



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization

HEARING DATE: JANUARY 14, 2016

Date: January 4, 2016
Case No.: **2013.0784X**
Project Address: **2177 3rd (aka 590 19th) Street**
Zoning: UMU (Urban Mixed Use) Zoning District
68-X Height and Bulk District
Block/Lots: 4045/003 and 003B
Project Sponsor: M. Gaehwiler Construction, Inc.
1550 Michigan Street
San Francisco, CA 94124
Staff Contact: Doug Vu – (415) 575-9120
Doug.Vu@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposed project includes demolition of the existing structures on two adjoining lots, and new construction of two seven-story, 68-foot tall residential buildings totaling 182,724 square feet that include 109 dwelling units above a podium, 3,298 square feet of ground-floor commercial space, and a two-level basement garage with 91 off-street automobile parking and 102 Class 1 bicycle parking spaces that will be accessed off 19th Street. The project includes a dwelling unit mix consisting of 65 one-bedroom and 44 two-bedroom units, and also includes 7,019 square feet of common open space at a ground-floor interior courtyard as well as a 2,500 square foot common roof deck.

SITE DESCRIPTION AND PRESENT USE

The proposed project is located at the southern half of the block on two adjoining parcels that will create an "L" shaped lot with a combined area of 29,434 square feet between 18th and 19th Streets in the City's Dogpatch neighborhood. The two parcels would be merged as part of the project, and will have 230 feet of frontage along 3rd Street, and 96 feet along 19th Street. The two existing industrial buildings at 2161-2171 3rd and 590 19th Streets were built in 1987, with an area of 35,274 square feet, and are separated by a parking lot accessed off 3rd Street. The site is also located within the Central Waterfront Subarea of the Eastern Neighborhoods Plan.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The blocks surrounding the project site include a wide range of building types, heights, and uses typically found in an Urban Mixed Use (UMU) zoning district, including residential uses. The wide 3rd Street median contains the light rail line for the Muni T train. The area east of Illinois Street consists of a Port of San Francisco shipyard where 19th and Illinois Streets intersect. A mixture of commercial, mixed residential/commercial, live/work, and industrial buildings on the adjacent block faces range from one to

six stories, and approximately fifteen to 68 feet in height. The topography in the area slopes downward from Potrero Hill on the west to the San Francisco Bay on the east. 3rd Street is at the bottom of Potrero Hill, although the topography continues to drop approximately twelve feet in elevation across the project site from 3rd Street to Illinois Street. The adjacent property to the north at 2121 3rd Street is improved with a 106-unit residential building that was approved by the Planning Commission in 2010 (Case No. 2010.0094X) and completed construction in 2013. The other adjacent property to the east at 500 19th Street is unimproved and currently used as a parking lot, and the property to the south across 19th Street is a three-story building complex occupied with industrial uses.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on December 15, 2015, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects 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.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	December 25, 2015	December 23, 2015	22 days
Posted Notice	20 days	December 25, 2015	December 23, 2015	22 days
Mailed Notice	20 days	December 25, 2015	December 21, 2015	24 days

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

PUBLIC COMMENT

As of May 23, 2014, the Department has received one letter of support for the project from the Dogpatch Neighborhood Association and no communication in opposition. However, the Department received one telephone communication from a resident at 2121 3rd Street regarding the potential loss of property line windows adjacent to the project.

ISSUES AND OTHER CONSIDERATIONS

- The Project is consistent with the Central Waterfront Area Plan's design guidelines because the architecture responds to the site's location and provides a design that blends the industrial and the contemporary architecture of the surrounding residential and loft buildings. The Project's facades all present fenestration patterns and scale similar to the expressed frame of residential and industrial uses common in the area, and the exterior is designed with modern exterior materials including exposed concrete, cement plaster, colored aluminum, glass and glazed brick.

Additionally, the window openings include balconies that are built into the colored aluminum mullion cap system that will provide a stimulating and visually interesting form from the public right-of-way. Furthermore, variations in fenestration and the treatment of the building facades through materials, landscaping and site allow the architecture to read as distinct pieces of a whole building.

- The property line windows along the south elevation of the adjacent building at 2121 3rd Street are not protected window openings, and pursuant to the 2010 San Francisco Building Code, may not be used to provide required light and ventilation, required egress, or for required emergency rescue.
- As part of the Large Project Authorization (LPA), the Commission may grant exceptions 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 exceptions from the rear yard, exposure, and horizontal mass reduction requirements of Planning Code Sections 134, 140 and 270.1, respectively. Department staff is generally in agreement with the proposed modifications given the overall project and its outstanding design.
- Planning Code Section 151.1 requires projects with 50 dwelling units or more that propose residential accessory parking in excess of 0.5 spaces per unit to store and access these spaces with mechanical stackers or lifts, valet, or other space-efficient means that reduces space used for parking and maneuvering, and maximizes other uses. The Project proposes a parking ratio of 0.82 per unit that does not include a space-efficient means to store and access the 34 spaces that are above the 0.5 ratio threshold.
- The Project has elected the on-site affordable housing alternative identified in Planning Code Section 415.6. Since the project contains 109 units, the Project Sponsor will fulfill this requirement by providing seventeen affordable units (or 16 percent) on-site pursuant to Planning Code Section 419.3. 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.
- The Project would be subject to the Eastern Neighborhood Impacts Fees for the construction of new mixed-use development. These fees are estimated as follows:

FEE TYPE	PLANNING CODE SECTION / FEE	AMOUNT
Eastern Neighborhoods Impact Fee (26,136 gsf – Tier 1; PDR to Residential)	423.3 / \$5.00	\$130,680.00
Eastern Neighborhoods Impact Fee (3,298 gsf – Tier 2; PDR to Non-Residential)	423.3 / \$7.00	\$23,086.00
Eastern Neighborhoods Impact Fee (106,143 gsf – Tier 1; New Residential)	423.3 / \$9.71	\$1,030,648.50

	TOTAL	\$1,184,414.50
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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 construction of two new seven-story, 68-foot tall mixed-use residential buildings with 109 dwelling units, 3,298 sq. ft. of ground floor commercial space, 89 off-street underground parking spaces, and to allow modifications to the requirements for rear yard, exposure, and horizontal mass reduction pursuant to Planning Code Sections 134, 140 and 270.1, respectively.

BASIS FOR RECOMMENDATION

- The Project complies with the applicable requirements of the Planning Code, with the exception of the requirement for space-efficient residential off-street parking.
- The Project is consistent with the objectives and policies of the General Plan, including the Central Waterfront Area Plan.
- The Project adds 109 new dwelling units to the City's housing stock, including 32 two-bedroom and seventeen permanently affordable dwelling units.
- The Project is an appropriate in-fill development that will add residential and commercial uses located in a zoning district where residential and ground floor commercial retail uses (up to 25,000 gross square feet per lot) are principally permitted.
- The Project complies with the First Source Hiring Program.
- The Project produces a development that includes significant site upgrades such as landscaping, outdoor seating, and publicly accessible open space along 3rd Street.
- The Project is compatible with the existing neighborhood character, proposes an appropriate massing and scale for the subject block, and has a high quality design that will complement the rapidly changing nature of its Central Waterfront location.
- The project will fully utilize the Eastern Neighborhood controls and pay the appropriate impact fees.

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Large Project Authorization Motion
Parcel Map
Sanborn Map
Aerial Photograph
Zoning Map
Housing Pipeline
Environmental Review Documents
Public Correspondence

Project Sponsor Submittal:

- Site Photographs
- Project Renderings
- Reduced Plans

Attachment Checklist

☒ Executive Summary

☒ Draft Motion

☒ Environmental Determination

☒ Zoning District Map

☒ Parcel Map

☒ Sanborn Map

☒ Aerial Photo

☒ Context Photos

☒ Site Photos

☒ Project sponsor submittal

Drawings: Existing Conditions

☒ Check for legibility

Drawings: Proposed Project

☒ Check for legibility

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

DV
Planner's Initials

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Public Correspondence

Project Sponsor Submittal:

- Site Photographs
- Project Renderings
- Reduced Plans

Attachment Checklist

- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Context Photos |
| <input checked="" type="checkbox"/> Draft Motion | <input checked="" type="checkbox"/> Site Photos |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Parcel Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Sanborn Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Aerial Photo | <input checked="" type="checkbox"/> Check for legibility |

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_____ DV _____

Planner's Initials

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SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Planning Commission Motion No. XXXX

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Date: January 4, 2016
Case No.: **2013.0784X**
Project Address: **2177 3rd (aka 590 19th) Street**
Zoning: UMU (Urban Mixed Use) Zoning District
Life Science and Medical Special Use District
68-X Height and Bulk District
Block/Lots: 4045/003 and 003B
Project Sponsor: M. Gaehwiler Construction, Inc.
1550 Michigan Street
San Francisco, CA 94124
Staff Contact: Doug Vu – (415) 575-9120
Doug.Vu@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, (2) EXPOSURE PURSUANT TO PLANNING CODE SECTION 140, (3) AND HORIZONTAL MASS REDUCTION PURSUANT TO PLANNING CODE SECTION 270.1, TO ALLOW DEMOLITION OF ALL EXISTING STRUCTURES AND CONSTRUCTION OF A NEW SEVEN-STORY, 68-FOOT TALL BUILDING OVER A PODIUM WITH UP TO 109 DWELLING UNITS, 3,298 SQ. FT. OF GROUND FLOOR COMMERCIAL SPACE, AND 91 OFF-STREET UNDERGROUND PARKING SPACES LOCATED AT 2177 3RD STREET, LOTS 003 AND 003B IN ASSESSOR'S BLOCK 4045, 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 January 16, 2014, David Silverman on behalf of M. Gaehwiler Construction, Inc. (Project Sponsor) filed an application with the Planning Department (hereinafter "Department") for Large Project Authorization under Planning Code Section 329 to allow the construction of two new seven-story, 68-foot tall residential buildings consisting of 109 dwelling units, 3,298 sq. ft. of ground floor commercial space, and underground parking for up to 91 spaces at 2177 3rd Street (Block 4045, Lots 003 & 003B) 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 December 15, 2015, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

On January 14, 2015, the Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2013.0784X.

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. 2013.0784X, 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 proposed project is located at the southern half of the block on two adjoining parcels that will create an “L” shaped lot with a combined area of 29,434 square feet between 18th and 19th Streets in the City’s Dogpatch neighborhood. The two parcels would be merged as part of the project, and will have 230 feet of frontage along 3rd Street, and 96 feet along 19th Street. The two existing industrial buildings at 2161-2171 3rd and 590 19th Streets were built in 1987, with an area of 35,274 square feet, and are separated by a parking lot accessed off 3rd Street. The site is also located within the Central Waterfront Subarea of the Eastern Neighborhoods Plan.
3. **Surrounding Properties and Neighborhood.** The blocks surrounding the project site include a wide range of building types, heights, and uses typically found in an Urban Mixed Use (UMU) zoning district, including residential uses. The wide 3rd Street median contains the light rail line for the Muni T train. The area east of Illinois Street consists of a Port of San Francisco shipyard where 19th and Illinois Streets intersect. A mixture of commercial, mixed residential/commercial, live/work, and industrial buildings on the surrounding blocks facing 3rd Street range from one to six stories, and approximately fifteen to 68 feet in height. The topography in the area slopes downward from Potrero Hill on the west to the San Francisco Bay on the east. 3rd Street is at the bottom of Potrero Hill, although the topography continues to drop approximately twelve feet in elevation across the project site from 3rd Street to Illinois Street. The adjacent property to the north at 2121 3rd Street is improved with a 106-unit residential building that was approved by the Planning Commission in 2010 (Case No. 2010.0094X) and completed construction in 2013. The other adjacent property to the east at 500 19th Street is unimproved and currently used as a parking lot, and the property to the south across 19th Street is a three-story building complex occupied with industrial uses.
4. **Project Description.** The proposed project includes demolition of the existing structures on two adjoining lots, and new construction of a seven-story, 68-foot tall residential building totaling

182,724 square feet that includes 109 dwelling units in two towers above a shared podium, 3,298 square feet of ground-floor commercial space, and a two-level basement garage with 91 off-street automobile parking and 102 Class 1 bicycle parking spaces that will be accessed off 19th Street. The project includes a dwelling unit mix consisting of 65 one-bedroom and 44 two-bedroom units, and also includes 7,019 square feet of common open space at a ground-floor interior courtyard, in addition to a 2,500 square foot common roof deck. A total of seventeen affordable ownership units will be located on-site and the remaining 92 market-rate units will be available for purchase.

5. **Public Comment.** The Department has received one letter of support for the project from the Dogpatch Neighborhood Association and no communication in opposition. However, the Department received one telephone communication from a resident at 2121 3rd Street regarding the potential loss of property line windows adjacent to the project.

6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Permitted Uses in UMU Zoning Districts.** Planning Code Sections 843.20 and 843.45 states that residential and retail commercial uses, respectively, are principally permitted within the UMU Zoning District.

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

- B. **Rear Yard.** Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth beginning at the lowest story containing a dwelling unit.

The Project does not comply with the rear yard requirement and is seeking an exception as part of the Large Project Authorization (See discussion below).

- C. **Usable Open Space.** Planning Code Section 135 requires that usable open space be located on the same lot as the dwelling units it serves. At least 80 square feet of usable common open space per dwelling unit is required, and at least one sq. ft. of publicly accessible open space is required for every 250 sq. ft. of retail commercial space. Up to 50 percent of the publicly accessible open space may be provided off-site. The Project has a residential open space requirement of 8,720 sq. ft. of usable common, and thirteen sq. ft. of usable publicly accessible open space.

The Project would include an 8,834 sq. ft. interior courtyard at the podium level, of which 7,019 sq. ft. is deemed usable open space. The Project also includes a 2,500 sq. ft. roof deck above the smaller of the two buildings. There is also 90 sq. ft. of publicly accessible open space at the entrance of the commercial space along the 3rd Street frontage. The total proposed 9,519 sq. ft. of usable common open space exceeds the minimum 8,720 sq. ft. required, and the proposed 90 sq. ft. of publicly accessible open space exceeds the minimum required 15 sq. ft., which complies with the Planning Code.

- D. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires streetscape and pedestrian elements in conformance with the Better Streets Plan when a project has more

than 250 feet of total lot frontage on one or more publicly-accessible rights-of-way, and includes new construction.

The Project Sponsor has submitted a streetscape plan that has been preliminarily reviewed by the Department's Street Design Advisory Team. The Department will continue to work with the Sponsor and representatives from the DPW and MTA to develop a streetscape plan consistent with the Better Streets Plan.

- E. **Dwelling Unit Exposure.** Planning Code Section 140 requires dwelling units to have at least one window in a minimum 120 sq. ft. room facing a street or alley, a Code-complying rear yard, open space or inner court which is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which it is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

The Project does not comply with the exposure requirement for 28 dwelling units and is seeking an exception as part of the Large Project Authorization (See discussion below).

- F. **Street Frontages.** Planning Code Section 145.1 requires the following for street frontages in Eastern Neighborhood Mixed Use Districts: (1) not more than 1/3 the width of the building facing the street may be devoted to ingress/egress to parking; (2) off-street parking at street grade must be set back at least 25 feet; (3) "active" use shall be provided within the first 25 feet of building depth at the ground floor; (4) ground floor non-residential uses in UMU zoning district shall have a floor-to-floor height of 17-feet; (5) frontages with active uses shall be fenestrated with transparent windows; and, (6) decorative railings or grillwork placed in front of or behind ground floor windows, shall be at least 75 percent open to perpendicular views.

The project complies with the requirements of Section 145.1 as follows: (1) provides one fourteen-foot wide garage opening along the secondary 19th Street frontage, which totals less than 1/3 of the approximately 69-foot frontage along 19th Street; (2) proposes off-street parking at two underground basement levels; (3) incorporates active uses on all street frontages, including retail commercial and accessory residential uses within the first 25 feet of the building depth at ground floor; (4) provides a floor-to-floor ground floor height of 18 feet for the commercial frontage; and, (5) provides transparent windows at the ground floor.

- G. **Shadow.** Planning Code Section 147 requires reduction of substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Planning Code Section 295. Section 295 restricts new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission.

The Shadow Analysis conducted for the Project indicates that the Project will not cast shadow upon any existing Public, Publicly Accessible or Publicly Financed or Subsidized Open Space under Planning Code Section 147. Additionally, the Project will not cast any shadows upon property under the jurisdiction of the Recreation and Park Commission, pursuant to Planning Code Section 295.

H. **Off-Street Parking.** Planning Section 151.1 allows for provision of up to three parking spaces for each four dwelling units. Additionally, up to one parking space is permitted for each dwelling unit that is two or more bedrooms and at least 1,000 square feet of occupied floor area, subject to the requirements of Sections 151.1(g) below. No additional parking is permitted above these amounts.

(1)(A) Parking for All Uses.

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

The Project proposes one fourteen-foot wide, one-way garage opening to a two-level subterranean parking garage along the Project's secondary elevation along 19th Street, therefore minimizing impacts to pedestrian spaces or movement. The proposed Class 1 bicycle parking would be located at the upper basement level and will be independently accessible through a separate door and ramp adjacent to the garage. Since all the proposed parking spaces would be located underground and not visible from the public right-of-way, the maximum amount of frontage along 3rd and 19th Streets will be occupied with active uses and streetscape enhancements including trees, outdoor seating, and Class 2 outdoor bicycle parking that will to enhance the pedestrian space experience, and comply with the Planning Code.

(B) Parking for Residential Uses.

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

Based on the proposed dwelling unit mix that includes 32 two bedrooms units that are at least 1,000 sq. ft. in area, the Project is permitted a maximum of 89 residential parking spaces. The Project proposes the maximum 89 spaces for a ratio of 0.82, and the remaining 34 spaces greater than a 0.5 ratio are not proposed to be stored by mechanical stackers or other space-efficient means, and does not comply with this criteria.

I. **Off-Street Loading.** Planning Code Section 152.1 requires one off-street freight loading space for a residential use in UMU Districts with a gross floor area greater than 100,000 sq. ft., and no loading space for a commercial use less than 10,000 square feet. Section 153(a)(6) also allows the substitution of two service vehicle spaces for each required off-street freight loading space.

The Project proposes 132,279 gross sq. ft. of residential use and 3,298 sq. ft. of commercial use with two designated service vehicle parking spaces at the upper basement level of the garage, which complies with this Planning Code requirement.

- J. **Bicycle Parking.** Planning Code Section 155.2 requires one Class One bicycle space for each dwelling unit and one Class Two space for every 20 dwelling units. Additionally, one Class Two space is required for each 2,500 sq. ft. of occupied floor area, with a minimum of two spaces. The Project requires a total of 102 Class One and seven Class Two bicycle parking spaces.

The Project proposes 102 Class One and nine Class Two bicycle parking spaces, and complies with this requirement.

- K. **Car Share.** Planning Code Section 166 requires one space for projects proposing dwelling units between 50 and 200. One car share space is required for the proposed 109 dwelling units.

The Project proposes one car share parking space at the upper level of the basement garage and complies with this Planning Code requirement.

- 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 off-street parking spaces provided for the dwelling units will be required to be unbundled and sold and/or leased separately from the dwelling units, which complies with this requirement.

- M. **Dwelling Unit Mix.** Planning Code Section 207.6 requires at least 40 percent of the total number of proposed dwelling units to contain two or more bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of dwelling units.

The Project will provide 38 (40 percent) two-bedroom units, which complies with the unit mix requirement.

- N. **Height Limit.** Planning Code Section 260 requires that the height of buildings not exceed the limits specified in the Zoning Map and defines rules for the measurement of height. The Project Site is within a 68-foot Height District.

The Project has a maximum height of 68 feet and complies with this requirement.

- O. **Horizontal Mass Reduction.** Planning Code Section 270.1 requires buildings with more than 200 feet of frontage to incorporate one or more mass reduction breaks that reduce the horizontal scale of the building into discrete sections not more than 200 feet in length that must also: (1) be not less than 30 feet in width; (2) be not less than 60 feet in depth from the street-facing building facade; (3) extend up to the sky from a level not higher than 25 feet

above grade or the third story, whichever is lower; and (4) result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet.

The Project does not fully comply with the horizontal mass reduction requirement and is seeking an exception as part of the Large Project Authorization (See discussion below).

- P. **Inclusionary Affordable Housing Program.** Planning Code Sections 415 and 419.3 set forth the requirements and procedures for the Inclusionary Affordable Housing Program for Tier B projects in the UMU District that consist of ten or more units to provide either sixteen percent affordable units on-site, 25 percent affordable units off-site, or a fee equivalent to 25 percent.

The Project Sponsor has submitted an '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 off-site or through payment of the Affordable Housing Fee. Based upon the Affidavit dated January 15, 2015, the Project Sponsor has elected the On-Site Affordable Housing Alternative. The project includes 109 dwelling units, and the Project shall provide seventeen affordable dwelling units for purchase.

- Q. **Eastern Neighborhoods Infrastructure Impact Fees.** Planning Code Section 423 is applicable to any development project in the Eastern Neighborhoods Program Area which results in at least one net new residential unit or the new construction of a non-residential use.

The Project includes approximately 182,724 gross sq. ft. of new development consisting of approximately 135,577 gross sq. ft. of residential use. The Eastern Neighborhoods Infrastructure Impact Fees are applicable to the Project, as outlined in Planning Code Section 423, and must be paid by the Project Sponsor prior to the issuance of the building permit.

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 massing and scale;

The Project conforms to the applicable height requirement of 68 feet, and without a bulk limitation. The neighborhood in the vicinity of the Project is constantly evolving with development in the Central Waterfront area and the recent Eastern Neighborhoods Area Plans, and contains a range of building masses. The residential and retail commercial uses will be consistent with the existing and evolving character of the area. The Project's massing will improve the character of the neighborhood and improve general pedestrian accessibility. From a visual perspective, the Project appears as two buildings between an expansive interior courtyard that is connected via walkways at various levels that reduce the bulk and massing and results in an overall building scale that is very compatible with the neighboring buildings. The recently completed adjacent development at 2121 3rd Street includes 106 dwelling units and is similar in building mass, scale and density.

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

The architecture of this Project responds to the site's location between the industrial nature of the Central Waterfront and the contemporary architecture of the residential buildings and lofts toward the bottom of Potrero Hill. The Project's facades all present fenestration patterns and scale similar to the expressed frame of residential and industrial uses common in the area. The exterior is designed to use modern materials including concrete, colored aluminum, glass, and glazed brick. Additionally, the unique metal and glass balconies that are integrated into the mullion cap systems of the various façades provide further articulation that creates a stimulating and visually interesting form from the public right-of-way. The various fenestration patterns and treatment of the building facades through materials, landscaping, and site furniture also allow the architecture to read as distinct pieces of a whole.

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

The entire building is set back two feet from the property line and the ground floor's character is active with accessory residential and commercial uses along 3rd and 19th Streets, with a prominent two-story entrance along 3rd Street that is recessed and provides abundant landscaping and outdoor seating. The entrance lobby, community activity room, and commercial tenant space are carved out at the ground floor that incorporates permanent outdoor seating and is finished with glazed brick to provide an inviting environment for pedestrians and a gracious transition from the public to private realm. The entire ground floor has 18-foot tall ceilings, and curb cuts are minimized to one fourteen-foot wide driveway off 19th Street for the entire project. All street frontages for the Project will include streetscape improvements compliant with the Better Streets Plan, including sidewalk widening in certain areas, a pedestrian bulb-out at 3rd and 19th Streets, street trees, and other site furniture.

- 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 a total of 9,519 sq. ft. of common usable open space at a ground floor interior courtyard and roof deck above the northernmost building. Additional outdoor space is provided for the majority of the dwelling units through small balconies. Furthermore, approximately 90 sq. ft. of publicly accessible open space is provided along the 3rd Street frontage where there is a break in the building and the sidewalk will be widened and include landscaping and outdoor benches. The proposed amount of common and publicly accessible open space exceeds that required by the Planning Code.

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

All street frontages for the Project will include streetscape improvements compliant with the Better Streets Plan, including sidewalk widening in certain areas, a pedestrian bulb-out at 3rd and 19th Streets, street trees, and other site furniture.

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

The Project proposes only one fourteen-foot wide access driveway off 19th Street and is not anticipated to create circulation problems. No other vehicular ingress/egress is proposed anywhere to prevent other possible conflicts and congestion.

G. Bulk limits;

The Project site is located in an X Bulk District, which provides no bulk restrictions.

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 generally meets the Objectives and Policies of the General Plan and noted in Finding 9 below.

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

A. Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth beginning at the lowest story containing a dwelling unit. The subject parcels create an "L" shaped lot with two frontages. Planning Code Section 329(d) allows an exception for the rear yard requirement pursuant to requirements of Planning Code Section 134(f).

1. Residential uses are included in the new or expanding development and a comparable amount of readily accessible usable open space is provided elsewhere on the lot:

The Project includes 109 residential units and per the Planning Code, the required rear yard should equal 25 percent of the lot area, which is equal to 7,316 sq. ft. for this property. The proposed 2,500 sq. ft. roof deck and 7,019 sq. ft. interior courtyard combine to provide approximately 9,519 sq. ft. of accessible common open space that is greater than the required rear yard area.

2. The proposed new or expanding structure will not significantly impede the access to light and air from adjacent properties:

The Project will merge two parcels to create an "L" shaped corner lot that fronts 3rd and 19th Streets. The proposed interior courtyard is rectangular in shape and extends to the property line along the west elevation of the Project. The corner location of the project and the two separate towers between a rectangular courtyard will preserve access to light and air, and will result in no significant impediment on light and air to adjacent properties.

3. The proposed new or expanding structure will not adversely affect the interior block open space formed by the rear yards of adjacent properties:

The only adjacent building to the north at 2161 3rd Street extends the entire depth of the lot with an interior courtyard so there is no interior open space for the subject block and the Project will

would have no negative impact. Therefore, the Project seeks an exception to the rear yard requirement.

- B. Planning Code Section 140 requires dwelling units to have at least one window in a minimum 120 sq. ft. room facing a street or alley, a Code-complying rear yard, open space or inner court which is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which it is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

The subject property is irregularly shaped and proposes a tower that entirely fronts 3rd and 19th Streets, with a smaller tower located at the deepest rear portion of the project site, and has no frontage. Therefore, the Project proposes a ground-level interior court yard at the podium level that spans the majority of the larger tower with a horizontal dimension of 46-feet at its widest point and 31-feet 6-inches at its narrowest point. The two separate towers are connected via a pedestrian walkway at the northern half of the site. Due to the Project's site configuration and the smaller tower's lack of frontage, 28 of the interior-facing and easternmost units do not meet the exposure requirements at the third through seventh floors of the building. This represents 26% of the total units and although they do not meet the Planning Code's dimensional requirements, adequate light and air would still be provided given the long 172-foot width of the courtyard that spans the width of the larger tower and the separation of the dwellings into two separate volumes. Therefore, the Project seeks an exception to the exposure requirement for these 28 units.

- C. Planning Code Section 270.1 requires buildings with more than 200 feet of frontage to incorporate one or more mass reduction breaks that reduce the horizontal scale of the building into discrete sections not more than 200 feet in length that must also: (1) be not less than 30 feet in width; (2) be not less than 60 feet in depth from the street-facing building facade; (3) extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and (4) result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet.

The Project includes a larger tower that spans the entire width of the property with 230 feet of frontage along 3rd Street and requires a mass reduction, or break. The proposed massing break is located along the southern half of the tower and results in two frontages that measure 139-feet 5-inches and 55-feet 1-inch in width. The break has a complying width of 30-feet 3-inches, but a depth of only 7 feet at the first and second floors. The depth of the break increases to 24 feet at the third through seventh floors and complies with the height requirement, but not the depth requirement, partially due to a pedestrian bridge that connects to the portion of the tower that fronts 19th Street.

Several factors contribute to a proposed building that achieves the desired reduction in horizontal scale. The building's horizontal frontage is 230 feet, which is minimally more than the 200 feet threshold that requires a break. Therefore, the proposed break results in the longest horizontal portion measuring 139-feet 5-inches, which is 90-feet 50 inches less than the threshold and would still provide a visual reduction in scale despite the smaller width and depth. Additionally, the proposed break at the fourth floor and above is primarily obstructed by a pedestrian bridge that will be constructed predominantly of glass, which will minimize the building's visibility and mass, and will thus increase the visual separation that is intended by the Planning Code. Furthermore, proposed break will also function and be maintained as a green wall that will further enhance the visual separation between the two building volumes. Finally, the various proposed uses at the ground floor and the 45-feet 10-inch wide and 25-

feet 4-inch recessed entrance lobby will create a pedestrian-scaled experience with different visually appealing exterior materials and active use components. Therefore, the Project seeks an exception to the horizontal mass reduction requirement for the building fronting 3rd Street.

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

HOUSING

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

The Project is a high density mixed-use development on an underutilized lot in a transitioning industrial area. The Project site presents a residential development opportunity on parcels that are currently used for storage. The area around the Project site was recently rezoned to UMU as part of a long range planning goal to create a cohesive, high density residential and mixed-use neighborhood. The project includes seventeen on-site affordable housing units and 44 family-sized two-bedroom 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.

Policy 11.6

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

Policy 11.8

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

The architecture of this Project responds to the site's location and provides a design that blends the industrial and the contemporary architecture of residential and loft buildings. The Project's building facades present fenestration patterns and scale similar to the expressed frame of residential and industrial uses common in the area. The exterior is designed with modern materials including concrete, colored aluminum, glass, and glazed brick. Additionally, the unique metal and glass balconies that are integrated into the mullion cap systems of the various façades provide further articulation that creates a stimulating and visually interesting form from the public right-of-way. The various fenestration patterns and treatment of the building facades through materials, landscaping, and site furniture also allow the architecture to read as distinct pieces of a whole.

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 will create common outdoor open spaces in a new residential mixed-use development through a spacious interior courtyard and a roof deck above the smaller tower. The Project will also provide additional publicly accessible open space along the 3rd Street pedestrian corridor, and will not cast shadows over any open spaces under the jurisdiction of the Recreation and Park Department.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project will include streetscape improvements along the 3rd and 19th Street frontages, and is designed with active spaces oriented at the pedestrian level that have an 18-foot clear ceiling height at the ground floor.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

The Project includes 102 Class One bicycle parking spaces in a secure and dedicated location on the upper basement level, and has independent access to 19th Street. The Project also includes nine Class Two spaces in the public right-of-way.

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 proposes a single curb cut along 19th Street that will be used to access the basement level parking garage with a one-way ramp. This single driveway will minimize the reduction of any existing on-street parking spaces to accommodate a project that includes 109 dwelling units.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.7:

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

OBJECTIVE 2:

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

Policy 2.6:

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

The existing industrial buildings and accessory parking lot are not compatible with the visual character of the neighborhood, and the Project serves as a visual transition from the predominantly residential character to the north and mixed industrial and residential uses to the south. The Project will bring the subject property into greater conformity with the existing zoning, neighborhood character, and is complementary to the massing and scale of the adjacent buildings. The 109 new units of housing are consistent with other mixed-use residential developments in the neighborhood, including the north adjacent development, and will provide a greater housing choice for residents.

OBJECTIVE 4:

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

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

The Project proposes only one fourteen-foot wide driveway and garage entrance along the secondary 19th Street frontage to minimize pedestrian conflicts. The Project's horizontal frontage along 3rd Street is 230 feet but a proposed massing break will provide an effective visual reduction in massing and scale. The Project also includes streetscape improvements including landscaping, street trees, street furniture, sidewalk widening and a pedestrian bulb-out at the intersection of 19th Street. Furthermore, the various proposed uses at the ground floor and the 45-foot 10-inch wide and 25-foot 4-inch recessed entrance lobby will create a human scaled experience with different visually appealing exterior materials and active use components that include community rooms and commercial retail space.

CENTRAL WATERFRONT AREA PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.2:

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

Policy 1.2.1:

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

Policy 1.2.4

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

The Project proposes development on existing underutilized parcels by merging them and constructing a residential development with 109 dwelling units. The proposed density is the maximum allowed in order to ensure quality and livability of the units through controlled height and unit mix requirements, and 40% of the unit mix includes (44) two-bedroom units.

Housing

OBJECTIVE 2.3

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

Policy 2.3.2

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

Policy 2.3.3

Require that 40 percent of all units in new developments have two or more bedrooms and encourage that at least 10 percent of all units in new development have three or more bedrooms, except Senior Housing and SRO developments.

