------|
| | |

| RECORD NUMBER: | DATE FILED: |
|----------------|-------------|
| | |

VERIFIED BY PLANNER:

Signature: _____ Date: _____

Printed Name: _____ Phone: _____

| ROUTED TO HRC: | DATE: |
|--|-------|
| <input type="checkbox"/> Emailed to: _____ | |



SAN FRANCISCO
PLANNING
DEPARTMENT

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 | | BLOCK/LOT(S) | |
| 1301 16th Street | | 3954/016 | |
| BUILDING PERMIT APPLICATION NO. | CASE NO. (IF APPLICABLE) | MOTION NO. (IF APPLICABLE) | |
| | 2013.0698U | | |
| PROJECT SPONSOR | MAIN CONTACT | PHONE | |
| Workshop1 | Will Mollard | 415-350-9268 | |
| ADDRESS | | | |
| 1030 Grayson Street | | | |
| CITY, STATE, ZIP | | EMAIL | |
| Berkeley, CA 94710 | | will@workshop1.com | |
| ESTIMATED RESIDENTIAL UNITS | ESTIMATED SQ FT COMMERCIAL SPACE | ESTIMATED HEIGHT/FLOORS | ESTIMATED CONSTRUCTION COST |
| 176 | 6,868 | 68 feet / 6 floors | \$45,000,000 |
| ANTICIPATED START DATE | | | |
| | | | |

Section 2: First Source Hiring Program Verification

| | |
|---|--|
| CHECK ALL BOXES APPLICABLE TO THIS PROJECT | |
| <input type="checkbox"/> | Project is wholly Residential |
| <input type="checkbox"/> | Project is wholly Commercial |
| <input checked="" type="checkbox"/> | Project is Mixed Use |
| <input checked="" type="checkbox"/> | A: The project consists of ten (10) or more residential units; |
| <input type="checkbox"/> | B: The project consists of 25,000 square feet or more gross commercial floor area. |
| <input type="checkbox"/> | C: Neither 1A nor 1B apply. |
| NOTES: | |
| <ul style="list-style-type: none"> If you checked C, this project is <u>NOT</u> 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 <u>IS</u> 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 or (415) 701-4848. For more information about the First Source Hiring Program visit www.workforcedevelopmentsf.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.

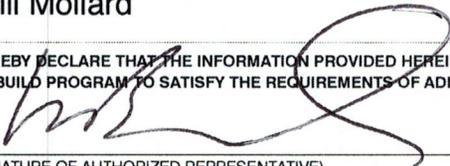
Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

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 | | | | Laborer | | | |
| Boilermaker | | | | Operating Engineer | | | |
| Bricklayer | | | | Painter | | | |
| Carpenter | | | | Pile Driver | | | |
| Cement Mason | | | | Plasterer | | | |
| Drywaller/Latherer | | | | Plumber and Pipefitter | | | |
| Electrician | | | | Roofer/Water proofer | | | |
| Elevator Constructor | | | | Sheet Metal Worker | | | |
| Floor Coverer | | | | Sprinkler Fitter | | | |
| Glazier | | | | Taper | | | |
| Heat & Frost Insulator | | | | Tile Layer/ Finisher | | | |
| Ironworker | | | | Other: | | | |
| TOTAL: | | | | TOTAL: | | | |

- | | | |
|--|-------------------------------------|--------------------------|
| | YES | NO |
| 1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Will hiring and retention goals for apprentices be established? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. What is the estimated number of local residents to be hired? | | _____ |

Section 4: Declaration of Sponsor of Principal Project

| PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE | EMAIL | PHONE NUMBER |
|--|--------------------|--------------------------|
| Will Mollard | Will@workshop1.com | 415-350-9268 |
| <p>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.</p> | | |
|  (SIGNATURE OF AUTHORIZED REPRESENTATIVE) | | August 4, 2015 (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

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.workforcedevelopmentsf.org Email: CityBuild@sfgov.org

Townes, Chris (CPC)

From: Kane, Jocelyn (ADM)
Sent: Thursday, April 07, 2016 1:08 PM
To: Townes, Chris (CPC)
Cc: William B. Mollard; 'dinoandluigi@gmail.com'
Subject: 1301 16th Street - EC Recommended Conditions
Attachments: RECOMMENDED NOISE ATTENUATION CONDITIONS FOR CHAPTER 116 RESIDENTIAL PROJECTS.pdf

The Entertainment Commission received notification of the proposed residential project at **1301 16th St.** The project is located within 300 radial feet of a Place of Entertainment ("POE") and is subject to Chapter 116 of the Administrative Code.

In accordance with the Entertainment Commission's approved "*Guidelines for Entertainment Commission Review of Residential Development Proposals Under Administrative Code Chapter 116,*" Entertainment Commission staff determined that a hearing on this project was required under Section 116.7(c) of the Administrative Code.

This hearing was held on April 5, 2016, and the Entertainment Commission made a motion to recommend the standard "*Recommended Noise Attenuation Conditions for Chapter 116 Projects,*" (see attached.) In addition, the Committee recommended the following additional conditions:

- Project sponsor must amend acoustical report to include testing of ambient noise during the operation of Thee Parkside, 1600 17th St. especially during a weekend performance. Additionally, report must test for both dBc and dBA weighting to insure that sound and vibration are measured and reflected in design and building material recommendations.
- Project sponsor will submit written plan to reduce dust during the construction so as to minimize impact on Thee Parkside patio.
- Project sponsor will submit a written document that reflects any and all agreements made with Thee Parkside to insure these survive any sale of the property and entitlements.
- Project sponsor shall consider moving the sleeping areas the farthest possible from Thee Parkside patio area.
- Project sponsor shall make accommodation throughout construction for the outdoor music event produced by Thee Parkside each fall season.

The Commission recommends that the Planning Department and/or Department of Building Inspection adopt these standard recommendations into the development permit(s) for this project.

<http://www.sfgov2.org/modules/showdocument.aspx?documentid=3048>

In addition, we have asked project sponsor to communicate with the Entertainment Commission regarding the final choice of window materials, as they indicated that they have not made that decision at this time.



RECOMMENDED NOISE ATTENUATION CONDITIONS FOR CHAPTER 116 RESIDENTIAL PROJECTS:

- **Community Outreach:** Project sponsor shall include in its community outreach process any businesses located within 300 feet of the proposed project that operate between the hours of 9PM-5AM. Notice shall be made in person, written or electronic form.
- **Sound Study:** Project sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.
- **Design Considerations:**
 - (1) During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.

(2) In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE's operations and noise during all hours of the day and night.
- **Construction Impacts:** Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations.
- **Communication:** Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.

January 28, 2016

Chris Townes
Current Planner
Planning Department, City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Summary of 1301 16th Street Outreach Efforts and Design Changes

Dear Chris,

Throughout the 1301 16th Street's application process, Workshop1 has made a significant effort to develop a design and program that supports local stakeholders' vision for the Potrero Hill Neighborhood and the 16th Street corridor. Our outreach efforts have broadly extended to community groups, business owners and neighbors. Additionally, we have had several meetings with the District's Supervisor Malia Cohen. Our key outreach efforts are summarized in the attached memo "1301 16th Street Community Outreach Efforts."

We began with a 234 unit, seven-story mixed-use residential building with 132 studios, 8 one-bedrooms, 88 two-bedrooms, and 6 three-bedrooms, as shown below. The total building area in this initial design was 192,000 square feet with an average unit size of 570 square feet, 3,089 square feet of commercial space and 111 vehicle parking spaces. During the course of our outreach effort and work with the Planning Department, the design was changed to respond concerns about density, unit mix, and building design.

After more than two years of outreach we have a revised design that consists of a 176 unit, six-story mixed-use residential building with 40 studios, 32 one-bedrooms, 30 one-bedrooms plus den, 34 two-bedrooms, 30 two-bedrooms plus den and 10 three-bedrooms. The total building area has decreased to 184,712 square feet with an increased average unit size of 784 square feet, an increased commercial space area of 6,868 square feet and the same quantity of 111 vehicle parking spaces.

In summary, the building design and program has undergone the following changes:

- Reduction of 1 floor level
- Setbacks at the top level
- Decrease of 7,288 square feet for the total building area
- Decrease of 58 units for the total density
- Increase of 16% for the parking/unit ratio
- Decrease of 82 Studios
- Increase of 4 three-bedrooms
- Increase of 214 square feet for the average unit size
- Increase of 3,779 square feet of commercial space
- Increase of 2% for family-sized units

Current 176 Unit Design



1301 16th Street Design Progression & Community Outreach Efforts

Workshop1 began our outreach process with a Pre-Application Neighborhood Meeting on August 15, 2013. In addition to the required Pre-Application Neighborhood Meeting, Workshop1 has presented to a variety of community groups, including the Potrero Boosters and the San Francisco Housing Action Coalition, business owners and neighbors and our District Supervisor, Malia Cohen. This memo summarizes the outreach process that was conducted for 1301 Sixteenth Street, from the initial neighborhood meetings to Workshop1's most recent community presentations and outreach efforts.

August 15, 2013 – Pre-Application Neighborhood Meeting

This meeting was held in accordance with the requirements set forth by the San Francisco Planning Department. All required parties were notified and invited to participate in the Pre-Application Neighborhood Meeting.

February 26, 2014 – San Francisco Housing Action Coalition Meeting #1

Workshop1 presented the proposed building design and unit program to the members of the San Francisco Housing Action Coalition for the first time on this date and received constructive feedback on many different aspects of the project, which were considered when the project was revised.

March 25, 2014 – Potrero Boosters Neighborhood Meeting #1

Workshop1 presented the proposed building design and program to the members of the Potrero Boosters. Below are the design comments received during the meeting. The design iteration that followed responded to these comments.

- Seems too dense and too tall
- Undesirable location for the commercial space (midpoint of 16th frontage)
- Exterior seems monolithic and needs articulation
- Exterior lacks vertical articulation and fine grain detailing
- Exterior is too dark and should be lighter
- Residential entry needs more prominence
- Needs view between the street and courtyard
- Not enough parking

June 5, 2014 – Meeting with Former Planning Commissioner & Potrero Hill Resident, Ron Miguel

Workshop1 met with Ron Miguel, Former Planning Commissioner and Potrero Hill Resident, to discuss the revised building design in more detail before the upcoming Potrero Boosters Neighborhood Meeting.

June 24, 2014 – Potrero Boosters Neighborhood Meeting #2

Workshop1 presented the revised building design and program to the members of the Potrero Boosters. Below are the design comments received during the meeting. The design iteration that followed responded to these comments.

- Some expressed support for the design, especially the clean and the international look/flair.
- Other felt exterior of 16th Street looks like an office and the corners are too flat
- Exterior of Wisconsin and Carolina look residential due to the decks
- Want 3-bedrooms and larger, family-serving units
- Want more commercial space

July 21, 2014 – Meeting with Supervisor Malia Cohen#1

Workshop1 met with Supervisor Malie Cohen to discuss the proposed building design and unit program in more detail.

August 7, 2014 – Meeting with San Francisco Bicycle Coalition

Workshop1 met with the Business and Community Program Manager, Paolo Cosulich-Schwartz, to discuss the proposed building design and unit program in detail to get the San Francisco Bicycle Coalition's feedback on the various aspects of the project.

January 14, 2015 – San Francisco Housing Action Coalition Meeting #2

Workshop1 presented the revised building design and unit program to the members of the San Francisco Housing Action Coalition for the second time on this date and received a formal endorsement letter for the 1301 Sixteenth Street Project (attached).

April 29, 2015 – Meeting with Supervisor Malia Cohen #2

Workshop1 met with Supervisor Malia Cohen to discuss the revised building design and building program in more detail.

June 1, 2015 – Potrero Boosters Development Subcommittee Meeting #1

Workshop1 presented the revised building design and program to the members of the Potrero Boosters Development Subcommittee. Below are the design comments received during the meeting. The design iteration that followed responded to these comments: too bulky, provide set back at upper level(s), not enough family sized, units.

September 2, 2015 – San Francisco Urban Design Advisory Team Review #1

See attached comments written by the Urban Design Advisory Team for their first review of the project.

September 11, 2015 – Meeting with Friends of Jackson Park Founder, Jude Deckenbach

Workshop1 met with Jude Deckenbach, Founder of Friends of Jackson Park, to discuss the revised building design and assure her that the project would not cause any impact on views from Jackson Park.

September 16, 2015 – Potrero Boosters Development Subcommittee Meeting #2

Workshop1 presented the revised building design and program to the members of the Potrero Boosters Development Subcommittee. Below are the design comments received during the meeting. The design iteration that followed responded to these key comments: the building façade should be broken up more significantly and the different masses should be different colors.

September 29, 2015 – Potrero Hill Merchant Walk #1

Workshop1 conducted a Potrero Hill Merchant Walk to discuss the proposed project with business owners in the neighborhood. By going door to door throughout the Potrero Hill Neighborhood to talk with business owners, Workshop1 was able to get a better sense of any concerns the community had with the proposed development and therefore address these concerns in a revised design.

October 17, 2015 – Potrero Hill Festival

Workshop1 sponsored a booth at the Potrero Hill Festival, where they shared new images of the building design as well as discussed the different aspects of the proposed project with the Potrero Hill Community in a more casual setting.

October 6, 2015 – Potrero Hill Merchant Walk #2

Workshop1 conducted a second Potrero Hill Merchant Walk to discuss the proposed project with business owners in the neighborhood. By going door to door throughout the Potrero Hill Neighborhood to talk with business owners, Workshop1 was able to get a better sense of any concerns the community had with the proposed development and therefore address these concerns in a revised design.

October 19, 2015 – San Francisco Street Design Advisory Team Review

Comments received from the Street Design Advisory Team.

October 20, 2015 – Potrero Hill Merchant Walk #3

Workshop1 conducted a third Potrero Hill Merchant Walk to discuss the proposed project with business owners in the neighborhood. By going door to door throughout the Potrero Hill Neighborhood to talk with business owners, Workshop1 was able to get a better sense of any concerns the community had with the proposed development and therefore address these concerns in a revised design.

October 20, 2015 – Meeting with Former Planning Commissioner & Potrero Hill Resident, Ron Miguel

Workshop1 met with Ron Miguel, Former Planning Commissioner and Potrero Hill Resident, to discuss the revised building design in more detail before the upcoming Potrero Boosters Neighborhood Meeting.

October 27, 2015 – San Francisco Urban Design Advisory Team Review #2

See attached comments written by the Urban Design Advisory Team for their second review of the project.

October 27, 2015 – Potrero Boosters Neighborhood Meeting #3

Workshop1 presented the revised building design and program to the members of the Potrero Boosters. Below are the design comments received during the meeting. The design iteration that followed responded to concerns about parking, massing, and design.

November 3, 2015 – Meeting with Potrero Hill Resident, Ritu Vohra

Workshop1 met with Potrero Hill Resident, Ritu Vohra to discuss the revised building design in more detail to gain support for the project.

November 13, 2015 – San Francisco Urban Design Advisory Team Review #3

See attached comments written by the Urban Design Advisory Team for their third review of the project.

December 14, 2015 – Meeting with Supervisor Malia Cohen #3

Workshop1 met with Supervisor Malia Cohen to discuss the revised building design and building program in more detail.

December 16, 2015 – Meeting with Former Planning Commissioner & Potrero Hill Resident, Ron Miguel

Workshop1 met with Ron Miguel, Former Planning Commissioner and Potrero Hill Resident, to discuss the revised building design in more detail.

Please let me know if you have any questions about the Project or the information provided herein.

Sincerely,

A handwritten signature in black ink, appearing to read 'WM', with a long, sweeping underline that extends to the right.

William Mollard | Principal

July 27, 2015

Chris Townes
Current Planner
Planning Department, City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 1301 16th Street Design Progression Memorandum

Dear Mr. Townes,

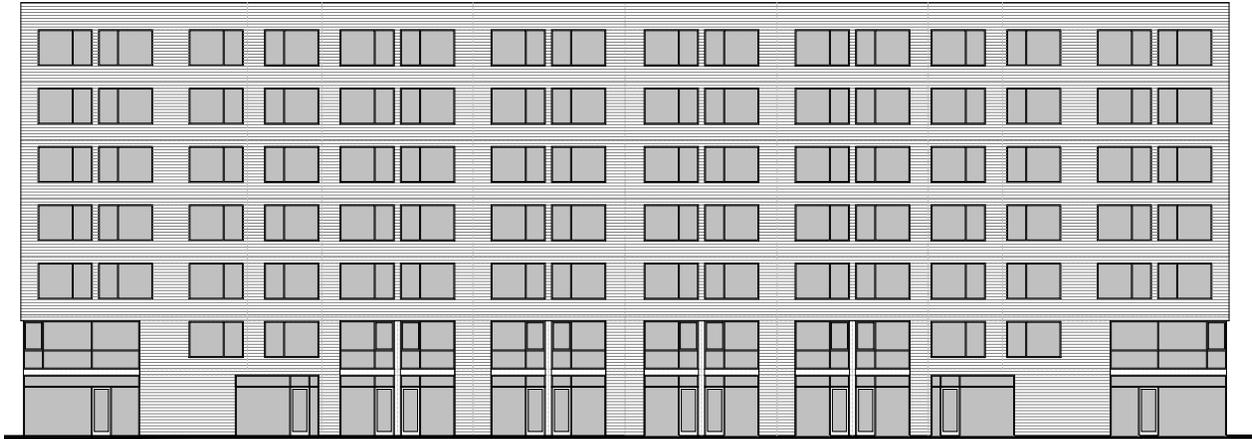
I writing with regard to the proposed Project at 1301 Sixteenth Street. As you are aware, Workshop1 has conducted a wide-range of outreach in the community in an effort to develop a design and program that the neighborhood could support. This memo summarizes the progression of the proposed project's design from its inception in 2013 to its current form. There have been 4 different iterations to the design and one proposed alternative. The current design is Iteration 4.

Pre-Cursor to Design

Prior to starting the design, Workshop1 did a comprehensive analysis of the hillside view impact for a maximum height (68') building at 1301 16th Street, examining 17 different locations on Potrero Hill (see image below). It was determined that although the project is visible from many hillside vantage points, it does not obstruct any downtown views. This analysis is summarized in the documents titled "Hillside Outlook Memorandum."

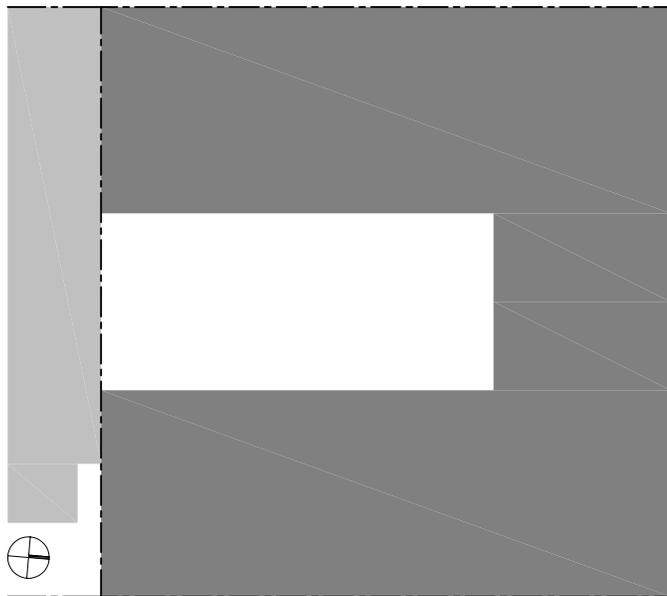


Iteration 1 (PPA): Created in May 2013



Density and Distribution

Total Density: 278
Studios: 128
1-bedrooms: 32
2-bedrooms: 118
3-bedrooms: 0
Ave. Unit Size: 611 gsf
Parking: 56
Total Building Area: 192,000 gsf



Iteration 1 Alternative (Student Housing): Created in September 2013

Density and Distribution

Total Density: 360 Studios
Total Bed Count: 720

PPA Comments: August 5, 2013

Below are the design comments we received on the initial design in the Preliminary Project Assessment for the Project. Iteration 2 responds to these comments.

Site Design, Open Space, and Massing

- Each of the three facades presents a long, uninterrupted mass. Even though the frontage along 16th Street is not greater than 200 feet, and therefore does not trigger Section 270.1, the building should be broken into smaller components through substantial mass breaks to provide a more human-scaled appearance.
- The open space should be designed in such a manner as to be usable by building occupants. Rather than dividing the two-mirrored open spaces into long, narrow courtyards (as indicated in the building section), consider combining the two into a single, large open space.

Street Frontage

- The setback and double-storied expression of the ground floor units on the Wisconsin and Carolina Street facades provide needed articulation of the building base, and should be continued on the 16th Street façade.
- The Planning Department recommends that the ground floor residential units be raised three to five feet above grade with a front entry stoop, so as to provide a transition from the public street to the private residences.
- If the project decides to provide at-grade entrances, more space is needed to provide a transition from the street. The Planning Department recommends a more substantial, landscaped setback on Wisconsin and Carolina Streets. Given the relatively narrow sidewalk combined with the heavy transit along 16th Street, a significant setback will be of particular importance on this side of the building. Gates, screens, and fences at the ground floor patios should be no higher than 3'-6" and should be transparent.
- "Flex Space" is not a defined use in the Code, but expanded accessory use to a primary residential use may be justified in certain conditions. If the project defines the ground floor units as residential they shall comply with the Draft Ground Floor Residential Design Guidelines. The draft guidelines are located on the Department website under "Resource Center/Department Publications/Guidelines for Ground Floor Residential Design."

Architecture

- In addition to more substantial mass breaks as noted above, the façade should feature fine-grained articulation and texture to reduce the appearance of mass. This could be achieved

through varied window sizes, bay windows, balconies, or three-dimensional detailing. Regular vertical articulation is recommended.

- While it is appropriate to take cues from the industrial context, the building should clearly read as a residential structure.
- The columns on the Wisconsin and Carolina facades appear narrow and flimsy relative to the mass of the upper stories. The Planning Department recommends more substantial columns to visually anchor the building at its base.
- The entry to the residential lobby should be a celebrated, prominent part of the façade, distinguished in depth, width, and height. Consider locating the residential entry on Wisconsin for proximity to the nearby Jackson Playground.
- If the project is developed as two separate buildings, their facades should be designed as such, and should not simply be mirror images of each other.
- The Planning Department expects a high quality of design that responds to its context with a consistent composition of building components, materiality, and other architectural features that reference the scale and proportion of the surrounding building forms and components.
- It is expected that the architecture and quality of execution will be superior. High quality materials combined with exceptional articulation and detailing on all visible facades will be essential to a successful project.

Iteration 2: Created in January 2014



Density and Distribution

Total Density: 245

Studios: 120

1-bedrooms: 27

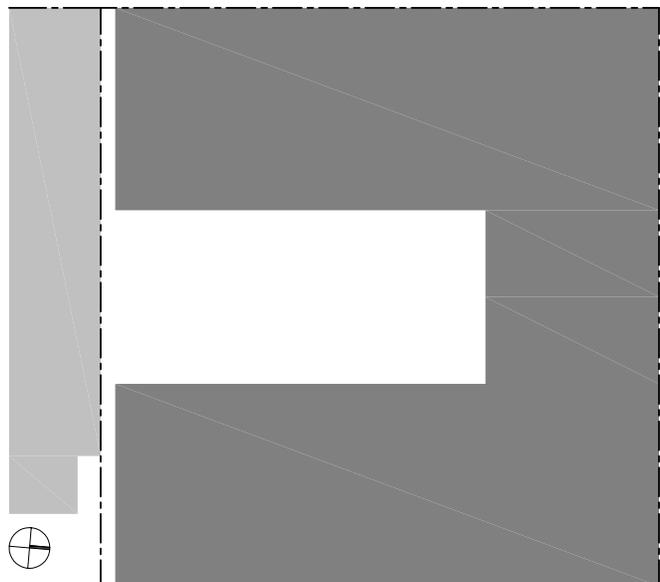
2-bedrooms: 96

3-bedrooms: 2

Ave. Unit Size:

Parking: 78

Total Building Area: 192,000 gsf



Summary of Design Revisions:

- The goal of this design was to generate a scheme with the highest code-compliant scheme. This approach eliminated the nested bedrooms that Planning would not recognize for our required two-bedroom units – and therefore, lowered the density.
- The exterior design approach was to use a simple palette of 2 materials that were applied differently on each frontage so that each would have a unique appearance.

Outreach Comments: First Potrero Booster's Presentation on March 25, 2015

Below are the design comments we received during our initial presentation to the Potrero Boosters for the Iteration 2. Iteration 3 responds to these comments.