The Project proposes 40% of the 109 dwellings to be (44) two-bedroom units.

Built Form

OBJECTIVE 3.1

PROMOTE AN URBAN FORM THAT REINFORCES THE CENTRAL WATERFRONT'S DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

Policy 3.1.9

New development should respect existing patterns of rear yard open space. Where an existing pattern of rear yard open space does not exist, new development on mixed-use-zoned parcels should have greater flexibility as to where open space can be located.

Although there is no prevailing pattern of rear yard or open space on the subject block, the Project proposes a 2,500 sq. ft. roof deck and a 7,019 sq. ft. interior court that provides more than the Planning Code required amount of usable open space, and provides quality light and air for the dwelling units.

OBJECTIVE 3.2

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

Policy 3.2.1

Require high quality design of street-facing building exteriors.

The Project's street-facing exteriors include a break that will also function as a green wall to provide visual interest and a reduction in massing and scale. The Project also includes streetscape improvements including landscaping, street trees, street furniture, sidewalk widening and a pedestrian bulb-out at the intersection of 19th Street. Furthermore, the various proposed uses at the ground floor and the 45-foot 10-inch wide and 25-foot 4-inch recessed entrance lobby will create a human scaled experience with different visually appealing exterior materials, and active use components that include community rooms and commercial retail space.

OBJECTIVE 4.1

IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN CENTRAL WATERFRONT.

Policy 4.1.5

Reduce existing curb cuts where possible and restrict new curb cuts to prevent vehicular conflicts with transit on important transit and neighborhood commercial streets.

The Project includes only one fourteen foot wide curb cut along 19th Street and not 3rd Street façade, which is a pedestrian and transit oriented street.

OBJECTIVE 4.8

ENCOURAGE ALTERNATIVES TO CAR OWNERSHIP AND THE REDUCTION OF PRIVATE VEHICLE TRIPS.

Policy 4.8.1

Continue to require car-sharing arrangements in new residential and commercial developments, as well as any new parking garages.

The Project provides one car share space consistent with the Planning Code's requirement.

Streets and Open Space

OBJECTIVE 5.2

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE.

Policy 5.2.1

Require new residential and mixed-use residential development to provide on-site private open space designed to meet the needs of residents.

Policy 5.2.2

Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

The Project proposes a 2,500 sq. ft. roof deck and a 7,019 sq. ft. interior court at the podium level that is accessible and provides more than the Planning Code required amount of usable open space.

10. **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.

There are no existing neighborhood-serving retail uses on the site. The Project will provide approximately 3,298 sq. ft. of ground floor commercial retail space that will create opportunities for local resident employment and business ownership.

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

No housing exists on the project site. The project will provide up to 109 new dwelling units, which will significantly increase the neighborhood housing stock. The Project is well designed and compatible with the surrounding neighborhood. For these reasons, the proposed project would protect and preserve the cultural and economic diversity of the neighborhood.

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

The Project will not displace any affordable housing because there is currently no housing on the site. The Project will comply with the City's Inclusionary Housing Program by providing seventeen permanently affordable units that will increase the stock of affordable housing units in the City.

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

The project site is well-served by public transportation. The 3rd Street Light Rail is directly in front of the project site, and the number of vehicle trips generated by this project would not impede MUNI transit service or overburden streets.

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

The Project does not include any commercial office development, and includes dwelling units and commercial space that will increase the diversity of the City's housing supply, a top priority in the City, as well as provide potential neighborhood-serving uses.

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

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

- G. That landmarks and historic buildings be preserved.

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

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

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

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

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

12. 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.

13. 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. 2013.0784X** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated April 9, 2015, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion No. 19165. 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, Room 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 January 14, 2016.

Jonas P. Ionin
Acting Commission Secretary

AYES:

NAYES:

ABSENT:

ADOPTED: January 14, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow demolition of the existing structures on two adjoining lots and the construction of a seven-story, 68-foot tall residential building totaling 182,724 square feet that includes 109 dwelling units in two towers above a shared podium, 3,298 square feet of ground-floor commercial space, a two-level basement garage with 91 off-street automobile parking and 102 Class 1 bicycle parking spaces, and a modification to the requirements for rear yard (Planning Code Section 134), exposure (Planning Code Section 140), and horizontal mass reduction (Planning Code Section 270.1), located at 2177 3rd Street, Lots 003 and 003B in Assessor's Block 4045 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 9, 2015, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0784X and subject to conditions of approval reviewed and approved by the Commission on January 14, 2016, under Motion No. XXXX. 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 January 14, 2016, under Motion No. XXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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. 2013.0784E) 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 the Planning Department on the building design and the design and development of the streetscape and pedestrian elements in conformance with the Better Streets Plan. 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 415-558-6613, 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 building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6613, 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. 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

Noise, Ambient. Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, “Background Noise Levels,” of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.

For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org

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

- A. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
- B. On-site, in a driveway, underground;
- C. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- D. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding impacts on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;

- E. Public right-of-way, underground; and based on Better Streets Plan guidelines;
- F. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- G. On-site, in a ground floor façade (the least desirable location).

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

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

Overhead Wiring. The Property owner will allow MUNI to install eyebolts in the building adjacent to its electric streetcar line to support its overhead wire system if requested by MUNI or MTA.

For information about compliance, contact San Francisco Municipal Railway (Muni), San Francisco Municipal Transit Agency (SFMTA), at 415-701-4500, www.sfmta.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

Car Share. Pursuant to Planning Code Section 166, at least 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.sf-planning.org

Bicycle Parking. Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 109 bicycle parking spaces (102 Class One spaces and 7 Class Two spaces).

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 91 accessory off-street parking spaces.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.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 impacts during construction of the Project.

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

PROVISIONS

Eastern Neighborhoods Infrastructure Impact Fee. Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4.

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

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

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

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/>

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>

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

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

INCLUSIONARY HOUSING

Eastern Neighborhoods Affordable Housing Requirements for UMU. Pursuant to Planning Code Section 419.3 (formerly 319.3), 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.

Number of Required Units. Pursuant to Planning Code Section 419, the Project is required to provide 16% of the proposed dwelling units as affordable to qualifying households. The Project contains 109 units; therefore, seventeen affordable units are required. The Project Sponsor will fulfill this requirement by providing the seventeen 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 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

Unit Mix. The Project contains 65 one-bedroom and 44 two-bedroom units; therefore, the required affordable unit mix ten one-bedroom and seven two-bedroom, for a total of seventeen affordable 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.

Unit Location. The BMR 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 first construction permit.

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

Phasing. If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than sixteen percent (16%) of the each phase's total number of dwelling units as on-site BMR units. Alternatively, if the Project Sponsor has entered into an agreement with the City to provide rental housing for 30 years under Section 419.5(b) of the Planning Code, the Project shall have designated not less than thirteen percent (13%) of the each phase's total number of dwelling units as on-site BMR units.

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

Duration. Under Planning Code Section 419.8, all units constructed pursuant to Section 419.6, must remain affordable to qualifying households for the life of the project.

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

Other Conditions. The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 419 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 419. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOH at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at: <http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the

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

- 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 rent, the affordable unit(s) shall be rented to qualifying households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average fifty-five (55) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; (iii) subleasing, and; are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- c. 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 one hundred (100) percent of the median income for the City and County of San Francisco as defined in the Inclusionary Affordable Housing Program, an amount that translates to ninety (90) percent of Area Median Income under the income table called "Maximum Income by Household Size" derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco. The initial 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.
- d. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.
- e. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.

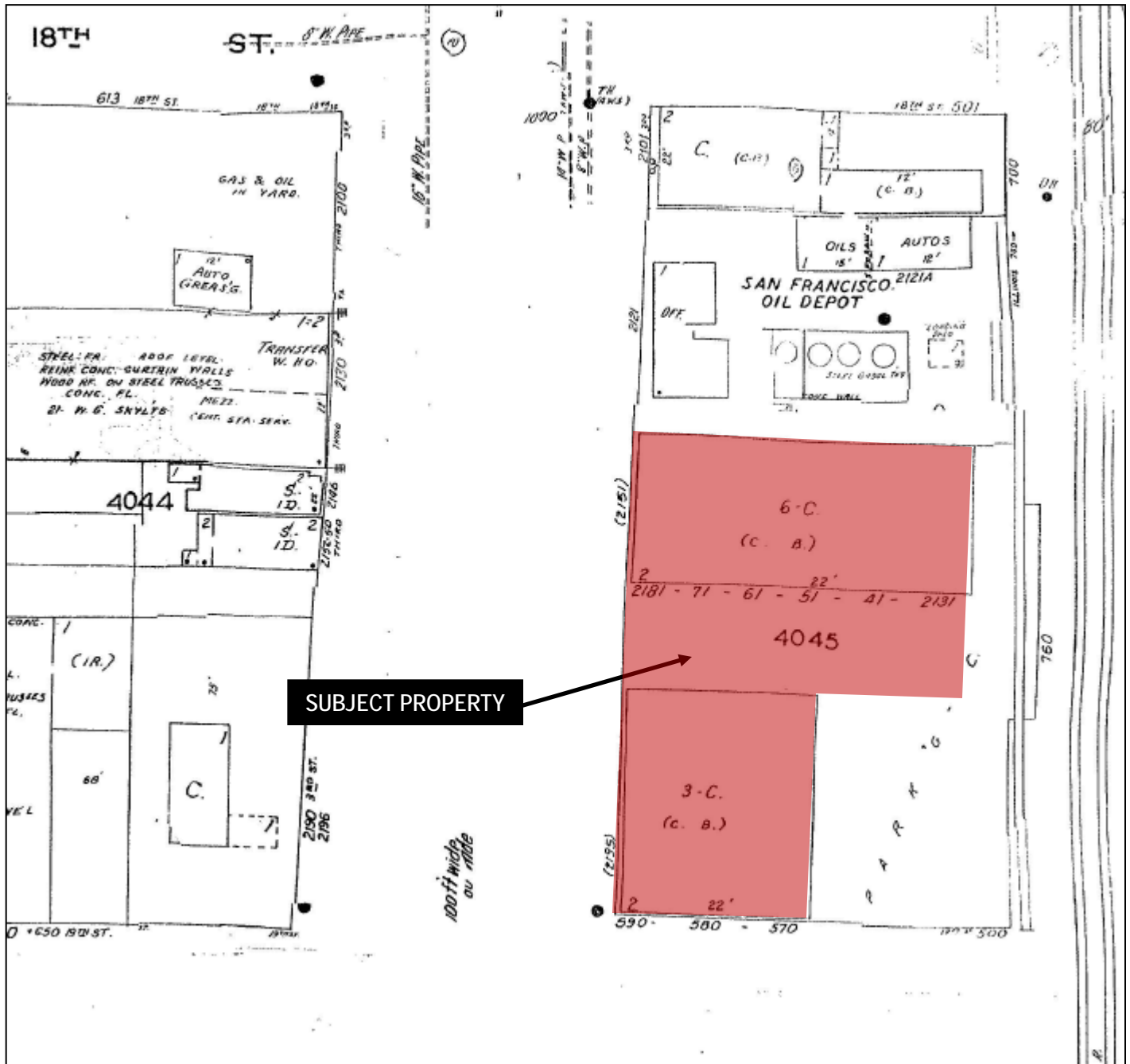
- f. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of 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.
- g. 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 rental units for a minimum of 30 years pursuant to requirements in Planning Code Section 419.5(b)
- h. 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 419 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.
- i. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOH and pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code and penalties, if applicable.

G:\Documents\X\2177 3rd Street_2013.0784X\Working Documents\Draft Motion_2177 3rd Street.docx

Block Book Map



Sanborn Map*



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



Large Project Authorization
Case No. 2013.0784X
2177 3rd Street

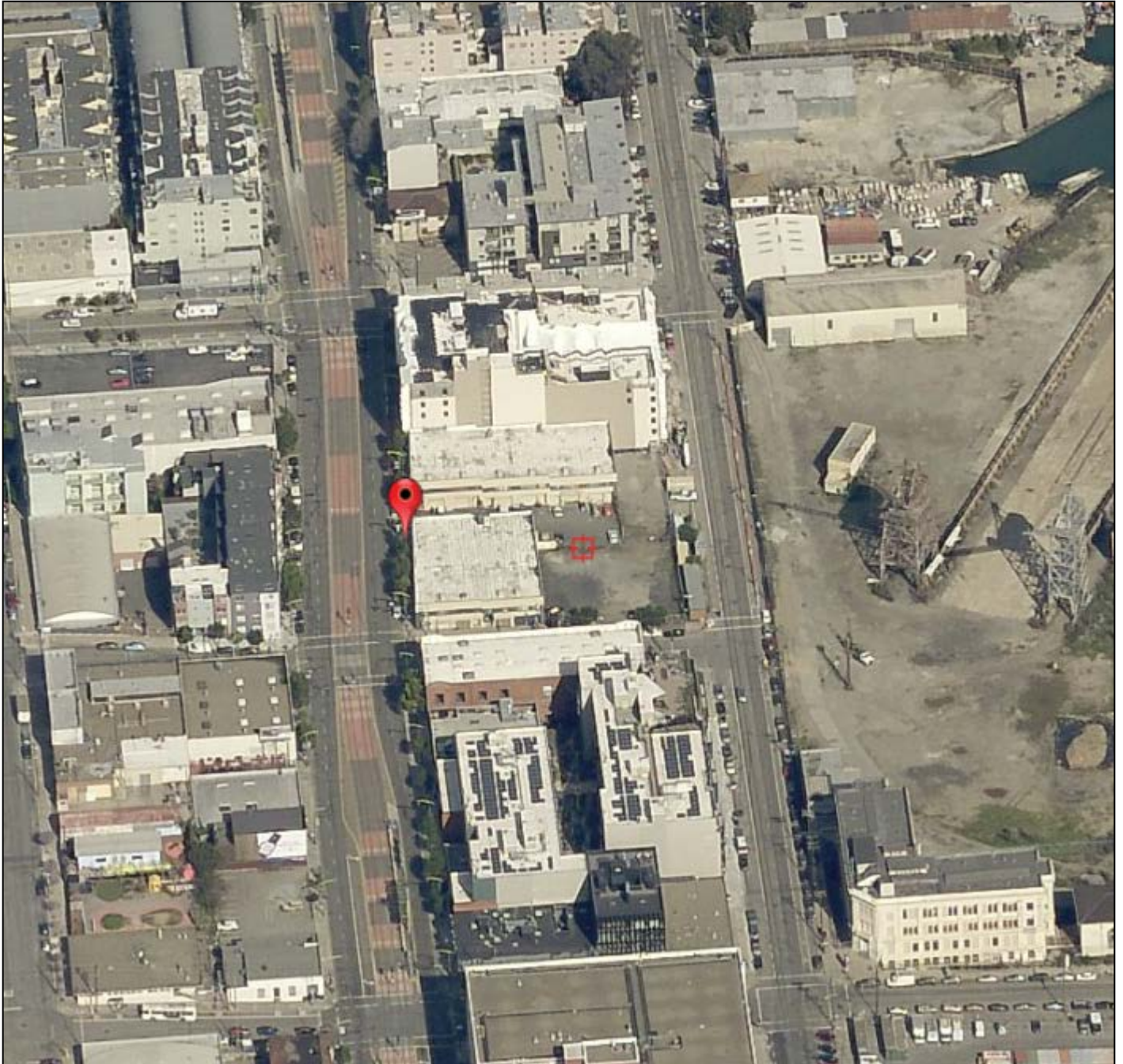
Zoning Map



Large Project Authorization
Case No. 2013.0784X
2177 3rd Street

Aerial Photo

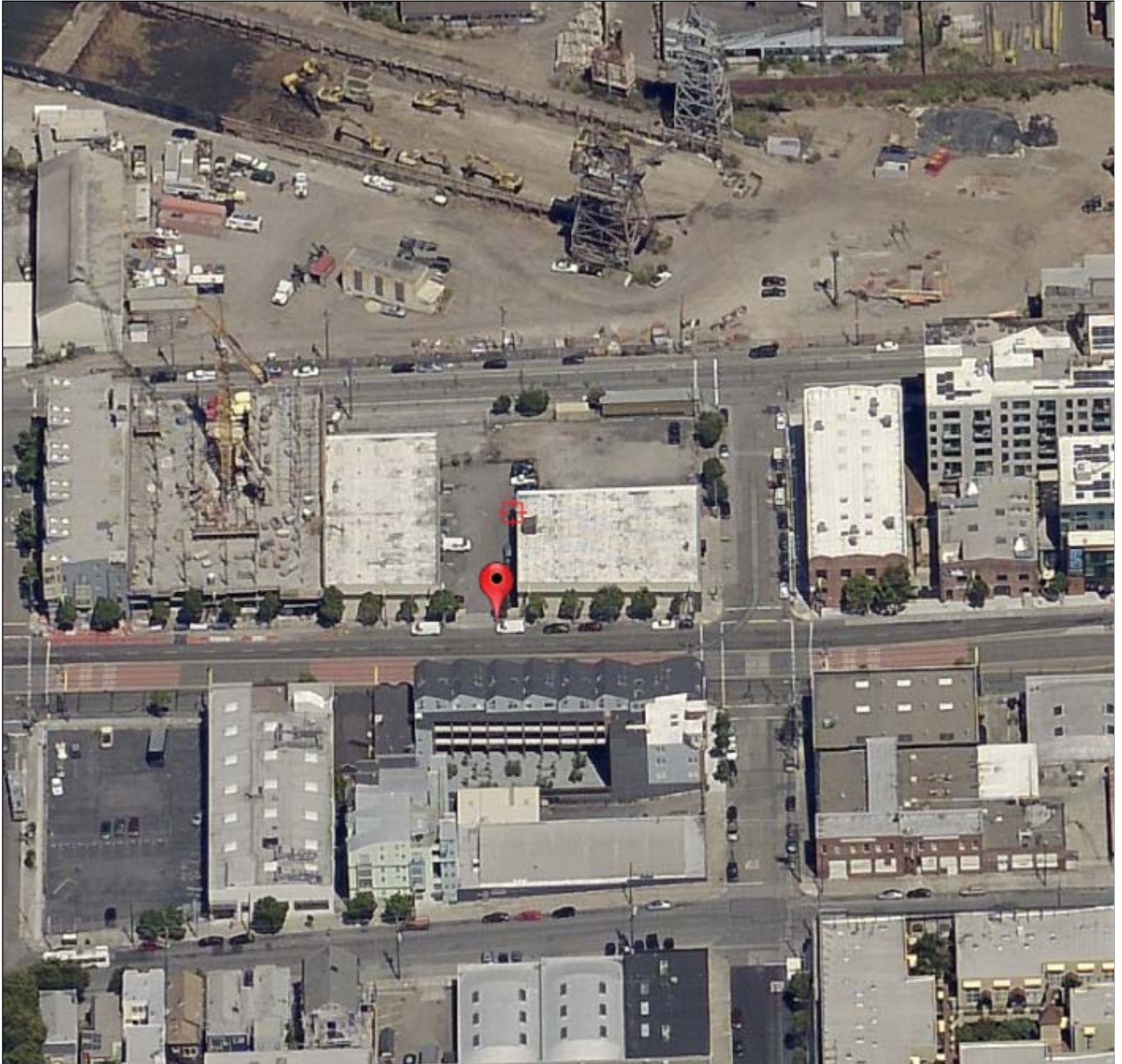
Facing North



Large Project Authorization
Case No. 2013.0784X
2177 3rd Street

Aerial Photo

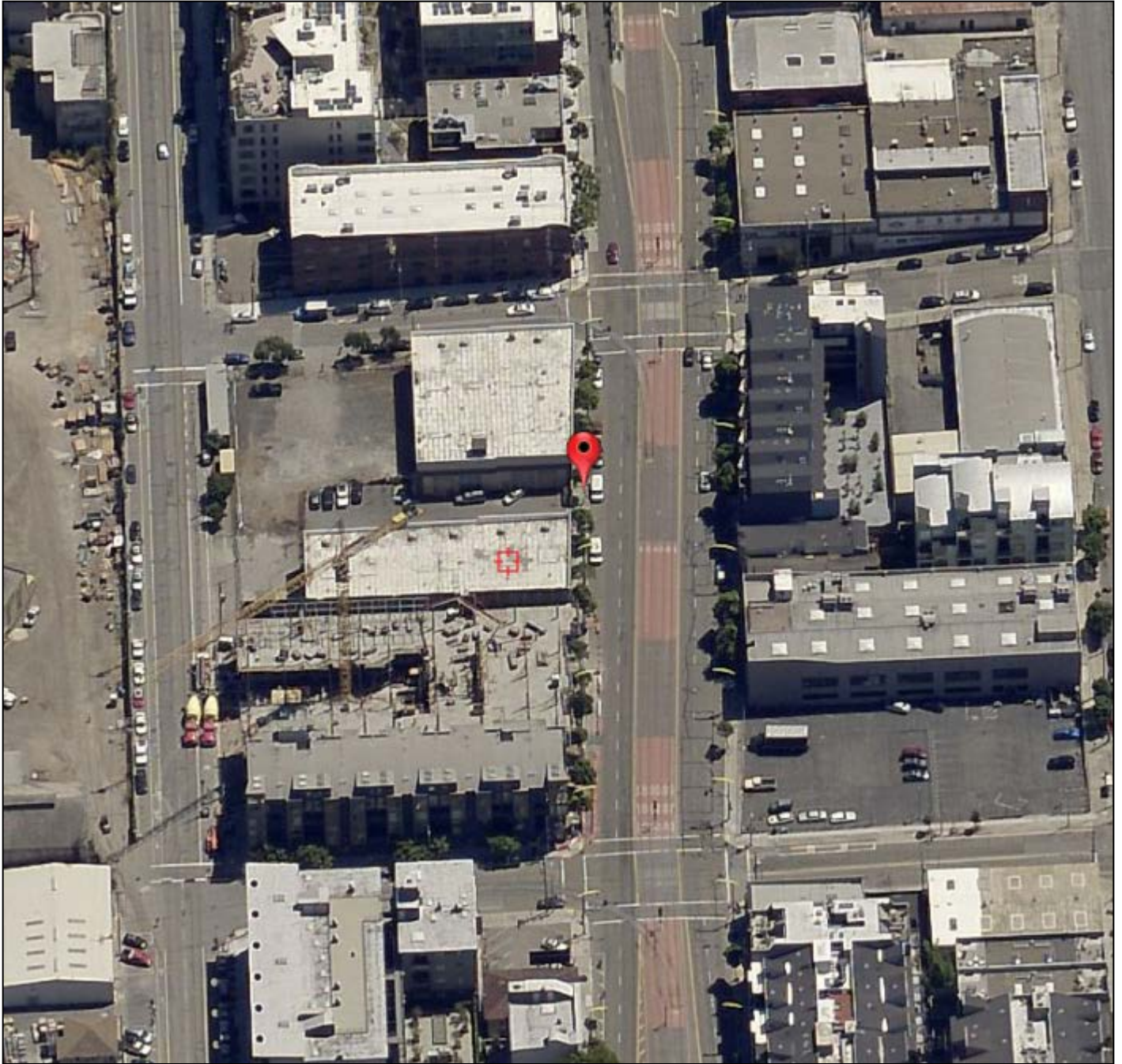
Facing East



Large Project Authorization
Case No. 2013.0784X
2177 3rd Street

Aerial Photo

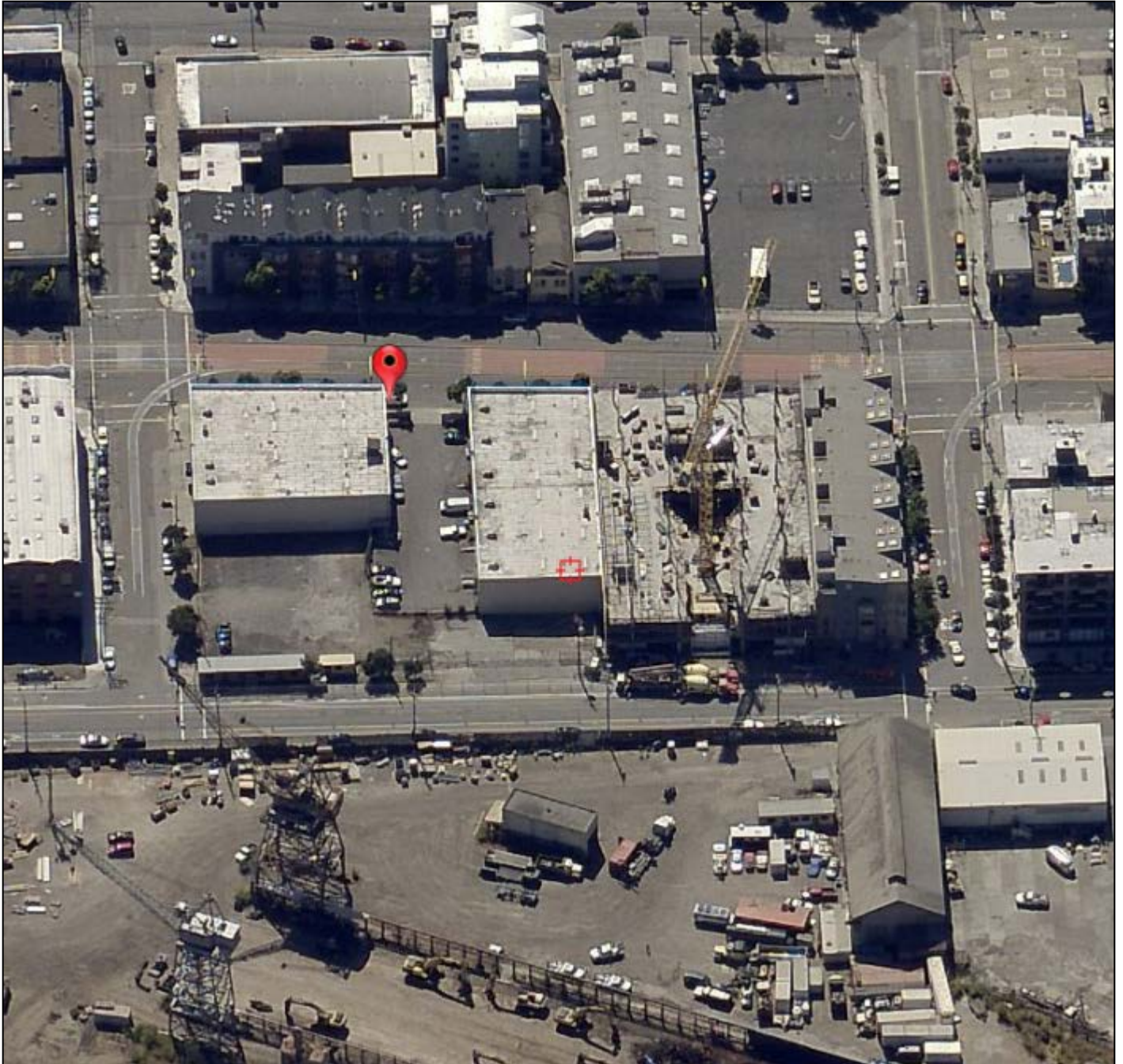
Facing South



Large Project Authorization
Case No. 2013.0784X
2177 3rd Street

Aerial Photo

Facing West



Large Project Authorization
Case No. 2013.0784X
2177 3rd Street

Site Photo

3rd Street Frontage



Large Project Authorization
Case No. 2013.0784X
2177 3rd Street

Site Photo

3rd & 19th Street Intersection



Large Project Authorization
Case No. 2013.0784X
2177 3rd Street

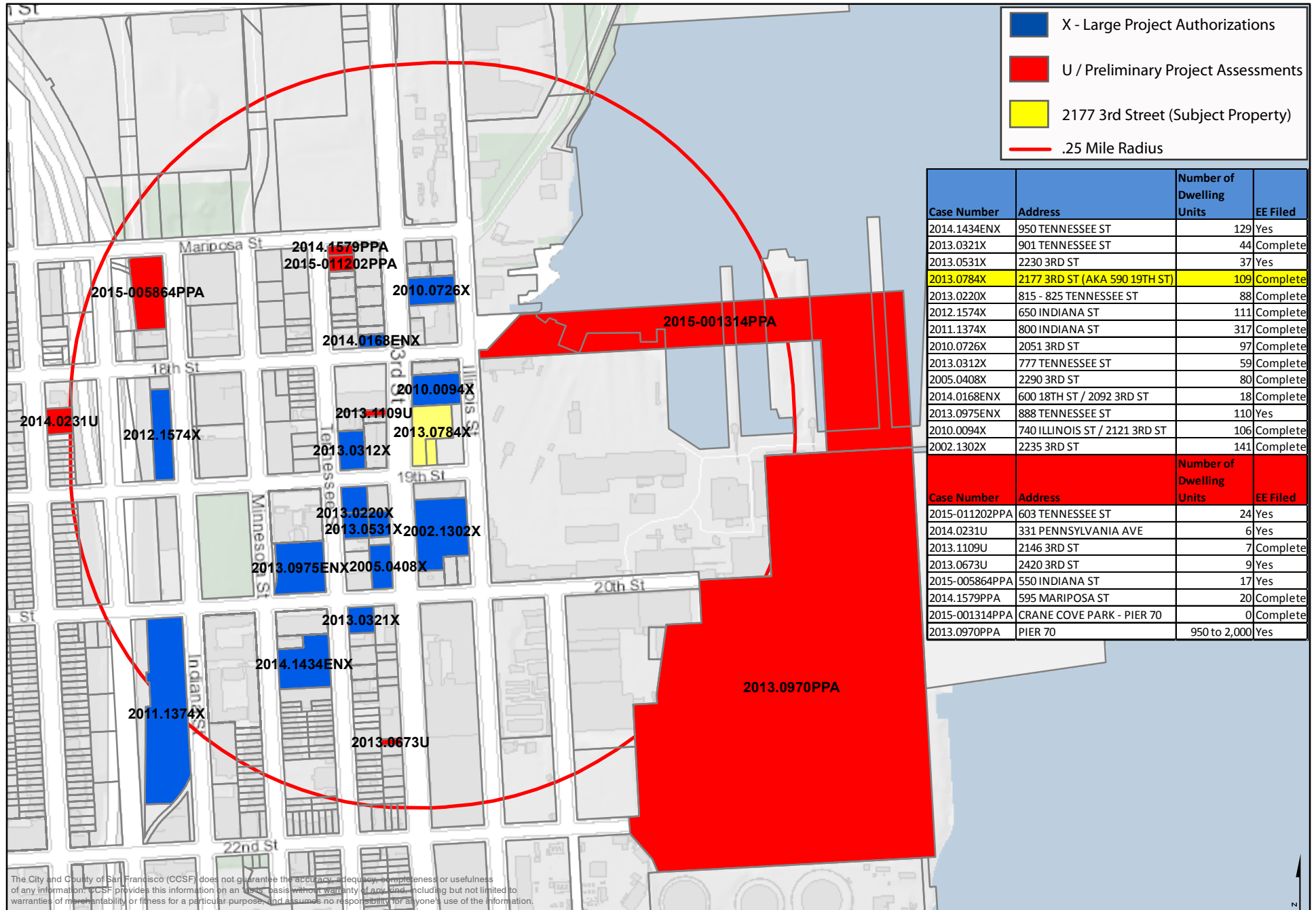
Site Photo

19th Street Frontage



Large Project Authorization
Case No. 2013.0784X
2177 3rd Street

Major Projects Within .25 Mile Radius of 2177 3rd Street



Case Number	Address	Number of Dwelling Units	EE Filed
2014.1434ENX	950 TENNESSEE ST	129	Yes
2013.0321X	901 TENNESSEE ST	44	Complete
2013.0531X	2230 3RD ST	37	Yes
2013.0784X	2177 3RD ST (AKA 590 19TH ST)	109	Complete
2013.0220X	815 - 825 TENNESSEE ST	88	Complete
2012.1574X	650 INDIANA ST	111	Complete
2011.1374X	800 INDIANA ST	317	Complete
2010.0726X	2051 3RD ST	97	Complete
2013.0312X	777 TENNESSEE ST	59	Complete
2005.0408X	2290 3RD ST	80	Complete
2014.0168ENX	600 18TH ST / 2092 3RD ST	18	Complete
2013.0975ENX	888 TENNESSEE ST	110	Yes
2010.0094X	740 ILLINOIS ST / 2121 3RD ST	106	Complete
2002.1302X	2235 3RD ST	141	Complete
Case Number	Address	Number of Dwelling Units	EE Filed
2015-011202PPA	603 TENNESSEE ST	24	Yes
2014.0231U	331 PENNSYLVANIA AVE	6	Yes
2013.1109U	2146 3RD ST	7	Complete
2013.0673U	2420 3RD ST	9	Yes
2015-005864PPA	550 INDIANA ST	17	Yes
2014.1579PPA	595 MARIPOSA ST	20	Complete
2015-001314PPA	CRANE COVE PARK - PIER 70	0	Complete
2013.0970PPA	PIER 70	950 to 2,000	Yes

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SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program

Date: January 11, 2013

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9426

T: 415.558.6378
F: 415.558.8409

To: Applicants subject to Planning Code Section 415: Inclusionary
Affordable Housing Program
From: San Francisco Planning Department
Re: Compliance with the Inclusionary Affordable Housing Program

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

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

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

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

December 23, 2014

Date

I, Martin Gaehwiler, Jr., do hereby declare as follows:

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

590 19th Street aka 2177 Third Street

Address

4045/003 and 003B

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:

2013.0784

Planning Case Number

2013.06.21.0213

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:

Doug Vu

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

☒ Yes (if yes, please indicate Tier) Tier B

☐ 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 through one of the following:
- ☐ Direct financial contribution from a public entity.
 - ☐ Development or density bonus or other public form of assistance.
 - ☐ Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

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

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

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

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

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

San Francisco, CA

Location

Date

Signature

Martin Gaehwiler, Jr., President

Name (Print): Title

Contact Phone Number

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

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
109	0	0	65	44	0

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%~~ ^{16%} of the unit total. 16% 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
17	0	0	10	7	0

- ☐ 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
NA					
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)	Mortgage 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 30%) and the number of on-site and/or off-site below market rate units for rent and/or for sale

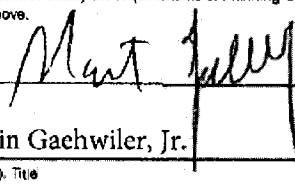
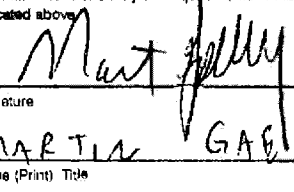
1. Fee NA % of affordable housing requirement.