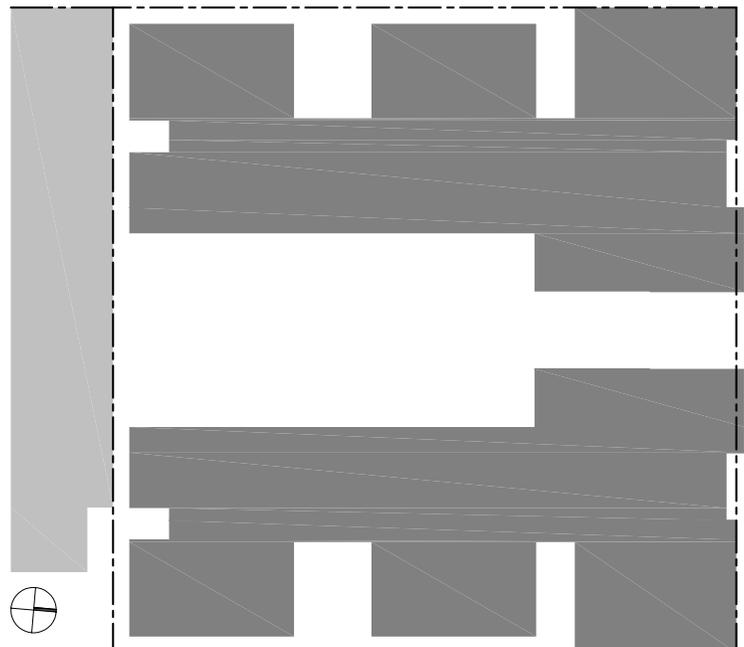
- Seems too dense and too tall
- Undesirable location for the commercial space (midpoint of 16th frontage)
- Exterior seems monolithic and needs articulation
- Exterior lacks vertical articulation and fine grain detailing
- Exterior is too dark and should be lighter
- Residential entry needs more prominence
- Needs view between the street and courtyard
- Not enough parking

Iteration 3: Created in June 2014



Density and Distribution

Total Density: 234
Studios: 132
1-bedrooms: 8
2-bedrooms: 88
3-bedrooms: 6
Ave. Unit Size: 570 gsf
Parking: 111
Total Building Area: 192,000 gsf



Summary of Design Revisions:

- Density Reduction
- Reduction to and significant articulation of massing to create distinct and smaller volumes
- Breezeway at 16th Street provides views of courtyard and hillside views through the project.
- Wisconsin and Carolina Street units have plentiful windows and decks to make the units nicer and to give the building a residential look.
- The back of the deep recesses along Wisconsin and Carolina Streets have facades clad in an open metal mesh to accommodate an ivy “green” wall.
- Commercial spaces shifted to the corners
- Residential entry is centralized along the 16th Street frontage and made more prominent
- Stoops added to all sidewalk units.
- Parking increase through redesign of garage and the use of mechanical stackers

Outreach Comments: Second Potrero Booster’s Presentation on June 24, 2014

Below are the design comments we received during our second presentation to the Potrero Boosters for the Iteration 3. Iteration 4 responds to these comments.

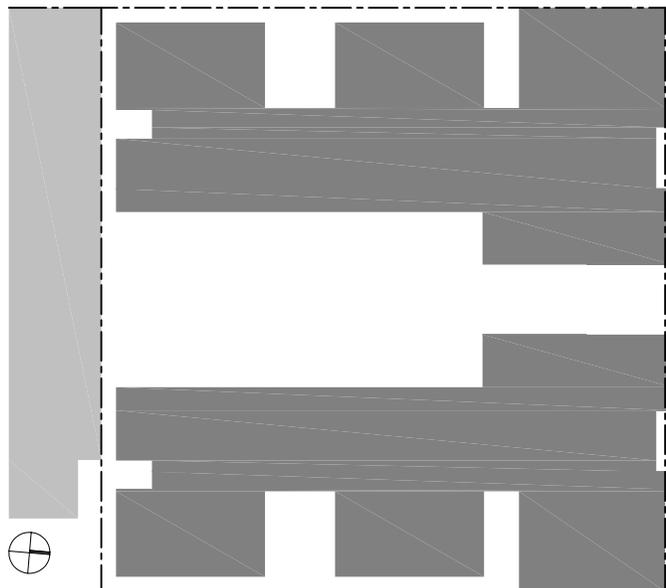
- Some expressed support for the design, especially the clean and the international look/flair.
- Other felt exterior of 16th Street looks like an office and the corners are too flat
- Exterior of Wisconsin and Carolina look residential due to the decks
- BMR should be increased to 30%
- Want 3-bedrooms and larger, family-serving units
- Want more commercial space
- Color is too white

Iteration 4: Created in October 2014



Density and Distribution

Total Density: 234
Studios: 131
1-bedrooms: 8
2-bedrooms: 89
3-bedrooms: 6
Ave. Unit Size: 554 gsf
Parking: 111
Total Building Area: 189,000 gsf



Summary of Design Revisions:

- Material and color change throughout to a mid-tone gray and wood panel. A complimentary transparent glass panel was added for a 3rd material
- Further articulation to the corners and 16th Street exterior including decks
- Deeper decks along Wisconsin and Carolina Street to provide a more useable space and a significant setback of the building façade

Planning Department Response: UDAT Comments on February 6, 2015

- The massing, site design, and open space are appropriate.
- The depth of active uses should be 25' on 16th street. Bike parking does not count toward an active use.
- The setback and double-storied expression of the ground floor units on the Wisconsin and Carolina Street facades provides needed articulation of the building base.
- UDAT recommends that the ground floor residential units be raised three to five feet above grade with a front entry stoop, so as to provide a transition from the public street to the private residences. The building section indicates 1'-6" above grade in combination with 5' deep and two-story high setbacks. What will ensure the success of these transition zones is materials, craft, and detailing in both architecture and landscape design. Continue to refine this as the project develops.
- "Flex Space" is not a defined use in the Code, but expanded accessory use to a primary residential use may be justified in certain conditions. If the project defines the ground floor units as residential they shall comply with the Draft Ground Floor Residential Design Guidelines. The draft guidelines are located on the Department website under "Resource Center/Department Publications/Guidelines for Ground Floor Residential Design."
- The building massing and articulation of intermediate detailing impart a fine-grained three-dimensional articulation and texture. The architecture strikes an appropriate balance with a mixed-use building in an industrial context.

Outreach Comments: Third Potrero Booster's Meeting – Development Subcommittee June 1, 2015

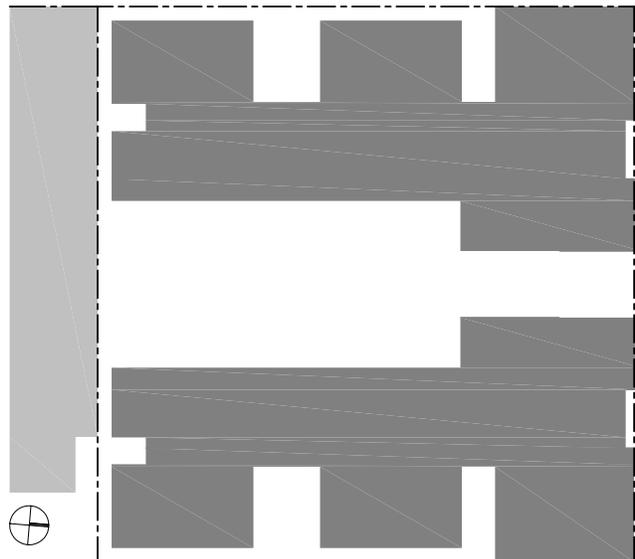
- Too bulky, Provide set back at upper level(s)
- Blocks hillside views
- Too tall, Remove floor(s)
- BMR should be increased to 30%
- The different masses should be different colors

Iteration 5 (Alternative): Created in March 2015



Density and Distribution

Total Density: 176
Studios: 0
1-bedrooms: 84
2-bedrooms: 76
3-bedrooms: 16
Ave. Unit Size: 765 gsf
Parking: 111
Total Building Area: 196,500 gsf



Summary of Design Revisions:

- Significant density reduction
- Elimination of studios
- Addition of family-serving units with insignificant increase to quantity of 3-bedrooms and to the average units size
- Increase building area by making the courtyard 10' narrower

July 27, 2015

Chris Townes
Current Planner
Planning Department, City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 1301 16th Street Hillside Outlook Memorandum

Dear Mr. Townes,

I writing with regard to the proposed Project at 1301 Sixteenth Street. The project is seven stories, 68 feet tall, and located on a block bounded by 16th Street to the north, Wisconsin Street to the east, 17th Street to the south, and Carolina Street to the west, in the Potrero Hill neighborhood. The impacts of development on views is a primary concern of city staff and residents of Potrero Hill, specifically the potential impact on views of the downtown skyline. To understand the proposed Project's potential impacts Workshop1 completed any analysis of its impacts on view, which we have summarized in this memorandum.

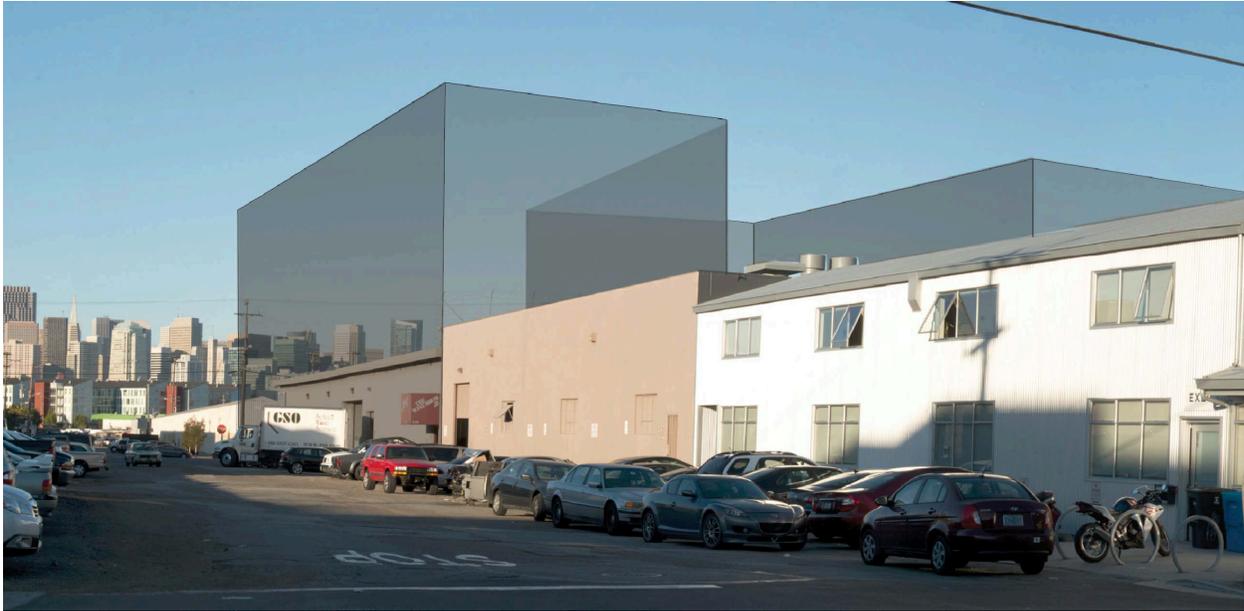
Workshop1's analyses for the Project included the creation of a three-dimensional model using the proposed height, square footage, and building massing design. An initial view analysis of the proposed project design and massing at seventeen intersections in the historic Potrero Hill neighborhood was completed in February 2014. The locations of these intersections can be seen in *Exhibit A* of this memo. Each of the seventeen intersections was carefully analyzed to determine if the view from the specific location would be affected by the proposed project.

From the data collected in the initial analysis it was concluded that the proposed building massing would be visible at only seven of the intersections. A more detailed analysis was conducted for these seven intersections. Upon completion of the analysis it was found that the proposed project creates no significant view impact at any of the seven remaining intersections. The findings from each intersection are attached for your reference.

Respectfully,



William B Mollard
Principal



Intersection 1 - 17th Street at Carolina Street

From this vantage point, the proposed building (in grey) impacts a small portion of the downtown skyline, but the vast majority of the skyline is visible. It is important to note that this image is taken from just a half block away, along the sidewalk at Jackson Playground. From 17th Street at Carolina Street



Intersection 2 - 17th Street at Wisconsin Street

From this vantage point, the proposed building (in grey) impacts no portion of the downtown skyline view. As noted in the previous image, it is important to recognize that this image shows the project from just a half block away, along the sidewalk at Jackson Playground.



Intersection 5 - Mariposa Street at Wisconsin Street (Jackson Park)

The image on the left shows the proposed project (in orange) from Mariposa Street at Wisconsin Street, facing Jackson Park. The proposed building is seen to be even with the tree line at the opposite side of the park. During this time of year one could argue that the proposed building obscures a small portion of the skyline. However, looking at the image on the right, which shows the same view without the proposed massing in June of 2014, the entirety of the downtown skyline view is already obscured by the trees planted at Jackson Park along 17th Street. Thus the proposed project does not impact the existing view from Jackson Park.



Intersection 12 - 19th Street at De Haro Street

Although the building is clearly visible from this vantage point (in orange) there is no impact to any significant city view. The only building that would be obscured from view is the existing multi-family housing project of a similar height at 888 7th Street.



Intersection 13 - 19th Street at International Studies Academy

Similar to the 19th Street and De Haro Street vantage point, the project is visible (in orange), but does not obstruct any significant city view. The only building that would be obscured from view is the existing multi-family housing project of a similar height at 888 7th Street.



Intersection 16 - 20th Street at De Haro Street

Although the proposed project is clearly visible from this vantage point (in orange), the city skyline view remains entirely intact and is not obscured by the proposed project.



Intersection 17 - 20th Street at Arkansas Street

From this vantage point the proposed project is somewhat visible (in orange) but does not obscure any portion of the city skyline view.

April 20, 2016

Rodney Fong, Commission President
Dennis Richards, Commission Vice President
Cindy Wu, Commissioner
Michael J. Antonini, Commissioner
Rich Hillis, Commissioner
Christine D. Johnson, Commissioner
Kathrin Moore, Commissioner

Re: 1301-16th Street

Dear Commissioners:

Over the last several days we have taken the initiative to reach out to other neighborhood organizations, as well as individual neighbors and businesses close to the proposed project. Across the board they have expressed their frustration with the lack of community outreach. The fact is that there have been no community meetings since October of 2015 and no response from the developer to concerns raised by the neighborhood.

It's nearly impossible for any of us to comment on a project that we have not had an opportunity to review in its final stages. The Boosters Development Committee reviewed an earlier iteration of the project but the project sponsor has failed to follow through on attempts to schedule a follow-up meeting with either the Committee or the full membership.

As leaders of Save the Hill and Grow Potrero Responsibly, we have just received the final plans in the last 24 hours and have not had the opportunity to fully review them or to circulate them to our members and other neighborhood groups. As a result, the comments contained in this letter are preliminary.

Loss of PDR, Inactive Ground Level

Potrero Hill has already lost 60% of the PDR that was anticipated to be lost over 25 years. This project will displace 38,600 GSF of PDR space and replace it with only 3297 GSF, resulting in a net loss of 35,303 GSF. As we are seeing with other UMU projects, there is a lack of balance with a stark overemphasis on residential development. With this project the combined PDR and retail space proposed comprises only 3% of the total space.

1301-16th Street is notable in its lack of an active ground level, with most of the space given over to parking and residential units. We ask that this level be thoroughly redesigned to accommodate small businesses, neighborhood services and a significantly larger PDR and maker component.

Height and Inadequate Renderings of South Elevation and Roofscape

68 foot height limits allow for 6 total stories with generous 17' commercial spaces on the ground floor. This project exploits the zoned height by squeezing in seven stories of

mostly residential space with only a token commercial area on the ground level. This is not the intent of the provision.

The project will block downtown views from much of Jackson Park. Public views are protected by City Planning Code, Section 101.1: "That our parks and open space and their access to sunlight and vistas be protected from development", and in the Showplace Square and Potrero Hill Plan's Policy 3.1.5: "Respect public view corridors. Of particular interest are the east-west views to the bay or hills, and several north-south views towards downtown and Potrero Hill.

The renderings which we have seen do not include any detail on the south elevation or roofscape and are inadequate for evaluating the proposed design. Since this project will be visible from much of the north slope of Potrero Hill, good design from these aspects is critical. The design of the penthouse and rooftop are especially important and we would expect that the project would comply with the draft Urban Design Guidelines to minimize the negative impacts to views.

CPE Fails to Adequately Address Cumulative Impacts

The Eastern Neighborhoods PEIR Preferred Project that was approved by the Board of Supervisors in 2008 allowed for 3180 residential units in the Showplace Square / Potrero Hill Area. The CPE for this project indicates that as of February 23, 2016 projects containing 3315 units in the Area have completed or are proposed to complete environmental review. This is clearly in excess of what was anticipated by the Plan and thus many of the assumptions made about the impacts of growth in this CPE are inaccurate. Furthermore, as we have said on many occasions, the impacts of this project and others in the area have not been adequately mitigated.

Hazardous Materials

The project has the potential to create a significant hazard to the public from the release of toxic materials. The proximity of Jackson Park and Live Oak School raises deep concerns that children, as well as current neighbors and future residents, will be exposed to hazardous materials. We ask that conditions of approval be included to require notification to neighbors of potential risks and scheduling of any activities that may result in the release of toxic materials.

Thank you for your consideration.

Sincerely,

Alison Heath
For Grow Potrero Responsibly
alisonheath@sbcglobal.net

Rod Minott
For Save the Hill
rodneyminnott@outlook.com.

April 20, 2016

Rodney Fong, Commission President
Dennis Richards, Commission Vice President
Cindy Wu, Commissioner
Michael J. Antonini, Commissioner
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Christine D. Johnson, Commissioner
Kathrin Moore, Commissioner

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It's nearly impossible for the neighborhood to comment on a project we have not had an opportunity to review in its final stages. The Boosters Development Committee reviewed an earlier iteration of the project but the project sponsor has failed to follow through on attempts to schedule a follow-up meeting with either the Committee or the full membership.

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The project will block downtown views from much of Jackson Park. Public views are protected by City Planning Code, Section 101.1: "That our parks and open space and their access to sunlight and vistas be protected from development", and in the Showplace Square and Potrero Hill Plan's Policy 3.1.5: "Respect public view corridors. Of particular interest are the east-west views to the bay or hills, and several north-south views towards downtown and Potrero Hill.

The renderings we have seen do not include any detail on the south elevation or roofscape and are entirely inadequate for evaluating the design. Since this project will be visible from much of the north slope of Potrero Hill, it is where good design is critical. The design of the penthouse and rooftop are especially important and we would expect that the project would comply with the draft Urban Design Guidelines to minimize the negative impacts to views.

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Sincerely,

Alison Heath
For Grow Potrero Responsibly
alisonheath@sbcglobal.net

Rod Minott
For Save the Hill
rodneyminnott@outlook.com.

POTRERO BOOSTERS
NEIGHBORHOOD ASSOCIATION
SERVING THE HILL SINCE 1926

**Development Committee
Comments and Recommendations**

Date: June 1, 2015

Development Address: 1301 16th Street/Wisconsin

We have reviewed the project and as a committee do not endorse or oppose it; that is up to the full membership. All comments are preliminary and offered in the expectation of a project that will benefit the neighborhood.

This large project, with an emphasis on small studio apartments and a total of 234 units, was heard at a previous Potrero Boosters general membership meeting. The design of the building and the emphasis on small studio apartments led to a substantial number of complaints about its compatibility with the neighborhood. The developer asked to return to the Development Committee to consider an alternate design that reduced the number of total apartments from 234 to 176, with a focus on somewhat larger units. The exterior design and scale of the building appears to be unchanged at this point, and the original 234-unit proposal remains on file at the Planning Department. The height is out of scale with neighboring properties and will block vistas from Jackson Park. A more active ground level with additional commercial space would improve the pedestrian experience on 16th street and provide neighborhood-serving amenities.

The committee appreciates the revised unit mix, but expects to see a more family friendly design and more accessible common open space. A number of interior bedrooms don't appear to have windows in the revised plan, and the courtyard open space ("significantly more than required by code" according to the questionnaire) isn't accessible to all units, with a number of units limited to balcony space. The addition of open space is critical, with Jackson Park unable to serve the needs of current residents, let alone the thousands of new residents expected in the immediate area. Developer contributions to publicly accessible open space, onsite or offsite, would help alleviate neighborhood concerns over cumulative impacts on parks and recreational facilities.

The Committee expressed grave concerns regarding remediation of contaminated soil at the site. The site was previously owned by Richland Oil Company, and an earlier Department of Public Health review of the location required no remediation "as long as the site remained capped by the concrete foundation or land use changed." With a proposed change in land use to residential/commercial mixed use and the proximity of "sensitive receptors" at Jackson Park and nearby schools, we believe the project should undergo the scrutiny of a focused EIR, and that contaminated soil at be excavated and removed as hazardous waste, to ensure that future residents be protected from hazardous conditions and that any volatile materials released during remediation are contained.

In addition to soil contamination, the site's instability makes it difficult for new construction. The 2013 Rockridge Geotechnical investigation on file at the Planning Department states that, "the primary geotechnical concern at the project site is the presence of up to 30 feet of

loose/weak soil underlying the site." The report concludes that, with soil prone to caving, drilled piers or driven piles are not appropriate foundations for new construction. But the current proposal says, "The foundation design being contemplated employs a relatively thin foundation and the use of drilled piers and grade beams, in order to avoid removal of existing soil." The developer seemed to be unaware of the geotechnical investigation recommending against this practice or the implications for the removal of contaminated soil.

Our understanding is that the developer has withdrawn this revision. No further public meetings are scheduled at this time.

10/23/14

Dear Tania,

Here are our comments on the materials that we have reviewed for the proposed project at 1301-16th Street. As we have detailed below, we have a number of concerns about the impacts of this project, many of which were not adequately addressed in the Eastern Neighborhoods FEIR.

We are copying Chris Townes on this letter, as we have additional concerns about the initial proposal that are beyond the scope of the environmental review.

Although we support development of a variety of housing options, and have no specific objections to student housing, we are particularly worried about the potential use of the complex for large scale, high-density student housing. The average proposed unit size is 545 square feet. As dormitory-style housing we could expect 2 people in each bedroom, bringing the total number of residents to well over 600. This is unacceptably dense for an area that is by no means transit-rich or part of an urban core. Furthermore, the small size of the units precludes any future use by families and runs counter to the Showplace Square and Potrero Hill Area Plan's stated objective of providing family-friendly housing.

The height of the project appears to exceed 68' along the roofline on the south side of the building and we need some clarification as to the actual height of the building. With UMU zoning and plans for 16th Street to serve as a major corridor we would expect a fully active ground floor and feel that, with only 3090 feet (1.6% of total floor space) devoted to retail, this building fails in this regard. We share Planning's concerns about inadequate open space and unit exposure, and find the overall design to be uninspired at best.

The General Plan protects vistas from public parks. Because of its substantial height, the proposed project will block significant views of the downtown skyline from Jackson Park. As we note below, the project sponsor fails to acknowledge this fact in the Large Project Authorization Application.

Please keep us informed about any applications for entitlements and new environmental reports as they become available on this project.

Sincerely,

Alison Heath
Grow Potrero Responsibly

Rod Minott
Save the Hill

ENVIRONMENTAL REVIEW

We believe that there are significant impacts peculiar to this project that were not fully addressed in the Eastern Neighborhoods Environmental Impact Report. Additionally there are cumulative impacts that were not adequately considered or analyzed in the EN FEIR. As a result, a Community Plan Exemption is not appropriate for this project and an EIR should be required.

Cumulative Impact - This project will have widespread impacts in the neighborhood, particularly in the context of many other large projects that are being considered in the immediate area, and the development of Mission Bay and the Central Waterfront. The EN FEIR did not specifically consider, analyze or mitigate the impact of a project of this scale at the 1301 – 16th Street site, nor did it address the cumulative impacts of multiple large projects on traffic, parking, transit, open space, and other infrastructure.

Population and Housing - We estimate that there are already 1300 new units that are under review or in construction, all within several blocks of this proposed development, and approximately 2900 new residents. The addition of another 234 units, particularly with the potential for high occupancy student housing, could result in an influx of as many as 650 additional residents to the area. Recent census data shows a population for all of Potrero Hill of 14,102. A cumulative total of over 3500 new residents would represent a substantial population increase for just one small area encompassing only a few blocks.

Transportation and Traffic - Traffic and parking on nearby streets is already at full capacity. There are serious concerns about pedestrian safety. The Eastern Neighborhoods already experience exceptionally poor air quality. Increased traffic and congestion will expose children, workers and residents to even higher concentrations of pollutants. There are already limited transit options for neighborhood commuters, people with disabilities, families and others. Adding hundreds (and cumulatively thousands) of residents with little investment in transit will be a disaster for the neighborhood.

Recreation – The large influx of new residents will place a substantial strain on Jackson Park, which already experiences heavy use and suffers from maintenance issues. The majority of the park consists of playing fields that serve a citywide population, but provide very limited access and amenities for neighbors. With continuing neglect and chronic lack of funding for improvements, the net loss to the neighborhood of recreational facilities and further deterioration of the park is inevitable as the population grows.

Public Vistas – The project will block downtown views from much of Jackson Park, where all that will be visible will be a 7-story concrete wall. Public views are protected by City Planning Code, Section 101.1: "That our parks and open space and their access to sunlight and vistas be protected from development", and in the Showplace Square and Potrero Hill Plan's Policy 3.1.5: "Respect public view corridors. Of particular interest are the east-west views to the bay or hills, and several north-south views towards downtown and Potrero Hill.

Hazardous Materials – The project appears to have the potential to create a significant

hazard to the public from the release of toxic materials. The proximity of Jackson Park and Live Oak raises deep concerns that children, as well as current neighbors and future residents, will be exposed to hazardous materials. We understand that the Department of Health is reviewing these issues and we await the results of further investigation. We expect further attention to the latest research on exposure of hazardous materials on children. The ENP FEIR, now over five years old, does not take this new information into account. This fact alone should justify an EIR for the project.

We note that an earlier DPH review required no remediation as long as the site remained capped by the concrete foundation or land use changed. With the change in use to residential, the clear necessity of breaching the existing 6" thick concrete foundation to build a seven story building on 10+ feet of landfill, and ground disturbance of over 5000 square feet, the earlier determination is no longer relevant and should now require complete remediation and removal of hazardous materials.

Noise - We anticipate that a project of this scale would involve a lengthy period of construction. This will result in noise levels that will have a major impact at Jackson Park and to nearby residents and workers. Again, as with hazardous materials, new research on the hazards of noise on children should trigger further study.

Traffic safety and air quality during construction - With the presence of construction vehicles in proximity to Jackson Park and Live Oak School, there are particular concerns about the safety dangers to children from additional traffic and poor air quality.

Land Use - The UMU zoning for this project should honor the Eastern Neighborhoods objective to "support the economic well-being of a variety of businesses." The EE application indicates that only 3090 sq. feet (1.6% of the entire project) will be allocated for retail. As proposed, the project will result in the displacement of viable PDR and blue-collar jobs with most of the square footage devoted solely to residential use.

Aesthetics - The proposed development is out of character, density, and scale with the existing buildings on neighboring streets. The Eastern Neighborhoods Plan, in Policy 3.1.6, states that, "New Buildings should epitomize the best in contemporary architecture, but should do so with a full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them."

Eastern Neighborhoods FEIR and Building Heights on 16th Street -

The Eastern Neighborhoods final EIR (including comments and responses) did not specifically and adequately address, analyze or anticipate the environmental impacts of the density and height proposed by the developer for 1301-16th Street. The Eastern Neighborhoods Draft EIR (EN DEIR) actually anticipated and analyzed a reduction in heights at this site. The final EN EIR does address heights rising to 65-68 feet but only on the **north** side of 16th Street (not the **south** side of 16th). This is consistent with Showplace Square/Potrero Hill Area Plan policy calling for lowered heights on the south side of 16th Street.

All of the height maps and analysis in the Draft EN EIR (EN DEIR) for Options A, B, and C reflect heights for the 1301 16th Street site at between 45 and 50 feet (the C&R cites Option B as most closely resembling the "Preferred Project" choice). Moreover, this

reduced height and density were affirmed, codified and called for in the final Showplace Square/Potrero Hill. Objective 3.1/Policies 3.1.1 & 3.1.2 state: "Adopt heights that respect, "the residential character of Potrero Hill... Respect the natural topography of Potrero Hill... Lowering heights from the north to the south side of 16th Street would help accentuate Potrero Hill."

The C&R document in the final EIR cites a map showing that frontages along 16th Street had been raised to 65 feet in comparison to Option B. Yet the analysis emphasizes that the added height would remain on the north side of 16th Street and not the south. As stated in "Changes by Neighborhood — Showplace Square/Potrero Hill" page C&R 12: "No changes in height limits are proposed on Potrero Hill. The Preferred Project would establish height limits of 65 - 68 feet within the core of Showplace Square between US-101 and I-280, north of 16th and south of Bryant Streets."

This north/south divide is consistent with policy spelled out in the final Showplace Square/Potrero Hill Area Plan. The increased heights (45 ft. - 65 ft.) for the site were proposed as an amendment late in the game by April of 2008. But the Final EN EIR failed to adequately analyze or anticipate the density and height specific to the 1301 16th Street site. The Final EN EIR never considered or anticipated a project of the size, height or density now proposed by the developer at this specific location. In fact, as stated above, all of the completed analyses anticipated an actual reduction of the height on the 1301 16th Street parcel to between 45 and 50 feet.

Comment on the Environmental Evaluation Application

Question 3A, "Would the project result in excavation or soil disturbance/modification greater than 8 feet below grade?" With 10 feet of landfill below a seven-story building, it is hard for us to fathom how the answer of "no" could be accurate. Remediation of soil contamination extending well below the surface would inevitably result in disturbance of the soil below 8 feet.

Comments on the Large Project Authorization Application

General Plan Policy Findings 1. Bringing residents to the area who may shop is not the same as providing the benefit of a small neighborhood-serving retail space onsite.

General Plan Policy Findings 2, Future housing does not equate to existing housing and neighborhood character.

General Plan Policy Findings 3, High density housing renting at a higher market rate in terms of square feet, does not enhance or preserve affordable housing.

General Plan Policy Findings 4, Without a formal agreement for student housing in place, and no guarantees that this project will not house commuters, there is the potential that the project would result in an increase in traffic with overburdening of streets and neighborhood parking.

General Plan Policy Findings 5, There is nothing about this project that will protect our industrial and service sectors from displacement. In fact, it will permanently displace a PDR space.

General Plan Policy Findings 8 states, "That our parks and open space and their access to sunlight *and vistas* be protected from development". It is true that the project will not cast a shadow on Jackson Park, but it will dramatically impact access to vistas.

**YES!**

I support Potrero Flats at 1301 16th Street. Potrero Flats will enhance the neighborhood with high quality housing that is in step with the character and nature of Potrero Hill. Please consider supporting this important project for our community.

NAME (print)

Nick & Grig

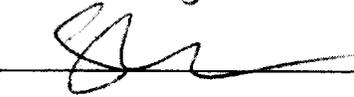
ADDRESS

13 Sanson Heights Ave

EMAIL

savagej@gmail.com

SIGNATURE



www.1301sixteenth.com/support

HIGH QUALITY HOUSING FOR POTRERO HILL

POTRERO FLATS

1301 16th STREET



YES!

I support Potrero Flats at 1301 16th Street. Potrero Flats will enhance the neighborhood with high quality housing that is in step with the character and nature of Potrero Hill. Please consider supporting this important project for our community.

NAME (print)

S Page

ADDRESS

547 Arkansas St

EMAIL

info@skie/page.com

SIGNATURE

S Page

www.1301sixteenth.com/support

HIGH QUALITY HOUSING FOR POTRERO HILL

POTRERO FLATS

1301 16th STREET

**YES!**

I support Potrero Flats at 1301 16th Street. Potrero Flats will enhance the neighborhood with high quality housing that is in step with the character and nature of Potrero Hill. Please consider supporting this important project for our community.

NAME (print)

Martin Glickfeld

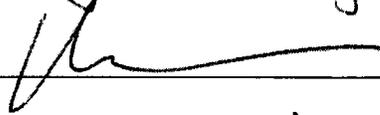
ADDRESS

1272 De Haro

EMAIL

mglickfeld@gmail.com

SIGNATURE

www.1301sixteenth.com/support

HIGH QUALITY HOUSING FOR POTRERO HILL

POTRERO FLATS

1301 16th STREET



YES!

I support Potrero Flats at 1301 16th Street. Potrero Flats will enhance the neighborhood with high quality housing that is in step with the character and nature of Potrero Hill. Please consider supporting this important project for our community.

NAME (print)

Jett Hildy

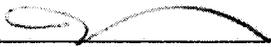
ADDRESS

570 Arkansas

EMAIL

jhildy@gmail.com

SIGNATURE


www.1301sixteenth.com/support

HIGH QUALITY HOUSING FOR POTRERO HILL

POTRERO FLATS

1301 16th STREET

**YES!**

I support Potrero Flats at 1301 16th Street. Potrero Flats will enhance the neighborhood with high quality housing that is in step with the character and nature of Potrero Hill. Please consider supporting this important project for our community.

NAME (print)

Daniel Scott

ADDRESS

570 Arkansas

EMAIL

scott-daniel.p@gmail.com

SIGNATURE

Scott

www.1301sixteenth.com/support

HIGH QUALITY HOUSING FOR POTRERO HILL

POTRERO FLATS

1301 16th STREET

**YES!**

I support Potrero Flats at 1301 16th Street. Potrero Flats will enhance the neighborhood with high quality housing that is in step with the character and nature of Potrero Hill. Please consider supporting this important project for our community.

NAME (print)

HARVEY FEDERMAN

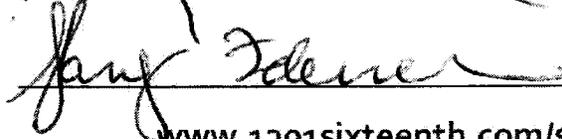
ADDRESS

999 16th St - Unit 7

EMAIL

harvey.federman@outlook.com

SIGNATURE

www.1301sixteenth.com/support

HIGH QUALITY HOUSING FOR POTRERO HILL

POTRERO FLATS

1301 16th STREET

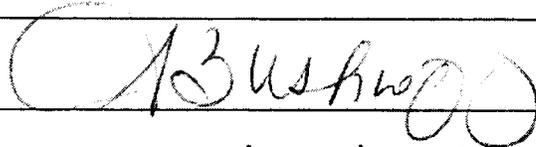
YES!

I support Potrero Flats at 1301 16th Street. Potrero Flats will enhance the neighborhood with high quality housing that is in step with the character and nature of Potrero Hill. Please consider supporting this important project for our community.

NAME (print) ANNE BUSHWEEFF

ADDRESS 1201 DE HARO ST

EMAIL _____

SIGNATURE 

www.1301sixteenth.com/support

HIGH QUALITY HOUSING FOR POTRERO HILL

POTRERO FLATS

1301 16th STREET



YES!

I support Potrero Flats at 1301 16th Street. Potrero Flats will enhance the neighborhood with high quality housing that is in step with the character and nature of Potrero Hill. Please consider supporting this important project for our community.

NAME (print)

Wes Freas

ADDRESS

778 Rhode Isl. St. 94107

EMAIL

Wes Freas @ zephyrSF.com

SIGNATURE

www.1301sixteenth.com/support

HIGH QUALITY HOUSING FOR POTRERO HILL

POTRERO FLATS

1301 16th STREET



April 6th, 2016

San Francisco City Hall
1 Dr. Carlton D. Goodlett Place
San Francisco, CA 94102
% Commission Chambers
Room 400

Dear San Francisco Planning Commission,

I am writing to express Grow San Francisco's support of the proposed development at 1301 16th Street. The project sponsor, Workshop1, has chosen to build on site affordable units, increased the pedestrian experience, and provide ample retail space for community businesses. This project meets the guidelines that are set forth by the planning code and should move forward without further delay.

Workshop1 has opted to build on site affordable units for this development. Having market rate developers like this build the affordable housing we need is too often underappreciated. The 28 affordable units that are being created are desperately needed; which is one of the reasons why this project should be moved forward.

The developer has also included designs to increase the pedestrian experience around 1301 16th Street. By providing a wider sidewalk and more lighting the corridor will be more accessible to foot traffic and provide a larger benefit to small businesses.

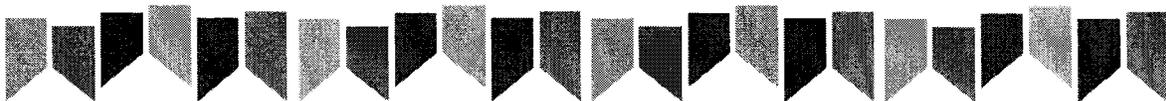
Finally, the project includes market floor retail, in an area that is currently in need of businesses. The area which this project is being developed currently has a little dining and retail options for residents. By providing more opportunity for small business, we can provide more a better quality of life for the community.

Please vote to approve and move this project forward.

Thank you,

A handwritten signature in black ink that reads "Austin Hunter".

Austin Hunter
Executive Director
Grow San Francisco



contactus@growsanfrancisco.org
www.growsanfrancisco.org

Townes, Chris (CPC)

From: Ritu Vohra <rituvohra2000@yahoo.com>
Sent: Tuesday, April 05, 2016 1:52 PM
To: Townes, Chris (CPC)
Cc: Bailey Randall
Subject: Support Letter for 1301 16th Street

Dear Mr. Townes,

I am writing to express my support for the proposed "Potrero Flats" project at 1301 16th Street. This residential housing project meets a critical need to provide additional housing for San Franciscans. This proposed project would enhance the neighborhood by replacing a featureless industrial warehouse with a visually pleasing building with 176 units of new rental housing, over 6,800 square feet of high-quality commercial space, and a significantly improved pedestrian experience.

The project, which has the support of the San Francisco Housing Action Coalition, focuses on family housing. After receiving feedback from the Potrero Boosters, a neighborhood civic organization, the applicant increased the number of family-sized units and decreased the project's overall density. In addition to focusing on family housing, the plan would also include 28 units of below-market-rate. This type of mixed-use project, proposed at only six stories tall, is appropriate given its location on the 16th Street multi-modal transit corridor that connects the neighborhood to regional transit and other long-established residential and commercial areas of the city.

The proposed project makes better use of an old industrial site, proposing to improve the streetscape and create publicly-accessible open space along Carolina and Wisconsin streets. The proposed building program, scale, and aesthetics are appropriate given the development's location in a predominantly industrial area. The project does not negatively impact views from the rest of the neighborhood, given its distance away from the lower scale buildings up on Potrero Hill. Additionally, the project is "under-parked" and includes significant bicycle parking. The Potrero Flats project would be a positive addition to the Potrero Hill neighborhood, and I am impressed by the applicant's efforts to incorporate a host of suggestions for the site. As such, I recommend that the Planning Commission approve this project. Thank you.

Sincerely,

Ritu Vohra



San Francisco
HOUSING
ACTION
COALITION

95 Brady Street
San Francisco, CA 94103
415 541 9001
info@sfhac.org
www.sfhac.org

March 30, 2016 (revised from February 4, 2015)

Will Mollard, Principal
Workshop1
1030 Grayson Street
Berkeley, CA 94710

Ref: 1301-16th Street – Mixed-Use Development

Dear Mr. Mollard,

Thank you for bringing the proposal for 1301-16th Street to the San Francisco Housing Action Coalition's (SFHAC's) Project Review Committee on March 26, 2014 and January 14, 2015. After reviewing the project twice, we are pleased to endorse it and conclude that your project has many merits and will contribute to SFHAC's mission of increasing the supply of well-designed, well-located housing in San Francisco. Kindly review this letter, which explains how your project meets our guidelines as well as areas in which improvements are suggested. Also review our report card, which grades the proposed project according to each guideline. We have attached our guidelines for your reference.

Project Description

The project proposes the demolition of a one-story industrial building and replacing it with a seven-story building, 176 new homes with ground floor flexible occupancy, almost 7,000 square feet of ground floor commercial space and 111 car parking spaces at grade.

Land Use

The site is currently occupied by an under-utilized, one-story industrial building. The SFHAC believes housing is a much better use. The site is located along the evolving 16th Street transit corridor, a major connector between the Third Street corridor and the Mission District. The proposed development will also bring new residents into proximity of the City's jobs and the rapidly evolving Mission Bay and UCSF campus.

Density

We originally endorsed the version of your project that was planned to have 234 units. While we understand these changes were the result of substantial outreach and collaboration with Potrero Hill neighbors, we're disappointed it resulted in the loss of 58 homes. We feel the greater density is appropriate, especially since 16th Street is planned to be a major transit corridor.

Affordability

The SFHAC supports the decision to provide the below-market-rate units on site. The Urban Mixed-Use (UMU Tier B) zoning rate - 16 percent – applies, equating to 27 below-market-rate (BMR) homes. It is noteworthy how the project's unit mix emphasizes small, affordable-by-design housing, which has potential for student housing. This might become an attractive option for the colleges and universities in the area.



The San Francisco Housing Action Coalition advocates for the creation of well-designed, well-located housing, at ALL levels of affordability, to meet the needs of San Franciscans, present and future.

Mr. Will Mollard
March 31, 2016
Page 2

We'd like to note that the reduced unit count also results in the loss of 12 BMRs, an unfortunate result.

Parking and Alternative Transportation

The SFHAC supports your design for robust amounts of bicycle parking spaces. You propose 260 spaces, which exceeds the ratio of one bicycle space per residential unit. We applaud this and encourage you to explore ways to further increase the number of bike spaces, something we are seeing in most of the projects we review.

The project proposes 111 car parking spaces with stackers and 2 car share spaces. We encourage you to consider reducing the number of car parking spaces, since 16th Street will be getting a large investment in new transit and bicycle infrastructure. We urge your team to resist some of your neighbor's insistence on increasing parking. This does not align with the City's transit-first policies and ignores the realities of increasing traffic congestion in the area.

We'd like to note that although you have not increased your car parking count, your lower unit count does result in a higher parking space to unit ratio.

Finally, we commend you for pursuing the installation of a bike-share pod outside the building. The SFHAC supports creative efforts that reduce the need for private automobiles.

Preservation

There are no structures of significant cultural or historic merit on or near the site that would be affected by your project.

Urban Design

The overall design and massing of the project has improved significantly since it was presented to us in its early stages almost a year ago. One of the notable changes includes a 20-foot break in the building along 16th Street. The landscaping, which includes widening the sidewalks and new street trees, will significantly improve the pedestrian experience.

Open space will be provided in the form of a programmed, 60-foot wide courtyard on the second floor and a roof deck. Other features include double-height commercial spaces with glass storefronts and townhouse style flexible occupancy units along Wisconsin and Caroline Streets, both of which will activate the street level.

Our members were largely in agreement that they would prefer having the flex units at grade, as opposed to on a stoop.

Environmental Features

We are very aware that San Francisco has some of the highest environmental standards of any city in the country. Nevertheless, our members urge you to consider more options to improve the building's efficiency. Your presentation to us did not include specific features you plan to incorporate in the project. Our members believe that the rooftop offers excellent potential for such programming. In addition, we urge to analyze installation of individual water sub-metering since we understand there will be state or local laws mandating this in 2015.

Mr. Will Mollard
March 31, 2016
Page 3

Community Input

The SFHAC commends you for being thorough in your community outreach. In addition to presenting to our Project Review Committee twice, you have met several times with both the Potrero Boosters Neighborhood Association and the Dogpatch Neighborhood Association. Their feedback is reflected in the project's improved design. Unfortunately, it has also resulted in 58 less homes.

Thank you for bringing your project to the SFHAC for review. We are pleased to endorse this project. Please keep us abreast of any changes and let us know how we may be of assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Colen", with a horizontal line extending to the right.

Tim Colen, Executive Director

SFHAC Project Review Guidelines

Land Use: Housing should be an appropriate use of the site given the context of the adjacent properties and the surrounding neighborhood and should enhance neighborhood livability.

Density: The project should take full advantage of the maximum unit density and/or building envelope, allowable under the zoning rules.

Affordability: The need for affordable housing, including middle income (120-150 of Area Median Income) housing, is a critical problem and SFHAC gives special support to projects that propose creative ways to expand or improve unit affordability beyond the legally mandated requirements.

Parking and Alternative Transportation: SFHAC expects the projects it endorses to include creative strategies to reduce the need for parking, such as ample bicycle storage, provision of space for car-share vehicles on-site or nearby, un-bundling parking cost from residential unit cost, and measures to incentivize transit use. Proximity to transit should result in less need for parking.

In districts with an as-of-right maximum and discretionary approval up to an absolute maximum, SFHAC will support parking exceeding the as-of-right maximum only to the extent the Code criteria for doing so are clearly met. In districts where the minimum parking requirement is one parking space per residential unit (1:1), the SFHAC will not, except in extraordinary circumstances, support a project with parking in excess of that amount.

Preservation: If there are structures of significant historic or cultural merit on the site, their retention and/or incorporation into the project consistent with historic preservation standards is encouraged. If such structures are to be demolished, there should be compelling reasons for doing so.

Urban Design: The project should promote principles of good urban design: Where appropriate, contextual design that is compatible with the adjacent streetscape and existing neighborhood character while at the same time utilizing allowable unit density; pleasant and functional private and/or common open space; pedestrian, bicycle and transit friendly site planning; and design treatments that protect and enhance the pedestrian realm, with curb cuts minimized and active ground floor uses provided.

Projects with a substantial number of multiple bedroom units should consider including features that will make the project friendly to families with children.

Mr. Will Mollard
March 31, 2016
Page 5

Environmental Features: SFHAC is particularly supportive of projects that employ substantial and/or innovative measures that will enhance their sustainability and reduce their carbon footprint.

Community Input: Projects for which the developer has made a good faith effort to communicate to the community and to address legitimate neighborhood concerns, without sacrificing SFHAC's objectives, will receive more SFHAC support.



San Francisco Housing Action Coalition (SFHAC) Project Report Card

Address: 1301 16th Street

Project Sponsor: Workshop1

Date of SFHAC Review: March 12, 2014 and January 14, 2015

Grading Scale:

1 = Fails to meet project review guideline criteria

2 = Meets some project review guideline criteria

3 = Meets basic project review guideline criteria

4 = Exceeds basic project review guideline criteria

5 = Goes far beyond of what is required

Criteria for SFHAC Endorsement:

1. The project must have been presented to the SFHAC Project Review Committee;
2. The project must score a minimum of 3/5 on any given guideline.

| <i>Guideline</i> | <i>Comments</i> | <i>Grade</i> |
|---|---|--------------|
| Land Use | The project will replace an underutilized, one-story industrial building with 174 new rental homes along an evolving transit corridor. | 5 |
| Density | We endorsed the version that had 234 units. We're disappointed the project has lost 58 units since then. | 4 |
| Affordability | Twenty-seven below-market-rate units (16%) will be on site. The loss in density resulted in the loss of 12 below-market-rate units. | 3 |
| Parking and Alternative Transportation | The site is located along an evolving transit corridor. The project will include 260 bike parking spaces and 111 car parking and 2 car share spaces with stackers. A bike-share pod is being pursued. | 4 |
| Preservation | There are no structures of significant cultural or historic merit on or near the site that would be affected by the project. | N/A |
| Urban Design | The project's design and massing has improved significantly. Streetscape improvements include widening the sidewalk and the addition of street trees. We encourage the flex spaces to be at grade. | 5 |
| Environmental Features | The project sponsor has not yet considered specific plans to increase the building's efficiency. We encourage the project sponsor to program the rooftop and to install individual water sub-metering, something that will be required before long. | 3 |
| Community Input | The project sponsor has engaged the Dogpatch Neighborhood Association and Potrero Boosters Neighborhood Association thoroughly. They've also presented to SFHAC twice. | 5 |
| Additional Comments | Our members support your leasing the housing for students, considering the proximity to educational institutions. | N/A |
| Final Comments | The SFHAC endorses the project without reservation. | 4.1/5 |

Please see attached letter for further explanation.

Daniel Haspel
1164 De Haro St
San Francisco CA 94107

Christopher Townes, Planner
Current Planning - SE Quadrant
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Support for Proposed 1301 16th Street Project, Potrero Flats (2013.0698X)

Dear Chris,

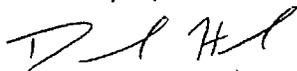
As a resident of Potrero Hill, I am writing this letter to express my support of the proposed Potrero Flats residential development located at 1301 16th Street.

The proposed Project replaces a featureless warehouse with a visually pleasing designed building that provides much needed new housing and high-quality commercial space to the neighborhood. At least forty percent of the housing units are family-size, 2 and 3 bedroom units, and more than 14 percent will be available to San Francisco residents at below market rates. This type of dense mixed-use Project is appropriate given its location on the 16th Street multimodal transit corridor that connects the Eastern Neighborhoods to regional transit and other long-established residential and commercial areas of the City.

The proposed building program, scale and aesthetics are appropriate given the development's location in a predominantly industrial area. The Project does not negatively impact views from the rest of the neighborhood given its distance away from the lower scale buildings up on Potrero Hill. Workshop1 has done considerable community outreach throughout the planning process and has listened to neighbors and adequately addressed their concerns.