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)	Mortgage No. (if applicable)			Number of Market-Rate Units in the Off-site Project	

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name M. Gaehwiler Construction, Inc.	Company Name
Print Name of Contact Person Martin Gaehwiler, Jr.	Print Name of Contact Person
Address 1550 Michigan Street	Address
City, State, Zip San Francisco, CA 94121	City, State, Zip
Phone, Fax 415-550-0300	Phone, Fax
Email martygaehwiler@yahoo.com	Email
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.
Signature 	Signature 
Name (Print), Title Martin Gaehwiler, Jr. President	Name (Print), Title MARTIN GAEHWILER JR.



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 2177 3rd Street, San Francisco		BLOCK/LOT(S) 4045/003 & 003B	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE) 2013.0784E	MOTION NO. (IF APPLICABLE)	
PROJECT SPONSOR Reuben, Junius & Rose, LLP	MAIN CONTACT David Silverman	PHONE 415-567-9000	
ADDRESS One Bush Street, Suite 600			
CITY, STATE, ZIP San Francisco, CA 94104		EMAIL dsilverman@reubenlaw.com	
ESTIMATED RESIDENTIAL UNITS 109	ESTIMATED SQ FT COMMERCIAL SPACE 3143	ESTIMATED HEIGHT/FLOORS 9'-4"	ESTIMATED CONSTRUCTION COST 26 mil
ANTICIPATED START DATE June 2016			

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): Unknown at this Time

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	unknown			Laborer	unknown		
Boilermaker	unknown			Operating Engineer	unknown		
Bricklayer	unknown			Painter	unknown		
Carpenter	unknown			Pile Driver	unknown		
Cement Mason	unknown			Plasterer	unknown		
Drywall/Latherer	unknown			Plumber and Pipefitter	unknown		
Electrician	unknown			Roofer/Water proofer	unknown		
Elevator Constructor	unknown			Sheet Metal Worker	unknown		
Floor Coverer	unknown			Sprinkler Fitter	unknown		
Glazier	unknown			Taper	unknown		
Heat & Frost Insulator	unknown			Tile Layer/ Finisher	unknown		
Ironworker	unknown			Other:	unknown		
		TOTAL:				TOTAL:	

1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?

YES ☐ NO ☐ Unknown

2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations?

☒ YES ☐ NO

3. Will hiring and retention goals for apprentices be established?

☐ YES ☐ NO Unknown

4. What is the estimated number of local residents to be hired?

Unknown

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE James Joyce	EMAIL james@gaehwiler.com	PHONE NUMBER 415-550-0300 ext 30
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.		
<i>james joyce</i> (SIGNATURE OF AUTHORIZED REPRESENTATIVE)		January 6, 2016 (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



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.: **2013.0784E**
Project Title: **2177 Third Street (590 19th Street)**
Zoning/Plan Area: **UMU (Urban Mixed Use) Use District**
45-X / 85-X Height and Bulk District
Plan Area: **Central Waterfront Subarea of the Eastern Neighborhoods Plan Area**
Block/Lot: **4045/003 and 003B**
Lot Size: **square feet**
Project Sponsor: **David Silverman, Reuben, Junius & Rose, LLP**
(415) 567-9000
Staff Contact: **Don Lewis, (415) 575-9168**
don.lewis@sfgov.org

PROJECT DESCRIPTION

The project site comprises a portion of the block bounded by 18th Street to the north, Illinois Street to the east, 19th Street to the south, and Third Street to the west, in San Francisco's Dogpatch neighborhood (see page 4 for more existing conditions information). The project site (Assessor's Block 4045, Lots 003 and 003B) is a roughly L-shaped lot, encompassing two contiguous parcels. It has frontages on both Third and 19th Streets. The 29,438-square-foot (sf) project site currently contains two two-story warehouse/office buildings, encompassing approximately 24,600 sf of space in total, separated by surface parking areas (containing 12 parking spaces). Of the approximately 24,600 sf of space currently in the two buildings on site, approximately 9,700 sf of space is vacant and approximately 5,300 sf of space is office uses.

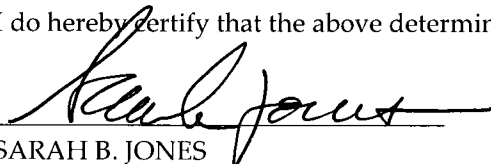
(Continued on next page.)

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

December 15, 2015
Date

cc: David Silverman, Project Sponsor's Representative; Supervisor Cohen, District 10; Doug Vu, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The remaining approximately 9,600 sf of space is occupied by several businesses, including a wood shop, a picture frame shop, and a photography studio, which are considered to be production, distribution, and repair (PDR) type uses. The project site has one curb cut along Third Street and four curb cuts along 19th Street. The existing on-site structures were constructed in 1987. Project site topography is generally flat.

The proposed project would demolish the existing structures on the site and construct two 7-story, 68-foot-tall mixed-use residential buildings above a two-level basement.¹ The proposed new buildings would have a total of approximately 180,000 gross sf of space and would include 109 dwelling units (approximately 96,600 sf), approximately 3,100 sf of ground-floor retail space, and 91 parking spaces (approximately 37,200 sf).

PROJECT APPROVAL

Approval of a Large Project Authorization from the Planning Commission, per Planning Code Section 329, constitutes the approval action for the proposed project. As part of the Large Project Authorization, the project sponsor would seek a modification to the requirements for rear yard (Planning Code Section 134), obstructions over streets and alleys and in required setbacks, yards and usable open space (Planning Code Section 136), dwelling unit exposure (Planning Code Section 140) and special bulk limitations and horizontal mass reductions. Approval of the Section 329 application by the Planning Commission would constitute the Approval Action date. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EXEMPTION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 2177 Third Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)². Project-specific studies were prepared

¹ The proposed building would extend 84 feet to the top of the mechanical penthouse.

² Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

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 2177 Third 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.^{3,4}

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).

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

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to 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

3 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.

4 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.

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 2177 Third Street site, which is located in the Central Waterfront Subarea of the Eastern Neighborhoods, was designated as a site with allowable 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 2177 Third 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 2177 Third Street project, and identified the mitigation measures applicable to the 2177 Third 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 2177 Third 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 bound by 18th Street to the north, Illinois Street to the east, 19th Street to the south and Third Street to the west, in San Francisco's Potrero Hill neighborhood. Three of the four streets that border the project site (18th, 19th and Illinois Streets) are two-lane streets, with one travel lane in each direction and parking lanes on each side. Third Street is a four-lane streets, with two travel lanes in each direction, and Muni light rail tracks that run down the middle of the road. In terms of topography, the project site is fairly flat, with a very gradual decline toward the east (the City's eastern waterfront is about a block east of the project site).

To the north, the project site is bordered by 2121 Third Street, a seven-story mixed-use building (105 residential condominiums) that is currently under construction (this structure has frontages along Third and Illinois Street), beyond which is an existing six-story residential building. To the east of the project site is a vacant lot, currently used for parking. To the west, across Third Street, are mid-rise residential over ground-floor retail uses. To the south, across 19th Street, are low- to mid-rise industrial and residential uses. Other uses in the project vicinity (within an approximately one block radius) are generally residential, commercial, and light industrial. Buildings in the project vicinity generally range from one to six stories in height and these buildings are a combination of early Twentieth Century and more contemporary architectural styles. Most structures are built to the property line. The elevated I-280 freeway runs in a north-south direction approximately four blocks to the west of the project site.

5 Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 2177 Third Street, May 27, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

6 Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 2177 Third Street, July 29, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

The project block, as well as blocks immediately to the north, south, and west of the project block, are zoned Urban Mixed Use (UMU) and contain a variety of uses, including residential, retail, PDR, and office. Blocks to the east of the project block are zoned Heavy Industrial (M-2), reflecting the maritime uses along the City's eastern waterfront. Several Public (P) zoned districts are also scattered throughout the project vicinity – these districts contain public parks and other public uses, such as Port-owned land. Two blocks to the north is the Mission Bay Redevelopment Area (currently under the jurisdiction of the Office of Community Investment and Infrastructure). The UCSF's Benioff Children's Hospital is about two blocks north of the project site, on the corner of Third and Mariposa Streets. The site proposed for the future development of the Golden State Warriors Area is located approximately one-half mile north of the project site, on Third Street, between South and 16th Streets. The project is located within the Central Waterfront Third Street Industrial Historic District.

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 2177 Third 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 2177 Third 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 not contribute considerably to the significant and unavoidable land use impacts from the loss of PDR uses. This is because the project would remove approximately 9,600 square feet of an existing PDR use, which is not substantial in light of the existing PDR supply; therefore, the proposed project and would not contribute considerably to this impact. Moreover, 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. Therefore, the proposed project would not result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use. 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 PEIR 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, including the Central Waterfront Third Street Industrial Historic District. 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)	Applicable: pile driving may be required during the construction phase.	The project sponsor has agreed to implement measures to reduce noise impacts associated with pile driving.
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment.	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
F-3: Interior Noise Levels	Not Applicable: mitigation measure applies to single-family housing projects, whereas the proposed project is a multi-family project.	N/A
F-4: Siting of Noise-Sensitive Uses	Applicable: project includes the siting of noise-sensitive uses in an area where noise levels exceed 60 dBA (Ldn).	The project sponsor has conducted and submitted a detailed analysis of noise reduction requirements.
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	Applicable: project includes open space in a noisy environment and proposes noise-sensitive uses.	The project sponsor has conducted and submitted a detailed analysis of proposed measures to reduce noise on the proposed podium-level open space and the roof deck.
G. Air Quality		
G-1: Construction Air Quality	Not Applicable: the project would comply with the San Francisco Dust Control Ordinance.	N/A
G-2: Air Quality for Sensitive Land Uses	Not Applicable: the project is not in the Air Pollutant Exposure Zone.	N/A

Mitigation Measure	Applicability	Compliance
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
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 Archeological Testing 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	Not Applicable: plan-level mitigation completed by Planning Commission	N/A

Mitigation Measure	Applicability	Compliance
(Central Waterfront)		
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: plan level mitigation by SFMTA	N/A
E-2: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA	N/A
E-3: Enhanced Funding	Not Applicable: plan level mitigation by SFMTA & SFTA	N/A
E-4: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA & Planning Department	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 March 14, 2014 to adjacent occupants and owners of properties within 300 feet of the project site and other interested parties. One public comment was received during the public comment period seeking clarification regarding the timeline of the environmental process. 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 Checklist⁷:

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.

⁷ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0784E.

2177 Third Street (590 19th Street) - MITIGATION MONITORING AND REPORTING PROGRAM
(Also includes text for Improvement Measures)

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR					
ARCHEOLOGICAL RESOURCES					
Project Mitigation Measure 1 – Archeological Testing (Implements Mitigation Measure J-2 of the Eastern Neighborhoods FEIR). Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this requirement. The archeological consultant's work shall be conducted in accordance with this requirement at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this requirement could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).	Project sponsor.	Prior to issuance of grading or building permits.	Project sponsor to retain archeological consultant to undertake archaeological testing and, if required, archeological monitoring program in consultation with ERO.	Project sponsor, archeologist, and ERO.	Complete when project sponsor retains a qualified archeological consultant.
<i>Consultation with Descendant Communities:</i> On discovery of an archeological site ¹ associated with descendant Native Americans or the Overseas Chinese an appropriate representative ² of the descendant group and the ERO shall be contacted. The representative of the	Project sponsor/archeol	In the event of discovery of an	Contact any individual listed	Archeological consultant and	Considered complete

1 By the term "archeological site" is intended here to minimally included any archeological deposit, feature, burial, or evidence of burial.

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

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.	ogical consultant in consultation with any individual listed in the current Native American Contact List and Chinese Historical Society of America.	archeological site associated with descendant Native Americans or Overseas Chinese.	in the current Native American Contact List and Chinese Historical Society of America and implement any further mitigation advised.	ERO.	upon notification of appropriate organization and implementation of any further mitigation as advised.
<i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to soil-disturbing activities on the project site.	Prepare and submit draft ATP, implement ATP.	Archeological consultant and ERO.	After consultation with and approval by ERO of ATP. Considered complete on submittal to ERO of report on ATP findings.
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of ATP.	Submit report to ERO of the findings of the ATP.	Archeological consultant and ERO.	Considered complete on submittal to ERO of report on ATP findings.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
<p>significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; <p>The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.</p> <ul style="list-style-type: none"> If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be 	<p>Project sponsor/ archeological consultant/ archeological monitor / contractor(s) at the direction of the ERO.</p> <p>Archeological consultant.</p>	<p>ERO and archeological consultant meet prior to commencement of soil-disturbing activity. If ERO determines that an AMP is necessary, monitor throughout all soil-disturbing activities.</p>	<p>Implement AMP.</p> <p>Notify ERO if intact archeological deposit is encountered.</p>	<p>Archeological consultant and ERO.</p>	<p>Considered complete on findings by ERO that AMP implemented.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
<p>terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p>					
<p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. 	<p>Archeological consultant at the direction of the ERO.</p>	<p>If there is determination by the ERO that an ADRP is required.</p>	<p>Prepare an ADRP.</p>	<p>Archeological consultant and ERO.</p>	<p>Considered complete on findings by ERO that ADRP is implemented.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> <i>Final Report.</i> Description of proposed report format and distribution of results. <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 					
<p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p>	Project sponsor/ archeological consultant in consultation with the San Francisco Coroner, NAHC, and MLD.	In the event human remains and/or funerary objects are encountered.	Contact San Francisco County Coroner. Implement regulatory requirements, if applicable, regarding discovery of Native American human remains and associated/ unassociated funerary objects.	Archeological consultant and ERO.	Considered complete on notification of the San Francisco County Coroner and NAHC, if necessary.
<p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p>	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of archeological data recovery, inventorying, analysis, and interpretation.	Submit a draft FARR.	Archeological consultant and ERO.	Considered complete on submittal of FARR.
<p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination</p>	Archeological consultant at the direction of the ERO.	Written certification submitted to ERO that required FARR distribution has	Distribute FARR.	Archeological consultant and ERO.	Considered compete on distribution of FARR.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.		been completed.			
NOISE					
Project Mitigation Measure 2 - Siting of Noise-Sensitive Uses (Implements Mitigation Measure F-4 of the Eastern Neighborhoods FEIR). To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.	Project sponsor; project contractor(s).	During environmental review process.	Design measures to be incorporated into project design; prior to issuance of a building permit.	Planning Department; Department of Building Inspection.	Considered complete upon approval of final construction drawing set.
Project Mitigation Measure 3 - Open Space in Noisy Environments (Implements Mitigation Measure F-6 of the Eastern Neighborhoods FEIR). To minimize effects on development in noisy areas, for new development including noise sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.	Project sponsor; project contractor(s).	During environmental review process.	Design measures to be incorporated into project design; prior to issuance of a building permit.	Planning Department; Department of Building Inspection.	Considered complete upon approval of final construction drawing set.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
HAZARDOUS MATERIALS					
Project Mitigation Measure 4 – Hazardous Building Materials (Implements Mitigation Measure L-1 of the Eastern Neighborhoods FEIR). The project sponsor shall ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and property disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	Project sponsor, contractor(s).	Prior to demolition of structures.	Ensure equipment containing PCBs or DEHP and other hazardous materials is properly disposed.	Project sponsor, contractor(s), DPH, various federal and state agencies.	Considered complete when equipment containing PCBs or DEHP or other hazardous materials is properly disposed.

IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR

	Responsibility for Implementation	Implementation Schedule	Implementation Action	Implementation Reporting Responsibility	Monitoring Schedule
TRANSPORTATION AND CIRCULATION					
Project Improvement Measure 1 - Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips <p>The project sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single-occupancy vehicle (SOV) trips 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.</p> <p>The project sponsor has agreed to implement the following TDM measures:</p> <p>Transportation and Trip Planning Information:</p> <ul style="list-style-type: none"> • 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. • New-hire packet: Provide a transportation insert in the new-hire 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 new-hire 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. • Posted and real-time information: A local map and real-time transit information could be installed on-site in a prominent and visible location, such as within a 	Project sponsor, building management, Planning Department staff.	Prior to and during occupancy.	Implement TDM measures.	Project sponsor.	Ongoing during occupancy.

building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors. Real-time transit information via NextMuni and/or regional transit data should be displayed on a digital screen.

- Current transportation resources: Maintain an available supply of Muni maps, San Francisco Bicycle and Pedestrian maps, schedules, information and updates.

Project Improvement Measure 2 - Queue Abatement Condition of Approval

It shall be the responsibility of the owner/operator of the project parking garage to ensure that recurring vehicle queues do not occur on the public right-of-way (19th Street). 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 a recurring queue occurs, the owner/operator of the parking garage shall employ abatement methods as needed to abate the queue. 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; use of valet parking or other space-efficient parking techniques; or travel demand management strategies such as additional bicycle 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.

Owner/operator of off-street parking facility.

Upon operation of the off-street parking facility.

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.

Hire transportation consultant to evaluate conditions.

Employ abatement methods.

Owner/operator; Planning Department.

Ongoing during operation.

Project Improvement Measure 3 – Construction Management

Traffic Control Plan for Construction: As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and autos at the project site, the contractor shall add certain measures to the required traffic control plan for project construction. In addition to the requirements for a construction traffic control/management plan, the project shall include the following measures.

- Non-peak Construction Traffic Hours: To minimize the construction-related disruption of the general traffic flow on adjacent streets during the AM and PM peak periods, truck movements and deliveries should be limited during peak hours (generally 7:00 to 9:00 AM and 4:00 to 6:00 PM, or other times, as determined by SFMTA and its Transportation Advisory Staff Committee [TASC]).

Project sponsor, contractor(s).

Prior to and during construction.

Implement Construction Management Plan.

Project sponsor.

Upon completion of project construction.

- Carpool and Transit Access for Construction Workers: To minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit access to the project site by construction workers in the Construction Management Plan.
- Project Construction Updates for Adjacent Businesses and Residents: To minimize construction impacts on access for nearby institutions and businesses, the Project Sponsor shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including a project construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures.



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: **2013.0784E**
Project Title: **2177 Third Street (590 19th Street)**
Zoning/Plan Area: UMU (Urban Mixed Use) Use District
Life Science and Medical Special Use District
68-X Height and Bulk District
Plan Area: Central Waterfront Subarea of the Eastern Neighborhoods Plan Area
Block/Lot: 4045/003 and 003B
Lot Size: 29,438 square feet (0.67 acres)
Project Sponsor: David Silverman, Reuben, Junius & Rose, LLP, Project Sponsor's Representative – (415) 567-9000
Staff Contact: Don Lewis – (415) 575-9168
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Information:
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PROJECT DESCRIPTION

Project Location

The project site comprises a portion of the block bounded by 18th Street to the north, Illinois Street to the east, 19th Street to the south, and Third Street to the west, in San Francisco's Dogpatch neighborhood (see page 13 for more existing conditions information). The project site (Assessor's Block 4045, Lots 003 and 003B) is a roughly L-shaped lot, encompassing two contiguous parcels. It has frontages on both Third and 19th Streets. The 29,438-square-foot (sf) project site currently contains two two-story warehouse/office buildings, approximately 24,600 sf of space in total, separated by surface parking areas (containing 12 parking spaces). Of the approximately 24,600 sf of space currently in the two buildings on site, approximately 9,700 sf of space is vacant and approximately 5,300 sf of space is office uses. The remaining approximately 9,600 sf of space is occupied by several businesses, including a wood shop, a picture frame shop, and a photography studio, which are considered to be production, distribution, and repair (PDR) type uses. The project site has one curb cut along Third Street and four curb cuts along 19th Street. The existing on-site structures were constructed in 1987. Project site topography is generally flat.

The project site is within the Urban Mixed Uses (UMU) Zoning District and 68-X Height and Bulk District.

Project Characteristics

The proposed project would demolish the existing structures and parking areas on the site and construct an approximately 135,600-square-foot mixed-use residential development consisting of two seven-story, 68-foot-tall buildings (with a 16-foot-tall mechanical penthouse) above a two-level basement.¹ The building fronting Third and 19th Streets would be approximately 93,100 square feet in size, while the building in the interior of the lot would be approximately 35,700 square feet in size. The seven-story buildings would be constructed above a two-story subterranean garage that would cover the entire

¹ The proposed buildings would extend 84 feet to the top of the mechanical penthouse.

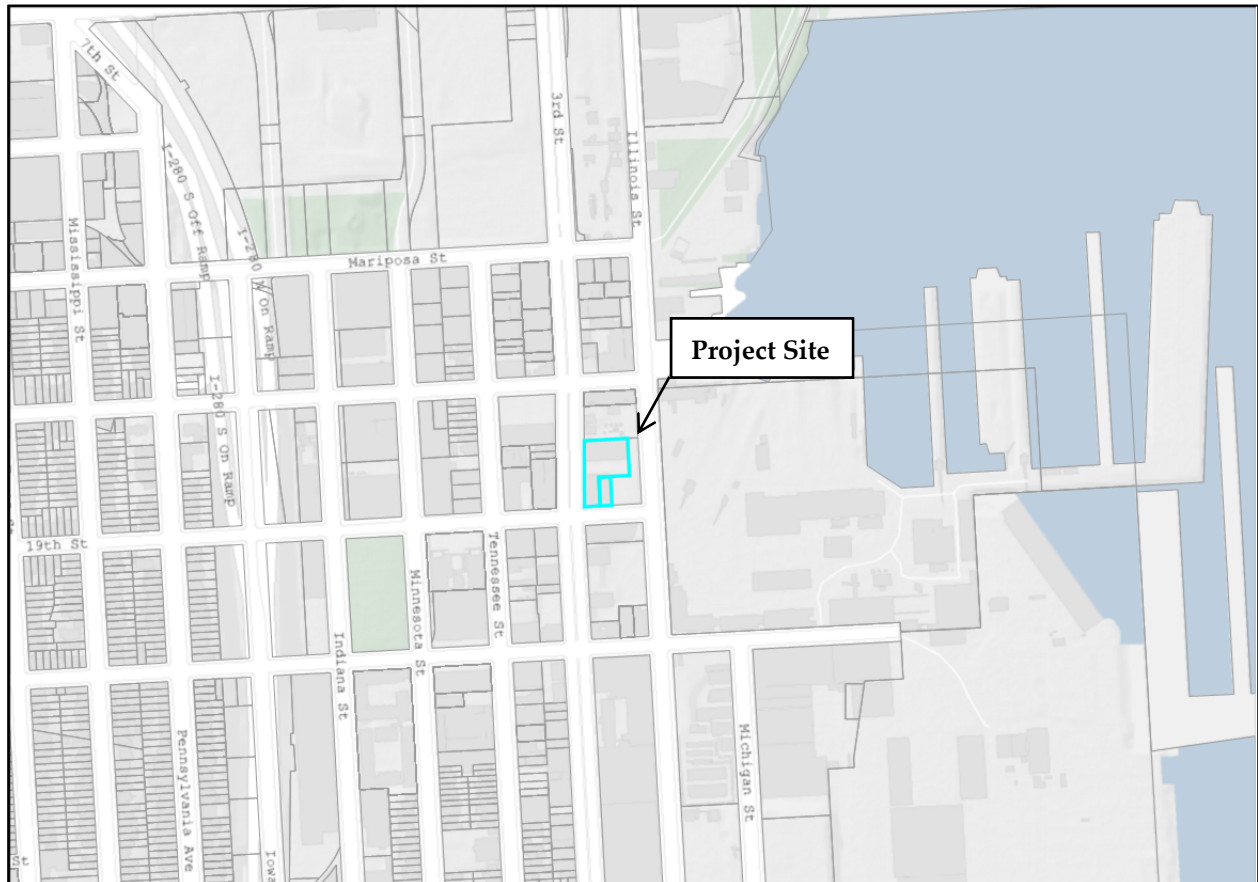


FIGURE 1. PROJECT LOCATION MAP

Figure not to scale

Source: San Francisco Planning Department

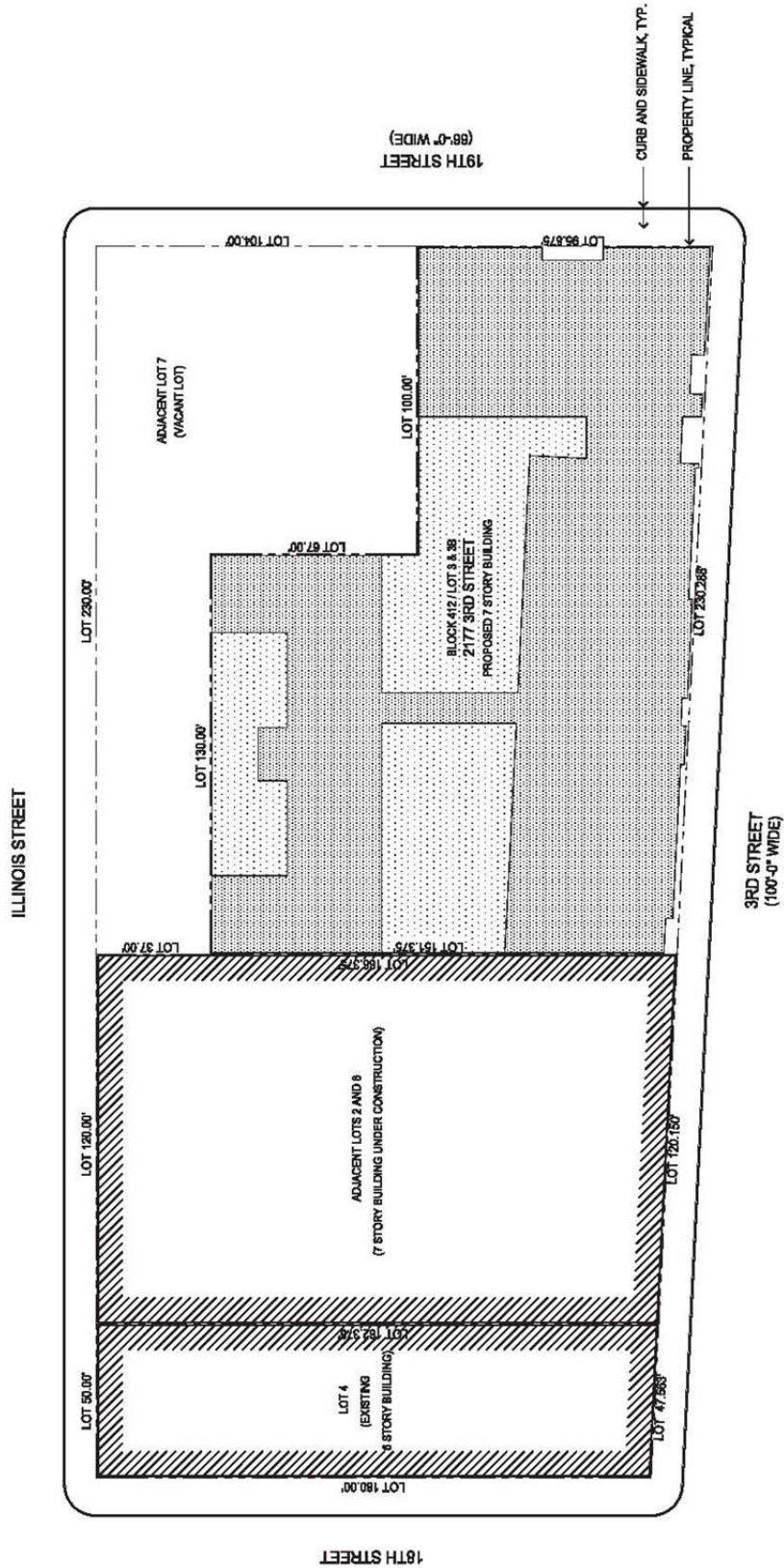


FIGURE 2 PROPOSED SITE PLAN

Figure not to scale

Source: Gary Gee Architects, Inc.

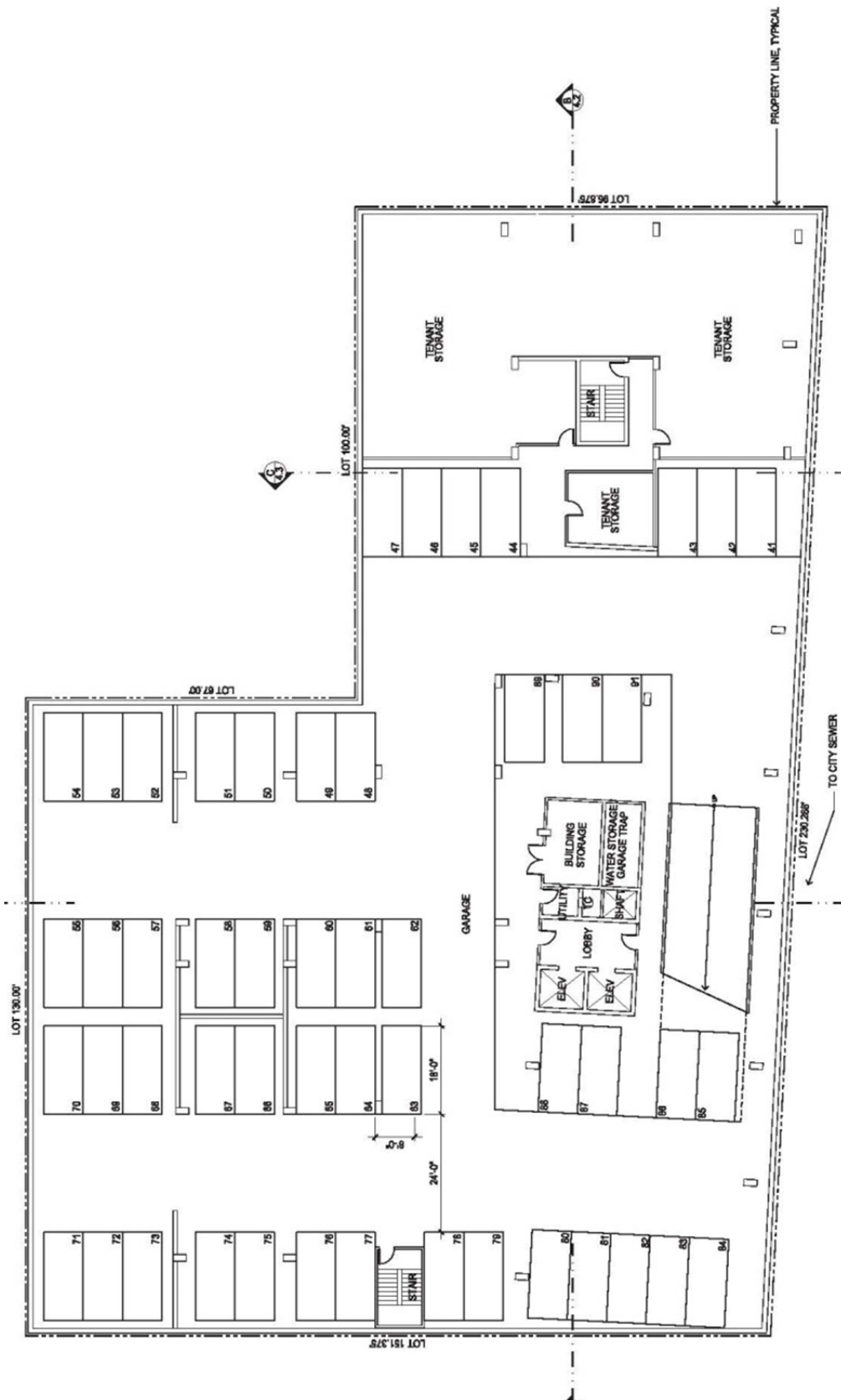


FIGURE 3 PROPOSED LOWER BASEMENT PLAN

Figure not to scale

Source: Gary Gee Architects, Inc.