The Potrero Flats will make a positive addition to the Potrero Hill neighborhood. I recommend that the San Francisco Planning Commission approve the Project.

Thank you,



Daniel Haspel

From: [Thomas Rogers](#)
To: [Townes, Chris \(CPC\)](#)
Cc: [Bailey Randall](#); [William B. Mollard](#)
Subject: 1301 16th Street - SUPPORT
Date: Saturday, March 19, 2016 9:39:01 AM

Chris,

As a Potrero Hill neighbor, I'd like to relay my strong SUPPORT for the proposed 1301 16th Street project, which proposes 176 new homes. I walk/drive by the site a lot, and I'm excited to see this project for reasoning including:

- **The architecture is top-notch, and will provide a great example for other projects in the area.** Admittedly, the current site conditions are so underwhelming that pretty much anything would be an improvement, but the design team clearly still put a lot of thought into it. I like how the glass/balcony forms alternate on the upper levels, providing variety/rhythm. Additional mass/material variation helps it from seeming too bulky, but still reinforces a common design theme. The double-height commercial spaces on 16th are a great feature, and I like how that form carries around the sides.
- **The Potrero interim controls are clearly addressed,** as the proposal uses materials in keeping with nearby industrial buildings, and the building is modulated both vertically and horizontally. As an aside, the Potrero 1010 (formerly Daggett Place) project is finishing up nicely, and I recommend PC check it out when you're doing a site visit, if you haven't seen it lately.
- **This is a great location for car-free/car-light living,** with multiple Muni lines and a bike-friendly topography. Both Caltrain stations are about a 20-minute walk away, which is also reasonable for many. I encourage the PC to ride the 55-16th Street line out to visit the site- that's a new route providing service between 16th Street BART and Mission Bay, addressing our current infrastructure needs while the 22/33 re-routings get figured out. There is also a solid Muni improvement project coming for 16th:
<https://www.sfmta.com/projects-planning/projects/22-fillmore-transit-priority-project>
- **The affordable housing requirement is being provided on-site, to the full standards.** The affordable housing fee option isn't bad, but I tend to prefer seeing new units get built ASAP.
- **The streetscape would be brought up to relevant standards.** I have a personal interest in pedestrian safety, so it's nice to see the sidewalks expanded, particularly on the Carolina Street side, which is currently a mess. The shift from perpendicular to parallel parking doesn't concern me, in particular as Muni is improved with the 22-Fillmore Transit Priority Project cited above.
- **The applicant has worked with the community to refine the project.** I'm personally a bit disappointed that 58 potential homes were lost during the process, but I understand how that's how things go. Hopefully the people who think "smaller = better" will be mollified, although I've been disappointed in the past with how some of my neighbors tend to move the goalposts.

Please include this email with the PC staff report. Thanks to staff and the Commissioners for all your hard work!

Thomas Rogers
Mariposa Street

RON MIGUEL

600 De Haro St., San Francisco, CA 94107
T-415.285.0808 F-415.641.8621 E-rm@well.com C-415.601.0708

8 March 2016

Christopher Townes, Planner
Current Planning - SE Quadrant
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 1301 16th Street Project, Potrero Flats (2013.0698X)

Dear Chris,

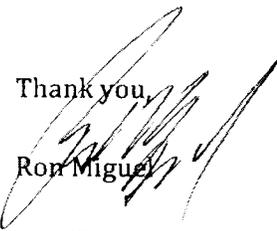
I have had a number of meetings with the sponsors and design team for 1301-16th St. both privately and at neighborhood meetings. I greatly appreciate how the project has evolved and wish to express my support of the proposed Potrero Flats residential development in its current configuration and design. The team has been extremely open to positive input and, in my mind, now incorporates much of the neighborhood's suggestions and recommendations. The 16th St. transit corridor is becoming an important link from Mission Bay, through Potrero Hill, and into the heart of the Mission. The current configuration enhances this corridor.

Over the past two years, the project sponsor has conducted an extensive outreach program, including five meetings with the Potrero Boosters. Throughout this process, the design has changed considerably from a high-density (234 units) and small unit residential building to one with significantly fewer (176 units) and larger, family-sized units. In addition to the programmatic improvements, the ground level commercial space sizes have significantly increased to nearly double their original size. Given that the site's current industrial building is vacant, and the lack of quality commercial space in the neighborhood, these commercial spaces are a much welcome addition. These changes were made at the request of the neighborhood.

For me personally, I appreciate the architect's willingness to continually redesign and refine the exterior. He has taken it from an inappropriate monolithic box to something that offers a texture and massing that is more appropriate with the neighborhood. This is done through the use of deep niches that define the building as 6 independent masses with further definition through the use of materials and application of solid and transparent panels. As you know, I and others have been greatly concerned regarding the level of architecture in the Eastern Neighborhoods. These concerns have been positively addressed in this final version.

I believe that 1601-16th St. will make a positive addition to the Potrero Hill neighborhood and urge the Department and Commission approve the project.

Thank you,


Ron Miguel

cc: Mike Pitler, Workshop 1

Christopher Townes, Planner; Current Planning - SE Quadrant
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Support for Proposed 1301 16th Street Project, Potrero Flats (2013.0698X)

Dear Chris,

I am writing this letter to express my support of the proposed Potrero Flats residential development located at 1301 16th Street.

I am a family physician whose ties to Potrero Hill go back to the early 1980s when I did my residency at San Francisco General Hospital. After internship, I helped care for patients at SFGH's satellite clinic on Wisconsin Street. I love the history of Potrero Hill and want to see it evolve true to its history. But evolve it must.

My husband and I are fortunate to have a condo at The Potrero on Kansas Street between 17th and Mariposa Street. We have a son and a daughter in their 20s, both living in San Francisco. I would love for them to continue to be able to live in San Francisco, and that is one reason why I support efforts to increase San Francisco's housing supply.

The proposed Project replaces a featureless warehouse with a visually pleasing designed building that provides much needed new housing and high-quality commercial space to the neighborhood. At least forty percent of the housing units are family-size, 2 and 3 bedroom units, and more than 14 percent will be available to San Francisco residents at below market rates. This type of dense mixed-use Project is appropriate given its location on the 16th Street multimodal transit corridor that connects the Eastern Neighborhoods to regional transit and other long-established residential and commercial areas of the City.

The proposed building program, scale and aesthetics are appropriate given the development's location in a predominantly industrial area. The Project does not negatively impact views from the rest of the neighborhood given its distance away from the lower scale buildings up on Potrero Hill. Workshop1 has done considerable community outreach throughout the planning process and has listened to neighbors and adequately addressed their concerns.

The Potrero Flats will make a positive addition to the Potrero Hill neighborhood. I recommend that the San Francisco Planning Commission approve the Project.

Thank you.
Elizabeth Williams



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2013.0698E
Project Address: 1301 16th Street
Zoning: Urban Mixed Use (UMU) District
68-X Height and Bulk District
Block/Lot: 3954/016
Lot Size: 38,600 square feet
Plan Area: Showplace Square/Potrero Hill Plan Area of the Eastern Neighborhoods
Area Plan
Project Sponsor: Will Mollard, Workshop 1, (415) 523-0304
Staff Contact: Tania Sheyner, (415) 575-9127, Tania.Sheyner@sfgov.org

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PROJECT DESCRIPTION

The project site consists of a roughly square-shaped parcel in the City's Potrero Hill neighborhood, and has frontages along Wisconsin, Carolina, and 16th Streets. The site currently contains a one-story industrial building (constructed in 1971) that covers the entire parcel and operates as a warehouse.

The project sponsor proposes to demolish the existing building on the site and construct a mixed-use residential project in its place, encompassing a total of approximately 184,700 gross square feet (gsf) of space. The new building would include approximately 137,900 gsf of residential uses (176 dwelling units), approximately 3,300 gsf of production, distribution and repair (PDR) space, approximately 3,600 gsf of retail space, approximately 15,600 gsf of space dedicated to vehicular parking (111 parking spaces),

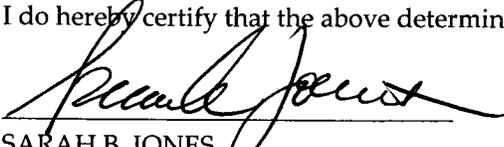
(Continued on next page.)

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 14, 2016
Date

cc: Will Mollard, Project Sponsor; Supervisor Malia Cohen, District 10; Chris Townes, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

approximately 3,000 gsf of space dedicated to bicycle parking (240 Class 1 bicycle parking spaces and 10 Class 2 bicycle parking spaces bicycles), and approximately 4,800 gsf of ground-level circulation and mechanical space.

The new building would be in a “C” shape, with an internal courtyard providing a south-facing mid-block open space. It would be six stories over a ground-level podium and would extend approximately 68 feet in height to the roofline, with an additional approximately 12 feet to the top of rooftop elements. The main residential entrance as well as PDR and retail entrances would be provided along 16th Street, with additional residential entrances provided along Carolina and Wisconsin Streets. The proposed garage would serve residences only and would be accessible via two entries/exits – one on the Carolina Street frontage (that would be accessible via a new 12-foot-wide curb cut) and one on the Wisconsin Street frontage (that would be accessible via a new 12-foot-wide curb cut). The proposed open space would be provided both privately, for 86 units in total, and commonly, in the form of a second floor courtyard and a roof deck. In total, the project would provide approximately 13,500 square feet of commonly-accessible open space and approximately 8,700 sf of private open space. The project would require approximately 3,500 cubic yards of soil to be excavated or removed from the project site, to a depth of approximately 2.5 feet (most of the soil to be removed is what currently exists as fill between two concrete slabs that underlie the existing structure on the site). No pile driving would occur as part of the proposed project. The foundation design currently being considered employs a relatively thin foundation and the use of torque down piles.

PROJECT APPROVAL

The approval of a Large Project Authorization by the Planning Commission (per Planning Code Section 329) is the Approval Action for the proposed project. 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 1301 16th Street project described above, and incorporates by reference information contained in the Programmatic EIR

for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)¹. 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 1301 16th Street.

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.^{2,3}

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. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.⁴

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

¹ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

² 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.

³ 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.

⁴ Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

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 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 1301 16th Street site, which is located in the Showplace Square/Potrero Hill area of the Eastern Neighborhoods, was designated as a site with building up to 68 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 1301 16th Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 1301 16th Street project, and identified the mitigation measures applicable to the 1301 16th Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{5,6} Therefore, no further CEQA evaluation for the 1301 16th Street 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

As noted above, the project site is located on a block bounded by 16th Street to the north, Wisconsin Street to the east, 17th Street to the south, and Carolina Street to the west, in San Francisco's Potrero Hill neighborhood. Sixteenth Street is a four-lane, two-way street (three west-bound lanes and one east-bound lane) with a parking lane on each side and an east-bound bicycle lane. Wisconsin Street is a two-lane, two-way street, with a parallel parking lane on the west side of the street and a perpendicular parking lane on the east side of the street. Carolina Street is a two-lane, two-way street, with a perpendicular parking lane on each side of the street. As noted above, Carolina Street adjacent to the project site is not currently improved with a public sidewalk. No trees or landscaping currently exist on the project site or along the adjacent sidewalks. In terms of topography, the project site is generally flat.

To the south, the project site is bordered by a two-story industrial building, which contains automotive repair uses and extends from Wisconsin Street to Carolina Street. To the north (across 16th Street) and west (across Carolina Street) the project site is bordered by light industrial/warehouse uses and a vacant lot. The industrial uses are housed in low-rise one- to two-story buildings. To the east (across Wisconsin Street), the site is bordered by retail uses (a one-story hardware store). Other uses in the project vicinity

⁵ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1301 16th Street, February 19, 2015. This document (and all other documents cited in this report, unless otherwise noted) is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0698E.

⁶ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1301 16th Street, February 6, 2015.

(within an approximately one block radius) are primarily commercial and light industrial but also include entertainment venues (Thee Parkside) and open space (Jackson Playground). Buildings in the project vicinity generally range from one to four stories in height and are a combination of early Twentieth Century and more contemporary architectural styles. Most structures are built to the property line. An elevated segment of the U.S. 101 freeway is located five blocks west of the project site and an elevated segment of the I-280 freeway is located five blocks east of the project site. Both freeways run in a north-south direction.

The project block, as well as blocks to the east and west, are zoned Urban Mixed Use (UMU) (same as the project site), and contain a variety of uses, including residential, retail, PDR, entertainment, and office. Blocks to the north are zoned Production, Distribution and Repair-1-Design (PDR-1-D) and contain light industrial and commercial uses, with a focus on design-related businesses. These uses are interspersed with vacant lots. Blocks to the south include the Jackson Playground (zoned Public or P), additional UMU- and P-zoned blocks, a cluster of Production, Distribution and Repair-1-General (PDR-1-G) blocks and large swaths of RH-2 and RH-3 districts, which contain primarily residential development. The Mission Bay Redevelopment Area (currently under the jurisdiction of the Office of Community Investment and Infrastructure), which contains the UCSF Mission Bay campus and hospital, is located about one-quarter mile to the northeast of the project site. Other projects that have been either proposed or approved in vicinity of the project site include a five-story mixed-used residential project at 88 Arkansas Street, a four-story mixed-use residential project at 1601 Mariposa Street, a four-story residential project at 901 Tennessee Street, a six story mixed-used residential project at 888 Tennessee Street and a six-story mixed-use residential project at 901 16th Street.

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 1301 16th Street 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 1301 16th Street 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 project would contribute considerably to the significant and unavoidable land use impacts from the loss of PDR uses. This is because the existing use on the project site is a warehouse, which is considered a PDR use, and it would be replaced with a mix of residential and retail uses. Thus, the proposed project would convert 38,600 square feet of existing PDR space to non-PDR space and, in doing so, would contribute to the significant unavoidable impact on land use due to the cumulative loss of PDR use in the Eastern Neighborhoods Plan Area. Moreover, the proposed project would preclude an opportunity for PDR uses to establish on the project site in the future, given that light PDR uses are allowed in the UMU Zoning District. Furthermore, the incremental loss in PDR opportunity is considerable due to the size of the project site (0.89 acre) and its ability to potentially accommodate PDR

uses. As a result, the proposed project would contribute considerably to the cumulative land use impact. While the site does not appear to be part of a larger PDR cluster and existing non-PDR uses (such as residential) are the predominant land use in the project vicinity, the proposed project would nevertheless result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use. 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 identified in the EN EIR and would not result in a substantial portion 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 resources 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 historic resources. The proposed project would not contribute to significant and unavoidable shadow impacts since the proposed project would not result in net-new shadow on any nearby park.

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 |
|--|--|------------|
| F. Noise | | |
| F-1: Construction Noise (Pile Driving) | Not Applicable: pile driving not proposed. | N/A |
| F-2: Construction Noise | Not Applicable: no particularly noisy construction methods would be anticipated during the project’s construction phase. | N/A |
| F-3: Interior Noise Levels | Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project’s future users or residents. | N/A |
| F-4: Siting of Noise-Sensitive Uses | Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project’s future users or residents. | N/A |

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| F-5: Siting of Noise-Generating Uses | Not Applicable: the project does not include any noise-generating uses. | N/A |
| F-6: Open Space in Noisy Environments | Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents. | N/A |
| G. Air Quality | | |
| G-1: Construction Air Quality | Applicable: While the project would comply with the San Francisco Dust Control Ordinance, this measure would further reduce DPM exhaust from construction equipment. | The project sponsor has agreed to require engines with higher emissions standards on construction equipment. |
| G-2: Air Quality for Sensitive Land Uses | Not Applicable: superseded by applicable Article 38 requirements. | N/A |
| G-3: Siting of Uses that Emit DPM | Not Applicable: the proposed residential and commercial uses are not expected to emit substantial levels of DPM. | N/A |
| G-4: Siting of Uses that Emit other TACs | Not Applicable: the proposed residential and commercial uses are not expected to emit substantial levels of other TACs. | N/A |
| J. Archeological Resources | | |
| J-1: Properties with Previous Studies | Not Applicable: the project site does not have any previous archaeological studies associated with it. | N/A |

| | | |
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| J-2: Properties with no Previous Studies | Applicable: the project site is a property with no previous archeological study. | The project underwent a preliminary archeology review and the Planning Department's archeologist determined that the Accidental Discovery mitigation measure would be required for the proposed project, which the project sponsor has agreed to implement. |
| J-3: Mission Dolores Archeological District | Not Applicable: the project site is not located within the Mission Dolores Archeological District. | N/A |
| K. Historical Resources | | |
| 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 |
| L. Hazardous Materials | | |
| L-1: Hazardous Building Materials | Applicable: the proposed project includes demolition of a building with known prior and current light industrial uses. | The project sponsor has agreed to comply with hazardous building material abatement requirements. |
| E. Transportation | | |
| E-1: Traffic Signal Installation | Not Applicable: automobile delay removed from CEQA analysis. | N/A |
| E-2: Intelligent Traffic Management | Not Applicable: automobile delay removed from CEQA analysis. | N/A |

| | | |
|--|--|-----|
| E-3: Enhanced Funding | Not Applicable: automobile delay removed from CEQA analysis. | N/A |
| E-4: Intelligent Traffic Management | Not Applicable: automobile delay removed from CEQA analysis. | N/A |
| E-5: Enhanced Transit Funding | Not Applicable: plan level mitigation by SFMTA. | N/A |
| E-6: Transit Corridor Improvements | Not Applicable: plan level mitigation by SFMTA. | N/A |
| E-7: Transit Accessibility | Not Applicable: plan level mitigation by SFMTA. | N/A |
| E-8: Muni Storage and Maintenance | Not Applicable: plan level mitigation by SFMTA. | N/A |
| E-9: Rider Improvements | Not Applicable: plan level mitigation by SFMTA. | N/A |
| E-10: Transit Enhancement | Not Applicable: plan level mitigation by SFMTA. | N/A |
| E-11: Transportation Demand Management | Not Applicable: plan level mitigation by SFMTA. | N/A |

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 November 6, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. During the comment period, and subsequently, a number of phone calls, emails, and letters were received and are summarized below. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis.

Public comments and concerns regarding the proposed project were as follows:

- Concerns were raised regarding existing subsurface contamination and the possible release of contaminants during the construction phase as well as during the life of the project, with potential implications for nearby sensitive receptors, including schools (Jackson Park, Live Oak, and "others"). At least one commenter expressed concern that existing contamination would be

capped rather than removed off-site. Commenters noted that a deed restriction exists for the project site that limits it to commercial uses.⁷

- A commenter asserted that the project would be underparked, which would create unintended consequences for nearby PDR businesses due to competition for on-street parking, as residents would be likely to store their parked cars on the surrounding streets during the workweek.
- Concerns were raised regarding construction noise, including noise impacts on users of Jackson Park, as well as nearby residents, workers and students.
- Concerns were raised regarding traffic safety and air quality during construction, including concerns regarding impacts of additional construction traffic around children and students of nearby schools.
- Concerns were raised that the project is not consistent with the Eastern Neighborhoods objective to “support the economic well-being of a variety of businesses” in UMU districts, since the proposed project would only provide approximately 3,100 sf of commercial space.⁸ In addition, one commenter expressed concern that the project would result in displacement of PDR uses.
- Concerns were raised that an influx of new residents would place a strain on Jackson Park, which, according to the commenter, already experiences heavy use and suffers from maintenance issues.
- Concerns were raised that the proposed development would be out of character, density, and scale with the existing buildings on neighboring streets.
- Concerns were raised that the Eastern Neighborhoods PEIR did not specifically and adequately address, analyze, or anticipate the environmental impacts of the density and height proposed by this project and that the PEIR anticipated and analyzed a reduction in heights at this site. Specifically, a commenter noted that the final EN PEIR addressed heights of 65 to 68 feet but only on the north side of 16th Street, and not on the south side of 16th Street. Commenters allege that, after the EN PEIR was published, the height limits on the south side of 16th Street were changed from 45/50 feet to 65/68 feet, but because these heights were not part of that original PEIR, impacts related to the project’s size and density were never addressed.⁹
- Concerns were raised that the project is “too dense” and would develop “dormitory-style housing.”¹⁰
- Concerns were raised that the proposed project would result in increased traffic on nearby roads and additional pressures on public transportation. Concerns were also raised that the project would result in pedestrian safety issues.

⁷ In response to this comment, it is noted that the project would be consistent with the deed restriction text that reads “At any time the cap is breached, 50 cubic yards of soil is moved, or should land use change, the site may be subject to additional characterization and site mitigation requirements” – the project sponsor is undertaking additional characterization and site mitigation requirements under DPH oversight.

⁸ Subsequent to the mailing of the Notification of Project Receiving Environmental Review, the project was revised to provide approximately 3,600 square feet of commercial (retail) uses.

⁹ A proposed change to height limits along 16th Street was addressed in the Eastern Neighborhoods Area Plans Comments and Responses document and Memorandums from the Planning Department to the Board of Supervisors dated August 7, 2008 and November 17, 2008.

¹⁰ This concern was expressed in regard to a prior version of the project, which proposed 276 dwelling units on the site.

- Concerns were raised that the project would block views and scenic vistas, including views from the Jackson Playground.
- Concerns were raised that the project would result in a substantial population increase in the area, particularly when considered in combination with other new and foreseeable projects nearby.
- Concerns were raised that the environmental review document is likely to use old data.
- Concerns were raised that the EN PEIR is out of date and failed to consider “the cumulative impacts of the current levels of development that we are seeing today.” The commenter alleges that various environmental impacts, such as impacts related to traffic, transit and open space would be exacerbated by the proposed project and that the EN FEIR “did not specifically consider, analyze or mitigate the impact of a project of this scale at the 1301 – 16th Street site, nor did it address the cumulative impacts of multiple large projects on traffic, parking, transit, open space, and other infrastructure.”
- Several commenters stated that, based on the concerns summarized above, an EIR should be prepared for the proposed project.

The concerns discussed above were taken into consideration in the environmental review process and are addressed in the topical areas of the CPE checklist, as appropriate. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist¹¹:

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 peculiar 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.

¹¹ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0698E.

MITIGATION MONITORING AND REPORTING PROGRAM
1301 16th Street (Case No. 2013.0698E)
(Also includes text for Improvement Measures)

| MONITORING AND REPORTING PROGRAM | | | | | |
|--|--|---|--|---|---|
| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
| MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR | | | | | |
| CULTURAL AND PALEONTOLOGICAL RESOURCES | | | | | |
| <p><u>Project Mitigation Measure 1 – Accidental Discovery (Mitigation Measure J-2 of the Eastern Neighborhoods PEIR)</u></p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> | Project sponsor | Prior to any soil disturbing activities | Distribute Planning Department Archeological Resource “ALERT” sheet to Prime Contractor, sub-contractors and utilities firms | Project sponsor, archaeologist and Environmental Review Officer (ERO) | Submit signed affidavit of distribution to ERO |
| Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. | Head Foreman and/or project sponsor | Accidental discovery | Suspend any soils disturbing activity | Notify ERO of accidental discovery | ERO to determine additional measures |
| If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the | Project Sponsor | In case of accidental discovery | If ERO determines an archeological resource may be present, services of a qualified | | Considered complete upon implementation of any measures |

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
|---|--|--|---|--|--|
| archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. | Archeological consultant | | archeological consultant to be retained. Identify and evaluate archeological resources | Make recommendation to the ERO | requested by ERO |
| Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. | Project Sponsor | After determination by the ERO of appropriate action to be implemented following evaluation of accidental discovery. | Implementation of Archeological measure required by ERO | | Considered complete upon implementation of any measures requested by ERO |
| The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological 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. | Project Sponsor | Following completion of any* archeological field program. (* required.) | Submittal of Draft/Final FARR to ERO | | |
| Copies of the Draft FARR shall be sent to the ERO for review and approval. 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 copy, one unbound copy and one unlocked, searchable PDF copy on CD 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 or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above. | Project Sponsor | | Distribution of Final FARR. | | |

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
|--|--|--|--------------------------------|--|---|
| AIR QUALITY | | | | | |
| <p><u>Project Mitigation Measure 2 – Construction Air Quality (Mitigation Measure G-1 of the Eastern Neighborhoods PEIR).</u></p> <p>The project sponsor or the project sponsor’s Contractor shall comply with the following</p> <p>A. <i>Engine Requirements.</i></p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 3 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. <p>B. <i>Waivers.</i></p> <ol style="list-style-type: none"> 1. The Planning Department’s Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is | Project sponsor; project contractor(s) | Prior to construction activities requiring the use of off-road equipment | Submit certification statement | Project sponsor/ contractor(s) and the ERO | Considered complete on submittal of certification statement |

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures

| | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
|--|---|------------------------|----------------------|---|------------------------|
|--|---|------------------------|----------------------|---|------------------------|

limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).