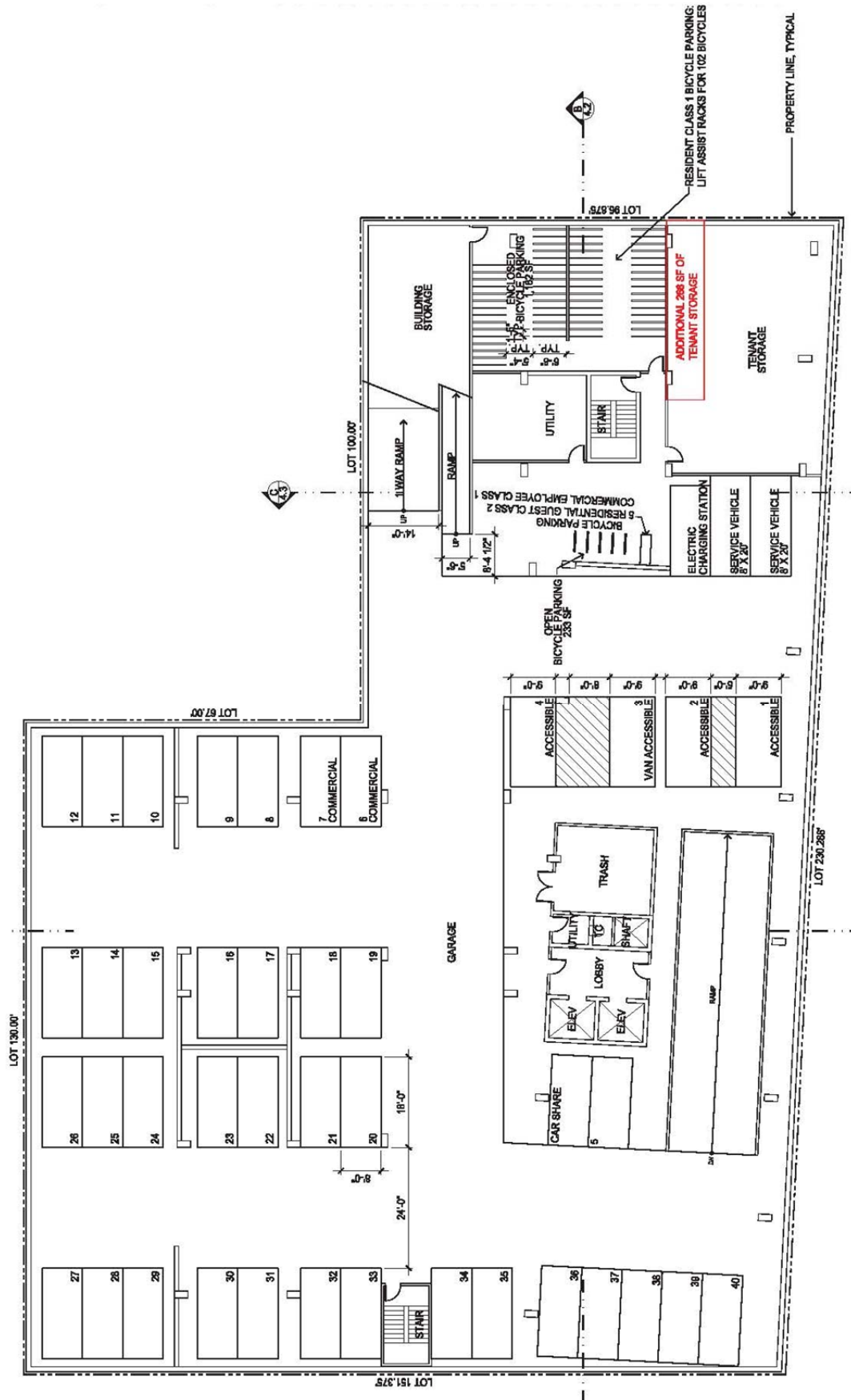


FIGURE 4 PROPOSED UPPER BASEMENT PLAN

Figure not to scale

Source: Gary Gee Architects, Inc.

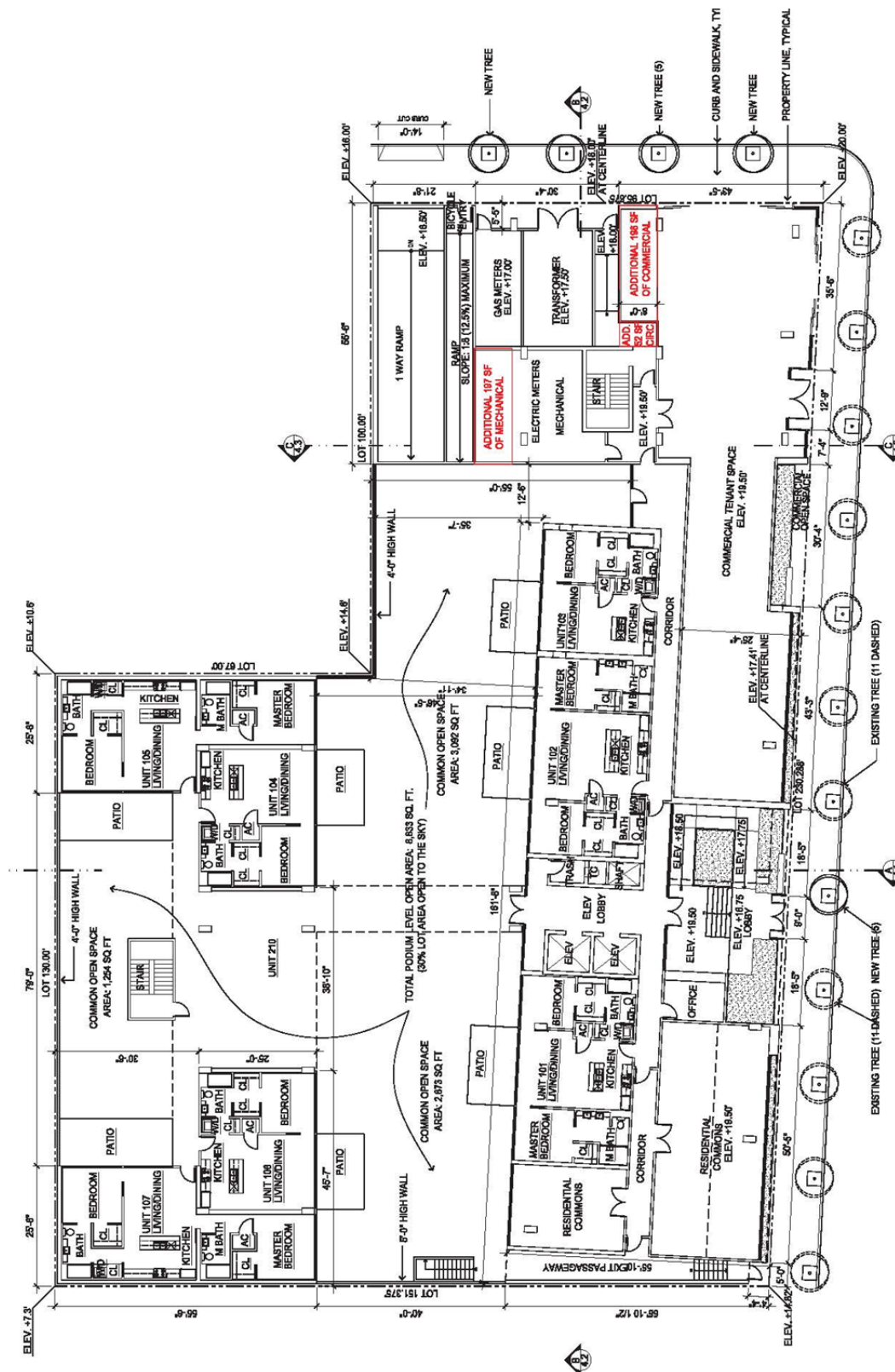


FIGURE 5 PROPOSED GROUND LEVEL PLAN

Figure not to scale

Source: Gary Gee Architects, Inc.



Source: Gary Gee Architects, Inc.

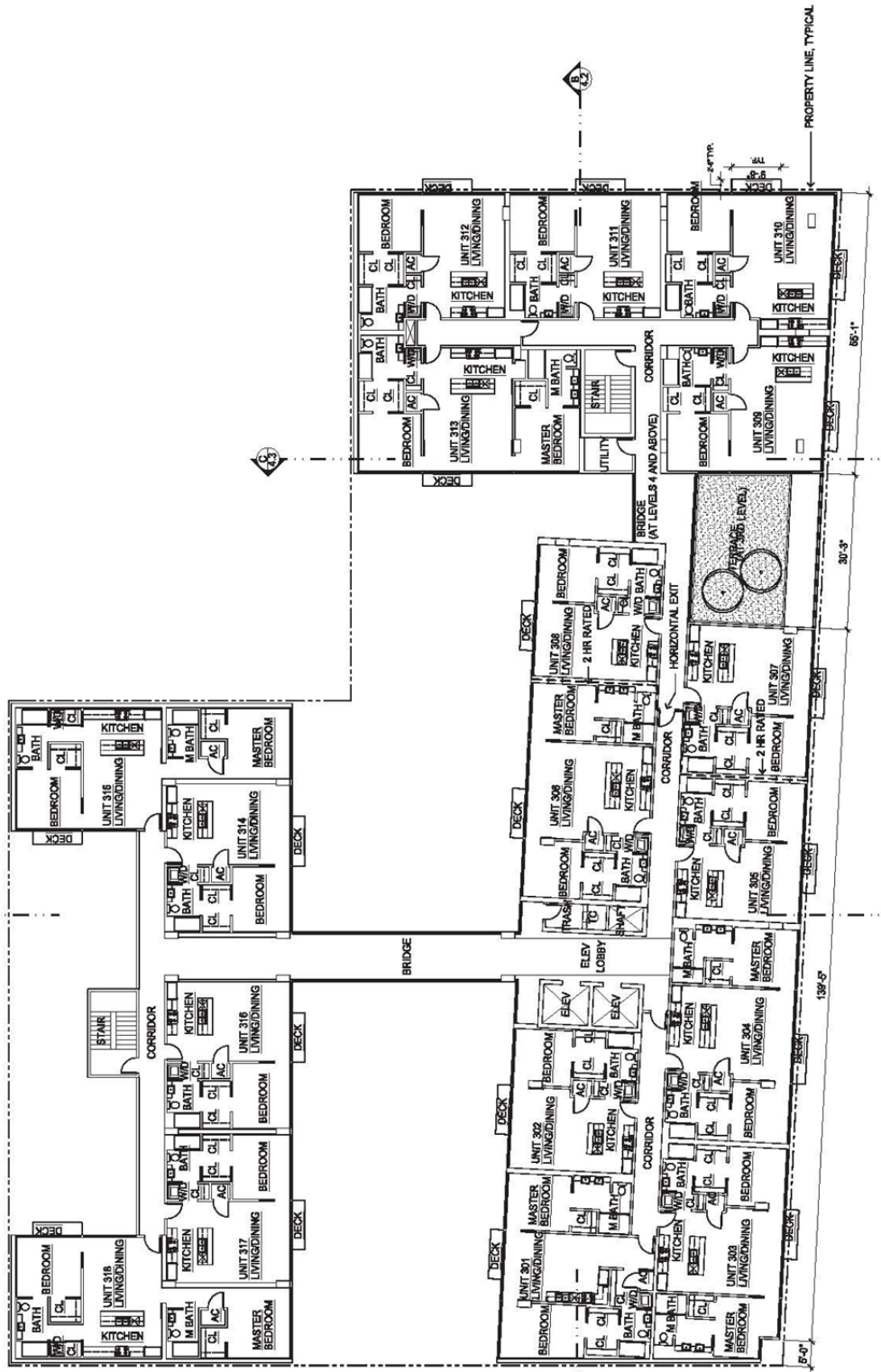


FIGURE 7 PROPOSED TYPICAL RESIDENTIAL LEVEL PLAN

Figure not to scale

Source: Gary Gee Architects, Inc.



Source: Gary Gee Architects, Inc.

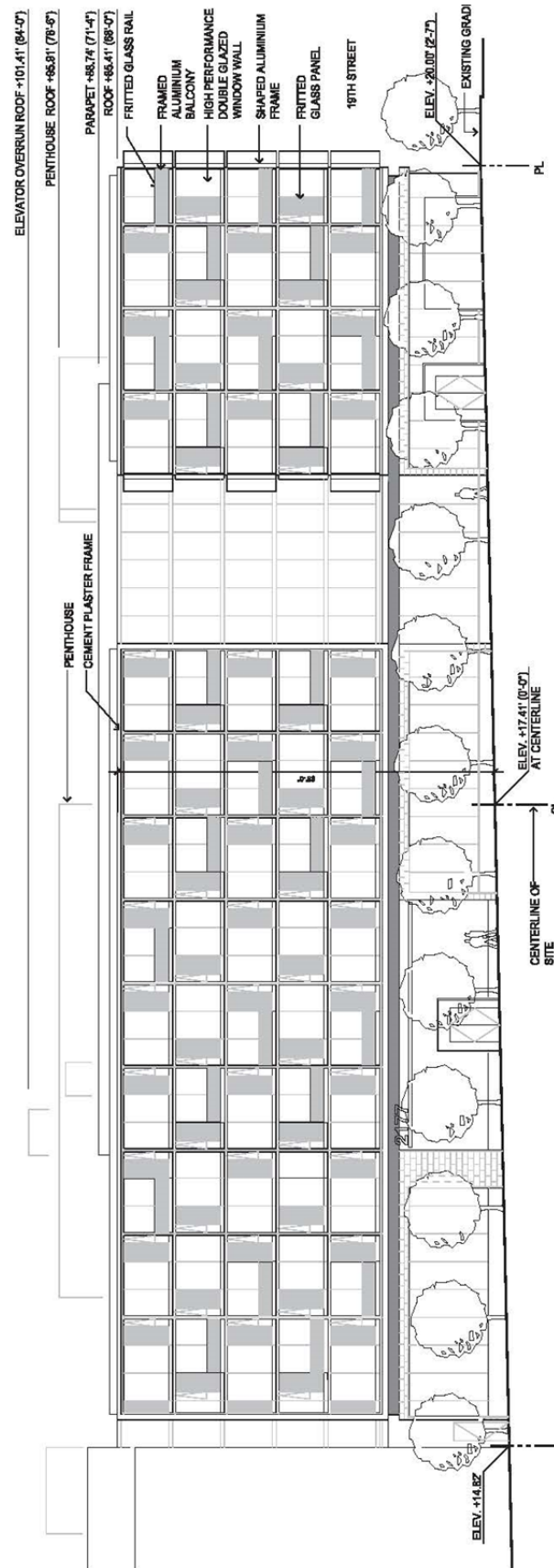


FIGURE 9 PROPOSED WEST ELEVATION

Figure not to scale

Source: Gary Gee Architects, Inc.

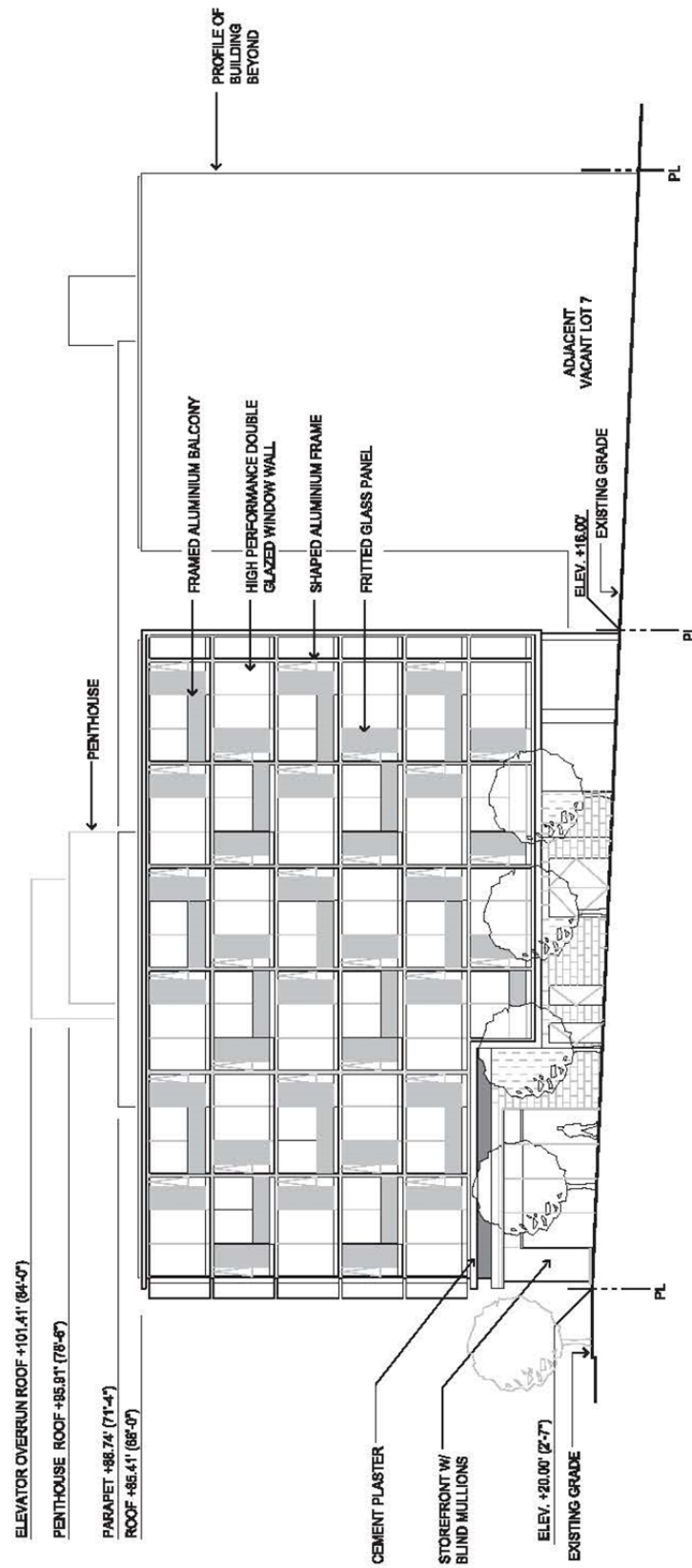


FIGURE 10 PROPOSED SOUTH ELEVATION

Figure not to scale

Source: Gary Gee Architects, Inc.

project site (see Figures 3 and 4, on pages 4 and 5, respectively). The building massing would generally be built to the maximum allowable building envelope, but would include some articulation along the two facades. In total, the proposed project would contain a total of 109 dwelling units (96,600 sf), approximately 3,300 sf of commercial space and 91 parking spaces (37,200 sf). The commercial retail space would be located on the ground level, on the corner of 19th and Third Streets. The two buildings on site would share a subterranean, approximately 37,200-sf, two-level garage, which would accommodate 91 parking spaces (89 spaces for residents and 2 spaces for commercial retail uses) and 112 secured bicycle spaces (102 for residents, 1 for a commercial retail employee, and 9 for guest/visitor bicycles). The two on-site buildings would be connected via pedestrian bridges at each level (Levels Two through Seven), including the roof (see Figures 6 and 7, on pages 7 and 8, respectively).

The project sponsor proposes to provide approximately 7,000 sf of common open space on the podium level (Ground Level, within three separate yard areas), plus approximately 2,500 sf of common open space on the roof deck. These open spaces would be accessible only to building residents. An additional 3,600 sf of private open space would be provided for residents in the form of private balconies and patios.

Pedestrian access to the two buildings would be via a pedestrian entrance along Third Street, through a lobby, and directly from Third Street to the commercial retail space. Vehicle access to the below-grade parking garage would be via an ingress/egress ramp along 19th Street.

Eleven street trees currently exist along the Third Street frontage of the project site. As part of the proposed project, a total of five additional street trees would be planted – one along the Third Street frontage and four along the 19th Street frontage.

Project Construction

Construction phases would consist of removal of existing structures, site excavation, foundations, superstructure construction, exterior wall construction and glazing, and building interior and finishes. Project construction is anticipated to begin in 2016 and last approximately 20 months. Clearing of the site would be completed in approximately two weeks to one month. Approximately 24,000 cubic yards of soil on-site would be slated for excavation and removal. The depth of excavation would range between approximately 21 feet below ground surface (bgs) at the western edge of the property to approximately 13 feet bgs at the eastern edge of the property. Grading and excavation work is estimated to last three months. Based on the preliminary geotechnical analysis conducted for the proposed project (as discussed in Section 13, Geology and Soils), the proposed structure be supported on a drilled pier or driven pile foundation.² However, a subsequent memorandum that was prepared by the geotechnical engineer clarified that the foundation system would likely consist of drilled, case-in-place, reinforced concrete piers.³ Based on this memorandum, pile driving would not be required to accommodate the proposed project and the foundation system would likely consist of drilled, cast-in-place, reinforced concrete piers (approximately 40 feet in length). Hence, while soil removal would extend to a maximum depth of approximately 21 feet bgs, maximum site disturbance (via drilling) would be to a depth of approximately 40 feet bgs. The building superstructure would be constructed over an eight-month period, with

2 H. Allen Gruen, Geotechnical Investigation, Planned Development at 2177 3rd Street, San Francisco, California, October 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

3 H. Allen Gruen, *Geotechnical Consultation, Anticipated Foundations, Proposed Development at 2177 3rd Street, San Francisco, California*, October 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

application of architectural coatings to the building interior and exterior to take an additional six months. The anticipated date of occupancy is in 2017.

Project Approvals

The proposed 2177 Third Street project would require the following approvals:

Actions by the Planning Commission

- Approval of a Large Project Authorization per Planning Code Section 329. As part of the Large Project Authorization, the project sponsor would seek a modification to the requirements for rear yard (Planning Code Section 134), obstructions over streets and alleys and in required setbacks, yards and usable open space (Planning Code Section 136), dwelling unit exposure (Planning Code Section 140) and special bulk limitations and horizontal mass reductions. Approval of the Section 329 application by the Planning Commission would constitute the Approval Action date. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

Actions by other City Departments

- Approval of demolition, grading, and site permits (*Planning Department, Department of Building Inspection*)
- Approval of a stormwater control plan (*San Francisco Public Utilities Commission*)
- Approval of project compliance with the Stormwater Control Guidelines (*Department of Public Works*)
- Approval of a two-lot merger (*Department of Public Works*)

PROJECT SETTING

As noted above, the project site is located on a block bound by 18th Street to the north, Illinois Street to the east, 19th Street to the south and Third Street to the west, in San Francisco's Potrero Hill neighborhood. Three of the four streets that border the project site (18th, 19th and Illinois Streets) are two-lane streets, with one travel lane in each direction and parking lanes on each side. Third Street is a four-lane streets, with two travel lanes in each direction, and the Muni light rail tracks that span the middle of the right-of-way. In terms of topography, the project site is generally flat, with a slight decline toward the City's eastern waterfront, which is about a block east of the project site.

To the north, the project site is bordered by 2121 Third Street, a seven-story mixed-use building (105 residential condominiums) that is currently under construction (this structure has frontages along Third and Illinois Street), beyond which is an existing six-story residential building. To the east of the project site is a vacant lot, currently used for parking. To the west, across Third Street, are mid-rise residential over ground-floor retail uses. To the south, across 19th Street, are low- to mid-rise industrial and residential uses. Other uses in the project vicinity (within an approximately one block radius) are residential, commercial, and light industrial. Buildings in the project vicinity generally range from one to six stories in height and these buildings are a combination of early Twentieth Century and more contemporary architectural styles. Most structures are built to the property line. The elevated I-280 freeway runs in a north-south direction approximately four blocks to the west of the project site.

The project block, as well as blocks immediately to the north, south, and west, are zoned Urban Mixed Use (UMU) and contain a variety of uses, including residential, retail, PDR, and office. Blocks to the east

of the project block are zoned Heavy Industrial (M-2), reflecting the maritime uses along the City's eastern waterfront. Several Public (P) zoned districts also exist in the project vicinity – these districts contain public parks and other public uses, such as Port-owned land. Two blocks to the north is the Mission Bay Redevelopment Area (currently under the jurisdiction of the Office of Community Investment and Infrastructure). The recently constructed UCSF's Benioff Children's Hospital is about two blocks north of the project site, on the corner of Third and Mariposa Streets. The project site is located within the Third Street Industrial Historic District.

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).⁴ The CPE Checklist indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such impacts are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

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

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

The proposed project would demolish the two on-site two-story warehouse/office buildings (approximately 24,600 sf) and construct an approximately 135,600-sf mixed-use residential development consisting of two seven-story, 68-foot-tall (84 feet to the top of the mechanical penthouse) buildings above a two-level basement. The new buildings would contain a total of 109 dwelling units (96,600 sf), approximately 3,300 sf of commercial space, 91 parking spaces (37,200 sf) and 112 secured bicycle spaces (1,400 sf), in addition to common open space. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

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

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State statute regulating Aesthetics and Parking Impacts for Transit Priority Infill, effective January 2014 (see associated heading below);
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see Checklist section “Transportation”);
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses Near Places of Entertainment effective June 2015 (see Checklist section “Noise”);
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, effective December 2014 (see Checklist section “Air Quality”);
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see Checklist section “Recreation”);
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see Checklist section “Utilities and Service Systems”); and
- Article 22A of the Health Code amendments effective August 2013 (see Checklist section “Hazardous Materials”).

CHANGES IN THE PHYSICAL ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, as evidenced by the volume of development applications submitted to the Planning Department since 2012, the pace of development activity has increased in the Eastern Neighborhoods plan areas. The Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth within the Eastern Neighborhoods Plan area, resulting in an increase of 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) through throughout the lifetime of the Plan (year 2025).⁵ The growth projected in the Eastern

⁵ Tables 12 through 16 of the Eastern Neighborhoods Draft EIR and Table C&R-2 in the Comments and Responses show 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, not projected growth totals from a baseline of the year 2000. Estimates of projected growth were based on parcels that were to be rezoned and did not include parcels that were recently developed (i.e., parcels with projects completed between 2000 and March 2006) or have proposed projects in the pipeline (i.e., projects under construction, projects approved or entitled by the Planning Department, or projects under review by the Planning Department or Department of Building Inspection). Development pipeline figures for each Plan Area were presented separately in Tables 5, 7, 9, and 11 in the Draft EIR. Environmental impact assessments for these pipeline projects were considered separately from the Eastern Neighborhoods rezoning effort.

Neighborhoods PEIR was based on a soft site analysis (i.e., assumptions regarding the potential for a site to be developed through the year 2025) and not based upon the created capacity of the rezoning options (i.e., the total potential for development that would be created indefinitely).⁶

As of July 31, 2015, projects containing 8,559 dwelling units and 2,231,595 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review⁷ within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (4,885 dwelling units and 1,472,688 square feet of non-residential space) and foreseeable projects, including the proposed project (3,674 dwelling units and 758,907 square feet of non-residential space). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. Of the 4,885 dwelling units that have completed environmental review, building permits have been issued for 3,710 dwelling units, or approximately 76 percent of those units (information is not available regarding building permit non-residential square footage). An issued building permit means the buildings containing those dwelling units are currently under construction or open for occupancy.

Within the Central Waterfront subarea, the Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in an increase of 830 to 3,600 net dwelling units and 60,000 to 90,000 square feet of net non-residential space (excluding PDR gain) through the year 2025. As of July 31, 2015, projects containing 1,273 dwelling units and 66,514 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review within the list Central Waterfront subarea. These estimates include projects that have completed environmental review (1,053 dwelling units and 62,636 square feet of non-residential space) and foreseeable projects, including the proposed project (220 dwelling units and 3,878 square feet of non-residential space). Of the 1,053 dwelling units that have completed environmental review, building permits have been issued for 684 dwelling units, or approximately 65 percent of those units.

Growth that has occurred within the Plan area since adoption of the Eastern Neighborhoods PEIR has been planned for and the effects of that growth were anticipated and considered in the Eastern Neighborhoods PEIR. Although the reasonably foreseeable growth in the residential land use category is approaching the projections within the Eastern Neighborhoods PEIR, the non-residential reasonably foreseeable growth is between approximately 34 and 69 percent of the non-residential projections in the Eastern Neighborhoods PEIR. The Eastern Neighborhoods PEIR utilized the growth projections to analyze the physical environmental impacts associated with that growth for the following environmental impact topics: Land Use; Population, Housing, Business Activity, and Employment; Transportation; Noise; Air Quality; Parks, Recreation, and Open Space; Utilities/Public Services; and Water. The analysis took into account the overall growth in the Eastern Neighborhoods and did not necessarily analyze in isolation the impacts of growth in one land use category, although each land use category may have differing severities of effects. Therefore, given the growth from the reasonably foreseeable projects have not exceeded the overall growth that was projected in the Eastern Neighborhoods PEIR, information that

⁶ San Francisco Planning Department, Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, Draft, February 2003. This document is available at: <http://www.sf-planning.org/index.aspx?page=1678#background>.

⁷ For this and the Population and Housing section, environmental review is defined as projects that have or are relying on the growth projections and analysis in the Eastern Neighborhoods PEIR for environmental review (i.e., Community Plan Exemptions or Focused Mitigated Negative Declarations and Focused Environmental Impact Reports with an attached Community Plan Exemption Checklist).

was not known at the time of the PEIR has not resulted in new significant environmental impacts or substantially more severe adverse impacts than discussed in the PEIR.

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.⁸ Project elevations are included in the project description, and an assessment of parking demand is included in the Transportation section for informational purposes.

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

The Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. The proposed project would remove approximately 9,600 square feet of an existing PDR use and therefore would contribute to an impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.⁹ However,

⁸ San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 2177 Third Street, April 8, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0784E.

⁹ Per project sponsor, of the approximately 24,600 sf that comprise the existing buildings, approximately 9,700 sf are vacant and approximately 5,300 sf contain office uses. The remainder of the buildings contain several businesses, including a wood shop, a

the loss of 9,600 square feet of existing PDR use would not be substantial in light of the existing PDR supply, and would not contribute considerably to this significant unavoidable impact. Moreover, the site does not appear to be part of a larger PDR cluster and existing non-PDR uses (residential) are the predominant land use in the project vicinity. The implementation of the proposed project on the site would also preclude future PDR uses from becoming established there. This also would not be considered substantial in light of other parcels throughout the Eastern Neighborhoods plan area that would continue to be able to accommodate PDR uses. Therefore, the proposed project would not result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use identified in the Eastern Neighborhoods

The Eastern Neighborhoods PEIR determined that implementation of the Area Plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and Area Plans do not provide for any new major roadways, such as freeways that would disrupt or divide the project area or individual neighborhoods or subareas.