2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below. If seeking an exception to (A)(1), the project sponsor shall be required to demonstrate that resulting construction emissions would not exceed significance thresholds for construction.

Table – Off-Road Equipment Compliance Step-down Schedule

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

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

** Alternative fuels are not a VDECS.

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
|--|-----------------------------------|--|---------------------------|--|---|
| <p>C. <i>Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. | Project sponsor/ contractor(s) | Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code | Prepare and submit a Plan | Project sponsor/ contractor(s) and the ERO | Considered complete on findings by ERO that Plan is complete |
| <p>D. <i>Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p> | Project sponsor/ contractor(s) | Quarterly | Submit quarterly reports | Project sponsor/ contractor(s) and the ERO | Considered complete on findings by ERO that Plan is being/was implemented |
| E. | | | | | |

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Mitigation Reporting Responsibility | Monitoring Schedule |
|---|-----------------------------------|------------------------------|--|--|---|
| HAZARDOUS MATERIALS | | | | | |
| <p><u>Project Mitigation Measure 3 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods FEIR)</u></p> <p>The project sponsor shall ensure that any existing equipment containing PCBs or DEPH, such as fluorescent light ballasts (that may be present within the existing buildings on the project site), 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.</p> | Planning Department and DPH | Prior to approval of project | Comply with applicable laws during removal and disposal of any equipment containing PCBs or DEPH and document this process | Planning Department, in consultation with DPH; where Site Mitigation Plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction | Considered complete upon receipt of final monitoring report at completion of construction |

IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR

| TRANSPORTATION AND CIRCULATION | Responsibility for Implementation | Implementation Schedule | Implementation Action | Implementation Reporting Responsibility | Monitoring Schedule |
|---|---|-------------------------------|------------------------|---|--------------------------|
| <p><u>Project Improvement Measure 1 - Implement Additional and Project-Specific Travel Demand Strategies to Reduce Vehicle Trips</u></p> <p>The Project sponsor and subsequent property owner would implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed Project for the lifetime of the Project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes. The following contains a full menu of TDM program options which have been provided to the Project sponsor. The Project sponsor should</p> | Project sponsor, building management, Planning Department staff | Prior to and during occupancy | Implement TDM measures | Project sponsor | Ongoing during occupancy |

consider the following TDM measures and select those that the Project would commit to implementing:

TR-1(a): Identify TDM Coordinator: The Project sponsor would identify a TDM coordinator for the Project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator may be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator may be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the Project site. However, the TDM Coordinator would be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator would provide TDM training to other building staff about the transportation amenities and options available at the Project site and nearby.

TR-1(b): Provide Transportation and Trip Planning Information to Building Occupants:

Move-in packet: Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.

TR-1(c): City Access for Data Collection: As part of an ongoing effort to quantify the efficacy of TDM measures in general, City staff may need to access the Project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. Any on-site activity would require sponsor or property management approval and be coordinated through the TDM Coordinator.

TR-1(d): Bicycle Measures:

- (i) **Parking:** Increase the number of on-site secured bicycle parking beyond Planning Code requirements and/or provide additional bicycle facilities in the public right-of-way in on public right-of-way locations adjacent to or within a quarter mile of the Project site (e.g., sidewalks, on-street parking spaces).
- (ii) **Bay Area Bike Share:** Project sponsor would cooperate with the San

Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and / or Bay Area Bike Share (agencies) and allow installation of a bike share station in the public right-of-way along the project's frontage.

Project Improvement Measure 2 - Queue Abatement

It is the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way.

A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. If recurring queuing occurs, the property owner, building manager, and/or operator of the parking garage shall employ methods as needed to abate the queue.

Appropriate abatement methods would vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; identification of alternative routes for accessing the garage; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; and travel demand management strategies such as those listed in Improvement Measure TR-1. Parking management techniques may be considered including additional bicycle parking, customer shuttles, delivery services, parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

Property owner or building manager

Upon operation of the proposed project

Ensure a vehicle queue does not block any portion of public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis

Owner/operator; Planning Department

Ongoing during operation

Hire transportation consultant to evaluate conditions

Employ abatement methods

Project Improvement Measure 3 - Pedestrian Safety Enhancements

Lack of sidewalk on Project's western Carolina Street frontage which is a route to the nearest bus stop is being addressed by the applicant who proposes to build a new sidewalk during the construction of the Project.

Project sponsor

During project construction

Build a new sidewalk during project construction

Planning Department/ DBI/DPW

Upon completion of project construction

Project Improvement Measure 4 - Construction Management

The Project sponsor or property owner would develop and implement a Construction Management Plan (CMP), as required, addressing transportation-related circulation, access, worker parking, staging, and hours for work and deliveries.

The CMP would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation in the Project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The CMP should include, but not limited to, the following additional measures:

1. Identify construction traffic management best practices in San Francisco, as well as others that, although not being implemented in the City, could provide valuable information for the Project. Management practices include, but are not limited to the following:
 - a) Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands, including encouraging and rewarding alternate modes of transportation, carpooling, or providing shuttle service from a nearby off-street parking facility, or a remote worker parking location.
 - b) Identifying ways to consolidate truck delivery trips, minimizing delivery trips.
 - c) Restricting deliveries and trucks trips to the Project site during peak hours (generally 7 AM to 9 AM and 4 PM to 6 PM, but may include other times of peaked traffic in the Showplace Square/ Potrero District).
 - d) Require consultation with surrounding community, including business and property owners near the Project site to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the Project site.
 - e) Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding Project construction activities and duration, peak construction vehicle activities, (e.g. concrete pours), lane closures, and provide construction management contact to log and address community concerns.
2. Temporary rerouting of the eastbound direction of Bicycle Route 40 (most likely to 17th Street) during active construction along the 16th Street frontage, and possibly for the duration of the Project construction.
3. Temporary rerouting of pedestrian travel along the Project frontage, and/or construction of a temporary partially enclosed passageway along the Project's frontage. Such a passageway may also suffice as protection for bicyclists riding

Project sponsor,
contractor(s)

Prior to and
during
construction

Implement
Construction
Management
Plan

Project sponsor

Upon
completion of
project
construction



PROPERTY INFORMATION

ADDRESS:
1301 16TH STREET
SAN FRANCISCO, CA 94103

BLOCK/LOT #:
33954/016

LOT SIZE:
200' (16TH STREET FRONTAGE)
193' (CAROLINA AND WISCONSIN STREET FRONTAGES)

LOT AREA:
38,600 SQUARE FEET = .886 ACRES

ZONING DISTRICT:
UMU (URBAN MIXED USE)

PLANNING AREA:
SHOWPLACE SQUARE / POTRERO HILL - EASTERN NEIGHBORHOODS

NEIGHBORHOOD:
POTRERO HILL

HEIGHT/BULK:
68-X

BUILDING HEIGHT:
ALLOWABLE HEIGHT 68'-0"
PROPOSED HEIGHT 68'-0"

*THE PROPOSED BUILDING HEIGHT IS MEASURED FROM THE (E) TOP OF CURB ELEVATION ALONG AT THE MIDPOINT OF THE CAROLINA STREET FRONTAGE WHICH IS 8.25'. FOR THE PURPOSES OF THIS DRAWING SET, 8.25' SHALL BE THE ELEVATION DATUM AND IS EQUAL 0'-0". SEE THE PROPOSED SITE PLAN FOR MORE INFORMATION.

BUILDING FLOOR AREA (PER PLANNING CODE SECTION 102)
COMMERCIAL 3,571 GSF
PDR SPACE 3,297 GSF
RESIDENTIAL 137,909 GSF
OTHER 39,935 GSF

TOTAL AREA 184,712 GSF

DWELLING UNIT INFORMATION:
STUDIOS 40 (23%)
1 BEDROOMS 62 (35%)
2 BEDROOMS (FAMILY UNIT) 64 (36%)
3 BEDROOMS (FAMILY UNIT) 10 (6%)

TOTAL DWELLING UNITS 176
FAMILY UNITS 74 (42%) THESE DWELLING UNITS DO NOT HAVE NESTED BEDROOMS.

COMMON OPEN SPACE:
REQUIRED 10,347 GSF
PROPOSED 13,501 GSF (AT 2ND LEVEL REAR YARD & ROOF DECK)

PRIVATE OPEN SPACE:
REQUIRED 0 GSF
PROPOSED 8,660 GSF (OF WHICH 4,618 GSF IS COMPLIANT)

PARKING INFORMATION:
ACCESSIBLE SPACE 3
MECHANICAL STACKER 108 (ALL STANDARD SIZE SPACES)

TOTAL CAR PARKING 111 (TO INCLUDE 1 CAR SHARE SPACE)

TOTAL LOADING SPACES 1

BICYCLE PARKING:
REQUIRED 119 CLASS 1 & 9 CLASS 2 SPACES

PROPOSED 244 CLASS 1 & 20 CLASS 2 SPACES

PROJECT WORKSHOP1 PROPOSES TO CONSTRUCT A NEW RESIDENTIAL BUILDING AT 1301 16TH STREET. THE PROJECT SITE IS A DOUBLE-CORNER LOT LOCATED ON THE SOUTH SIDE OF 16TH STREET BETWEEN CAROLINA AND WISCONSIN STREETS IN THE FLATS NORTH OF POTRERO HILL. THE BLOCK IS BOUNDED BY 16TH, 17TH, WISCONSIN AND CAROLINA STREETS. THE LOT MEASURES 200' BY 193' AND IS APPROXIMATELY 38,600 SQUARE FEET IN AREA. THE PROJECT PROPOSES TO DEMOLISH THE EXISTING ONE-STORY INDUSTRIAL BUILDING OF APPROXIMATELY 25' IN HEIGHT, COVERING THE ENTIRE LOT AREA THAT WAS CONSTRUCTED IN 1971.

THE DESIGN OF THE PROPOSED BUILDING IS 'C' SHAPE WITH AN INTERNAL REAR YARD PROVIDING A SOUTH-FACING MID-BLOCK OPEN SPACE. THIS COURTYARD IS 50' WIDE, EQUAL TO 25% OF THE WIDTH OF THE BLOCK, AND THEREFORE ESTABLISHES A CODE-COMPLIANT PATTERN FOR THE LOCATION OF MID-BLOCK OPEN SPACE FOR ANY FUTURE DEVELOPMENT ON THIS BLOCK.

THE BUILDING DESIGN HAS A HEIGHT OF 68', A TOTAL SQUARE FOOTAGE OF APPROXIMATELY 184,712, 176 DWELLING UNITS AND IS COMPRISED OF 6 LEVELS. THERE ARE 74 UNITS IN THE PROJECT THAT ARE FAMILY-SIZED, DEFINED BY THE PLANNING CODE AS TWO-BEDROOMS OR LARGER, WHICH REPRESENT 42% OF THE TOTAL.

PROJECT TEAM

OWNER
SIXTEENTH STREET CENTER, LLC
827 DEHARO STREET
SAN FRANCISCO, CA 94107
RONALDO CIANCIARULO

DEVELOPER:
WORKSHOP1, INC.
1030 GRAYSON STREET
BERKELEY, CA 94710
WILL MOLLARD
(415) 523-0304 x.1

ARCHITECT:
WORKSHOP1, INC.
1030 GRAYSON STREET
BERKELEY, CA 94710
MIKE PITLER
(415) 523-0304 x.1

LANDSCAPE ARCHITECT:
FLETCHER STUDIO
2339 3RD STREET, #43R
SAN FRANCISCO, CA 94107
DAVID FLETCHER
(415) 431-7878

STRUCTURAL ENGINEER:
DCI ENGINEERS
ONE POST STREET, SUITE 1050
SAN FRANCISCO, CA 94104
JEFF D. BRINK, P.E.
(415) 781-1505 x.222

STRUCTURAL ENGINEER:
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ONE POST STREET, SUITE 1050
SAN FRANCISCO, CA 94104
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(415) 781-1505 x.222

CIVIL ENGINEER:
SANDIS
1721 BROADWAY, SUITE 201
OAKLAND, CA 94612
BRIAN SCHICK
(510) 590-3409

GEOTECHNICAL ENGINEER:
ROCKRIDGE GEOTECHNICAL
4379 PIEDMONT AVENUE
OAKLAND, CA 94711
CRAIG SHIELDS
(510) 420-5736

SURVEYOR:
FREDERICK T. SEHER & ASSOCIATES, INC.
841 LOMBARD STREET
SAN FRANCISCO, CA 94133
FREDERICK SEHER
(415) 921-7690

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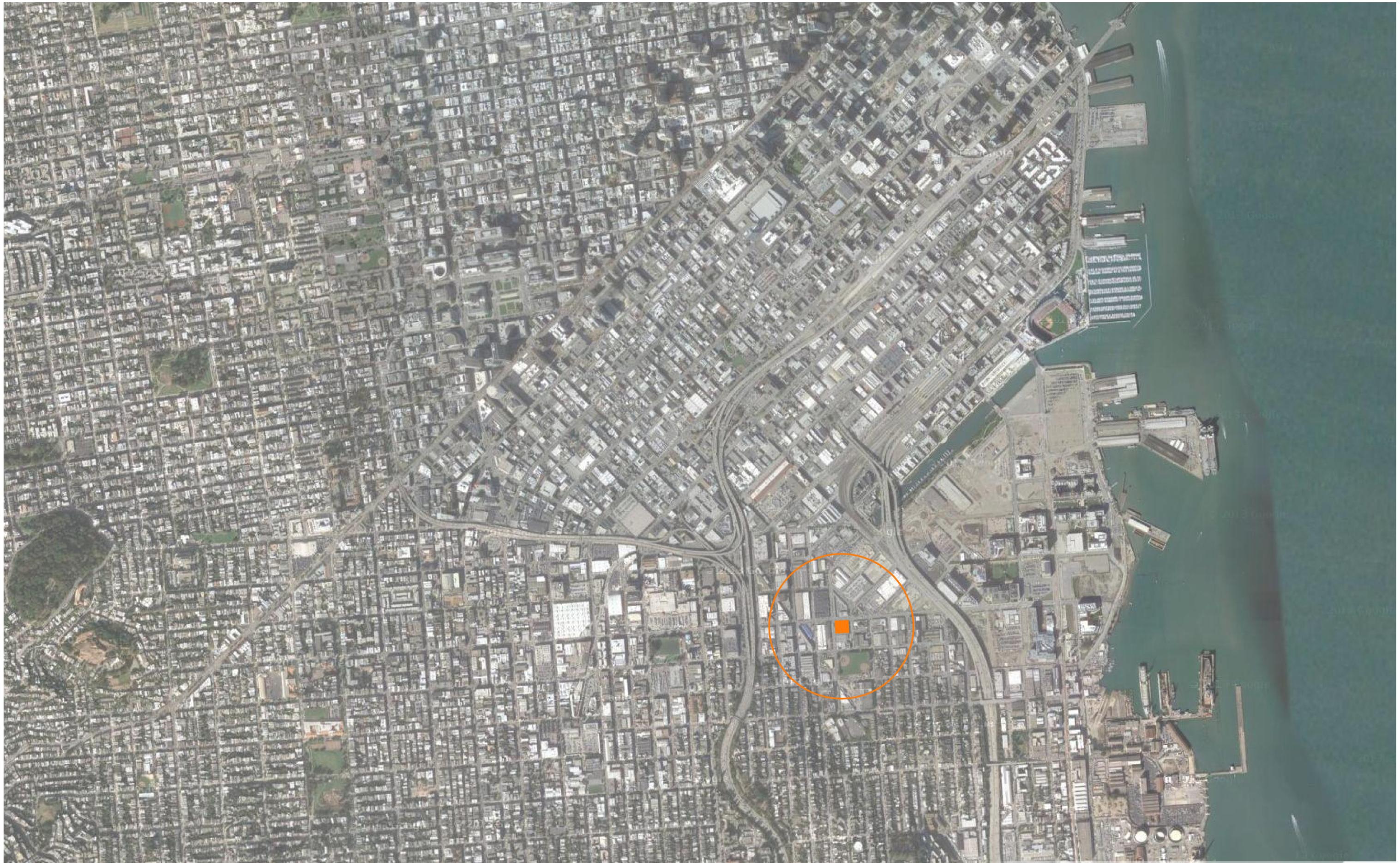
L.1 LANDSCAPE PLAN - 1ST (GROUND) LEVEL
L.2 LANDSCAPE PLAN - 2ND (COURTYARD) LEVEL
L.3 LANDSCAPE SECTIONS

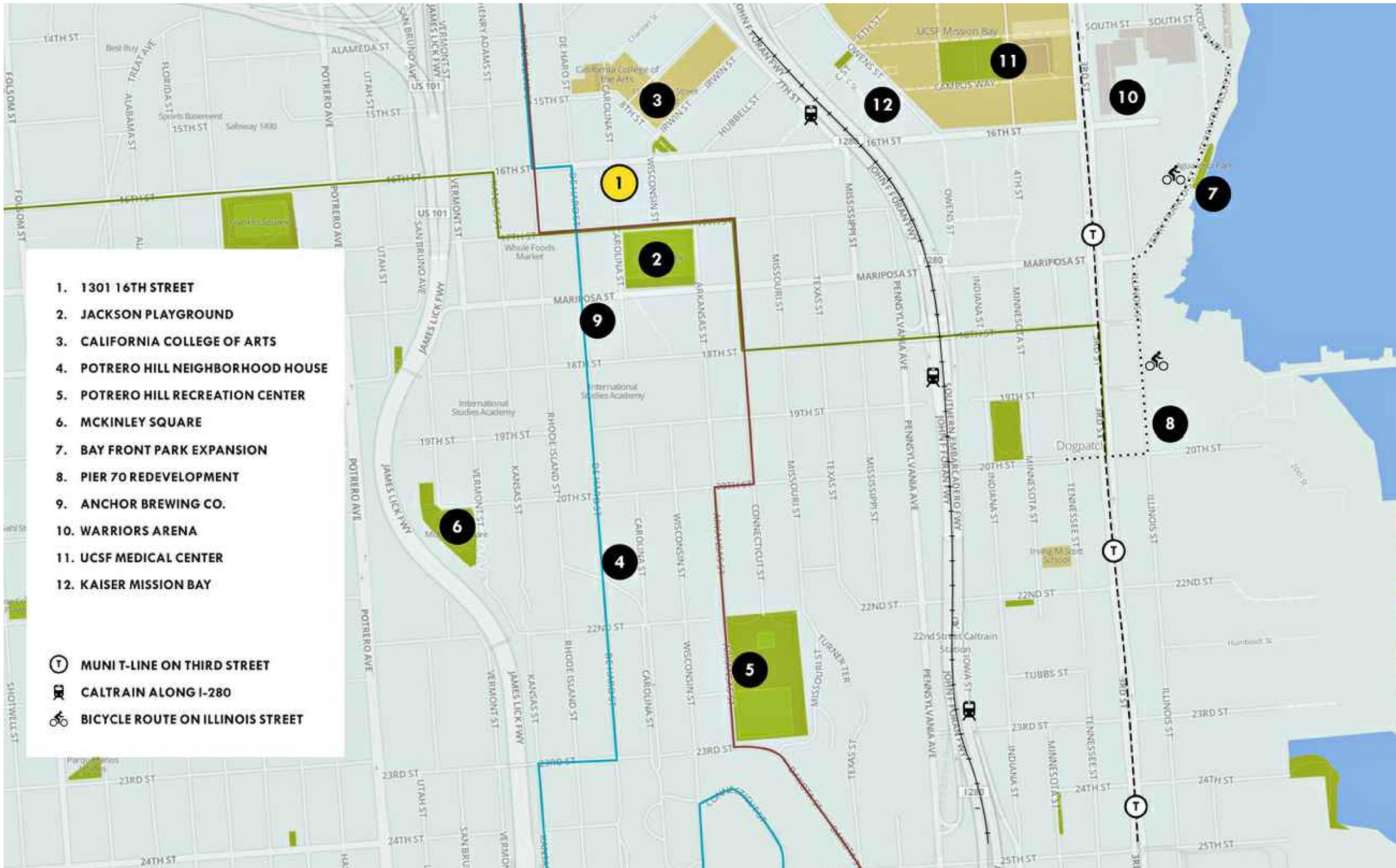
| | Bed | Bath | Residential Area | Other Area | | | Total Area |
|--------------------------------|-----------|------|------------------------------|--------------|-------------------------|-------------------------|---------------|
| | | | Gross Buildable ² | Commercial | Other Area ³ | Landscaped ⁴ | |
| 101 | 1 | 1 | 616 | | | 72 | |
| 102 | 1 | 1 | 616 | | | 72 | |
| 103 | 1 | 1 | 616 | | | 72 | |
| 104 | 2 | 2 | 1,133 | | | 144 | |
| 105 | 2 | 2 | 1,133 | | | 144 | |
| 106 | 1 | 1 | 616 | | | 72 | |
| 107 | 1 | 1 | 616 | | | 72 | |
| 108 | 1 | 1 | 616 | | | 72 | |
| 109 | 1 | 1 | 616 | | | 72 | |
| 110 | 1 | 1 | 616 | | | 72 | |
| 111 | 1 | 1 | 616 | | | 72 | |
| 112 | 2 | 2 | 1,133 | | | 144 | |
| 113 | 2 | 2 | 1,133 | | | 144 | |
| 114 | 1 | 1 | 616 | | | 72 | |
| 115 | 1 | 1 | 616 | | | 72 | |
| 116 | 1 | 1 | 616 | | | 72 | |
| Commercial Space | | | | 3,571 | | | |
| PDR Space | | | | 3,297 | | | |
| Garage ⁵ | | | | | 15,560 | | |
| Bike Parking | | | | | 2,970 | | |
| Common Open Space | | | | | | 0 | |
| Circulation, Mechanical, Misc. | | | | | 4,756 | | |
| Level 1 & Mezzanine | 16 | | 11,924 | 6,868 | 23,286 | 1,440 | 42,078 |
| 201 | 2 | 1.5 | 845 | | | 37 | |
| 202 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 203 | 2.5 | 2.5 | 1,121 | | | 37 | |
| 204 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 205 | 1.5 | 1.5 | 883 | | | | |
| 206 | 3 | 2.5 | 1,218 | | | 127 | |
| 207 | 0 | 1 | 343 | | | | |
| 208 | 2 | 1.5 | 769 | | | | |
| 209 | 2 | 1.5 | 769 | | | | |
| 210 | 0 | 1 | 343 | | | | |
| 211 | 3 | 2.5 | 1,218 | | | 127 | |
| 212 | 1.5 | 1.5 | 883 | | | | |
| 213 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 214 | 2.5 | 2.5 | 1,121 | | | 37 | |
| 215 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 216 | 2 | 1.5 | 845 | | | 37 | |
| 217 | 2 | 1.5 | 821 | | | 332 | |
| 218 | 0 | 1 | 427 | | | 173 | |
| 219 | 0 | 1 | 427 | | | 173 | |
| 220 | 0 | 1 | 427 | | | 173 | |
| 221 | 1 | 1.5 | 646 | | | 314 | |
| 222 | 1 | 1.5 | 646 | | | 173 | |
| 223 | 1.5 | 1.5 | 969 | | | 173 | |
| 224 | 1.5 | 1.5 | 875 | | | 150 | |
| 225 | 1.5 | 1.5 | 962 | | | 150 | |
| 226 | 1.5 | 1.5 | 969 | | | 173 | |
| 227 | 0 | 1 | 427 | | | 173 | |
| 228 | 0 | 1 | 427 | | | 173 | |
| 229 | 0 | 1 | 427 | | | 173 | |
| 230 | 1 | 1.5 | 646 | | | 173 | |
| 231 | 1 | 1.5 | 646 | | | 314 | |
| 232 | 2 | 1.5 | 821 | | | 332 | |
| Common Open Space | | | | | | 4,346 | |
| Circulation, Mechanical, Misc. | | | | | 3,041 | | |
| Level 2 | 32 | | 25,413 | 0 | 3,041 | 8,218 | 28,454 |
| 301 | 2 | 1.5 | 845 | | | 37 | |
| 302 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 303 | 2.5 | 2.5 | 1,121 | | | 37 | |
| 304 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 305 | 1.5 | 1.5 | 845 | | | 37 | |
| 306 | 3 | 2.5 | 1,218 | | | 127 | |
| 307 | 0 | 1 | 343 | | | | |
| 308 | 2 | 1.5 | 769 | | | | |
| 309 | 2 | 1.5 | 769 | | | | |
| 310 | 0 | 1 | 343 | | | | |
| 311 | 3 | 2.5 | 1,218 | | | 127 | |
| 312 | 1.5 | 1.5 | 845 | | | 37 | |
| 313 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 314 | 2.5 | 2.5 | 1,121 | | | 37 | |
| 315 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 316 | 2 | 1.5 | 845 | | | 37 | |
| 317 | 2 | 1.5 | 821 | | | | |
| 318 | 0 | 1 | 427 | | | | |
| 319 | 0 | 1 | 427 | | | | |
| 320 | 0 | 1 | 427 | | | | |
| 321 | 1 | 1.5 | 646 | | | | |