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the UMU District in which the project site is located.^{10,11} Moreover, the project would be consistent with bulk, density, and land uses as envisioned in the Central Waterfront Area Plan. The project falls within the “Northern Portion of Central Waterfront” generalized zoning district, meant to encourage housing and mixed uses, with some bioscience and medical related uses permitted. As a residential mixed-use residential development with commercial uses, the proposed project is consistent with this designation.

Because the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and area Plans, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

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

picture frame shop, and a photography studio, is assumed to contain PDR uses. Existing PDR uses, therefore, make up approximately 9,600 sf.

10 Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 2177 Third Street, May 27, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

11 Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 2177 Third Street, July 29, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City's industrially zoned land to meet the citywide demand for additional housing. The PEIR concluded that an increase in population in the Plan Areas is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City's Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR. The proposed residential unit mix would be 65 one-bedroom units and 44 two-bedroom units.

The proposed project would replace existing warehouse/office uses on the site with residential and commercial uses. This has the potential to introduce a residential population of approximately 246 people and a daytime worker population of approximately 9 employees to the project site. The proposed commercial retail component of the proposed project is not anticipated to create a substantial demand for increased housing as this proposed retail use would not be sufficient in size and scale to generate such demand. Moreover, the proposed project would not displace any housing, as none currently exists on the project site. Any increase in population facilitated by the project would be within the scope of the Eastern Neighborhoods PEIR analysis and would not be considered substantial. Moreover, since no housing exists on the project site, no housing or people would be displaced by the project. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods PEIR related to population and housing.

As stated in the "Changes in the Physical Environment" section above, these direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods PEIR.

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

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

Historic Architectural Resources

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

The PEIR identified three mitigation measures that were tasked to the Planning Department that could reduce the severity of impacts to historic resources as a result of development enabled under the Plan Areas (Mitigation K-1 to K-3). These mitigation measures were the responsibility of the Planning Department and do not apply to subsequent development projects. Demolition or substantial alteration of a historic resource typically cannot be fully mitigated; therefore, the PEIR concluded that the Eastern Neighborhoods Area Plan would have a significant and unavoidable impact on historic resources.

The project site at 2177 Third Street is improved with two industrial buildings. Although within the Central Waterfront Survey¹² area, the two buildings on the project site were not surveyed in 2001 because they were constructed in 1987. In 2007, the project site remained un-surveyed as part of a reevaluation to comply with a revision to the status codes made by the California Office of Historic Preservation. Therefore, the ineligibility of the project site classifies it as "Category C" (no historic resource present - not age eligible) for the purposes of CEQA review. The project site is located within the boundaries of an identified eligible Central Waterfront Third Street Industrial District. However, the subject buildings do not qualify as contributors to the district because of their modern day construction, and having no

¹² The findings of the Survey were endorsed by the Planning Commission on June 13, 2002 by Motion No. 16431.

historical association with the district. Since the completion of the Central Waterfront Survey, the area surrounding the project site has undergone some redevelopment; however, the identified eligible Third Street Industrial Historic District still retains enough integrity to convey its historic significance.

As discussed in the Eastern Neighborhoods PEIR, "[Central Waterfront] rezoning proposals will expand residential-permitting zoning along Minnesota, Tennessee, Third and Illinois streets between Mariposa and 25th streets, as well as along Highway 280 between Mariposa and 20th streets." The vast majority of this land was zoned Heavy Industrial (M-2), and the adoption of the Eastern Neighborhoods resulted in the zoning reclassification of the project site from M-2 to UMU. Height limit increases for the area were also approved along Third and Illinois streets and in the southern portion of the Central Waterfront Plan area, between 22nd and 25th streets. The height limit for the project site was increased from 50 to 65 feet.

An analysis of this rezoning to potentially impact known and potential resources was completed by the PEIR, which determined that height changes would affect properties generally along Third Street, as well as the blocks east of Iowa and south of 23rd streets. Other areas indicated that could be affected by rezoning due to changes in permitted or intensification of land uses are generally in the area between Mariposa, Indiana, Illinois and 22nd streets, as well as on Pier 70. Figure 36 on page 472 and Table 59 on page 474 of the Eastern Neighborhoods PEIR identified known and potential historic resources in the Central Waterfront as having the potential to be impacted as a result of the rezoning. The project site at 2177 Third Street was not identified as one of those properties.

The immediate building context in the project vicinity has a mixed visual character and variety of building heights. Within the immediate surroundings there are no other identified contributing resources to the historic district, and the only other property (2121 Third Street/720-740 Illinois Street) on the east side of the subject block that was built during the district's period of significance and contributed to its historic context was demolished in 2012 and replaced with a six-story, mixed-use residential project.¹³

The proposed development possesses massing, form, design, and materials that is compatible and generally appropriate given the surrounding context, and would appear not to result in a significant adverse impact to off-site historic resources. Additionally, the project's physical and visual separation from other contributing resources within the immediate area and the entire eligible district would not visually compete with the distinctive characteristics of those resources and would not diminish the capacity to convey the sense of an industrial neighborhood. Therefore, the proposed project would not be of a sufficient degree to disqualify the Third Street Industrial Historic District from consideration for listing as a National or California Register eligible historic district.

Since the existing buildings on the project site were determined ineligible for individual listing in the National Register, California Register, or local listing, the proposed demolition of a non-contributor to the Third Street Industrial Historic District would not result in any new significant or peculiar historical resource impacts. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant project-level or cumulative impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

¹³ The Exemption from Environmental Review for the 2121 Third Street/740 Illinois project was issued on February 3, 2011 under Case No. 2010.0094E.

Archeological Resources

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

The proposed project would require excavation between approximately 21 feet below ground surface (bgs) at the western edge of the property to approximately 13 feet bgs at the eastern edge of the property to accommodate the proposed basement-level garage. As discussed in Section 13, Geology and Soils, based on the preliminary geotechnical analysis conducted for the proposed project, the proposed structure can be supported on a drilled pier or driven pile foundation.¹⁴ However, a subsequent memorandum that was prepared by the geotechnical engineer clarified that the foundation system would likely consist of drilled, case-in-place, reinforced concrete piers.¹⁵ Based on this memorandum, pile driving would not be required to accommodate the proposed project and the foundation system would likely consist of drilled, cast-in-place, reinforced concrete piers (approximately 40 feet in length). Hence, while soil removal would extend to a maximum depth of approximately 21 feet bgs, maximum site disturbance (via drilling) would be to a depth of approximately 40 feet bgs.

According to the Preliminary Archeological Review (PAR) that was prepared for the proposed project by Planning Department staff, the project site was within the San Francisco bay north of Potrero Point, just east of the historic shoreline, which, by 1860s, started to get filled.¹⁶ It is unlikely that any prehistoric sites exist within the western portion of the site as it appears that historic fill sits atop bedrock. However, prehistoric sites may exist in the eastern portion of the site beneath the historic fill and may be impacted by the drilled piers. It is possible that archeological features associated with mid to late 19th century ship building/repair operations could be present within the project site fill matrix, particularly in the western portion of the project site. Additionally, features associated with possible late 19th century domestic occupation of the project site might also be present with the fill matrix. Given that no archeological assessments have been prepared for the project site, Eastern Neighborhoods PEIR Mitigation Measure J-2 applies to the proposed project. As part of implementation of this mitigation measure, the PAR concludes

14 H. Allen Gruen, Geotechnical Investigation, Planned Development at 2177 3rd Street, San Francisco, California, October 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

15 H. Allen Gruen, *Geotechnical Consultation, Anticipated Foundations, Proposed Development at 2177 3rd Street, San Francisco, California*, October 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

16 Allison Vanderslice, San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review: Checklist, 2177 3rd Street*, April 10, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

that Planning Department's standard Archeological Testing Mitigation Measure should be applied to the proposed project, which would reduce the potential effect of the project on archeological resources to a less-than-significant level. This mitigation measure is provided in full on page 53 of this checklist as Project Mitigation Measure 1.

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

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

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the Eastern Neighborhoods PEIR.

However, the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures. Even with mitigation, however, it was anticipated that the significant adverse cumulative traffic impacts and the cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topic 4c is not applicable.

Trip Generation

The proposed project would demolish two two-story warehouse/office buildings (approximately 24,600 sf) and construct an approximately 135,600-sf mixed-use project consisting of two seven-story, 68-foot buildings. The two new buildings on-site would contain a total of 109 dwelling units, approximately 3,300 gsf of commercial retail space, 91 parking spaces and 112 secured bicycle spaces, in addition to common open space.

A Transportation Impact Study was prepared for the proposed project.¹⁷ As part of this study, trip generation of the proposed project was calculated using information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department. The proposed project would generate an estimated 2,814 person trips (inbound and outbound) on a weekday daily basis, consisting of 1,587 person trips by auto, 639 transit trips, 337 walk trips and 251 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 145 vehicle trips (accounting for vehicle occupancy data for the project site's Census Tract).

Traffic

Mitigation Measures E-1 through E-4 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant traffic impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. Since certification of the PEIR, SFMTA has been engaged in public outreach regarding some of the parking-related measures identified in Mitigation Measures E-2 and E-4: Intelligent Traffic Management, although they have not been implemented. Measures that have been implemented include traffic signal installation at Rhode Island/16th streets as identified in Mitigation Measure E-1 and enhanced funding as identified in Mitigation Measure E-3 through San Francisco propositions A and B passed in November 2014. Proposition A authorized the City to borrow \$500 million through issuing general obligation bonds in order to meet some of the transportation infrastructure needs of the City. These funds are allocated for constructing transit-only lanes and separated bikeways, installing new boarding islands and escalators at Muni/BART stops, installing sidewalk curb bulb-outs, raised crosswalks, median islands, and bicycle parking and upgrading Muni maintenance facilities, among various other improvements. Proposition B, which also passed in November 2014, amends the City Charter to increase the amount the City provided to the SFMTA based on the City's population, with such funds to be used to improve Muni service and street safety. Some of this funding may be applied to transportation projects within the Eastern Neighborhoods Plan area.

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersections near the project site

17 Environmental Science Associates, 2177 Third Street Residential Project Transportation Impact Study, May 2015. These calculations are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

(within approximately 800 feet) include Third Street/16th Street, Third Street/Mariposa Street, Third Street/18th Street, Third Street/19th Street, Third Street/20th Street, Illinois Street/18th Street, and Illinois Street/19th Street. Table 1 provides existing and cumulative LOS data gathered for these intersections, per the Transportation Impact Study.¹⁸

Table 1: Existing and Cumulative LOS for Nearby Intersections

<u>Intersection</u>	<u>Existing LOS (2008)</u>	<u>Cumulative LOS (2030)</u>
Third Street/16 th Street	D	D
Third Street/Mariposa Street	C	C
Third Street/18 th Street	B	B
Third Street/19 th Street	A	A
Third Street/20 th Street	C	C
Illinois Street/18 th Street	B	B
Illinois Street/19 th Street	B	B

Sources: Environmental Science Associates, Transportation Impact Study for 2177 Third Street, May 2015.

The proposed project would generate an estimated 145 new p.m. peak hour vehicle trips that could travel through surrounding intersections. This amount of new p.m. peak hour vehicle trips would not substantially increase traffic volumes at these or other nearby intersections, would not substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, and would not substantially increase average delay at intersections that currently operate at unacceptable LOS.

The proposed project would not contribute considerably to LOS delay conditions because its contribution of an estimated 145 new p.m. peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips anticipated to be generated by Eastern Neighborhoods' Plan projects. The proposed project would also not contribute considerably to 2025 cumulative conditions and thus, the proposed project would not have any significant cumulative traffic impacts.

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

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, the City is currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management as part of the Transportation Sustainability Program.¹⁹ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9:

¹⁸ Transportation Impact Study documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of their respective case file numbers.

¹⁹ <http://tsp.sfplanning.org>

Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes with the Eastern Neighborhoods Plan area; for instance the implemented new Route 55 on 16th Street.

Mitigation Measure E-7 also identifies implementing recommendations of the Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in Section 138.1 of the Planning Code and new projects constructed in the Eastern Neighborhoods Plan area are subject to varying requirements, dependent on project size. Another effort which addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern Neighborhoods Plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets, the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from 4th to 6th streets.

The project site is located within a quarter mile of several local transit lines including Muni lines 22-Fillmore, 48-Quintara-24th Street, and T Third Street light rail line. The proposed project would be expected to generate 639 daily transit trips, including 97 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 97 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 22-Fillmore, 48-Quintara-24th Street, and T Third Street light rail line.

The proposed project would not contribute considerably to these conditions because its minor contribution of 97 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

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

Pedestrian

Pedestrian trips generated by the proposed project would include walking trips to and from uses (restaurant/retail uses) proximate to the project site, plus walking trips to and from the local and regional transit operators, and to and from nearby parking facilities. Overall, the proposed project would add about 181 pedestrian trips (97 trips to/from transit and 84 walk/other trips) to the surrounding streets during the weekday p.m. peak hour. Pedestrians would enter and exit the proposed project via Third Street, with separate access for the lobby for the residential units and for the commercial space. The project-generated pedestrian trips would be dispersed throughout the study area, depending upon the origin/destination of each trip. The new pedestrian trips generated by the proposed project would be accommodated on nearby sidewalks and would not substantially affect pedestrian operations along the adjacent sidewalks and crosswalks, which currently experience low to moderate pedestrian traffic and have available capacity to accommodate the additional project-generated pedestrian trips.

Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to create potentially hazardous conditions for pedestrian or otherwise substantially interfere with pedestrian accessibility to the site and adjoining areas. The proposed project would include one newly-constructed driveway on 19th Street for the garage access (10-foot-wide curb cut).²⁰ However, currently there are multiple driveways on the project site's 19th Street frontage, with curb cuts totaling 52 feet in width, which the proposed project would eliminate (replaced by the proposed 10-foot-wide driveway cited above). In addition, there is an existing driveway on Third Street (20-foot-wide curb cut) that would be eliminated by the project.

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

Bicycle

The proposed project would include 112 bicycle parking spaces (102 Class 1 spaces for residents, 5 Class 2 spaces (bicycle racks) for guests of residents, 1 Class 1 space for an employee of the commercial space, and 4 Class 2 spaces for guests/customers of the commercial space, with all but 4 of the spaces located within the upper basement level of the parking garage; the 4 bicycle racks for the commercial space would be provided on the 19th Street sidewalk. Access to the bicycle parking spaces would be via a dedicated bicycle entrance on 19th Street (through a door adjacent to the garage vehicle access door). The proposed project would meet and exceed the Planning Code requirements for bicycle parking spaces.

There are several bicycle routes nearby to the project site, including along Illinois Street and Mariposa Street. With the current bicycle and traffic volumes on area streets, bicycle travel generally occurs without major impedances or safety problems. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle

²⁰ Although Figure 5, Proposed Ground Level Plan, illustrates a 14-foot-wide curb cut, the Transportation Impact Study (TIS) analyzed a 10-foot-wide curb cut, and this width is referenced in this section of the CPE Checklist. The final design of the curb cut would fall within the range of 10 to 14 feet. Per discussions with Planning Department's Transportation staff, the exact width of the curb cut is immaterial with respect to transportation-related impacts, provided it falls within those parameters.

accessibility to the site and adjoining areas. For the above reasons, the proposed project would not result in significant bicycle impacts that were not identified in the Eastern Neighborhoods PEIR.

Loading

The proposed project would include two loading spaces within the upper basement level of the parking garage. Each loading space would have a width of 8 feet and a depth of 20 feet, and the garage would have a minimum vertical clearance of 8 feet-2 inches. This would meet the Planning Code requirements for loading spaces.

The proposed project would generate a demand for one loading space during both the average and peak hour of loading activities. The loading demand would be accommodated on-site within the two loading spaces discussed above. Given the predominantly residential character of the project, loading and service activity is expected to primarily consist of resident move-ins and move-outs (using vehicles of various sizes depending on the situation), and of deliveries to the commercial space and residents (likely by panel trucks and UPS/FedEx-type vehicles). Vehicles performing move in/move out activities would be able to use the on-site service vehicle loading spaces (scheduled and coordinated through building management) or would be able to obtain temporary parking permits for loading and unloading operations on Third Street or 19th Street. Because only service vehicle loading spaces would be provided within the garage, with a vertical clearance of 8 feet-2 inches, it is unlikely that trucks would access the parking garage. Access to the garage by service vehicles (via the newly-constructed 10-foot-wide access driveway to the 22-foot-wide ramp) would be similar to vehicular access, and would be unconstrained.

A trash room would be located within the parking garage, and would be the primary recycling/trash area for the proposed project. For pickup, trash containers would be transported by building staff from the trash room to the curb via the garage driveway to 19th Street, and would be returned following pick-up. The project sponsor would coordinate with Recology about specific logistics for recycling/trash collection.

The proposed project would provide on-site loading spaces, and the loading demand could be accommodated within that space. Therefore, the proposed project's loading would not create potentially hazardous traffic conditions or significant delays affecting traffic, transit, bicycles or pedestrians. For the above reasons, the proposed project would not result in significant loading impacts that were not identified in the Eastern Neighborhoods PEIR.

Emergency Access

The street network serving the project area currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicles can access the project site similar to existing conditions, from Third Street immediately adjacent to the site and from 19th Street. For the above reasons, the proposed project would not result in significant impacts with respect to emergency vehicle access that were not identified in the Eastern Neighborhoods PEIR.

Although the proposed project would have less-than-significant traffic impacts, the transportation study identified three improvement measures that could be implemented to lessen the effects of project-related vehicular traffic in the project vicinity. The recommended improvement measures are described below in the Improvement Measures section, on page 57 of this checklist.

Parking

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment."

Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

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

The proposed project meets each of the above three criteria and thus, this determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.²¹ The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, the following parking demand analysis is provided for informational purposes only.

The parking demand for the new residential and retail uses associated with the proposed project was determined based on the methodology presented in the Transportation Guidelines. On an average weekday, the project would create peak long-term parking demand for about 144 parking spaces, and short-term parking demand for about 41 equivalent daily spaces, for a total parking demand of about 185 daily spaces. The midday total parking demand would be about 157 spaces. The proposed project would provide 91 off-street spaces in a two-level (below-grade) private parking garage, of which 89 spaces would be for residential uses (four spaces of which would be ADA-compliance accessible spaces), and two spaces would be for the commercial use. In addition, the project would provide one car-share stall and one electric charging station in the below-grade garage. Thus, as proposed, the project would have an unmet parking demand of an estimated 94 spaces during the peak-demand evening/night hours, and of 66 spaces during the midday hours. At this location, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

Further, the project site is located in an Urban Mixed Use (UMU) zoning district where, under Section 843.08 of the Planning Code, the proposed project would not be required to provide any off-street parking spaces. It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought. The Planning Commission may not support the parking ratio proposed. In some cases, particularly when the proposed project is in a transit rich area, the Planning Commission may not support the provision of any off-street parking spaces. This is, in part, owing to the fact that the parking spaces are not 'bundled' with the residential units. In other words, residents would have the option to rent or purchase a parking space, but one would not be automatically provided with the residential unit.

If the project were ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of 144 long-term spaces and about 41 short-term spaces, for a total demand of about 185 spaces. As mentioned above, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces nearby and through alternative modes such as public

21 San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist for 590 19th Street/2177 Third Street*, April 8, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

transit and bicycle facilities. Given that the unmet demand could be met by existing facilities and given that the proposed project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are provided, would not result in significant delays or hazardous conditions.

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

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
5. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR therefore identified six noise mitigation measures that would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2, both titled Construction Noise, relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). As discussed in Section 13, Geology and Soils, of this checklist, the geotechnical investigation recommended the proposed structure be supported on a drilled pier or driven pile foundation.²² However, a subsequent memorandum that was prepared by the geotechnical engineer clarified that the foundation system would likely consist of drilled, case-in-place, reinforced concrete piers (approximately 40 feet in length).²³ Based on this memorandum, pile driving would not be required to accommodate the proposed project and thus, Mitigation Measures F-1 and F-2 from the Eastern Neighborhoods PEIR do not apply to the proposed project.

All construction activities for the proposed project (approximately 20 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance

22 H. Allen Gruen, Geotechnical Investigation, Planned Development at 2177 3rd Street, San Francisco, California, October 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

23 H. Allen Gruen, *Geotechnical Consultation, Anticipated Foundations, Proposed Development at 2177 3rd Street, San Francisco, California*, October 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 20 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance, which would reduce construction noise impacts to a less than significant level.

Eastern Neighborhoods PEIR Mitigation Measures F-3, Interior Noise Levels, and F-4, Siting of Noise-Sensitive Uses, require that a detailed analysis of noise reduction requirements be conducted for new development that includes noise-sensitive uses (e.g., residential uses) located along streets with noise levels above 60 dBA (Ldn). Mitigation Measure F-3 applies to single-family housing projects and would, therefore, not apply to the proposed project, which is multi-family. The proposed project would develop residential uses in an area where noise measurements routinely exceed 65 dB; thus, Mitigation Measure F-4 would apply to the proposed project. This measure is listed in the Mitigation Measures section, on page 56 of this checklist, and would implement Mitigation Measure F-4 from the Eastern Neighborhoods PEIR as Project Mitigation Measure 2.

Consistent with Eastern Neighborhoods PEIR Mitigation Measure F-4, the project sponsor has conducted an environmental noise study demonstrating that the proposed project can feasibly attain acceptable interior noise levels.²⁴ According to the noise study, major noise sources in the project site vicinity include vehicular traffic on Third, 19th, and Illinois Street, noise from light rail vehicles along Third Street, and noise associated with two potential noise-generating facilities – a tire and brake shop and a boiler and welding shop, both of which are located across the Third Street/19th Street intersection from the project site. To quantify the existing noise environment in the vicinity, three long-term and two short-term noise measurements were taken. Long-term noise measurements ranged from 65 and 75 Ldn, while the short-term noise measurements ranged from 64 to 76 Ldn (at the same location).

The noise study indicated that the proposed project would be able to achieve the State's interior noise standard of DNL 45 dB by using exterior windows with Outdoor-Indoor Transmission Class (OITS) and Sound Transmission Class (STC) ratings as follows, depending on the class of exterior glazing:

Class I: minimum OITC 33/STC 42 rating

24 Wilson Ihrig & Associates, *CCR Title 24 Noise Study Report, 2177 3rd Street Mixed-Use Project, San Francisco, California*, January 3, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

- Class II: minimum OITC 31/STC 39 rating
- Class III: minimum OITC 26/STC 32 rating
- Class IV: minimum OITC 24/STC 30 rating

The placement of specific classes of windows along the building's facades is illustrated in Figures A-1 through A-3 of Appendix A to this checklist. The noise study noted that the recommended acoustical designs for glazing and window types, along with specifications for exterior walls, exterior entrances, and supplemental ventilation systems could provide the abatement necessary to achieve an interior noise environmental that would be compliant with Title 24 requirements.

Since certification of the PEIR, San Francisco adopted Noise Regulations Relating to Residential Uses Near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of the regulations is to address noise conflicts between residential uses and in noise critical areas, such as in proximity to highways, country roads, city streets, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. Residential structures to be located where the day-night average sound level (Ldn) or community noise equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design will limit exterior noise to the 45 decibels in any habitable room. Furthermore, the regulations require the Planning Department and Planning Commission to consider the compatibility of uses when approving residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of such new residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development. The regulations and procedures set forth by the San Francisco Noise Regulations Relating to Residential Uses Near Places of Entertainment are consistent with the provisions of PEIR Mitigation Measure F-4.

Eastern Neighborhoods PEIR Mitigation Measure F-5, Siting of Noise-Generating Uses, addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. Ambient noise levels in San Francisco are largely influenced by traffic-related noise. The proposed project would be located along two streets, Folsom Street and Shipley Street, identified as having noise levels above 65 Ldn.²⁵ An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels barely perceptible to most people (3 decibel increase). The proposed project would not double traffic volumes because the proposed project would generate approximately 1,587 daily person trips by auto, with approximately 145 vehicle trips during the p.m. peak-hour. In addition, operation of the proposed project would not include any other constant or short-term noise sources (e.g., diesel generator) that would be perceptible in the project vicinity. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity, and thus Mitigation Measure F-5 does not apply.

Eastern Neighborhoods PEIR Mitigation Measure F-6, Open Space in Noisy Environments, addresses impacts from existing ambient noise levels on open space required under the Planning Code for new development that includes noise sensitive uses (i.e., residences, etc.). The proposed project would provide common open space on the podium level (within three separate areas) and on the roof deck and thus, Mitigation Measure F-6 would apply to the project and was addressed in the noise study. This mitigation

25 The Noise Model layer is in Ldn (level day night) and is based on San Francisco traffic as determined by the San Francisco Metropolitan Transportation agency's SFCHAMP model. Traffic noise emissions were modeled using the FHWA Stamina model.

measure is listed in the Mitigation Measures section, on page 56 of this checklist, and the project sponsor would implement Mitigation Measure F-6 from the Eastern Neighborhoods PEIR as Project Mitigation Measure 3. Implementation of Mitigation Measure F-6 would reduce the impact from existing ambient noise levels on the proposed open space to a less-than-significant level. As discussed in the noise study, the noise level in the outdoor podium level open space would be exposed to vehicular traffic along Illinois Street and a portion of 19th Street. As a result, noise exposure in the podium-level common open space is expected to be above 60 Ldn. To comply with Eastern Neighborhoods PEIR Mitigation Measure F-6, a minimum 5-foot high solid barrier, with a surface weight of not less than 4 pounds/sf, would be required to be constructed at the ground level (top of the podium) where the plans currently indicate a 4-foot-high wall (see Figure 5, Proposed Ground Level Plan, on page 6). The noise study notes that the rooftop common open space is sufficiently shielded by the building structure so that the noise exposure at this area would be below 60 Ldn and thus, would not require additional mitigation as impact from existing ambient noise levels on this open space would be less-than-significant.

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

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

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses²⁶ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods

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

PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

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

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. The site-specific Dust Control Plan would require the project sponsor to implement additional dust control measures such as installation of dust curtains and windbreaks and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is no longer applicable to the proposed project.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s quantitative thresholds for individual projects.”²⁷ The BAAQMD’s *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria²⁸ for determining whether a project’s criteria air pollutant emissions would violate an

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

28 Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2011. See pp. 3-2 to 3-3.

air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. For projects that do not meet the screening criteria, a detailed air quality assessment is required to further evaluate whether project-related criteria air pollutant emissions would exceed BAAQMD significance thresholds.

At 109 proposed dwelling units and 3,100 square feet of commercial uses, the proposed project meets the Air Quality Guidelines screening criteria for both construction and operations (494 dwelling units for operational and 240 dwelling units for construction under the category of “Apartment, mid-rise” and 8,000 sf for operational and 277,000 sf for construction under the category of “Fast food restaurant without a drive-thru,” which is one of the most restrictive uses for a small commercial space, such as one being proposed). However, another BAAQMD’s screening criteria is that construction-related activities should not include extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity. The proposed project would involve removal of approximately 24,000 cubic yards of soil. Therefore, a quantitative analysis was conducted, as discussed below, under Construction.

Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over an approximately 20 month. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod).²⁹ The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts’ staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 428 working days. As shown in Table 2, unmitigated project construction emissions would be below the threshold of significance for all criteria air pollutants. Therefore, the emission of criteria air pollutants during the construction phase would not exceed BAAQMD significance thresholds and thus, impacts would be less than significant. Based on this, Eastern Neighborhoods PEIR Mitigation Measure G-1, which requires engines to meet higher emission standards on certain types of construction equipment, would not be necessary for the proposed project.

Table 2: Daily Project Construction Emissions

	<u>Pollutant Emissions (Average Pounds per Day)</u>			
	ROG	NOx	Exhaust PM ₁₀	Exhaust PM _{2.5}
Project Emissions	15.72	21.84	1.21	1.14
Significance Threshold	54.0	54.0	82.0	54.0

Emissions over threshold levels are in **bold**.

Source: BAAQMD, 2011; Planning Department

The project site is not located within an identified Air Pollutant Exposure Zone. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of

²⁹ Planning Department, *Air Quality Technical Memo, 2177 Third Street*, August 12, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2013.0784E.

Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

Health Risk

Subsequent to certification of the Eastern Neighborhoods PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. The project site is not within the Article 38 area.

Siting Sensitive Land Uses

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

Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. In addition, the proposed project would not include any sources that would emit DPM or other TACs. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4 is not applicable and impacts related to siting new sources of pollutants would be less than significant.

Conclusion

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
7. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Central Waterfront Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO₂E³⁰ per service population,³¹ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy³², which is comprised of regulations that have proven effective in reducing San Francisco's overall GHG emissions; GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020.³³ Other existing regulations, such as those implemented through Assembly Bill (AB) 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

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

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

30 CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

31 Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

32 *Greenhouse Gas Analysis Compliance Checklist, 2177 Third Street*, January 14, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

33 Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

Wind

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Although the proposed 68-foot-tall building would be taller than the immediately adjacent buildings, it would be similar in height to existing buildings in the surrounding area. For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to Section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposed proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The proposed project would construct a 68-foot-tall building; therefore, the Planning Department prepared a preliminary shadow fan analysis a shadow analysis to determine whether the project would have the potential to cast new shadow on nearby parks.³⁴ The shadow fan extrapolated the entire project site to the height of 80 feet to account for any rooftop features that may be constructed that are allowed under the Planning Code. Based on the shadow fan, the project would not result in any new shadow on any public park or open space.

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

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

³⁴ San Francisco Planning Department, *Shadow Fan, 2177 Third Street*, April 9, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

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

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

As part of the Eastern Neighborhoods adoption, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding recreation and open space. Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond providing the Recreation and Parks Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. This funding is being utilized for improvements and expansion to Garfield Square, South Park, Potrero Hill Recreation Center, Warm Water Cove Park, and Pier 70 Parks Shoreline within the Eastern Neighborhoods Plan area. The impact fees and the 2012 San Francisco Clean and Safe Neighborhood Parks Bond are funding measures similar to that described in PEIR Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities.

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where proposed new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Two of these open spaces, Daggett Park and at 17th and Folsom, are set to open in 2015 and 2016, respectively. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to "Transportation" section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

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

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

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

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2010 Urban Water Management Plan (UWMP) in June 2011. The UWMP update includes City-wide demand projections to the year 2035, compares available water supplies to meet demand and presents water demand management measures to reduce long-term water demand. Additionally, the UWMP update includes a discussion of the conservation requirement set forth in Senate Bill 7 passed in November 2009 mandating a statewide 20% reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Eastern Neighborhoods Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
11. PUBLIC SERVICES—Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
12. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is located within Central Waterfront Plan Area of the Eastern Neighborhoods Area Plan and therefore, does not support habitat for any candidate, sensitive or special status species. As such, implementation of the proposed project would not result in significant impacts to biological resources not identified in the Eastern Neighborhoods PEIR.

Eleven street trees currently exist along the Third Street frontage of the project site. As part of the proposed project, a total of five additional street trees would be planted – one along the Third Street frontage and four along the 19th Street frontage.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

A geotechnical investigation was prepared for the proposed project.³⁵ According to the geotechnical investigation, the site is underlain by approximately 15 to 35 feet of heterogeneous fill overlying native deposits. Based on the borings drilled at the project site, bedrock underlies a portion of the site (three of the four recently drilled borings indicate this) at depths ranging from about 15 to 25 feet, although it was not encountered in one of the borings to the maximum depth explored (51.5 feet). Generally, the fill thickness and depth to bedrock increases moving across the site from west to east. Groundwater was

35 H. Allen Gruen, *Geotechnical Investigation, Planned Development at 2177 3rd Street, San Francisco, California*, October 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

encountered at depths ranging from about 19 to 23 feet below the ground surface. The report noted that primary geological considerations for the project are providing adequate foundation support, supporting temporary slopes and adjacent improvements, and seismic shaking and related effects during earthquakes (the northeast portion of the site lies within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco). The geotechnical investigation recommended the proposed structure be supported on a drilled pier or driven pile foundation and concluded that the site is suitable to support the proposed project, provided that recommendations presented therein are incorporated into the design and construction of the project. Subsequent to the publication of the geotechnical investigation, a follow-up memorandum was prepared by the geotechnical engineer that clarified that the foundation system would likely consist of drilled, case-in-place, reinforced concrete piers.³⁶ The depth, diameter, and spacing of the piers would be dependent on the structure design; however, the memorandum estimated that the piers would have an average length of approximately 40 feet bgs, with about 18 inches in diameter, and be spaced along bearing walls at a distance of about 8 feet.

The project is required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. DBI will review the project-specific geotechnical report during its review of the building permit for the project. In addition, DBI may require additional site specific soils report(s) through the building permit application process, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards. It is noted that the northeast corner of the project site lies within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco; hence the site has some risk for liquefaction and consequently, for seismically induced lateral spreading. However, conformity with the San Francisco Building Code, as overseen by DBI, would address this issue and result in a less-than-significant impact related to liquefaction potential.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

³⁶ H. Allen Gruen, *Geotechnical Consultation, Anticipated Foundations, Proposed Development at 2177 3rd Street, San Francisco, California*, October 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

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

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

The project site is fully developed and currently contains two two-story buildings containing warehouse/office uses, separated by parking areas. The site's topography is generally flat. The proposed project would cover the entire project site; however, given the existing extent of impervious surfaces on the project site, it would not be expected to result in an increase in impervious surfaces on-site. The project would provide approximately 6,000 sf of common open space on the podium level (within three separate areas), plus approximately 2,500 sf of common open space on the roof deck. While some of the proposed open space would not be covered with vegetation (and would be impervious), it is expected that some of the open space would include ornamental vegetation, which would incrementally reduce surface

stormwater runoff from the project site. Overall, it is expected that the proposed project would result in similar or a slight net decrease in impervious surfaces, as compared to the existing on-site conditions. Moreover, the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans. The EN PEIR found that the rezoning and community plans could slightly decrease the volume of stormwater runoff discharged to the combined sewer system since, on the whole, the plans would result in a net increase in pervious surfaces through the addition of open space in individual projects. While any increase in pervious surfaces at the project site would be incremental, the proposed project would nevertheless not be expected to result in any increases in stormwater runoff. Hence, it would result in a less than significant impact related to any increases in stormwater runoff.

Therefore, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR.

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

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

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PIER include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1, Hazardous Building Materials, as outlined below, would reduce effects to a less-than-significant level. Because the proposed development includes demolition of existing on-site buildings, Mitigation Measure L-1 would apply to the proposed project and is listed in the Mitigation Measures section, of page 57 of this checklist, as Project Mitigation Measure 4.

Soil and Groundwater Contamination

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways or underground storage tanks. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, mitigation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater within Eastern Neighborhoods Plan area are subject to this ordinance.

Project construction would include excavation that would range between approximately 21 feet below ground surface (bgs) at the western edge of the property to approximately 13 feet bgs at the eastern edge of the property. Based on the preliminary geotechnical analysis conducted for the proposed project (as discussed in Section 13, Geology and Soils), the proposed structure be supported on a drilled pier or driven pile foundation.³⁷ However, a subsequent memorandum that was prepared by the geotechnical engineer clarified that the foundation system would likely consist of drilled, case-in-place, reinforced

37 H. Allen Gruen, Geotechnical Investigation, Planned Development at 2177 3rd Street, San Francisco, California, October 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

concrete piers.³⁸ Based on this memorandum, pile driving would not be required to accommodate the proposed project and the foundation system would likely consist of drilled, cast-in-place, reinforced concrete piers (approximately 40 feet in length). Hence, while soil removal would extend to a maximum depth of approximately 21 feet bgs, maximum site disturbance (via drilling) would be to a depth of approximately 40 feet bgs.

In addition, the project site was previously zoned for industrial uses. Therefore, the proposed project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and an Environmental Site Assessment Report (Phase I ESA) has been prepared to assess the potential for site contamination.^{39,40} The finding of the Phase I ESA are discussed below.

According to the Phase I ESA, in 1900, the project site contained a two-story 'tenement' in the northwest quadrant of the parcel and a 'saloon' with two attached residences on the southeast quadrant. In 1914, these structures were replaced with a 2,500 sf 'boat building materials storage' structure at the southwest corner of the parcel. Between 1914 and 1938, the southern half of the site operated as a fuel depot, containing gasoline tanks, an oil storage warehouse, and an 'oil pump house.' The northern half of the property was undeveloped during this time, until the mid-1940's, when a gas station was constructed in this portion of the site, containing underground fuel gasoline and diesel storage tanks. In 1950, the site contained five small warehouse/office buildings and vertical storage tanks on the southern half of the parcel, and a gas station building and one other small office/storage building on the northern half. These structures were removed over the years, and the site was completely cleared by 1986 to accommodate the existing two buildings.⁴¹ The Phase I ESA notes that the area surrounding the project site was dominated by industrial facilities from at least 1900 until 2007, including a ship yard, a fuel depot, service stations, and a scrap metal yard. Around 2007, residential buildings began to be constructed nearby (in the Mission Bay area to the north).

38 H. Allen Gruen, *Geotechnical Consultation, Anticipated Foundations, Proposed Development at 2177 3rd Street, San Francisco, California*, October 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

39 RGA Environmental, *Environmental Site Assessment Report, Commercial Building 2177 3rd Street, San Francisco, California* (RGA Project Number: MGCI 33337), July 25, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

40 *Maher Ordinance Application, 2177 Third Street*. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

41 Three underground diesel tanks, four underground gasoline tanks, and one underground waste oil tank were removed in 1986, initiating a Leaking Underground Storage Tank case under the jurisdiction of the City's Local Oversight Program'. This case was formally closed in June 1996, with a determination that no significant soil or groundwater contamination was present at the tank sites.

Based on the Phase I ESA, the project site is listed in two regulatory databases. There is one listing related to the project site in the Leaking Underground Storage Tank database, which documents removal of eight underground fuel storage tanks from the site under agency supervision (as discussed in footnote 41), and one listing related to the project site in the ENVIROSTOR database, which documents hazardous waste generator information. While the tank removal case is a historical recognized environmental condition for the property, neither the former underground fuel storage tanks on-site nor the presence of the photo processing facility (associated with the hazardous waste generator listing) are considered to be current recognized environmental conditions for the property. The report does note, however, that there is a potential for subsurface petroleum hydrocarbon and metal contamination to be present beneath the parcel due to past industrial uses. While they are not identified as recognized environmental conditions, they nevertheless represent environmental concerns that may entail future liability for cleanup or mitigation.

Since the submittal of the Maher Application to SFDPH, the project sponsor has been in coordination with DPH staff regarding the preparation of a subsurface investigation work plan,⁴² a Site Mitigation Plan,⁴³ and a final project report that will be prepared at the completion of the Site Mitigation Plan.⁴⁴

Given that the proposed project would be required to remediate potential soil and groundwater contamination on site described above, as required by Article 22A of the Health Code, and that the project is currently enrolled in the Maher Program and is undergoing this process, it can be concluded that the implementation of the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR. Hence, any impacts related to subsurface soil and/or groundwater contamination would be less than significant.

Naturally Occurring Asbestos

Based upon mapping conducted by the U.S. Geological Survey (USGS), a small portion of the project site may be underlain by serpentine rock.⁴⁵ The proposed project would involve construction throughout the project site, potentially releasing serpentinite into the atmosphere. Serpentinite commonly contains naturally occurring chrysotile asbestos (NOA) or tremolite-actinolite, a fibrous mineral that can be hazardous to human health if airborne emissions are inhaled. In the absence of proper controls, NOA could become airborne during excavation and handling of excavated materials. On-site workers and the public could be exposed to airborne asbestos unless appropriate control measures are implemented. Although the California Air Resources Board (ARB) has not identified a safe exposure level for asbestos in residential areas, exposure to low levels of asbestos for short periods of time poses minimal risk.⁴⁶ To address health concerns from exposure to NOA, ARB enacted an Asbestos Airborne Toxic Control

42 Stephanie Cushing, SFDPH, letter to Mr. James Joyce (project sponsor) re: Development, 2177 03rd Street, SMED 1040, April 28, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

43 Stephanie Cushing, SFDPH, letter to Mr. James Joyce (project sponsor) re: Development, 2177 03rd Street, SMED 1040, June 26, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

44 Stephanie Cushing, SFDPH, letter to Mr. James Joyce (project sponsor) re: Development, 2177 03rd Street, SMED 1040, August 29, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

45 Harold Lewis & Associates Geotechnical Consultants, Foundation Investigation, *Proposed Mixed-Use Development, 1395 22nd Street and 790 Pennsylvania Avenue, San Francisco, California*, July 1, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784E.

46 California Air Resources Board, Fact Sheet #1 Health Information on Asbestos, 2002. Available online at: <http://www.arb.ca.gov/toxics/Asbestos/1health.pdf>. Accessed April 15, 2013.

Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations in July 2001. The requirements established by the Asbestos ATCM are contained in California Code of Regulations (CCR) Title 17, Section 93105,⁴⁷ and are enforced by the Bay Area Air Quality Management District (BAAQMD).

The Asbestos ATCM requires construction activities in areas where NOA is likely to be found to employ best available dust control measures. Additionally, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance in 2008 to reduce fugitive dust generated during construction activities. The requirements for dust control as identified in the Construction Dust Control Ordinance are as effective as the dust control measures identified in the Asbestos ATCM. Thus, the measures required in compliance with the Construction Dust Control Ordinance would protect the workers themselves as well as the public from fugitive dust that may also contain asbestos. The project sponsor would be required to comply with the Construction Dust Control Ordinance, which would ensure that significant exposure to NOA would not occur. Therefore, the proposed project would not result in a hazard to the public or environment from exposure to NOA.

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

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

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

⁴⁷ California Air Resources Board, Regulatory Advisory, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations, July 29, 2002.

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

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

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

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

MITIGATION MEASURES

The project sponsor has agreed to implement the following mitigation measures, which would reduce the significant impacts of the project to a less-than-significant level. The project sponsor has agreed to implement them.

CULTURAL AND PALEONTOLOGICAL RESOURCES***Project Mitigation Measure 1 – Archeological Testing (Mitigation Measure J-2 of the Eastern Neighborhoods PEIR)***

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

Consultation with Descendant Communities: On discovery of an archeological site⁴⁸ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative⁴⁹ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

48 By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

49 An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archaeologist.

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

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

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

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

archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain

possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

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

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

NOISE

Project Mitigation Measure 2 – Siting of Noise-Sensitive Uses (Mitigation Measure F-4 of the Eastern Neighborhoods PEIR)

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

Project Mitigation Measure 3 – Open Space in Noisy Environments (Mitigation Measure F-6 of the Eastern Neighborhoods PEIR)

To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open

space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

HAZARDOUS MATERIALS

Project Mitigation Measure 4 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods FEIR)

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.

IMPROVEMENT MEASURES

The following improvement measures would reduce impacts of the proposed project that have been found to be less than significant. The project sponsor has agreed to implement them.

TRANSPORTATION

Project Improvement Measure 1 - Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips^{50, 51}

The project sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single-occupancy vehicle (SOV) trips 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 project sponsor has agreed to implement the following TDM measures:

Transportation and Trip Planning Information:

- *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.

⁵⁰ Project Improvement Measure 1 – Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips was revised subsequent to the publication of the Transportation Impact Study. Revisions to this improvement measure are reflected in this document and, based on a memorandum prepared by the Planning Department, would not result in substantial changes with respect to any of the transportation impacts discussed herein. This memorandum is referenced in the following footnote.

⁵¹ Christopher Espiritu, San Francisco Planning Department, Memorandum to Tania Sheyner, San Francisco Planning Department, Revisions to Improvement Measure I-TR-1 (Case No. 2014.0784!), July 24, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0784!.

- *New-hire packet:* Provide a transportation insert in the new-hire 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 new-hire 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.
- *Posted and real-time information:* A local map and real-time transit information could be installed on-site in a prominent and visible location, such as within a building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors. Real-time transit information via NextMuni and/or regional transit data should be displayed on a digital screen.
- *Current transportation resources:* Maintain an available supply of Muni maps, San Francisco Bicycle and Pedestrian maps, schedules, information and updates.

Project Improvement Measure 2 - Queue Abatement Condition of Approval

It shall be the responsibility of the owner/operator of the project parking garage to ensure that recurring vehicle queues do not occur on the public right-of-way (19th Street). 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 a recurring queue occurs, the owner/operator of the parking garage shall employ abatement methods as needed to abate the queue. 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; use of valet parking or other space-efficient parking techniques; or travel demand management strategies such as additional bicycle 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.

Project Improvement Measure 3 - Construction Management

Traffic Control Plan for Construction: As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and autos at the project site, the contractor shall add certain measures to the required traffic control plan for project construction. In addition to the requirements for a construction traffic control/management plan, the project shall include the following measures.

- *Non-peak Construction Traffic Hours:* To minimize the construction-related disruption of the general traffic flow on adjacent streets during the AM and PM peak periods, truck

movements and deliveries should be limited during peak hours (generally 7:00 to 9:00 AM and 4:00 to 6:00 PM, or other times, as determined by SFMTA and its Transportation Advisory Staff Committee [TASC]).

- *Carpool and Transit Access for Construction Workers:* To minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit access to the project site by construction workers in the Construction Management Plan.
- *Project Construction Updates for Adjacent Businesses and Residents:* To minimize construction impacts on access for nearby institutions and businesses, the Project Sponsor shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including a project construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures.

**PROJECT SPONSOR'S SUBMITTAL IN SUPPORT OF
LARGE PROJECT AUTHORIZATION
(PLANNING CODE SECTION 329)**

For

Property Located at 2177 Third Street

Block 412, Lots 003 and 003B

Project Sponsor:

M. Gaehwiler Construction, Inc.

Planning Department Case No. 2013.0784U

Hearing Date: January 14, 2016

Attorneys for Project Sponsor:

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2177 Third Street, San Francisco

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2177 Third Street, San Francisco

M. Gaehwiler Construction, Inc. (the “Project Sponsor”) is the owner of the property located at 2177 Third Street (the “Property”). The Property is located at the corner of Third Street and 19th Street. The Project Sponsor proposes to demolish two vacant 1.5 story buildings and construct a mixed-use building with commercial uses on the ground floor facing Third Street, 109 residential units, and accessory parking spaces in a basement garage (the “Project”).

A. THE PROJECT WILL PROVIDE SIGNIFICANT BENEFITS FOR THE COMMUNITY.

The proposed Project:

1. Will provide 18% onsite BMR units (20 affordable units).

Onsite below market rate units will provide 20 affordable housing units which will provide housing opportunities for employees in nearby employment centers such as UCSF, Mission Bay, and South of Market.

2. Is supported by Dogpatch Neighborhood Association.

The Project Sponsor conducted early outreach and consultation with the neighborhood that has produced a Project that enjoys strong support from the neighbors. Please see the attached letter of support from Dogpatch Neighborhood Association (“DNA”) dated April 28, 2015. Also attached are a letter from Gary Gee, Project Sponsor team architect, to DNA dated February 13, 2015 detailing project design revisions requested by DNA, and the Dogpatch Neighborhood Association Meeting Agenda dated May 13, 2014, documenting the Project’s first presentation to DNA.

3. Will provide in excess of \$1.5 Million in impact fees for community benefits.

Community benefits from the Project will include funding by the Project Sponsor for transit improvements, education, and infrastructure improvements in the neighborhood.

4. Superior design created by the outstanding international architectural firm of Woods Bagot will provide a new landmark for the neighborhood.

Conveniently located on the Third Street transit corridor between Mission Bay and the Pier 70 development zone, the 109-unit development will enjoy nearby access to Agua Vista Park and the Mission Bay Waterfront, ample neighborhood amenities and businesses and easy connections to regional hubs. 2177 Third Street will be both a landmark and a link for the neighborhood. The proposed Project aims to complement the distinctive historic industrial

buildings that define the area while also providing transparency and physical connections that contribute to the neighborhood's growth as a dynamic, walkable neighborhood.

The design of the seven-story building highlights connectivity and community throughout. Sliding glass doors enclosing the retail space will fully open to the street. Within the one- and two-bedroom units, set back columns and sliding internal walls allow the residences to enjoy unobstructed and plentiful natural light. A series of common gardens linked by wooden boardwalks and sloped decks as well as a rooftop terrace provide residents with outdoor environments for connecting and gathering while also contributing to the development's on-site water management.

A modularized facade system incorporating framed balconies, sliding glass doors and operable windows is central to the building's livability and energy performance. Composed of bronze colored aluminum and clear high-performance glass, the facade reflects the rich materials of the neighborhood's historic buildings and introduces a play of light and shadow throughout the day. Horizontal and vertical sunshades, which vary in depth according to their sun orientation, reduce energy use by tempering heat gain while allowing daylight in.

B. SITE INFORMATION

Street Address:	2177 Third Street
Cross Street:	19 th Street
Assessor's Block/Lot:	Block 412, Lots 003 and 003B
Zoning District:	Urban Mixed Use (UMU)
Other Planning Areas:	Eastern Neighborhoods Plan Area, Central Waterfront
Height/Bulk District:	68-X
Lot Area:	29,438 square feet
Lot Dimensions:	"L" shaped – see attached Site plan.

C. EXISTING SITE AND SURROUNDING AREA CONDITIONS

The Property is located in the Central Waterfront area and was rezoned by the Eastern Neighborhoods Plan to the Urban Mixed Use ("UMU") Zoning District and 68-X height and bulk district. The Property consists of two 1.5 story vacant buildings and a surface parking lot. The other properties that are located on the Project block are mixed-use and multi-unit residential buildings.

D. PROJECT SUMMARY

Proposed use:	Mixed-use: ground floor commercial, residential on upper floors, underground parking garage.	
Residential units:	109 residential units: 44 two-bedroom units (40% of total units) and 65 one-bedroom units	
Residential Open Space:	Required Common Open Space:	8,720 sq. ft.
	Provided Common Open Space:	9,519 sq. ft. as follows: 7,019 sq. ft. at podium level and 2,500 sq. ft at roof.
Commercial space:	Ground Floor: approximately 3,298 square feet	
Parking spaces:	89 residential parking spaces (0.81 to 1 ¹), 2 commercial parking spaces, 2 service vehicle spaces, 1 car share, 1 electric charging station	
Bicycle Parking:	102 class 1 spaces and 9 class 2 spaces.	
Number of Stories:	7 stories (68 ft.) plus basement garage (2 levels).	
Lot Size:	Approximately 29,438 square feet.	
Building Area:	Residential Units:	98,668 SF
	Residential Commons:	2,895 SF
	Tenant Storage:	6,058 SF
	Corridor at Roof:	307 SF
	Commercial Retail:	3,298 SF
	Accessory Parking:	37,157 SF
	Bicycle Parking:	1,395 SF
	Building Services:	7,591 SF
	Stairs/Elevators:	1,004 SF
	<u>Other:</u>	<u>26,351 SF</u>
	TOTAL AREA:	182,724 SF

E. DESCRIPTION OF THE PROPOSED PROJECT

The Project would construct approximately 3,298 square feet of commercial space on the ground floor, 109 residential units, 89 residential parking spaces, 2 commercial parking spaces underground, and two service vehicle spaces on street grade at 19th Street. Forty-four of the 109

¹ Pursuant to Planning Code Section 151.1, in the UMU Zoning District, residential parking is principally permitted at .75/unit. An additional 0.06 spaces/unit (7 spaces) are necessary for families living in the 44 two-bedroom units. The two commercial parking spaces are computed at 1 space per 1,500 square feet of commercial space.

units will be two-bedroom units. The building will have a total of approximately 182,724 gross square feet of space and will be 68 feet tall.

The Project will provide active commercial uses and much needed housing on a site that has been underutilized for many years, thereby contributing to neighborhood vitality, neighborhood jobs, and increased security for pedestrians. The Project will also provide publicly-accessible open space, and will provide aesthetically pleasing improvements on the site.

Section 134 of the Planning Code requires a rear yard in UMU districts consisting of 25% of a lot's depth at the first story containing a dwelling unit and above. Since the Project's first residential story is the second floor, the Project provides inter-connecting courtyards for the residential open space, including 7,019 sq. ft. of common open space at the podium courtyard level. Other open areas include 2,568 sq. ft. of residential balconies. Common open space at the roof is 2,500 sq. ft. More open space is provided than is required by the Planning Code.

Pursuant to Section 134(f), a waiver of the rear yard requirement is permitted because the Project is located within the Eastern Neighborhoods Mixed Use District ("UMU"). The Project requires an exception to the rear yard requirement pursuant to Planning Code sections 134(f) and 329(d)(7), which allow a modification or waiver of the rear yard requirement if the conditions set forth in Section 134(f)(1-3) are met. As described below, all of the conditions are satisfied. The Project incorporates a massing break of 30 ft. in width along the Third Street frontage. The residential entrance has an external garden entryway accessible to Third Street.

F. EXCEPTIONS

1. COMPLIANCE WITH EXCEPTION CRITERIA FOR REAR YARDS (SECTION 134)

Section 134(f) of the Planning Code provides that the Commission may grant a modification or waiver of the rear yard requirement, provided that the following conditions are met:

A. Residential uses are included in the new or expanding development and a comparable amount of readily accessible usable open space is provided elsewhere on the lot or within the development.

The Project is primarily a residential development. The lot is irregularly "L" shaped. A rear yard consisting of 25% of the depth of the Property would create approximately 7,302 square feet of usable open space. The Project provides a comparable amount of usable open space, 7,371 square feet, through the use of connecting interior courtyards and 2,500 sq. ft. for a common area roof deck.

B. The proposed new or expanding structure will not significantly impede the access to light and air from adjacent properties.

The adjacent 7 story residential building to the north is built several feet away from the lot line. The eastern interior lot line borders a parking lot. The western and ½ of the southern lot lines are on the Third Street and 19th Street frontages. Thus, granting the exception will have no affect on the adjacent properties' access to light and air.

C. The proposed new or expanding structure will not adversely affect the interior block open space formed by the rear yards of adjacent properties.

There is no interior block open space. To the east is an "L" shaped lot fronting on Illinois Street that is currently vacant. To the north, a 7-story residential building does not provide a conventional rear yard.

2. EXPOSURE REQUIREMENTS (SECTION 140)

It would be extremely difficult to make alterations to the structure so that each dwelling unit would comply with Section 140 without eliminating a significant amount of livable space. Interconnecting courtyards have been developed to reduce the overall apparent mass of the Project and bring it into line with the mixed-use character of the neighborhood. The courtyards provide ample air and light and ensure that the units exceed the minimum exposure requirements established by the San Francisco Building Code.

Strict enforcement of the Planning Code would adversely impact the overall design scheme, preclude the proposed density, and reduce the number of units. To disallow the applicant to build the Project in the manner proposed would be an unnecessary hardship with no compensating public benefit. Literal enforcement of the code would eliminate residential units at every level.

Granting this exception is the best and most feasible manner by which the owner of the subject property may enjoy the right to enjoy the full use and benefit of the property that similarly situated property owners enjoy. The proposed exception is minor and deals solely with unit exposure to light, which is compensated for by a significant amount of outdoor space.

The building is compatible with the other buildings throughout the neighborhood and is substantially the same as or superior to other properties within the neighborhood in terms of unit exposure. The connecting bridges significantly reduce the mass and scale of the Project. This is only possible by providing interior courtyards. Aggregating the open space into a single large court would result in a far more visually massive building. The granting of the exception would allow the Property to be utilized in the most desirable manner and would improve the neighborhood quality and pedestrian safety.

The approval of this exception will not significantly change the existing physical character of the neighborhood, as it represents only a minor variation in exposure. Further, it will not adversely affect any other property. The effect will be insignificant.

The granting of this exception will have no negative impact on any properties or improvements in the neighborhood. The proposed building will benefit the adjacent properties by

providing significantly reduced massing. The granting of the exception will allow the Project Sponsor to improve the open space, natural light, and ventilation for the occupants of the building without any loss of dwelling units. The Project will result in an improvement to the neighborhood by augmenting the residential use and safety on the block.

The exception will provide a public benefit to the neighbors and has been specifically designed to be sensitive to the neighbors. There is a public benefit, and no detriment to providing the unit exposure as proposed.

This Project advances the policies of the Master Plan and the Planning Code. It provides 18% onsite Below Market Rate housing in a mixed-use neighborhood in accordance with Master Plan policies.

Planning Code Section 101.1 establishes eight priority planning policies and requires review of applications for consistency with said policies. Review of the relevant priority planning policies demonstrates that:

(a) The proposed Project will be in keeping with the existing housing and neighborhood character; and

(b) The proposed Project will have a beneficial effect on the City's supply of affordable housing, preparedness to protect against injury and loss of life in an earthquake, and commercial activity.

Objective 12 of the Housing Element of the General Plan is "Provide a Quality Living Environment." The exception would allow the Project Sponsor to fully utilize the Property. Policy 5 of Objective 12 explains that land use should be appropriate in scale. The proposed Project respects the scale, privacy, light, air, and views of adjacent properties.

The project advances Housing Element Policies 11.5 and 11.8 which provide as follows: Policy 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character. The residential use will enhance the neighborhood character.

G. SECTION 329 DESIGN REVIEW ELEMENTS

Section 329(c)(1-9) of the Planning Code lists a number of physical design elements that the Commission is to consider during a 329 review hearing. These elements include:

1. Overall building massing and scale.

The Project's mass and scale will be consistent with other mixed-use buildings in the surrounding area. A seven-story residential building with commercial uses on the ground floor and residential uses on the upper floors is under construction on the adjacent lot fronting Third Street.

2. Architectural treatments, faced design and building materials.

The architectural style and façade of the Project is an appropriate, contemporary design that is consistent with other newer developments in the area. The building materials used are well within current construction standards and requirements.

- 3. 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 areas.**

The Planning Code does not require any setback or rear yard on the ground floor of the Project. The ground floor will be primarily commercial space – an “active use” consistent with the requirement of Planning Code Section 145.1(c)(3)(B). The pedestrian entry is located on Third Street, and the garage entry ramp is located on 19th Street.

- 4. 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.**

All required open space will be provided on-site. 9,519 square feet of open space (fulfilling the open space requirement for 109 dwelling units) will be provided by 7,019 sq. ft. of courtyard commons and a common area roof deck of 2,500 sq. ft. Another 15 square feet of public open space is provided on Third Street adjacent to the building north egress stair adjacent to the Third Street sidewalk.

- 5. 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 street frontage of the Property on 19th Street is less than 200 feet in length and is therefore not subject to Sections 270.1 and 270.2. The Project’s street frontage on Third Street provides appropriate building articulation and mass reduction through the use of a connecting bridge that allows the building to be split into thirds.

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

In accordance with Section 143 of the Code, street trees will be planted along the sidewalks adjacent to the Property. The Project also includes the planting of trees within the publicly-accessible areas along Third Street. Adequate lighting will be provided along both Third Street and 19th Street.

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

The Project will not impact street circulation. No alleys exist at or adjacent to the Property.

8. Bulk limits.

The Property has been rezoned to a 68-X height and bulk district, and the Project complies with the requirements of this district.

H. PRIORITY MASTER PLAN POLICIES FINDINGS

Planning Code Section 101.1 establishes the following eight priority planning policies and requires review of permits for consistency with said policies. The Project is consistent with each of these policies as follows:

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

The Project would create 3,298 square feet of new retail space on its ground floor. This will significantly enhance the neighborhood-serving retail uses in the surrounding area, which currently has limited retail services. Increased retail space allows for increased employment and ownership opportunities for local residents.

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

Neither housing nor businesses will be removed as a result of the Project. One hundred nine new dwelling units and 3,298 square feet of retail space will be created. This will help preserve the cultural and economic diversity of the neighborhood by giving residents more options for housing and more economic opportunities. The Project will expand the positive aspects of the neighborhood.

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

The Project will provide 18% BMR units onsite. The Project will create 109 new dwelling units and 40% of those units will consist of 2-bedroom units – giving families more housing options, which is the intent of the UMU district outlined in Planning Code section 843 and included in Objective 2.3 and Policy 2.3.3 of the Central Waterfront Housing Element.

- 4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking.**

The Project is located within 0.1 miles of the Mariposa Station of the Third Street light rail line. Residents or employees may therefore use public transit and reduce the likelihood that commuter traffic will significantly increase. Indeed, locating housing units near public transit directly supports Policy 2.1 of the Transportation Element and Policy 1.1 of the Housing Element of the General Plan. In addition, the Project will not overburden the on-street

neighborhood parking space – it will provide its own underground parking garage for Project residents.

5. **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.**

No industrial or service sector uses will be removed by the Project, and the Project does not propose any office development. The Project's new retail space will create employment opportunities for those in the surrounding neighborhood.

6. **That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.**

The Project will conform to the structural and seismic requirements of the San Francisco Building Code.

7. **That landmarks and historic buildings be preserved.**

The Project will not have any impacts on landmarks or historic buildings.

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

The Property is not near any parks or public open space, and will therefore have no affect on access to sunlight or vistas.

I. CONCLUSION

The Project satisfies all of the criteria of the Planning Code and the Master Plan for approval of a Large Project Authorization. The Project will include 18% below market rate units onsite and more than \$1.5 Million in impact fees for funding of community benefits including transit improvements, education, and infrastructure improvements. The proposal is located on a transit corridor and furthers the objectives and policies of the Master Plan by promoting the use of public transit to reach nearby employment centers in downtown, South of Market, UCSF, and Mission Bay. The outstanding international architectural firm of Woods Bagot has created a superior design. The Project is fully supported by the Dogpatch Neighborhood Association, as indicated by its letter of support attached. Accordingly, we respectfully request that the Planning Commission approve the Project.

Respectfully submitted,

REUBEN, JUNIUS & ROSE, LLP

Dated: Dec. 18, 2015

By: 

David Silverman
Attorneys for M. Gaehwiler
Construction, Inc.



April 28, 2015

Re: M. Gaehwiler Construction, Inc. proposal, 2177 Third St. & 19 St. Dogpatch

The Dogpatch Neighborhood Association (DNA) voted at our February 2015 meeting, to support the residential/mixed use/development proposal (UMU zoning) by MAG Management.

The DNA met with the developer team 3 times- July and Nov. 2014 and Feb. 2015 to discuss design, exterior materials, street/sidewalkscape, mixed use on street level, parking, bike parking, car share, sustainable building/maintenance and general likes/dislikes/issues within the neighborhood. The developer has a 2 foot setback from the property line on Third, and agreed to enhance the public aspect of the Third St. façade by adding benches recessed into the entryway in a "reverse parklet" so that passersby could have a respite from the noisy and heavy vehicle traffic on Third St. They now show that on the latest renderings.

The sponsor and architect have responded to our many concerns and comments. Though they did not include 3 bedroom units, they are including the 16% BMR on-site which we really want. There are providing 109 residential units- 40% 2 bdrm. and 60% 1 bdrm. which we think is a fair breakdown of units, usable roof open space for residents' need for relaxing and getting light and air and a rooftop dog walking/dog "bathroom" area, 102 Class 1 and 5 Class 2 bike storage spaces in the secure garage.

We look forward to working with the planning/building dept. and the developer team as they move forward into final details and construction and anticipate this to be a positive addition to the neighborhood.

If any changes are made to this plan or if it is sold to another developer DNA requests to see any changes proposed, and reserves the right to withdraw its support for the project.

Sincerely,

Janet Carpinelli
President



Architecture/Planning/Interiors

98 Brady Street, #8 San Francisco, CA 94103-1239

Tel: 415/863-8881 Fax: 415/863-8879 www.garygee.com

February 13, 2015

Janet Carpinelli, President
Dogpatch Neighborhood Association
1459 18th Street, #227
San Francisco, CA 94107

RE: 2177 3rd Street, San Francisco, CA

Dear Janet:

Thank you for the opportunity to present our project design revisions to the Dogpatch Neighborhood Association on Tuesday, February 10, 2015. This letter is to confirm those items discussed during our presentation:

1. DNA asked if the bench seating area in front of the residential open area be recessed a few inward away from the street property line. This will create a more recessed and intimate seating area that would not be located at the edge of the sidewalk.
2. DNA asked if the design team can look reducing the reflectivity of the façade surfaces along the street façade. The architectural rendering show glass surfaces and clear glass balcony railings. There was a concern that too many of these surfaces may appear reflective.
3. DNA suggested the project sponsor contact the adjacent property owners to use their lots for staging during construction. There was concern the staging of construction would be disruptive to the traffic in the area, and staging from the adjacent empty lots would minimize the construction impact to the street and neighborhood.
4. DNA voted to approve this project at the end of our presentation.