| | Bed | Bath | Residential Area | Other Area | | | Total Area |
|--------------------------------|-----------|------|------------------------------|------------|-------------------------|-------------------------|---------------|
| | | | Gross Buildable ² | Commercial | Other Area ³ | Landscaped ⁴ | |
| 322 | 1 | 1.5 | 646 | | | | |
| 323 | 1.5 | 1.5 | 969 | | | | |
| 324 | 1.5 | 1.5 | 875 | | | | |
| 325 | 1.5 | 1.5 | 962 | | | | |
| 326 | 1.5 | 1.5 | 969 | | | | |
| 327 | 0 | 1 | 427 | | | | |
| 328 | 0 | 1 | 427 | | | | |
| 329 | 0 | 1 | 427 | | | | |
| 330 | 1 | 1.5 | 646 | | | | |
| 331 | 1 | 1.5 | 646 | | | | |
| 332 | 2 | 1.5 | 821 | | | | |
| Common Open Space | | | | | | | |
| Circulation, Mechanical, Misc. | | | | | 3,041 | | |
| Level 3 | 32 | | 25,337 | 0 | 3,041 | 624 | 28,378 |
| 401 | 2 | 1.5 | 845 | | | 37 | |
| 402 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 403 | 2.5 | 2.5 | 1,121 | | | 37 | |
| 404 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 405 | 1.5 | 1.5 | 883 | | | | |
| 406 | 3 | 2.5 | 1,218 | | | 127 | |
| 407 | 0 | 1 | 343 | | | | |
| 408 | 2 | 1.5 | 769 | | | | |
| 409 | 2 | 1.5 | 769 | | | | |
| 410 | 0 | 1 | 343 | | | | |
| 411 | 3 | 2.5 | 1,218 | | | 127 | |
| 412 | 1.5 | 1.5 | 883 | | | | |
| 413 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 414 | 2.5 | 2.5 | 1,121 | | | 37 | |
| 415 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 416 | 2 | 1.5 | 845 | | | 37 | |
| 417 | 2 | 1.5 | 821 | | | | |
| 418 | 0 | 1 | 427 | | | | |
| 419 | 0 | 1 | 427 | | | | |
| 420 | 0 | 1 | 427 | | | | |
| 421 | 1 | 1.5 | 646 | | | | |
| 422 | 1 | 1.5 | 646 | | | | |
| 423 | 1.5 | 1.5 | 969 | | | | |
| 424 | 1.5 | 1.5 | 875 | | | | |
| 425 | 1.5 | 1.5 | 962 | | | | |
| 426 | 1.5 | 1.5 | 969 | | | | |
| 427 | 0 | 1 | 427 | | | | |
| 428 | 0 | 1 | 427 | | | | |
| 429 | 0 | 1 | 427 | | | | |
| 430 | 1 | 1.5 | 646 | | | | |
| 431 | 1 | 1.5 | 646 | | | | |
| 432 | 2 | 1.5 | 821 | | | | |
| Common Open Space | | | | | | | |
| Circulation, Mechanical, Misc. | | | | | 3,041 | | |
| Level 4 | 32 | | 25,413 | 0 | 3,041 | 550 | 28,454 |
| 501 | 2 | 1.5 | 845 | | | 37 | |
| 502 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 503 | 2.5 | 2.5 | 1,121 | | | 37 | |
| 504 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 505 | 1.5 | 1.5 | 845 | | | 37 | |
| 506 | 3 | 2.5 | 1,218 | | | 127 | |
| 507 | 0 | 1 | 343 | | | | |
| 508 | 2 | 1.5 | 769 | | | | |
| 509 | 2 | 1.5 | 769 | | | | |
| 510 | 0 | 1 | 343 | | | | |
| 511 | 3 | 2.5 | 1,218 | | | 127 | |
| 512 | 1.5 | 1.5 | 845 | | | 37 | |
| 513 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 514 | 2.5 | 2.5 | 1,121 | | | 37 | |
| 515 | 2.5 | 2.5 | 1,123 | | | 37 | |
| 516 | 2 | 1.5 | 845 | | | 37 | |
| 517 | 2 | 1.5 | 821 | | | | |
| 518 | 0 | 1 | 427 | | | | |
| 519 | 0 | 1 | 427 | | | | |
| 520 | 0 | 1 | 427 | | | | |
| 521 | 1 | 1.5 | 646 | | | | |
| 522 | 1 | 1.5 | 646 | | | | |
| 523 | 1.5 | 1.5 | 969 | | | | |
| 524 | 1.5 | 1.5 | 875 | | | | |
| 525 | 1.5 | 1.5 | 962 | | | | |
| 526 | 1.5 | 1.5 | 969 | | | | |
| 527 | 0 | 1 | 427 | | | | |
| 528 | 0 | 1 | 427 | | | | |
| 529 | 0 | 1 | 427 | | | | |
| 530 | 1 | 1.5 | 646 | | | | |
| 531 | 1 | 1.5 | 646 | | | | |

| | Bed | Bath | Residential Area | Other Area | | | Total Area |
|--------------------------------|------------|------|------------------------------|--------------|-------------------------|-------------------------|----------------|
| | | | Gross Buildable ² | Commercial | Other Area ³ | Landscaped ⁴ | |
| 532 | 2 | 1.5 | 821 | | | | |
| Common Open Space | | | | | | | |
| Circulation, Mechanical, Misc. | | | | | 3,041 | | |
| Level 5 | 32 | | 25,337 | 0 | 3,041 | 624 | 28,378 |
| 601 | 2 | 1.5 | 730 | | | 162 | |
| 602 | 2.5 | 2.5 | 1,006 | | | 162 | |
| 603 | 2.5 | 2.5 | 1,006 | | | 162 | |
| 604 | 2.5 | 2.5 | 1,006 | | | 162 | |
| 605 | 1.5 | 1.5 | 883 | | | | |
| 606 | 3 | 2.5 | 1,218 | | | 127 | |
| 607 | 0 | 1 | 343 | | | | |
| 608 | 2 | 1.5 | 769 | | | | |
| 609 | 2 | 1.5 | 769 | | | | |
| 610 | 0 | 1 | 343 | | | | |
| 611 | 3 | 2.5 | 1,218 | | | 127 | |
| 612 | 1.5 | 1.5 | 883 | | | | |
| 613 | 2.5 | 2.5 | 1,006 | | | 162 | |
| 614 | 2.5 | 2.5 | 1,006 | | | 162 | |
| 615 | 2.5 | 2.5 | 1,006 | | | 162 | |
| 616 | 2 | 1.5 | 730 | | | 162 | |
| 617 | 2 | 1.5 | 821 | | | | |
| 618 | 0 | 1 | 427 | | | | |
| 619 | 0 | 1 | 427 | | | | |
| 620 | 0 | 1 | 427 | | | | |
| 621 | 1 | 1.5 | 646 | | | | |
| 622 | 1 | 1.5 | 646 | | | | |
| 623 | 1.5 | 1.5 | 969 | | | | |
| 624 | 1.5 | 1.5 | 875 | | | | |
| 625 | 1.5 | 1.5 | 962 | | | | |
| 626 | 1.5 | 1.5 | 969 | | | | |
| 627 | 0 | 1 | 427 | | | | |
| 628 | 0 | 1 | 427 | | | | |
| 629 | 0 | 1 | 427 | | | | |
| 630 | 1 | 1.5 | 646 | | | | |
| 631 | 1 | 1.5 | 646 | | | | |
| 632 | 2 | 1.5 | 821 | | | | |
| Common Open Space | | | | | | | |
| Circulation, Mechanical, Misc. | | | | | 3,041 | | |
| Level 6 | 32 | | 24,485 | 0 | 3,041 | 1,550 | 27,526 |
| Common Open Space | | | | | | 9,155 | |
| Circulation, Mechanical, Misc. | | | | | 1,444 | | |
| Roof Level | | | | 0 | 1,444 | 9,155 | 1,444 |
| Building Total | 176 | | 137,909 | 6,868 | 39,935 | 22,161 | 184,712 |

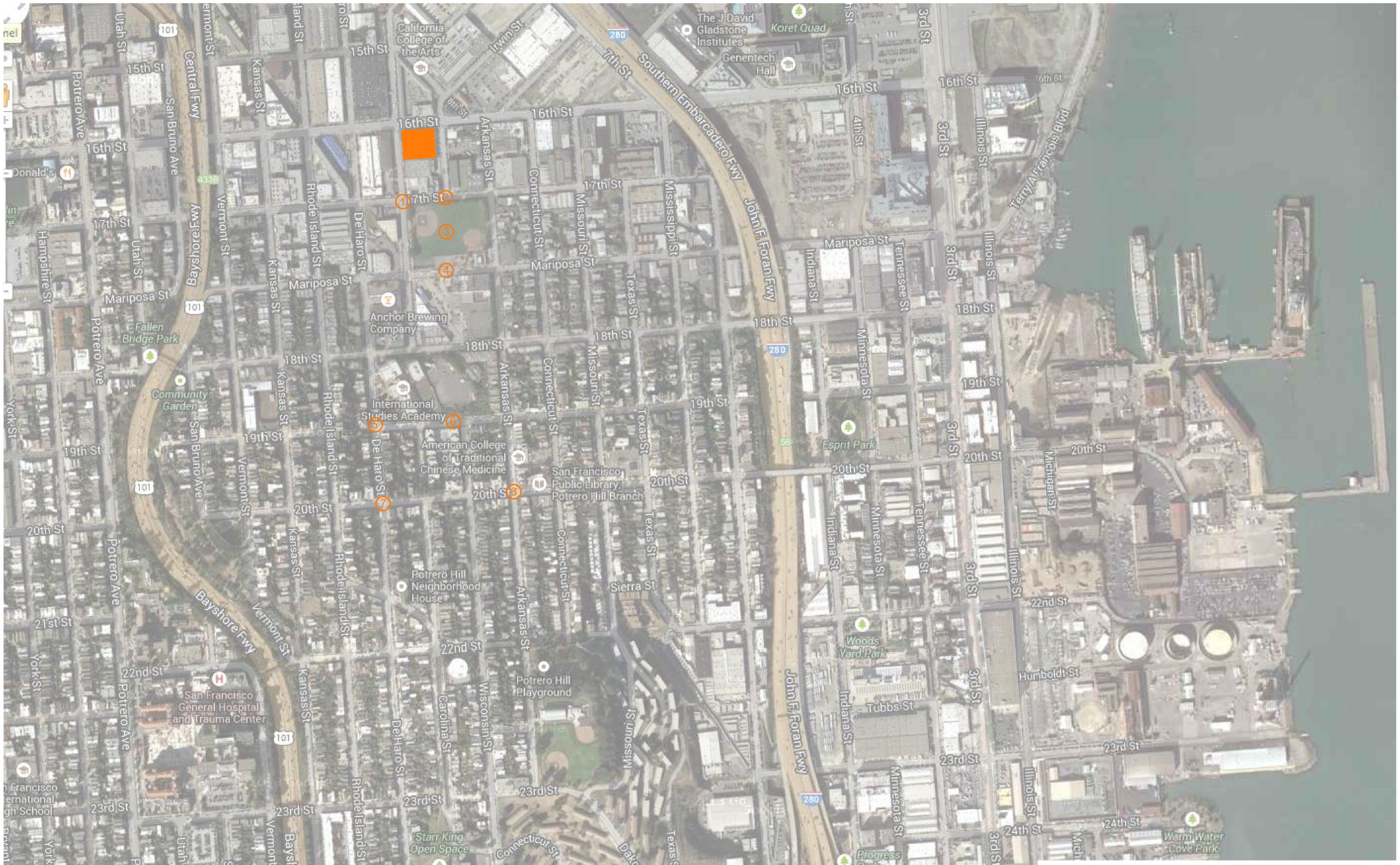
| Unit Type | Qty | % of Total | Avg Net | Avg Gross | BMR calc | BMR actual | Total NSF |
|--------------------------|------------|-------------|------------|------------|-----------|------------|----------------|
| Studio, 1 Bath | 40 | 23% | 357 | 406 | 6.4 | 6 | 14,270 |
| 1 bedroom, 1 bath | 12 | 7% | 554 | 616 | 1.9 | 2 | 6,648 |
| 1 bedroom, 1.5 bath | 20 | 11% | 584 | 646 | 3.2 | 3 | 11,680 |
| 1 bedroom, den, 1.5 bath | 30 | 17% | 836 | 918 | 4.8 | 5 | 25,073 |
| 2 bedroom, 1.5 bath | 30 | 17% | 734 | 804 | 4.8 | 5 | 22,016 |
| 2 bedroom, 2 bath | 4 | 2% | 1,036 | 1,133 | 0.6 | 1 | 4,144 |
| 2 bedroom, den, 2.5 bath | 30 | 17% | 1,022 | 1,099 | 4.8 | 5 | 30,670 |
| 3 bedroom, 2.5 bath | 10 | 6% | 1,132 | 1,218 | 1.6 | 1 | 11,320 |
| Total | 176 | 100% | 715 | 784 | 28 | 28 | 125,821 |

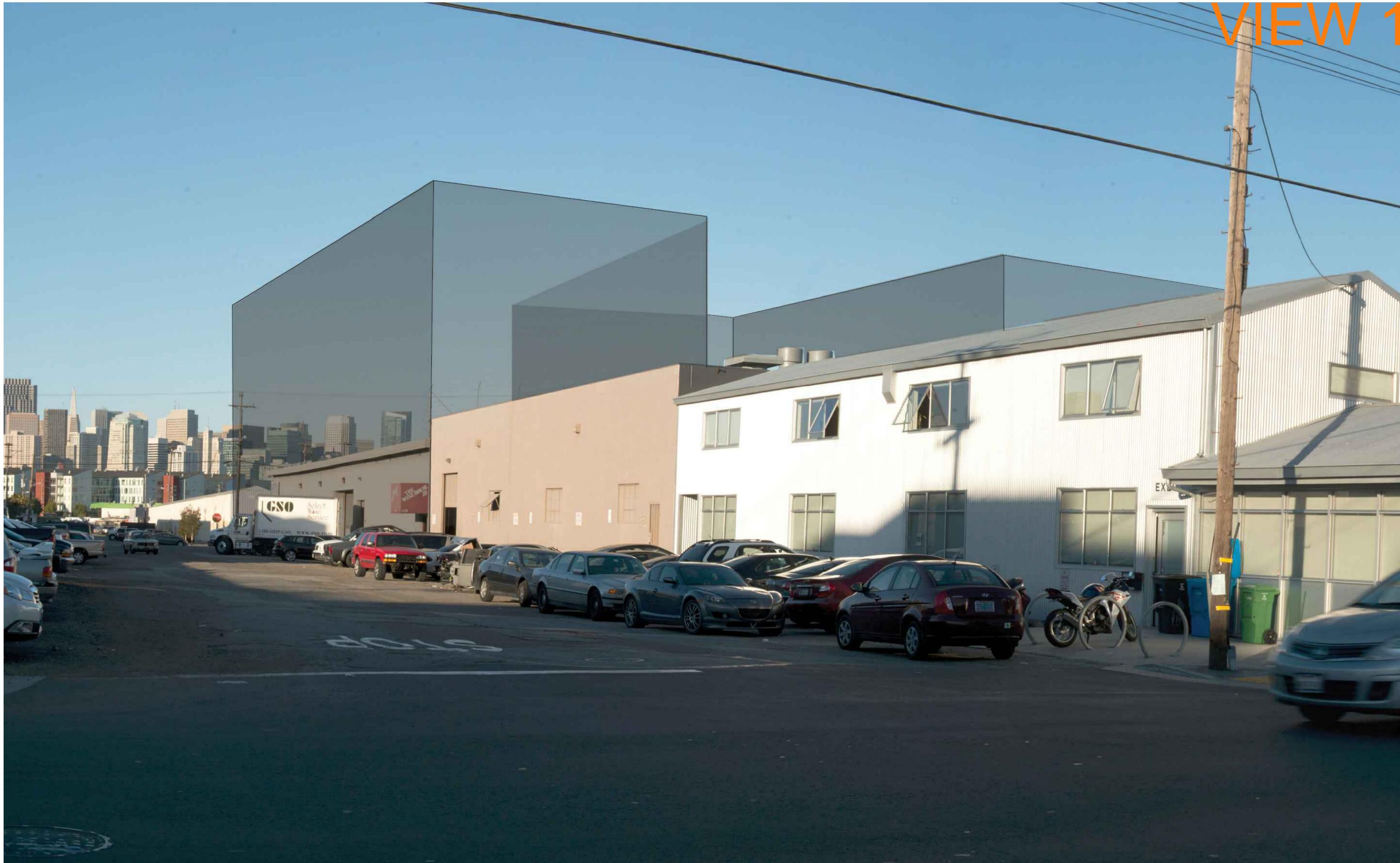




- 1. 1301 16TH STREET
- 2. JACKSON PLAYGROUND
- 3. CALIFORNIA COLLEGE OF ARTS
- 4. POTRERO HILL NEIGHBORHOOD HOUSE
- 5. POTRERO HILL RECREATION CENTER
- 6. MCKINLEY SQUARE
- 7. BAY FRONT PARK EXPANSION
- 8. PIER 70 REDEVELOPMENT
- 9. ANCHOR BREWING CO.
- 10. WARRIORS ARENA
- 11. UCSF MEDICAL CENTER
- 12. KAISER MISSION BAY

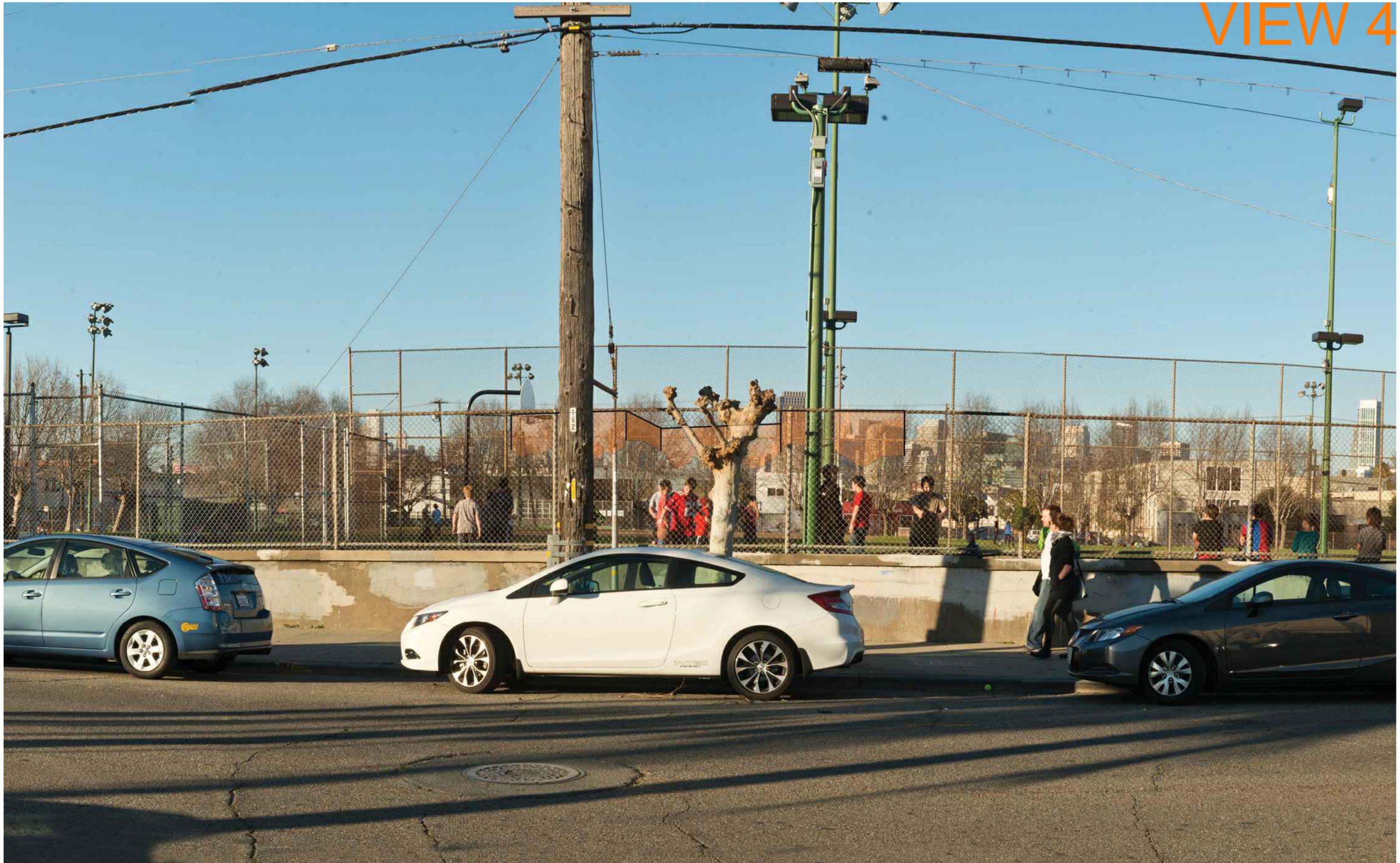
-  MUNI T-LINE ON THIRD STREET
-  CALTRAIN ALONG I-280
-  BICYCLE ROUTE ON ILLINOIS STREET





