We appreciate the comments and concerns expressed by your members.

Very truly your,

Gary Gee, AIA

cc: Marty Gaehwiler
James Joyce
David Silverman, Reuben, Junius & Rose
John Britton, Woods Bagot
Guion Childress, Woods Bagot



DOGPATCH NEIGHBORHOOD ASSOCIATION (DNA) MEETING
May 13, 2014, Tues. 7:00pm-9:00pm, 654 Minnesota St./19th St.

AGENDA

- 7:00 – 7:05 PM (5) Welcome, announcements
- 7:05 – 7:10 PM (5) Pier 70 /Forest City November Ballot, Jack Sylvan, 415-836-5980
- 7:10 – 7:25 PM (15) SPARC Medical MJ Grow Facility proposed in Dogpatch, Robert Jacob, Executive Director, robertj@sparcsf.org, 707 537 5800
- 7:25– 7:40 PM (15) CalTrain bridges at 22nd and 23rd St replacement, Brent Tietjen, Public Affairs Specialist SamTrans | Caltrain | TA, Office of Public Affairs, 650-508-6495, tietjenb@samtrans.com
- 7:40 – 7:55 PM (15) Assessor Carmen Chu, 415-554-5502, 1 Dr. Carlton B. Goodlett Place
- 7:55 – 8:15 PM (20) 815 Tennessee proposed development update, ROEM Development Corporation, Mark Pilarczyk, [408.984.5600](tel:408.984.5600) x 30, mpilarczyk@roemcorp.com
- 8:15 – 8:35 PM (20) Corovan Site 16th /17th Sts. proposed new development, Walden Development LLC Josh Smith, jsmith@waldendevlopment.com (650) 348-3232
- 8:35 – 8:55 PM (20) 2177 Third St. proposed new development, Corner of 3rd & 19th, Martin Gaehwiler, Jr., M. Gaehwiler Construction, Inc., 415-550-0300 ext 25, lanaml@gaehwiler.com
- 9:00 PM Adjourn

There are many "Dogpatch improvement" ideas and projects, new and ongoing in the neighborhood. We need your energy and help to make them happen: Street lighting, green spaces, schools, safety, development, playgrounds. We need your financial support to help us help the neighborhood! Pay dues and vote your voice.

Next DNA meeting Tues., June 10, 2014

KEEP IN TOUCH AT mydogpatch.org

Membership Form mail to DNA: 1459 18th St. Box 227, SF CA 9410, Or Pay Online at mydogpatch.org

(circle one) Individual: \$25.00 Household/Business: \$35.00 Best Friend: \$50.00 Top Dog: \$100.00

Join us! We need you and your membership dues to help us help the neighborhood. Serving the Dogpatch neighborhood for over 15 years. See the DNA info. sheet/membership form on the website: mydogpatch.org

Name: _____

Address: _____

Email: _____

Phone Day: _____ Phone Eve: _____

2177 3RD STREET SAN FRANCISCO, CALIFORNIA

SF PLANNING DEPARTMENT - DECEMBER 22, 2015

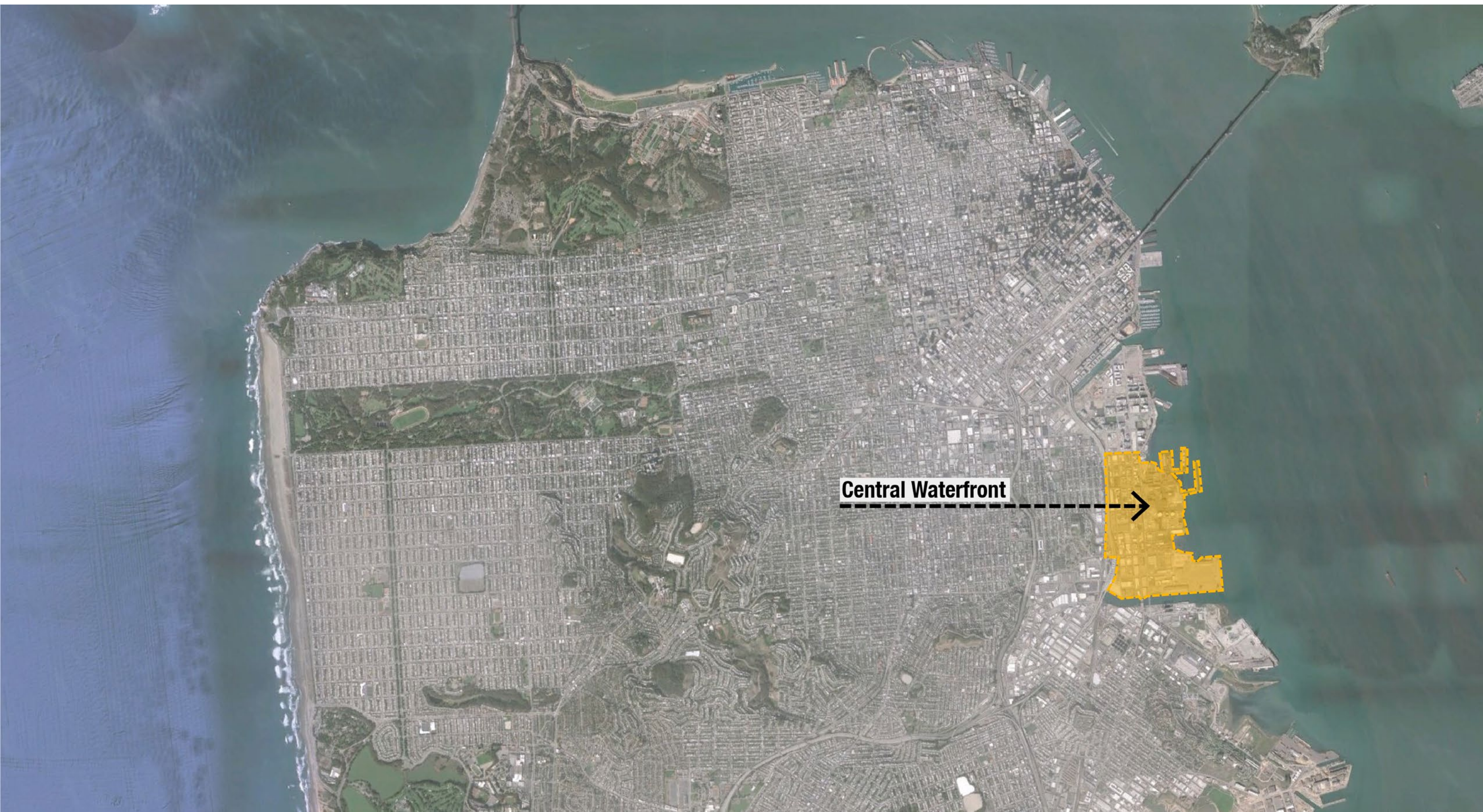


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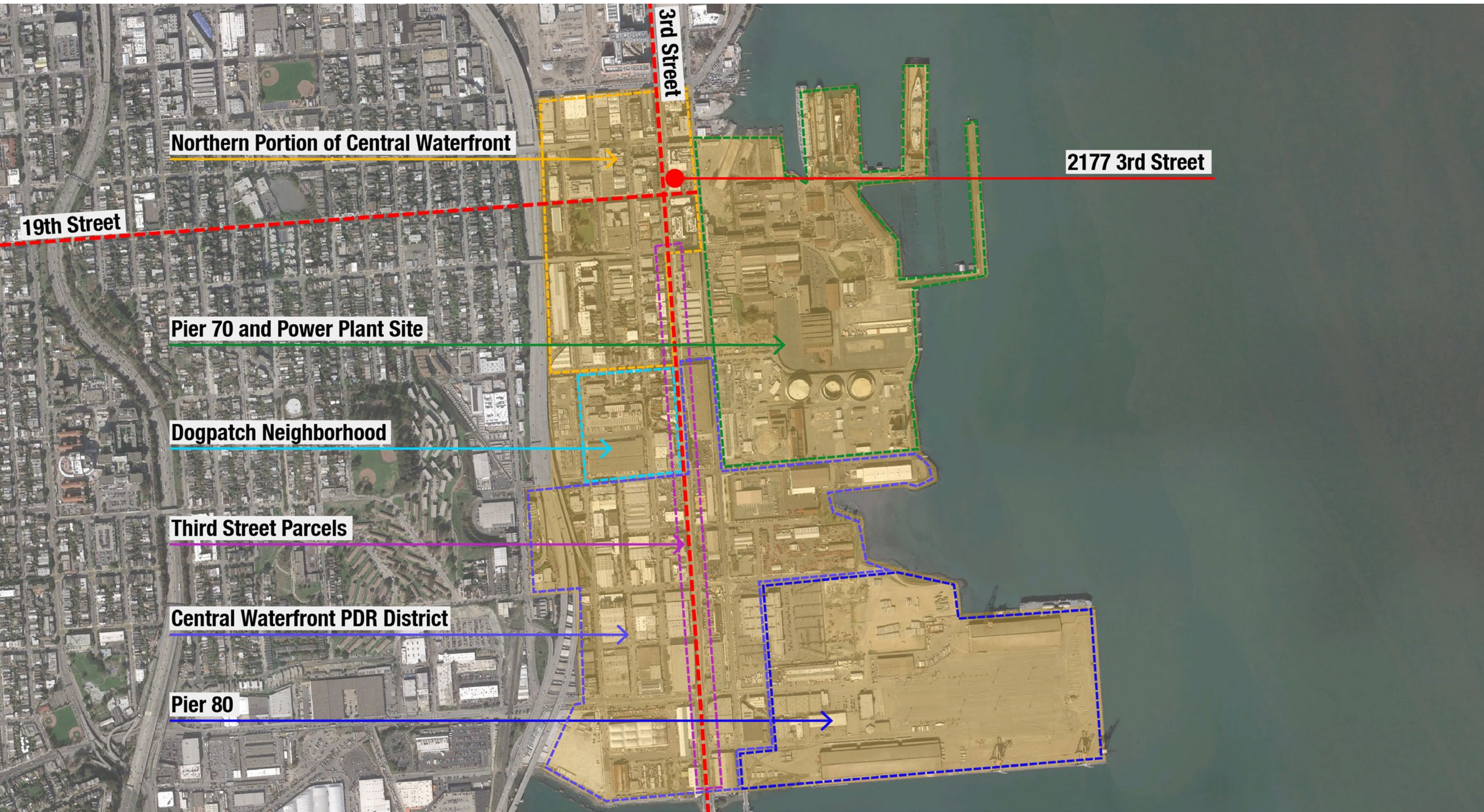
SITE ANALYSIS

00 SITE ANALYSIS - EXISTING AERIAL

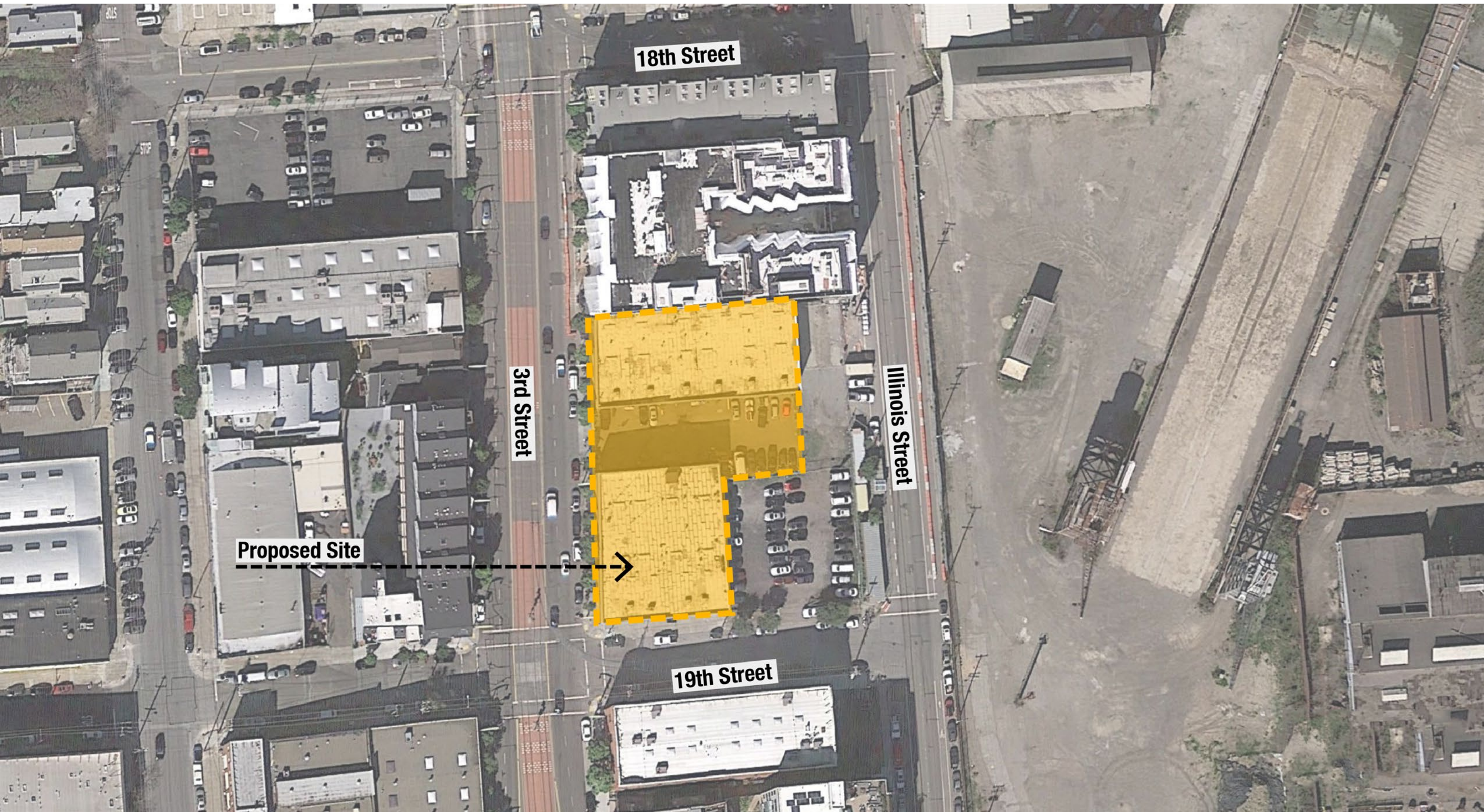


Central Waterfront

00 SITE ANALYSIS - NEIGHBORHOOD CONTEXT AERIAL



00 SITE ANALYSIS - NEIGHBORHOOD CONTEXT AERIAL



00

SITE ANALYSIS - EXISTING BUILDINGS

580-590 19th Street

Year Built: 1987

Construction: Painted Concrete Masonry

Owner: M. Gaehwiler Construction, Inc

Stories: 1

2131-2181 3rd Street

Year Built: 1987

Construction: Painted Concrete Masonry

Owner: M. Gaehwiler Construction, Inc

Stories: 1



00 SITE ANALYSIS - 3RD STREET EAST ELEVATION - 18TH -19TH STREET



Aqua Vista

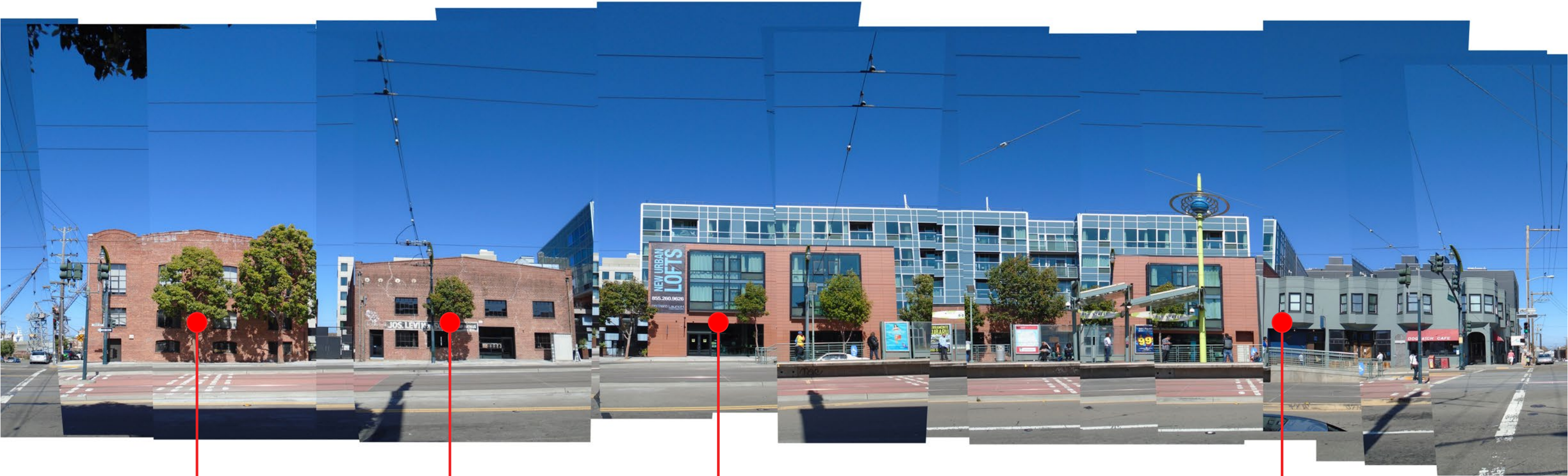
The Gantry

2131-2181 3rd Street

580-590 19th Street



00 SITE ANALYSIS - 3RD STREET EAST ELEVATION - 19TH -20TH STREET



555 19th Street

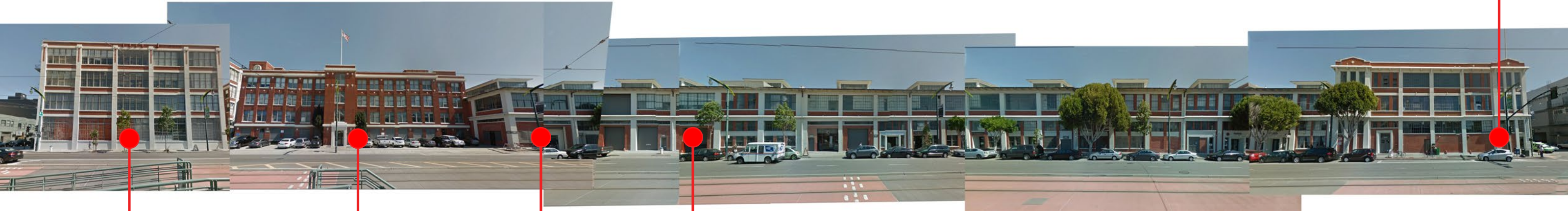
2225 3rd Street

Potrero Launch

Dogpatch Cafe



00 SITE ANALYSIS - 3RD STREET EAST ELEVATION - 20TH -22nd STREET



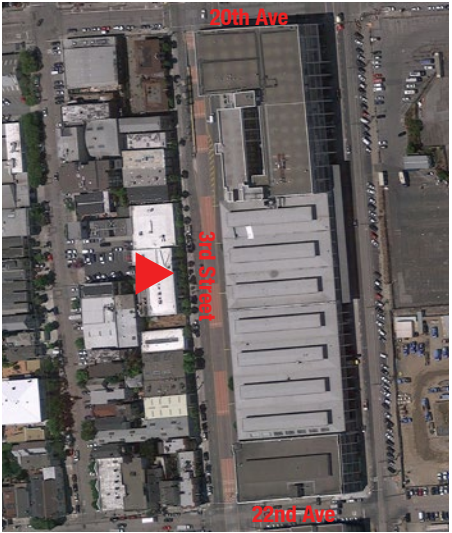
2325 3rd Street

2339 3rd Street

2345 3rd Street

2405 3rd Street

2495 3rd Street



00 SITE ANALYSIS - PROJECT SITE



01

PROJECT DESIGN

01

PROJECT DESIGN - PROJECT DESCRIPTION



Project Location:	Block 412, Lots 3 &3B		
Proposed Use:	7-Story Mixed Use Building: 5 to 7 Stories of Residential Units; Ground Level Commercial Retail Space Facing 3rd Street; 2 Basement Levels Private Parking Garage		
Zoning:	UMU 68-X Height and Bulk District		
Building Height:	Proposed 68’-0”		
Number of Units:	109 Units: 44 2 Bedrooms (40%) + 65 1 Bedrooms (60%)		
Unit Size:	Typical 1 Bedroom: 750 SF Typical 2 Bedroom: 1,100 SF		
Parking Provided:	89 Residential + 2 Commercial = 91 Total Additional 2 Service Vehicle Stalls Provided Additional 1 Car Share Parking Stall Provided Additional 1 Electric Charging Station Provided		
Bicycle Parking:	102 Class 1 Spaces Provided + 9 Class 2 Spaces Provided		
Residential Open Space:	Required Common Open Space:	8,720 SF	
	Provided Common Open Space:	2,500 SF (At Roof)	
	Provided Common Open Space:	7,019 SF (At Podium)	
	Total Provided Common Open Space:	9,519 SF	
Building Area:	Residential Units:	98,668 SF	
	Residential Commons:	2,895 SF	
	Tenant Storage:	6,058 SF	
	Corridor at Roof	307 SF	
	Commercial Retail:	3,298 SF	
	Accessory Parking:	37,157 SF	
	Bicycle Parking:	1,395 SF	
	Building Services:	7,591 SF	
	Stairs/Elevators:	1,004 SF	
	Other:	26,351 SF	
	TOTAL AREA:	182,724 SF	

01 PROJECT DESIGN - 3rd and 19th View



01 PROJECT DESIGN - 3rd and 19th View



01 PROJECT DESIGN 3rd and 19th View



01 PROJECT DESIGN - 3rd Street View



01

PROJECT DESIGN - 3rd Street Lobby View



01 PROJECT DESIGN - View From Lobby



01 PROJECT DESIGN - 19th and Illinois Street View



01 PROJECT DESIGN - GROUND FLOOR MATERIALS



Glazed Brick



Bronze Color Alum. Panels



Operable Storefront - Corner



Clear Glass

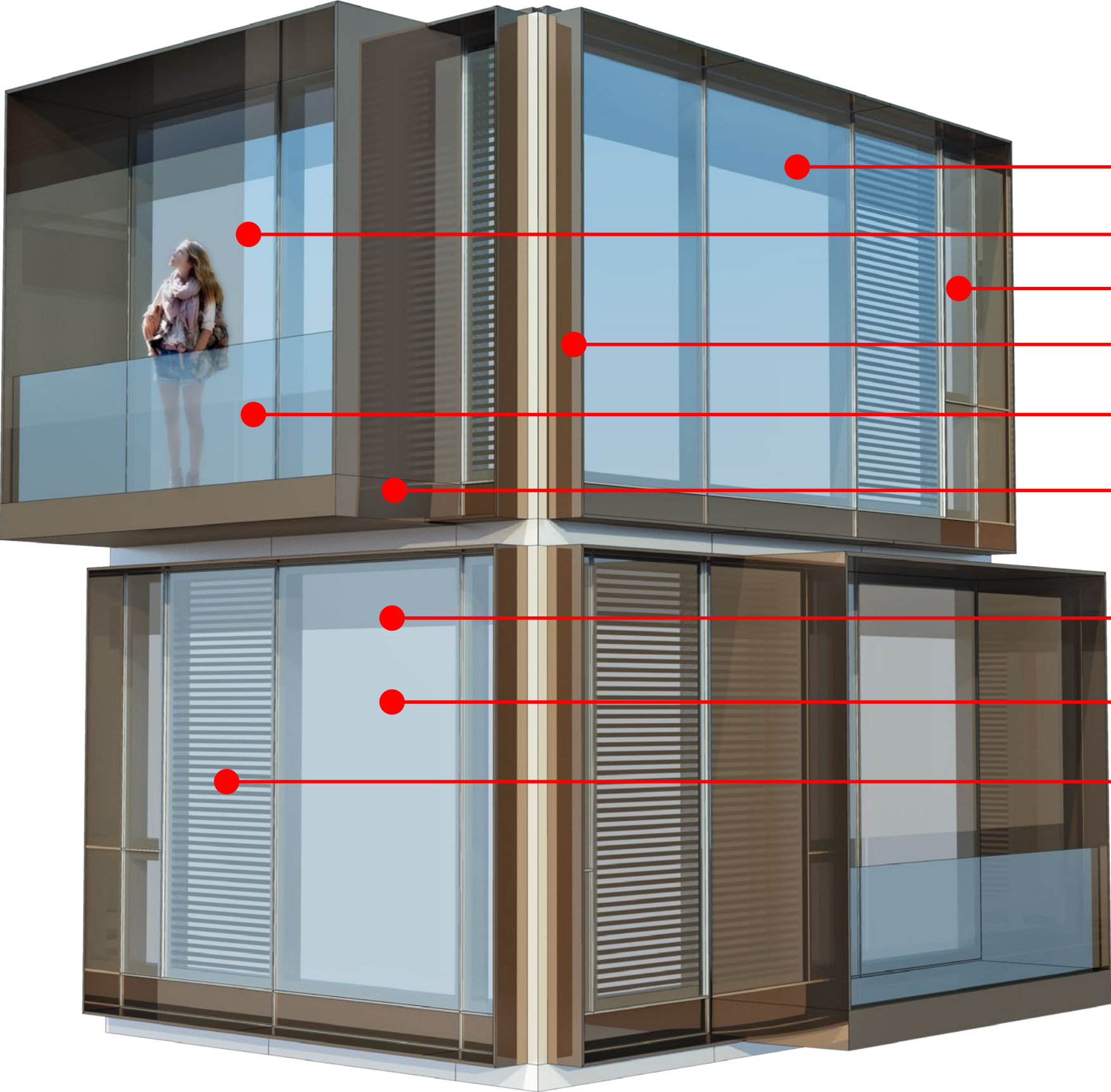


Green Walls



Privacy Metal Screen - Lobby

01 PROJECT DESIGN - WINDOW WALL DESCRIPTION



Built In Interior Sun Shades

Sliding Glass Doors

Operable Window

Bronze Color Aluminum Mullion Cap

Glass railing at balcony

Balcony built into mullion cap system

Title 24 acoustic rated wall system

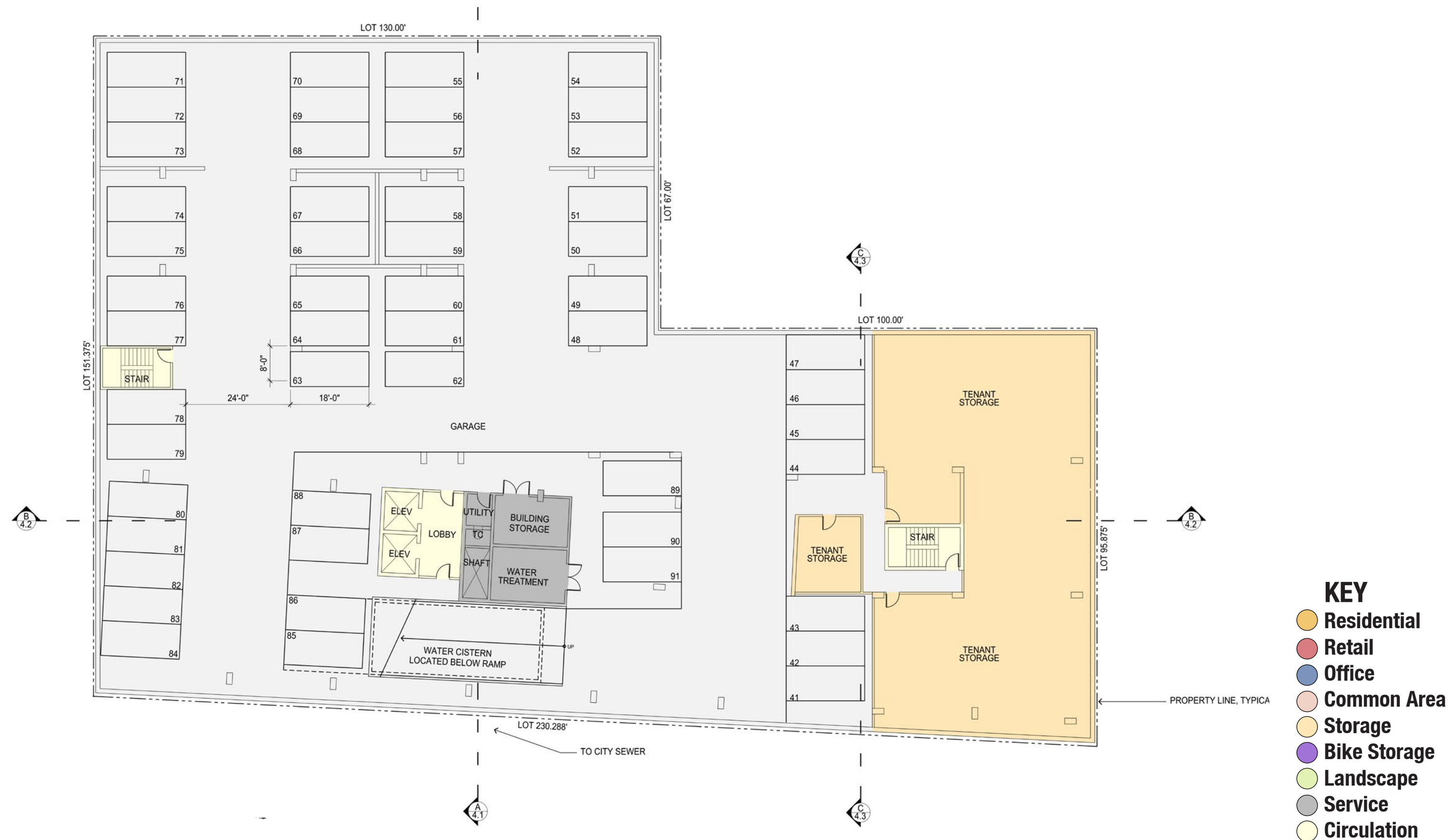
Hi-Performance Thermally Broken Double Glazed Window Wall