ITERATION 1 - JANUARY 2014



ITERATION 3 - OCTOBER 2014



ITERATION 1 - AUGUST 2014



ITERATION 4 - NOVEMBER 2015

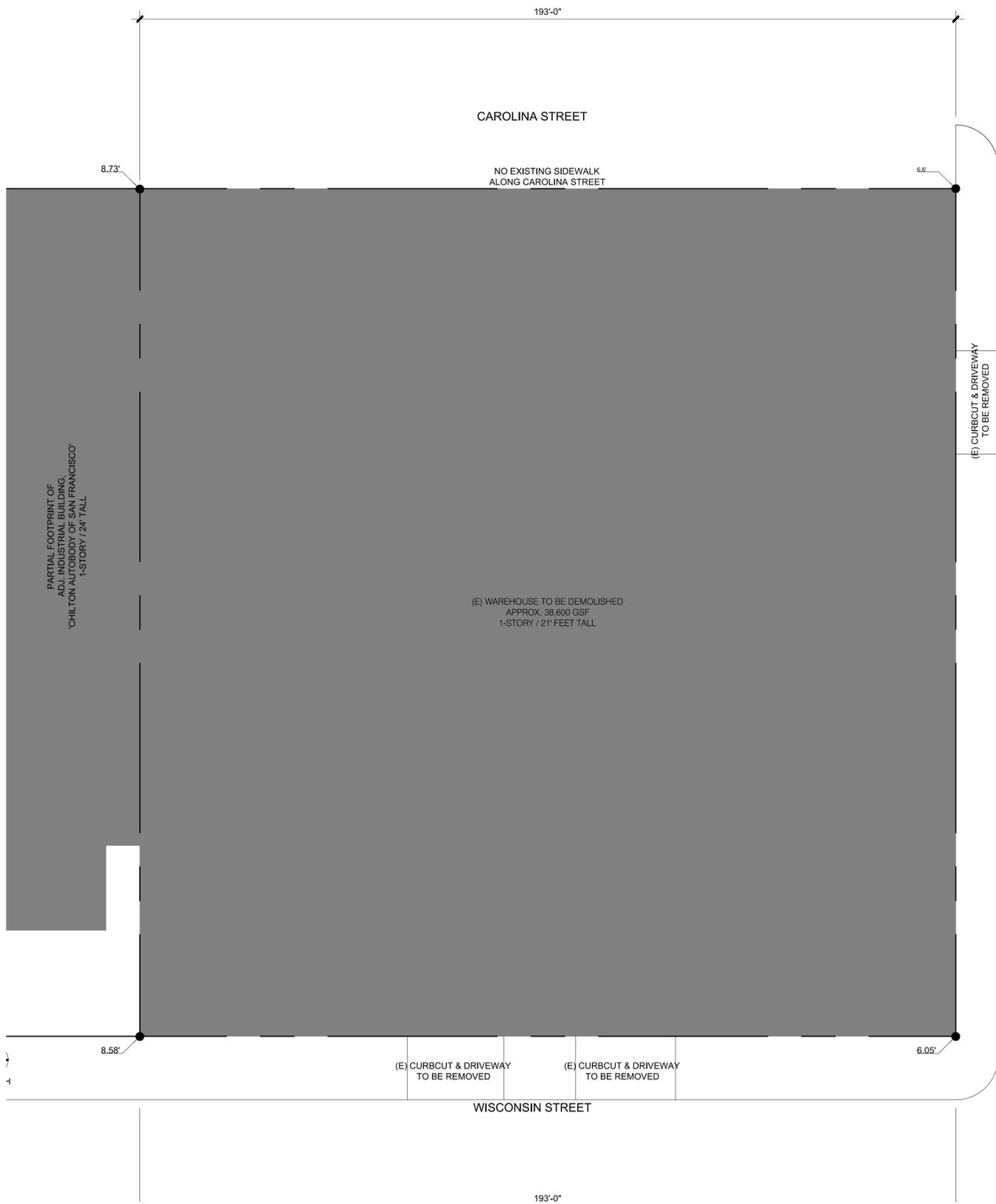




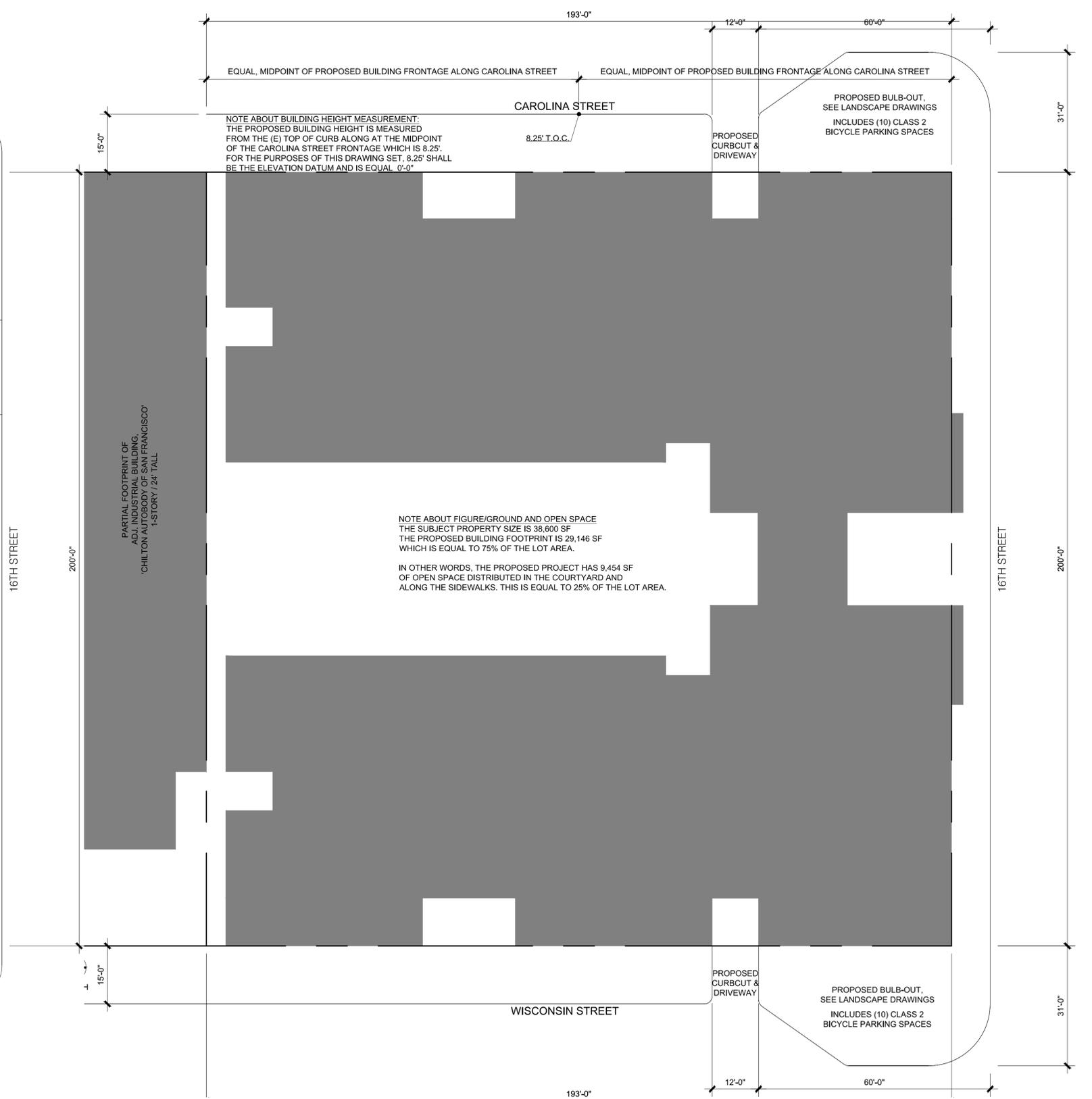




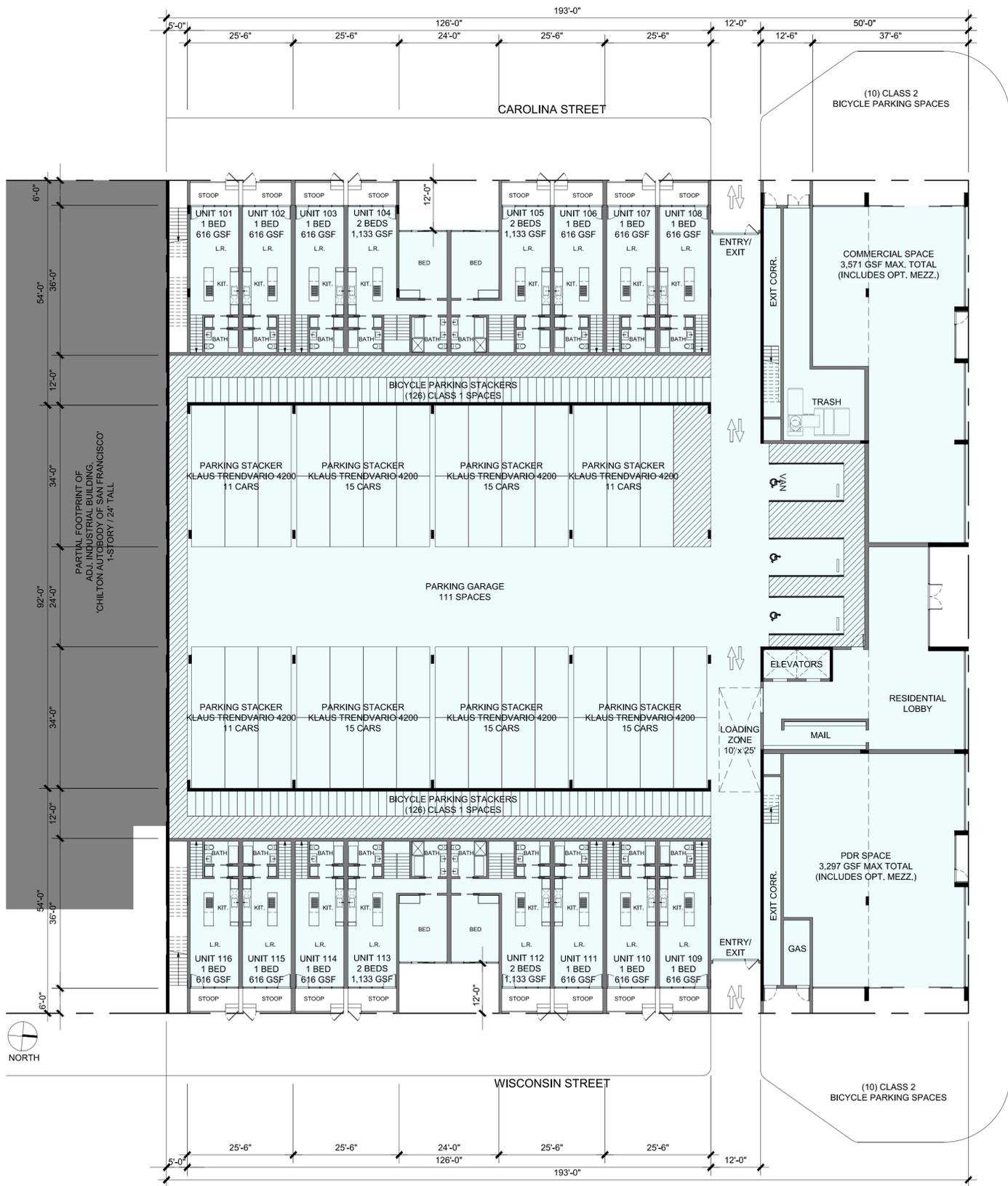




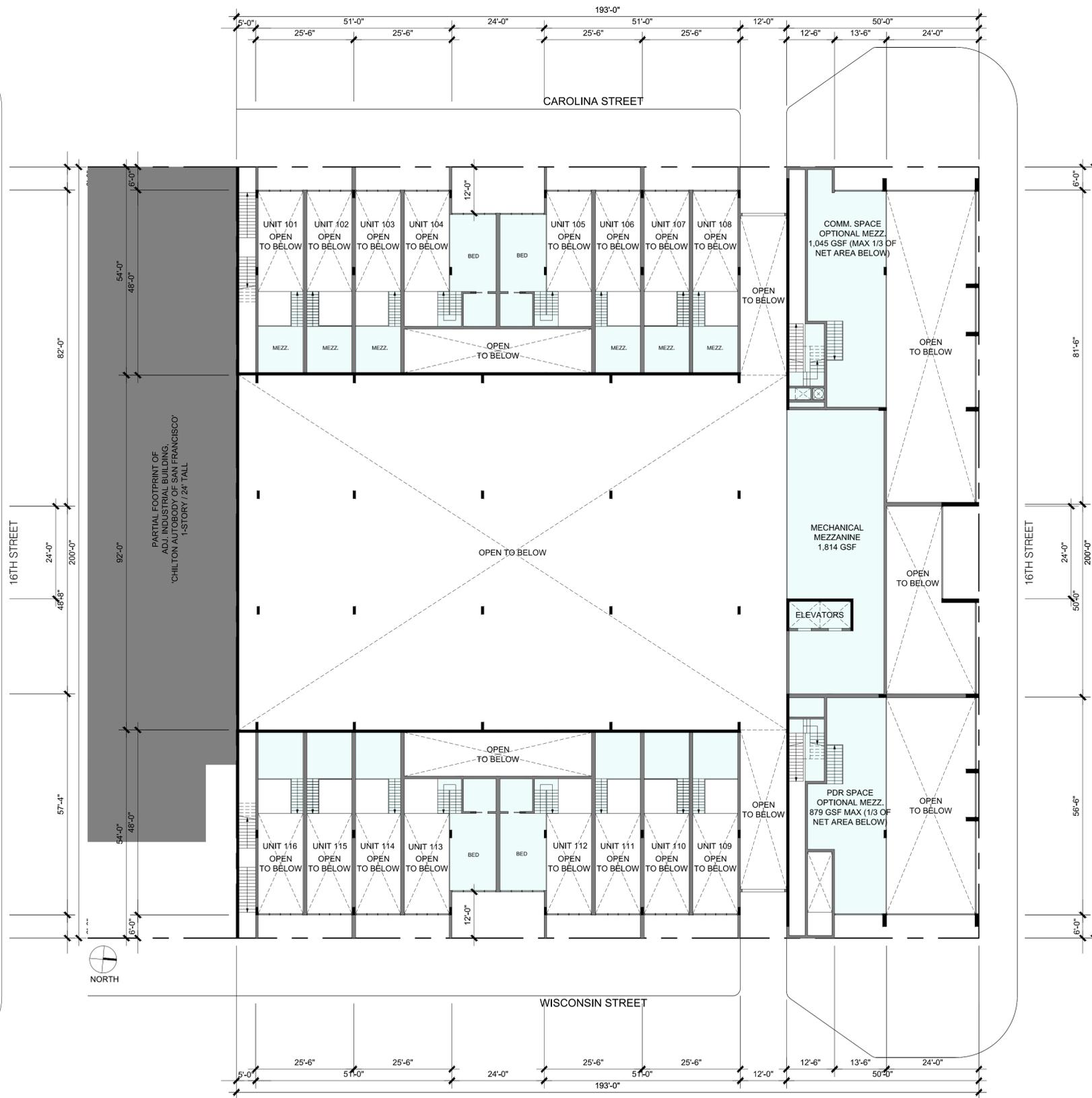
EXISTING SITE PLAN



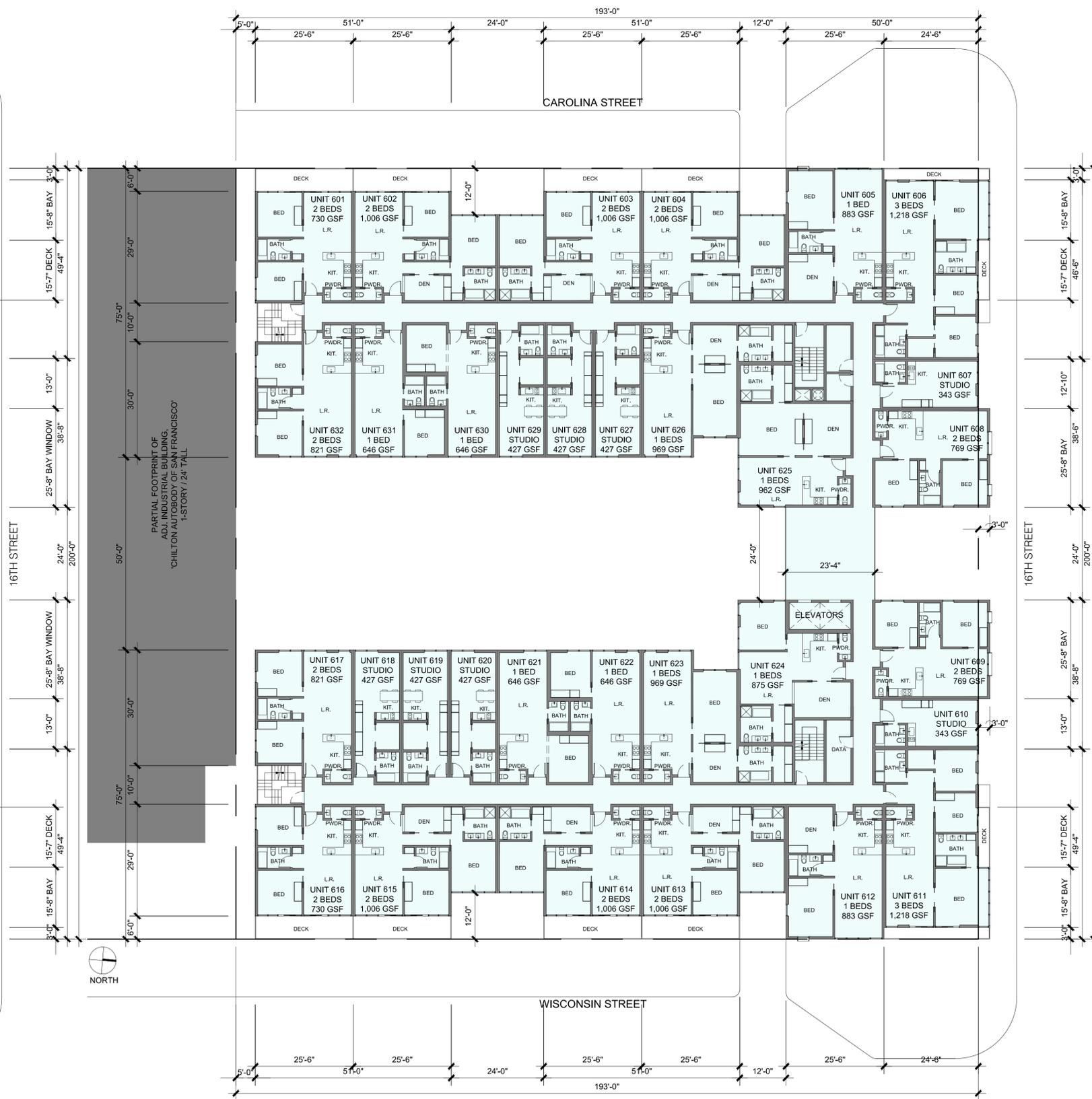
PROPOSED SITE PLAN

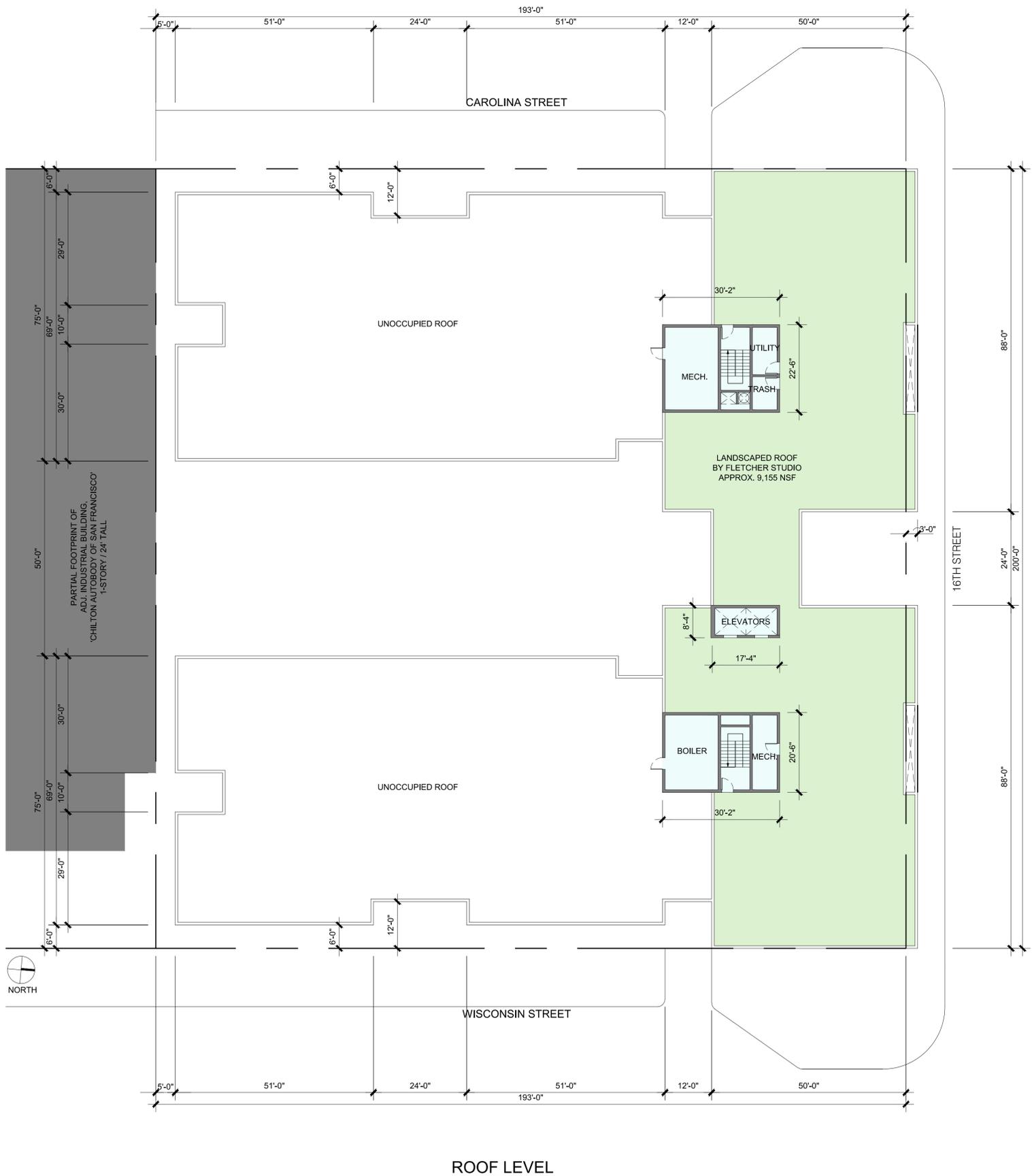


1ST (GROUND) LEVEL

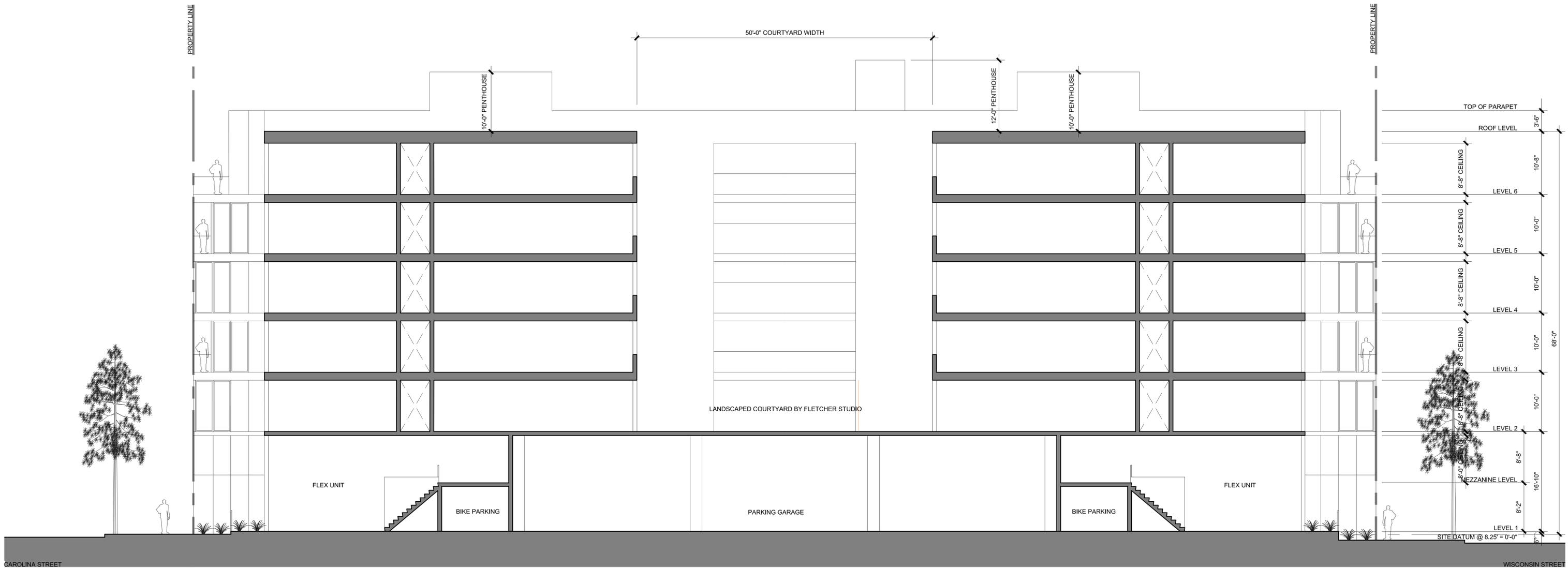


MEZZANINE LEVEL





ROOF LEVEL





1. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #1



2. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #2



3. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #3



4. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #4



5. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #5



6. GLASS PANEL (TRANSLUCENT GRAY)



7. NATURAL CONCRETE FINISH

PROPERTY LINE

PROPERTY LINE





1. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #1



2. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #2



3. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #3



4. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #4



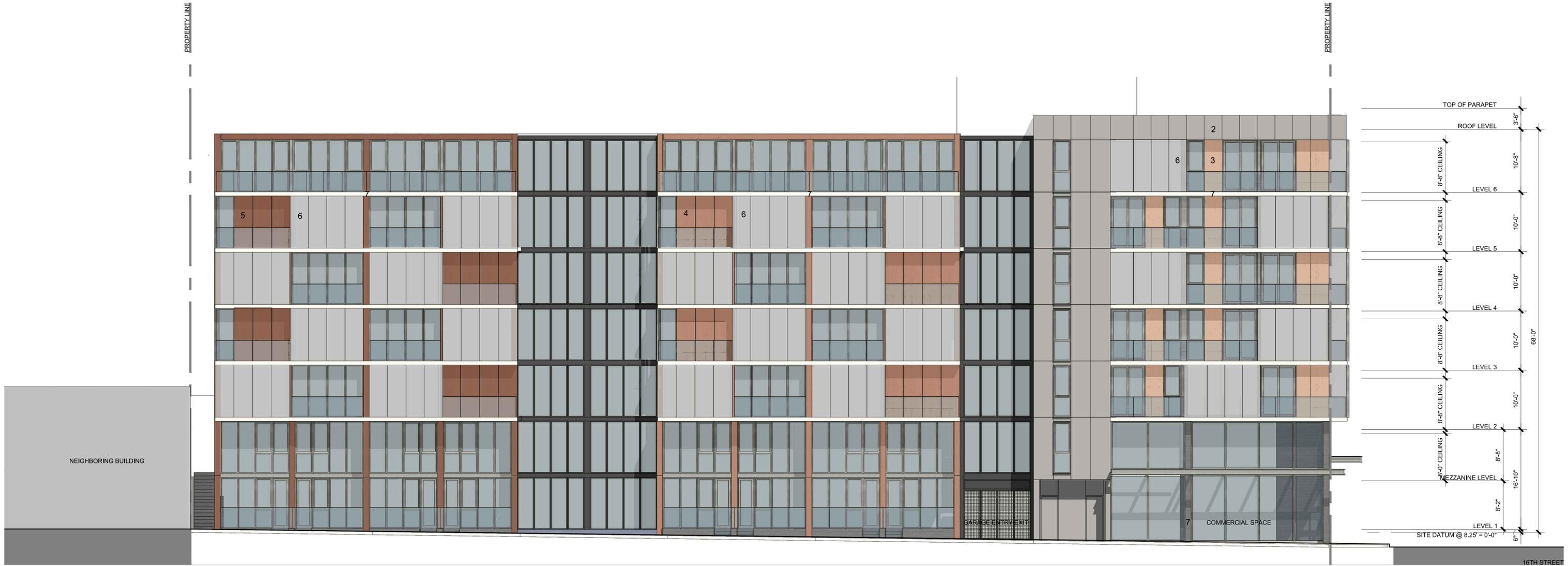
5. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #5



6. GLASS PANEL (TRANSLUCENT GRAY)



7. NATURAL CONCRETE FINISH





1. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #1



2. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #2



3. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #3



4. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #4



5. CEMENT RAIN-SCREEN PANEL W/ INTEGRATED FINISH #5

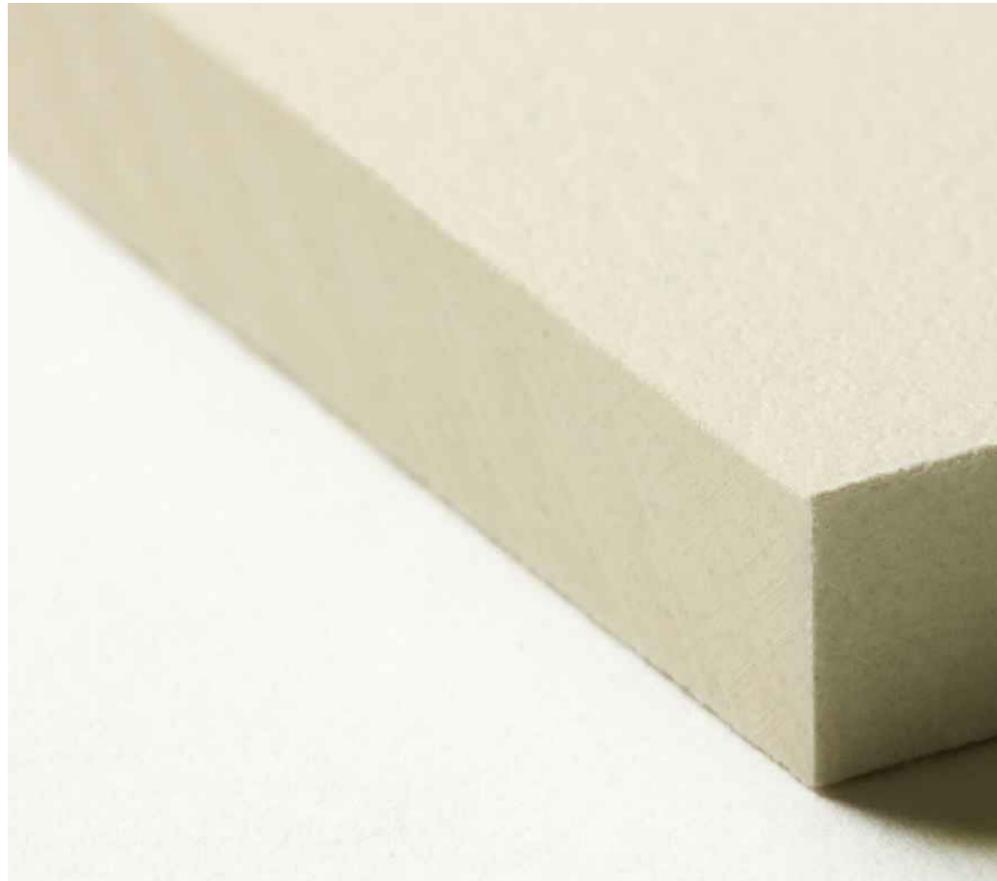


6. GLASS PANEL (TRANSLUCENT GRAY)



7. NATURAL CONCRETE FINISH





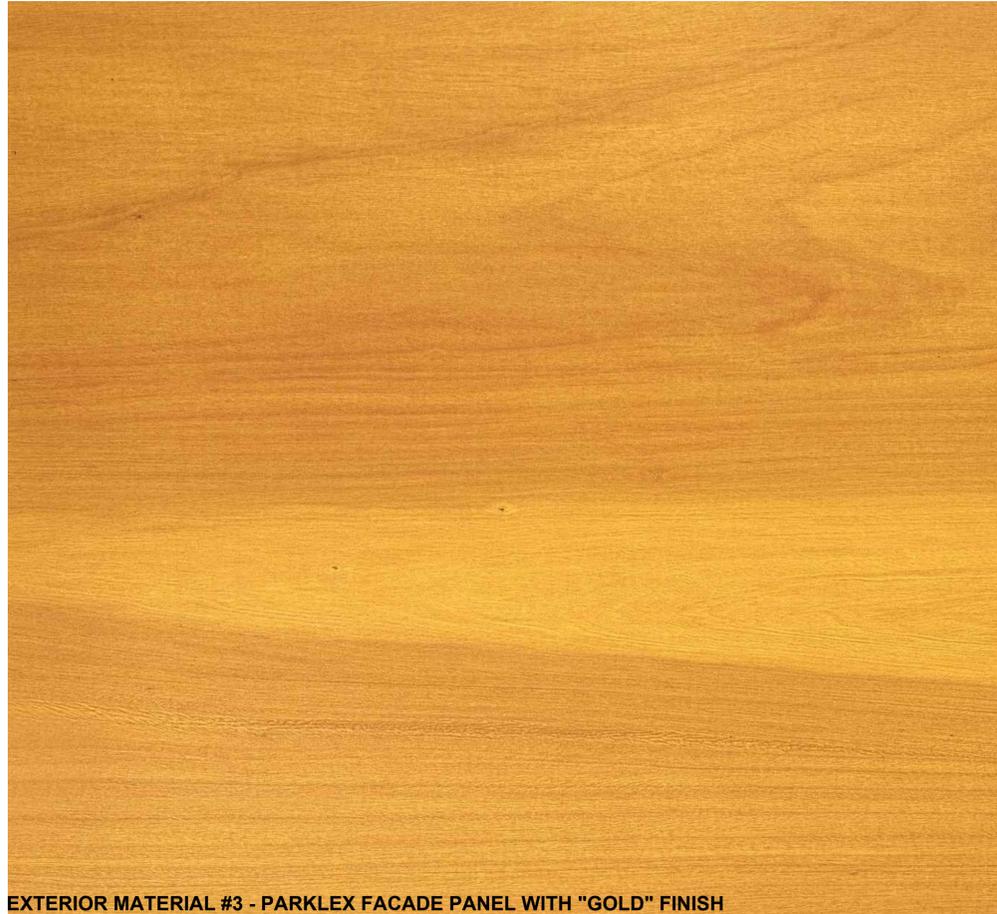
EXTERIOR MATERIAL #1 - CEMBRIT TRUE CEMENT PANEL WITH "ANTARCTIC" FINISH



EXTERIOR MATERIAL #2 - CEMBRIT RAW CEMENT PANEL WITH NATURAL FINISH



EXTERIOR MATERIAL #7 - NATURAL CONCRETE



EXTERIOR MATERIAL #3 - PARKLEX FACADE PANEL WITH "GOLD" FINISH



EXTERIOR MATERIAL #4 - PARKLEX FACADE PANEL WITH "COPPER" FINISH



EXTERIOR MATERIAL #5 - PARKLEX FACADE PANEL WITH "ANTRA" FINISH

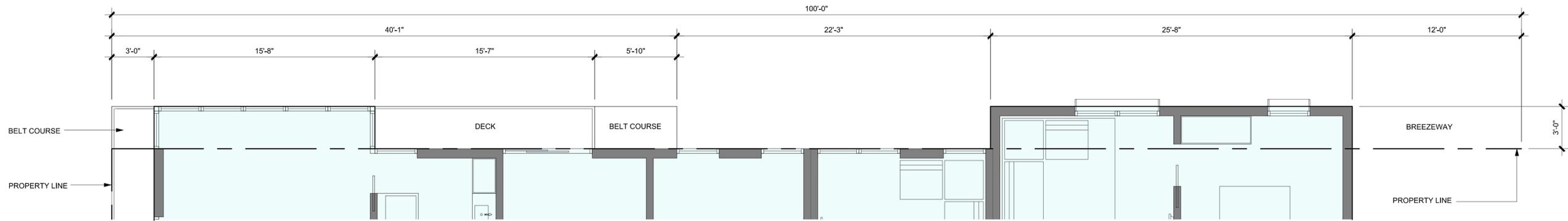


DIAGRAM #1: PARTIAL PLAN OF PROPOSED PROJECTION ALONG 16TH STREET

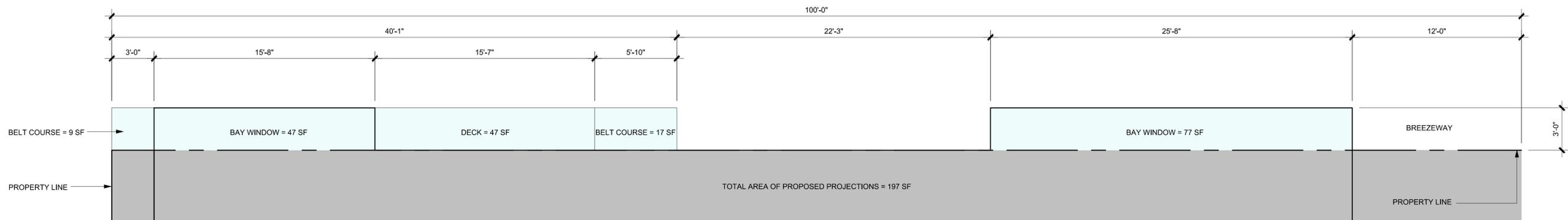


DIAGRAM #2: PARTIAL PLAN OF PROPOSED PROJECTION ALONG 16TH STREET (SIMPLIFIED)

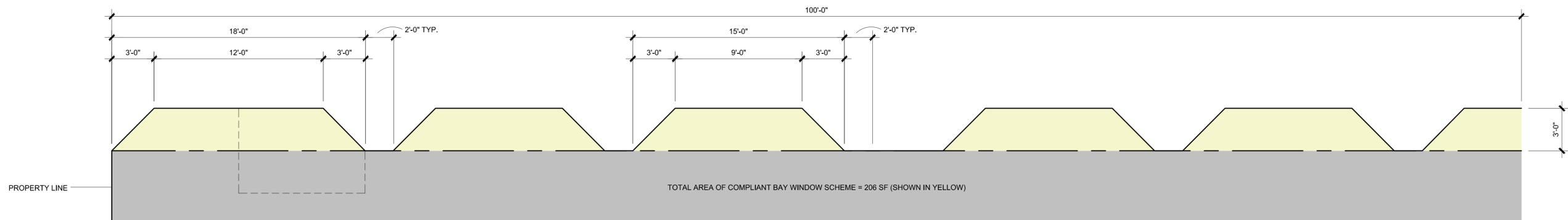


DIAGRAM #3: PARTIAL PLAN OF CODE-COMPLIANT PROPOSED PROJECTION

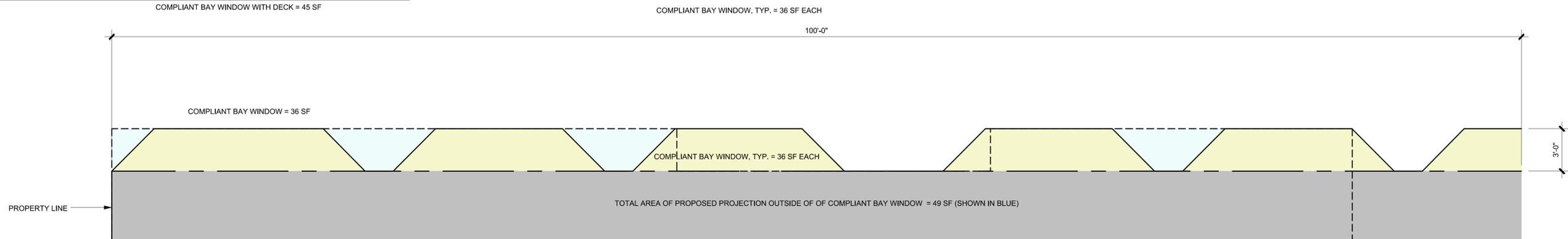
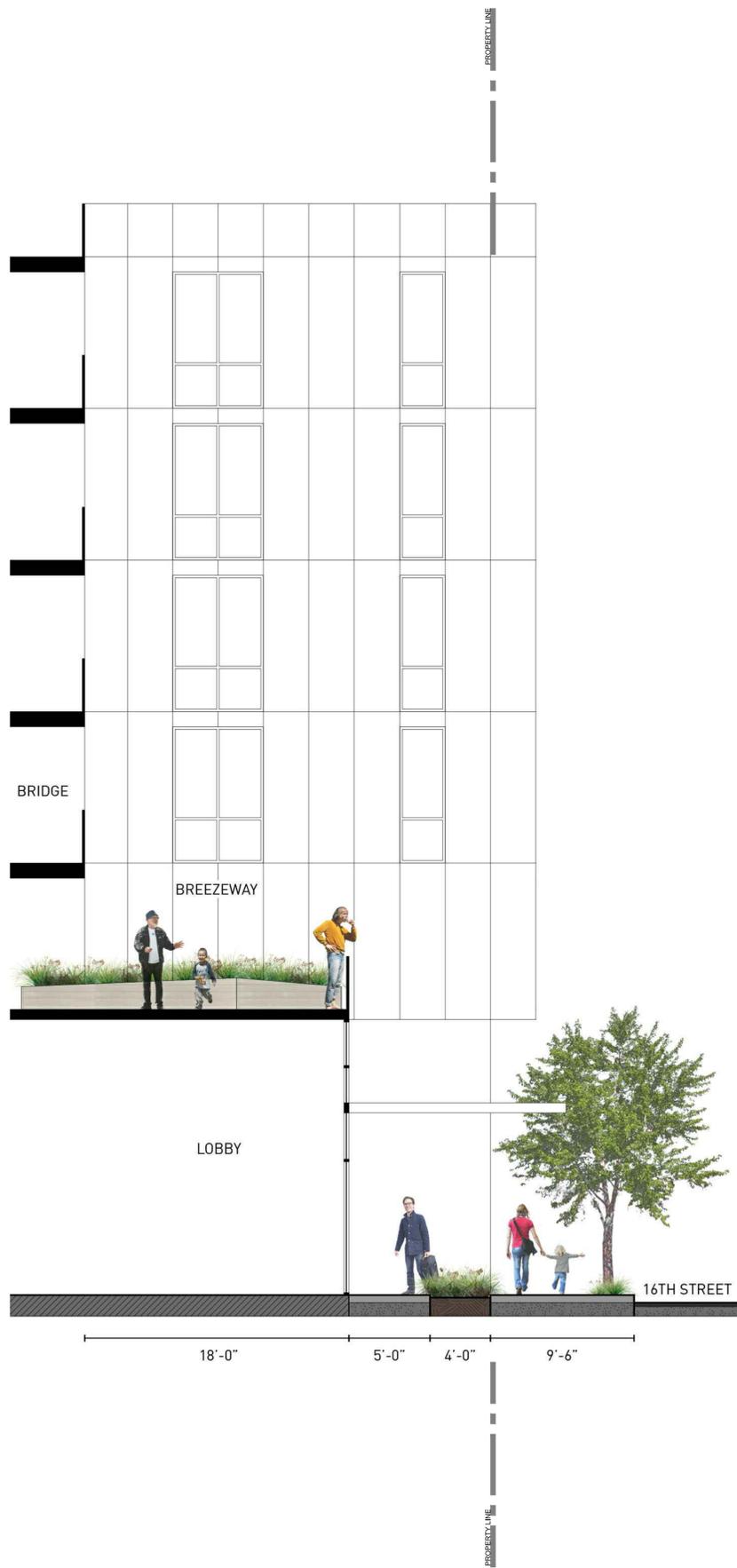
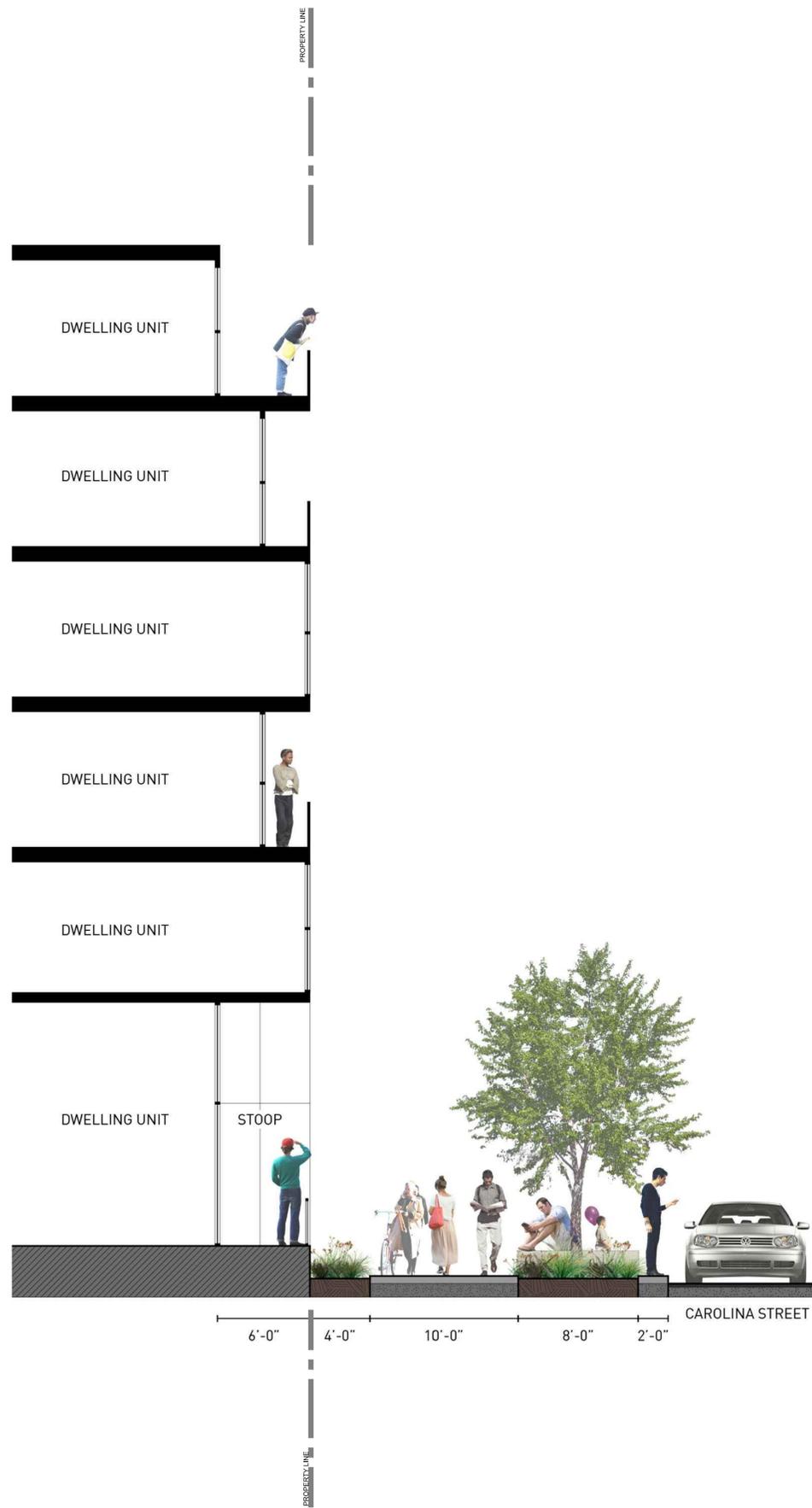


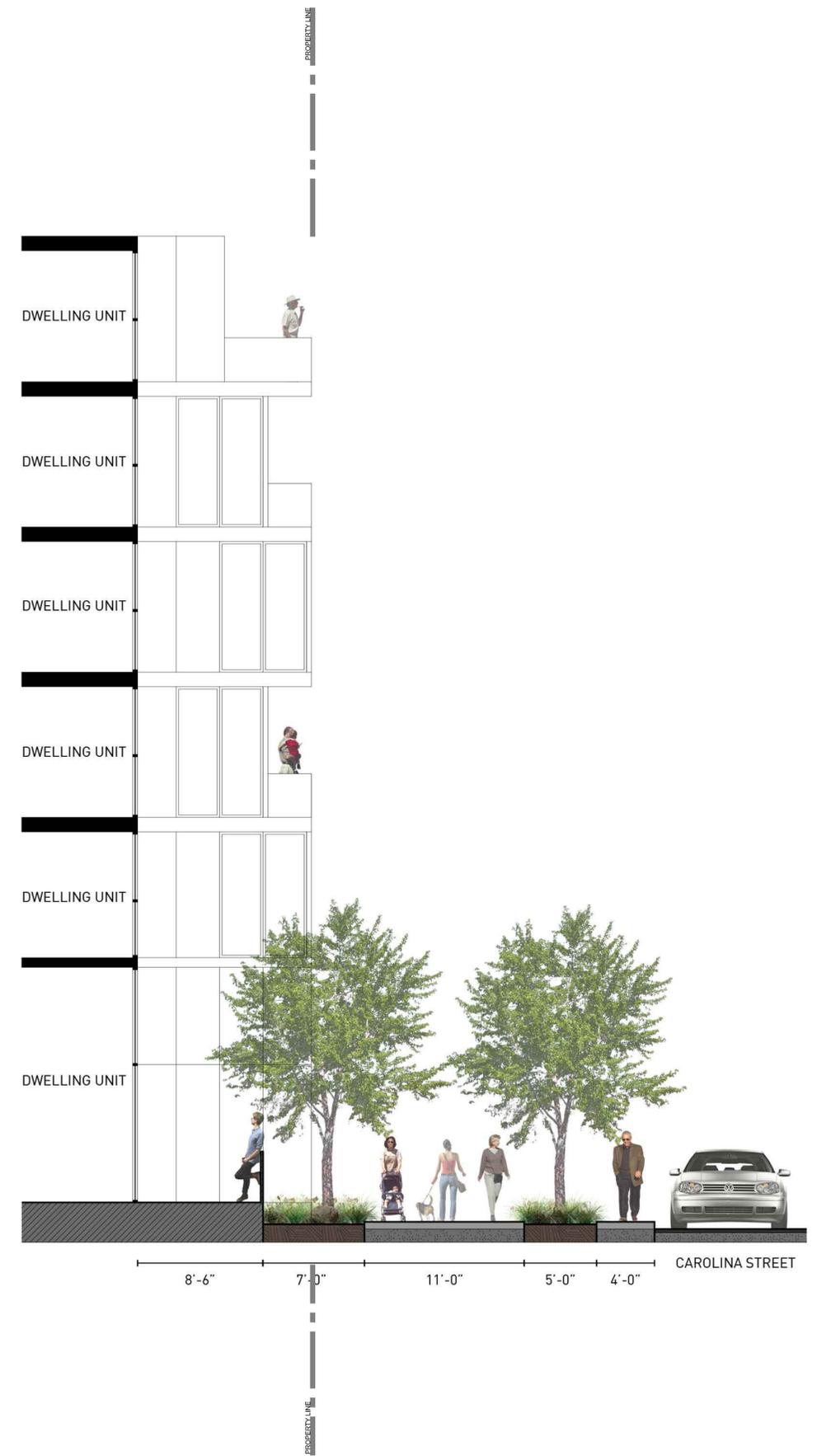
DIAGRAM #4: OVERLAY OF DIAGRAMS #3 AND #4 TO INDICATE TOTAL AREA OF BOTH PROPOSED AND COMPLIANT PROJECTIONS



LANDSCAPE SECTION A



LANDSCAPE SECTION B



LANDSCAPE SECTION C