Obscure Glass Panel

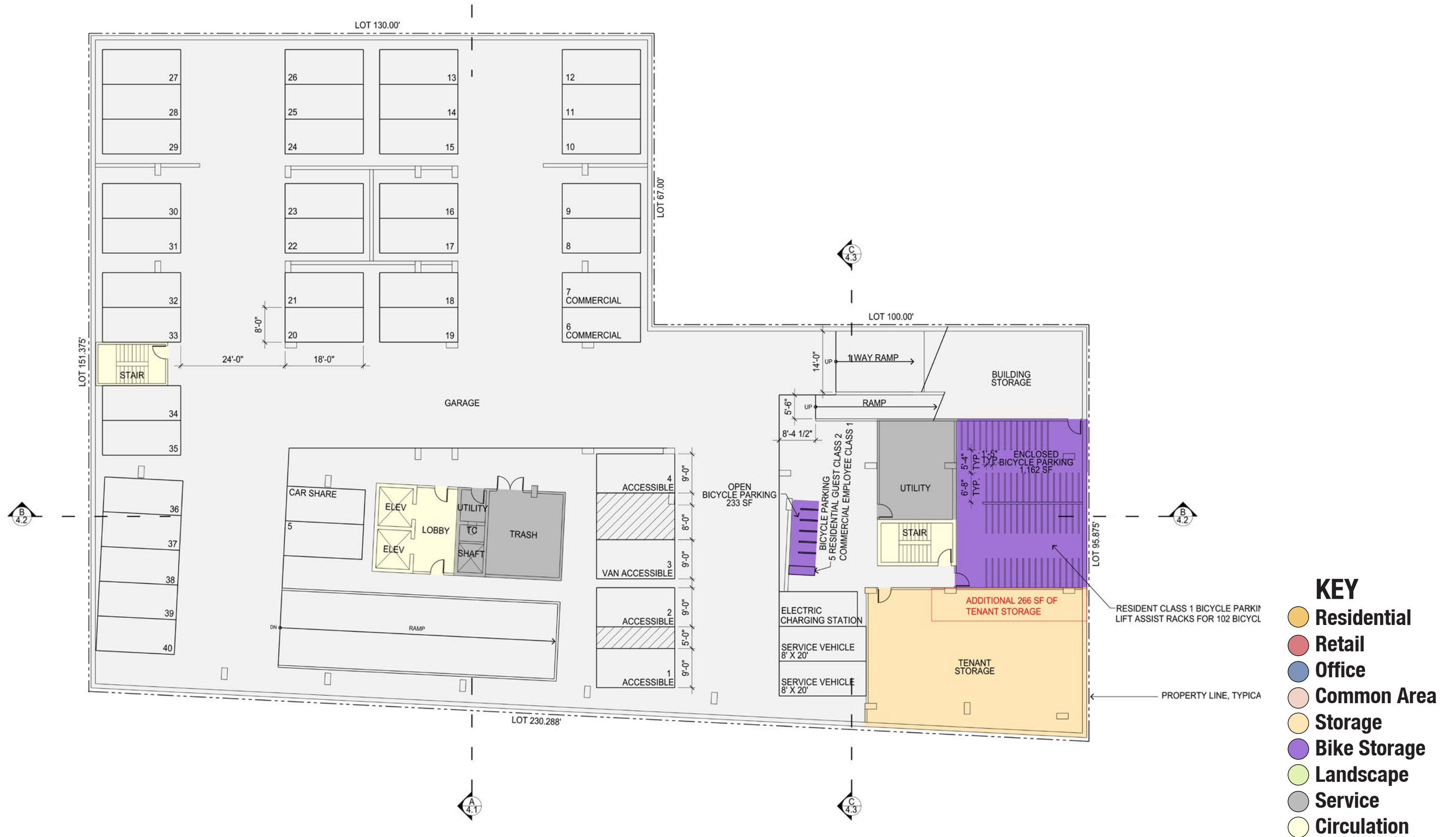
02

DRAWINGS

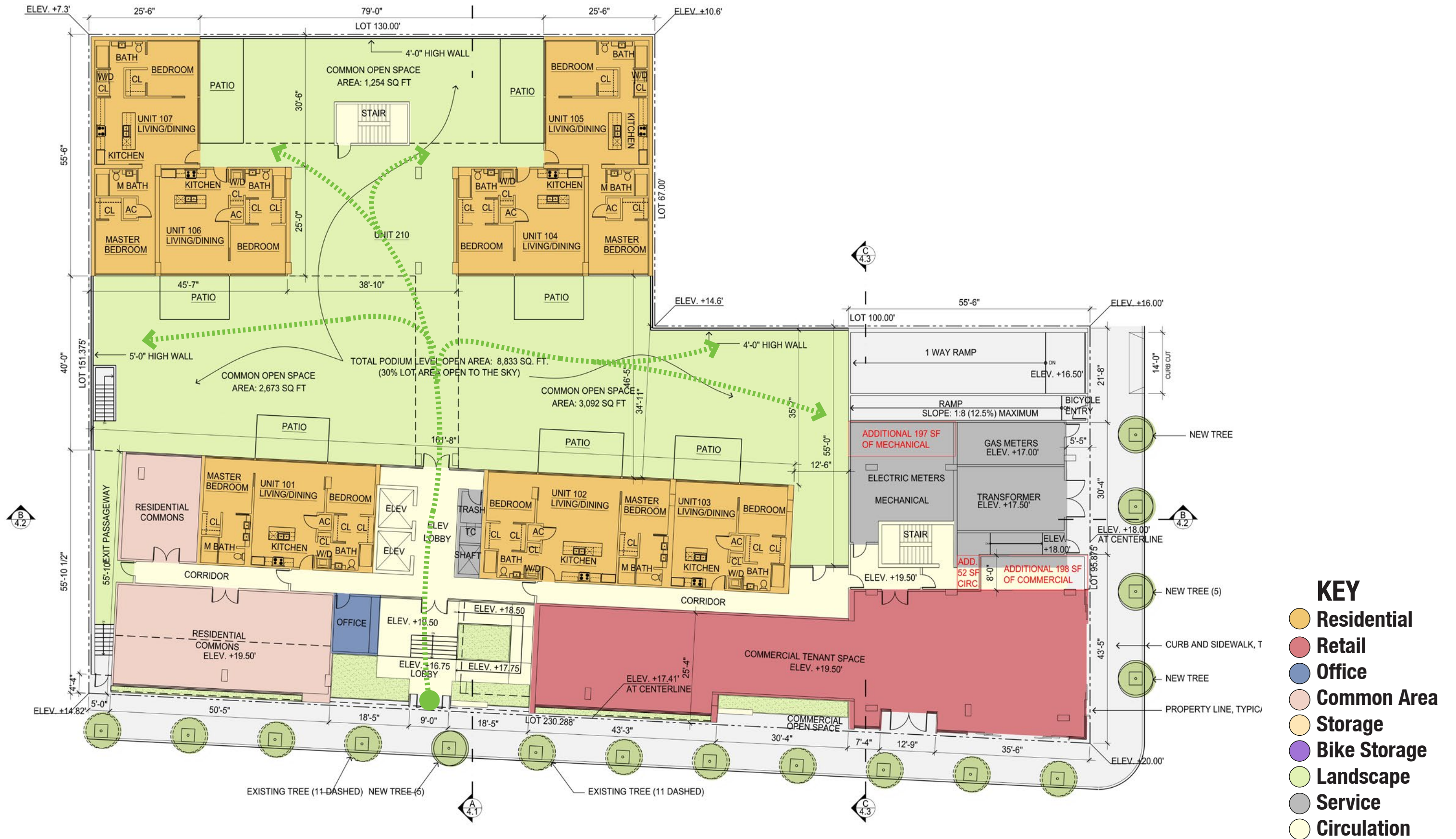
02 DRAWINGS - B2 FLOOR PLAN



02 DRAWINGS - B1 FLOOR PLAN



02 DRAWINGS - GROUND FLOOR PLAN



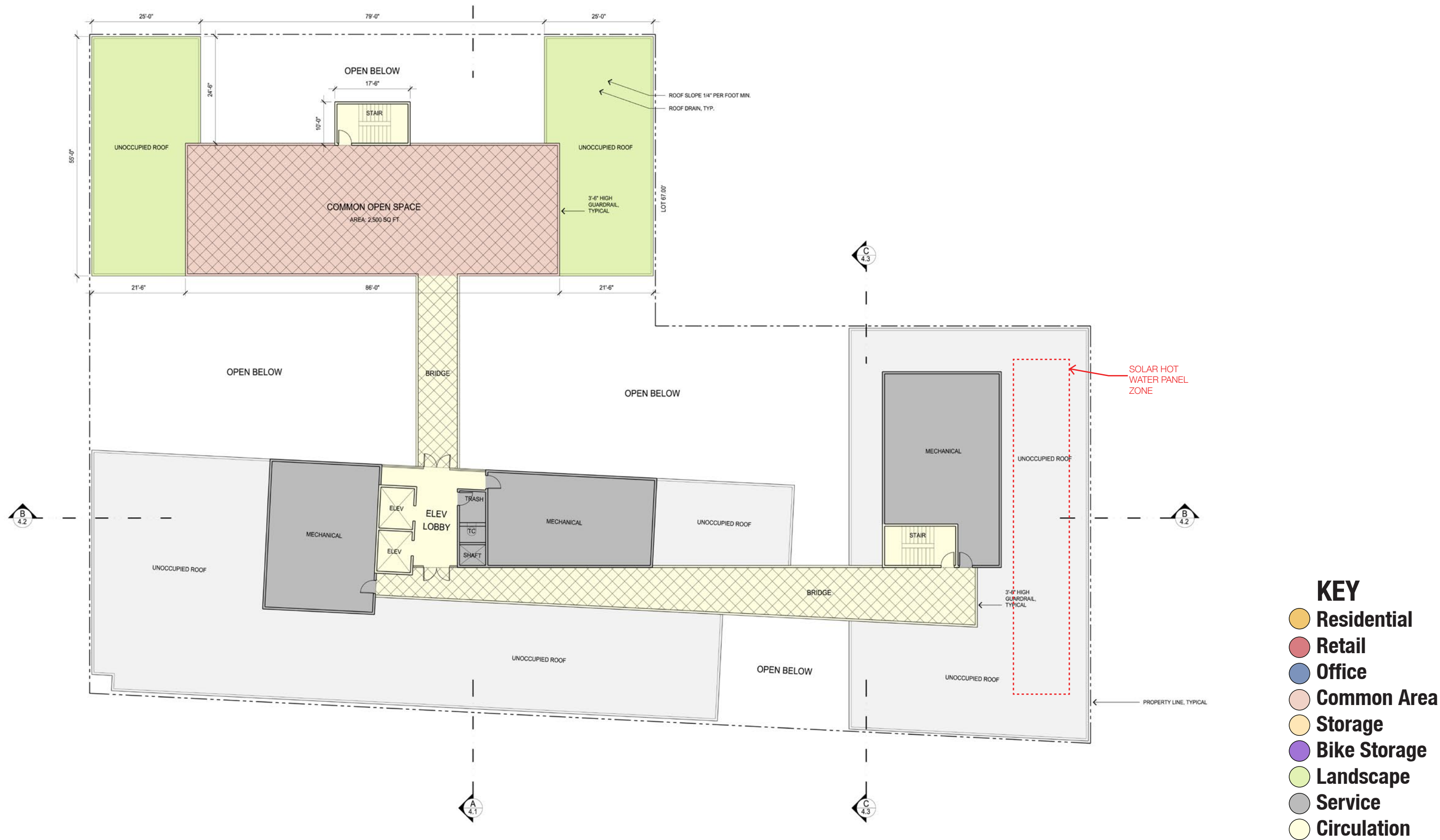
02 DRAWINGS - LEVEL 2 FLOOR PLAN



02 DRAWINGS - TYPICAL FLOOR PLAN



02 DRAWINGS - ROOF FLOOR PLAN



02 DRAWINGS - BUILDING SECTION



03

LANDSCAPE

03 LANDSCAPE - GROUND LEVEL LANDSCAPE PLAN



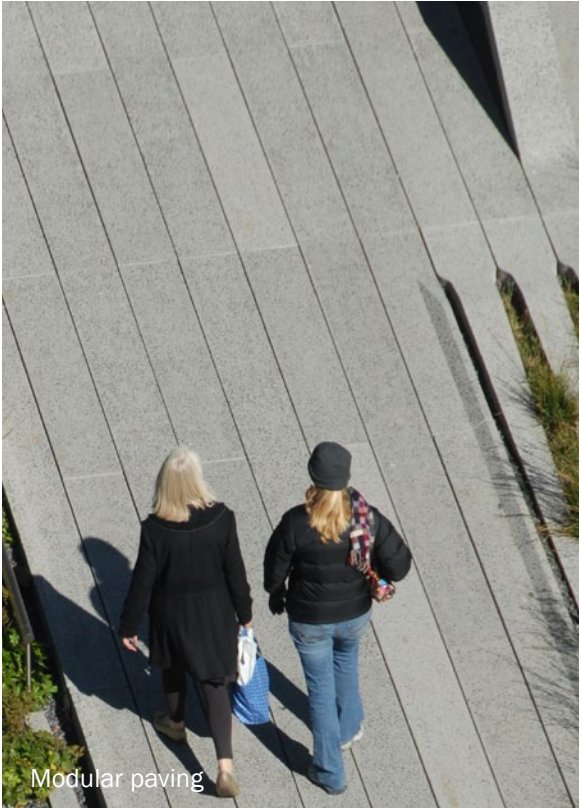
03 LANDSCAPE - ROOF LEVEL LANDSCAPE PLAN



03 LANDSCAPE - COURTYARD



Timber Walkway



Modular paving



Low Groundcover Planting



Contemplation garden



Timber Screen with Tree Planters



Fireplace gathering space

03 LANDSCAPE - PLANTING



Street Planting



Courtyard Planting



03 LANDSCAPE - COURTYARD VISUALIZATION



03 LANDSCAPE - ROOF LEVEL LANDSCAPE PLAN



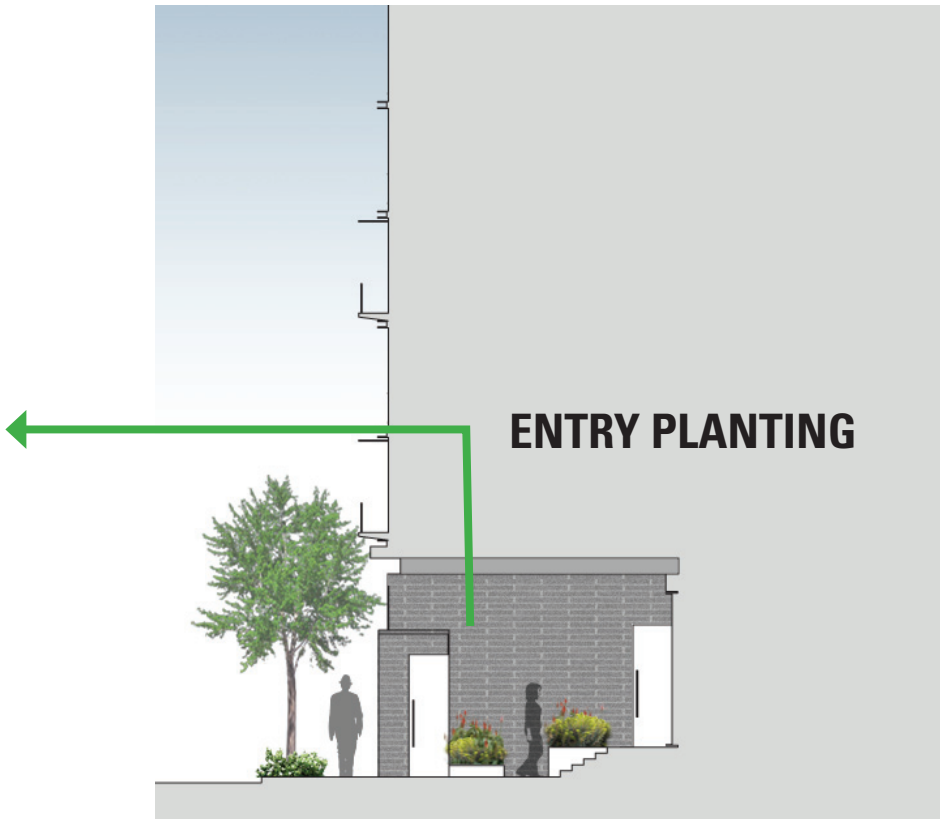
Helichrysum petiolare Licorice Plant



Aeonium arboreum "Schwarzkopf"



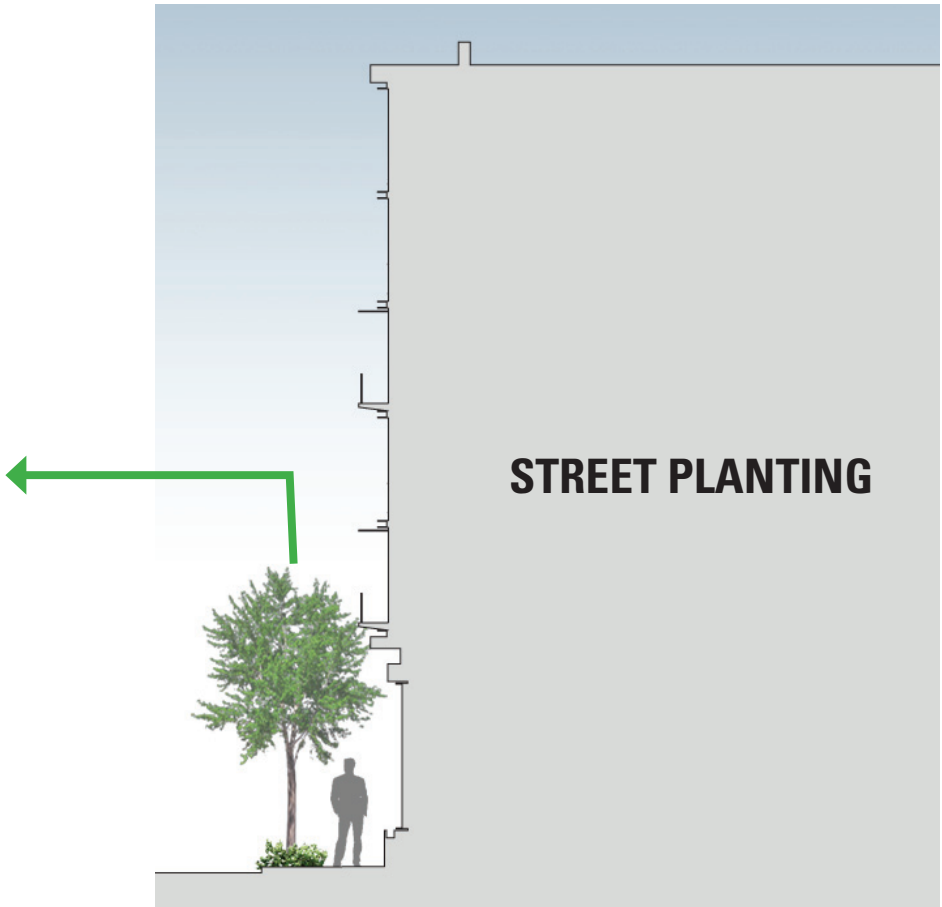
Euphorbia myrsinites Myrtle Spurge



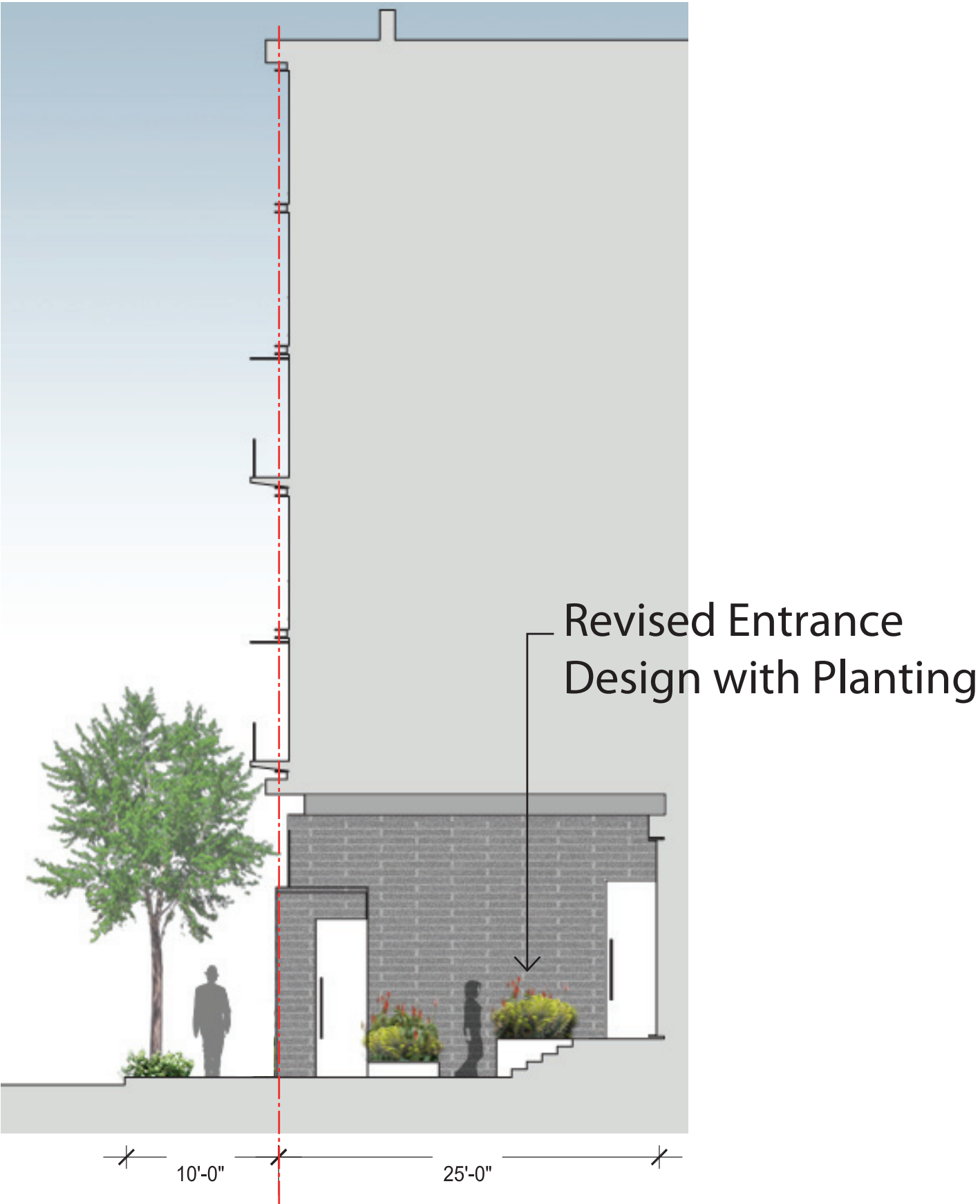
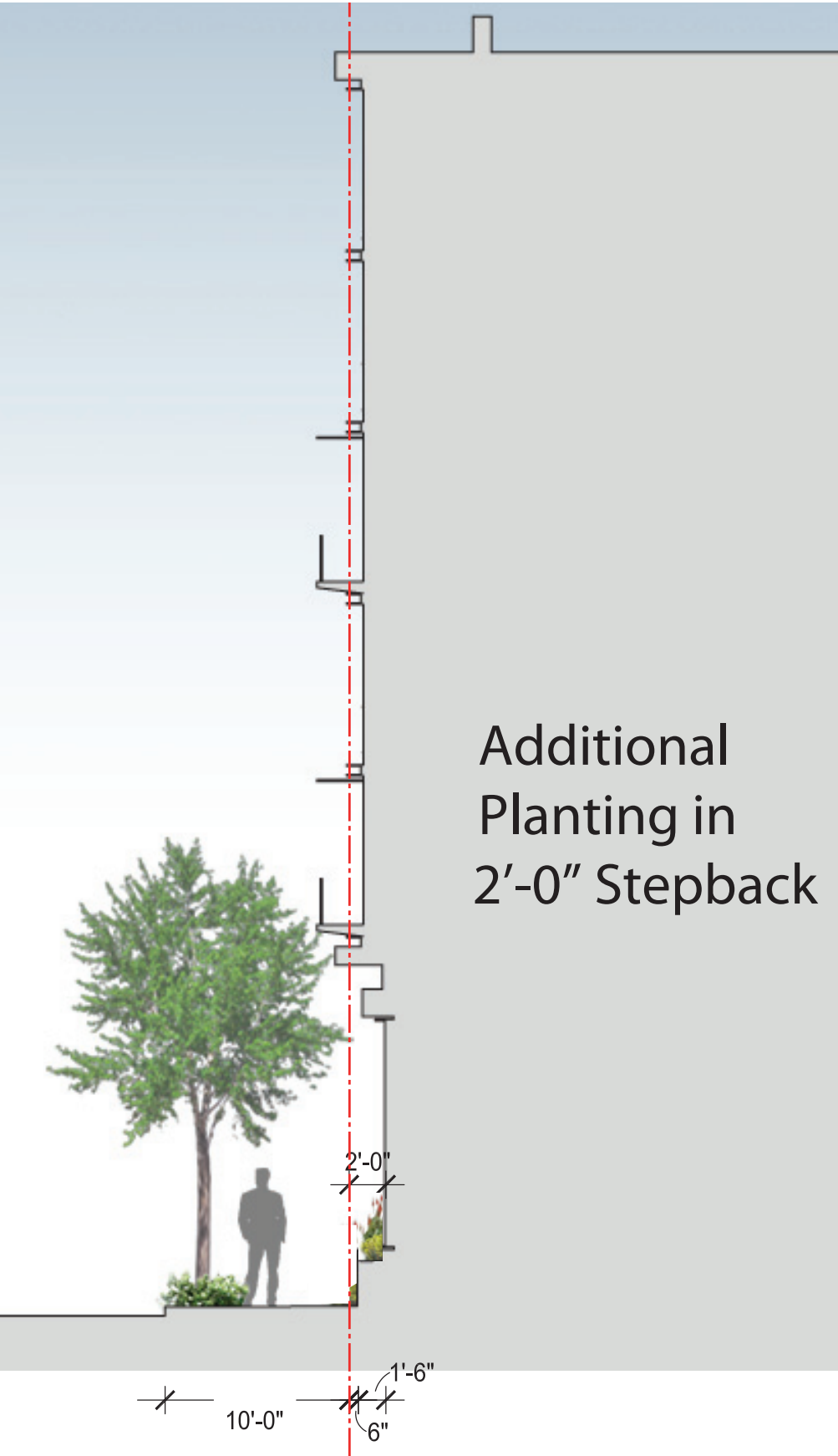
Lophostemon confertus Brisbane box



Juncus patens Spreading rush



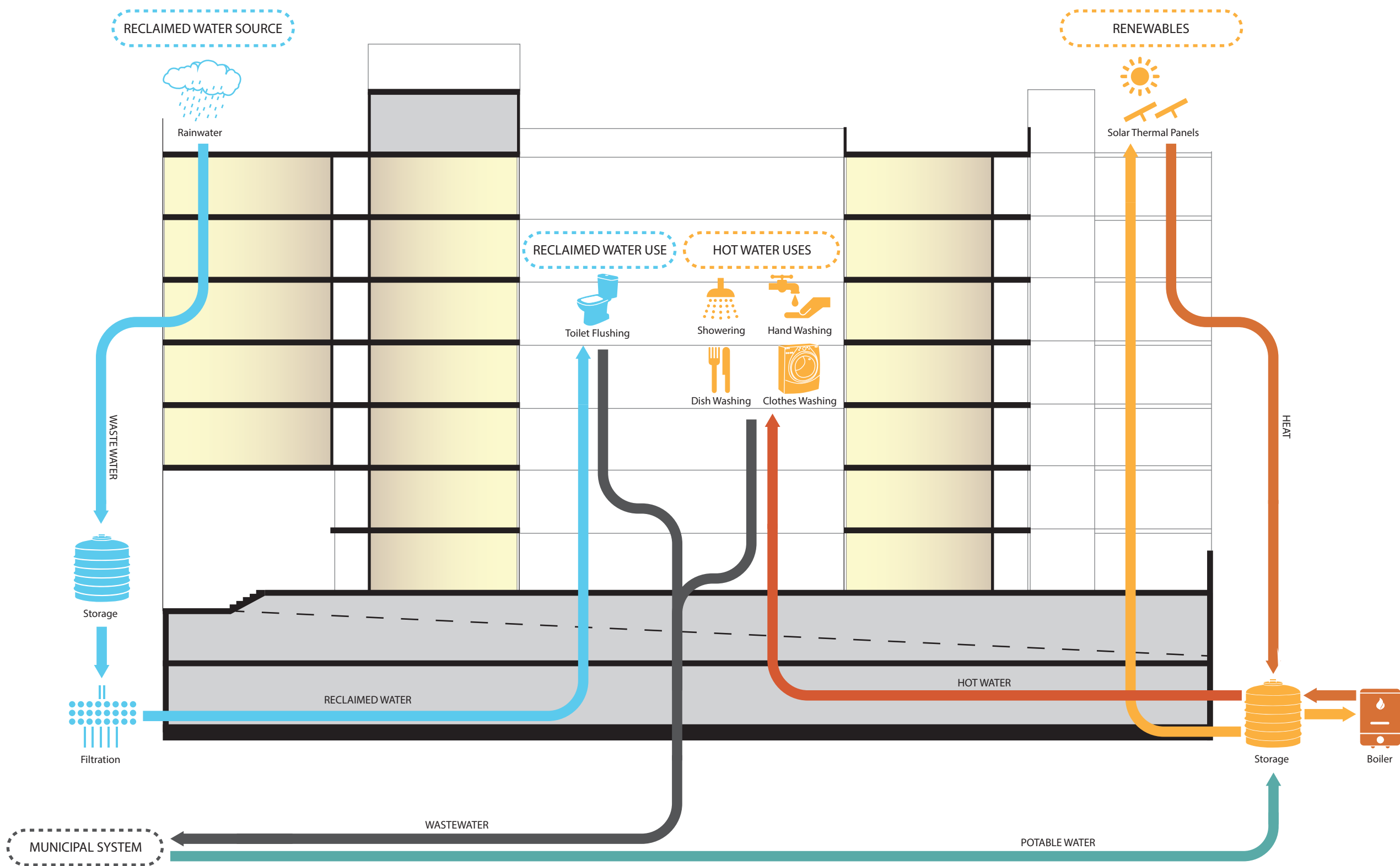
03 LANDSCAPE - 3RD STREET SECTION



04

SUSTAINABILITY

04 SUSTAINABILITY - BUILDING SYSTEM SECTION



04 SUSTAINABILITY - FEATURES



-  green roof
-  natural ventilation
-  water conservation
-  community space
-  transit access
-  stormwater management
-  recycled materials
-  daylight access
-  walkable community
-  solar thermal
-  efficient led lighting
-  shading devices

**WOODS
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PROJECT LOCATION:	2177 3RD STREET, SAN FRANCISCO, CALIFORNIA 94103		
BLOCK / LOT:	BLOCK 412, LOTS 3 & 3B		
PROPOSED USE:	7-STORY MIXED USE BUILDING: 5 TO 7 STORIES OF RESIDENTIAL UNITS; GROUND LEVEL COMMERCIAL RETAIL SPACE FACING 3RD STREET; 2 BASEMENT LEVELS PRIVATE PARKING GARAGE.		
ZONING:	UMU		
HEIGHT / BULK DISTRICT:	68 - X PROPOSED HEIGHT: 68'-0"		
DENSITY LIMITS:	NONE		
SETBACKS:	FRONT: NONE SIDE: NONE REAR: 25% OF LOT AREA AT RESIDENTIAL LEVELS		
RESIDENTIAL UNITS:	PROPOSED: 109 UNITS (44 2 BEDROOM (40%) / 65 1 BEDROOM) *		
COMMERCIAL RETAIL SPACE:	PROPOSED: 3,298 SQ.FT. GROSS FLOOR AREA (3,139 SQ.FT. OCCUPIED FLOOR AREA)		
OFF-STREET PARKING:			
RESIDENTIAL:	MINIMUM REQUIRED: NONE IN UMU DISTRICT (SEC. 151.1(b)) MAXIMUM PERMITTED AS ACCESSORY: IN UMU DISTRICTS, DWELLING UNITS WITH AT LEAST 2 BEDROOMS AND AT LEAST 1,000 SQ.FT. OF OCCUPIED FLOOR AREA: 1 CAR PER DWELLING UNIT; OTHERWISE, 0.75 CARS PER DWELLING UNIT (SEC. 151.1, TABLE 151.1) PERMITTED: 32 2 - BR UNITS 1,000 SQ.FT. OR GREATER X 1 = 32 STALLS 77 REMAINING UNITS X 0.75 = 57 STALLS 89 STALLS PROPOSED: 89 RESIDENTIAL PARKING STALLS		
COMMERCIAL RETAIL:	MINIMUM REQUIRED: NONE IN UMU DISTRICT (SEC. 151.1(b)) MAXIMUM PERMITTED AS ACCESSORY: IN UMU DISTRICTS, 1 CAR FOR EACH 1,500 SQ.FT. OF GROSS FLOOR AREA (SEC. 151.1, TABLE 151.1) PERMITTED: 3,298 SQ.FT. / 1,500 = 2.2 STALLS (2 STALLS) PROPOSED: 2 COMMERCIAL PARKING STALLS		
FREIGHT LOADING / SERVICE VEHICLES:			
RESIDENTIAL:	MINIMUM REQUIRED: 1 FREIGHT LOADING SPACE FOR 100,001 - 200,000 GROSS SQ.FT. OF STRUCTURE OR USE. (SEC. 152.1, TABLE 152.1) REQUIRED: 1 FREIGHT LOADING SPACE FOR 135,577 SQ.FT. GROSS FLOOR AREA (PLANNING CODE DEFINITION) NOTE: IN UMU DISTRICTS, SEC. 153(a)(6) ALLOWS FOR SUBSTITUTION OF 2 SERVICE VEHICLE SPACES FOR EACH REQUIRED OFF-STREET FREIGHT LOADING SPACE PROPOSED: 2 SERVICE VEHICLE PARKING STALLS		
COMMERCIAL RETAIL:	MINIMUM REQUIRED: 0 FREIGHT LOADING SPACES FOR 0 - 10,000 GROSS SQ.FT. (SEC. 152.1, TABLE 152.1) REQUIRED: 0 FREIGHT LOADING SPACE FOR 3,298 SQ.FT. GROSS FLOOR AREA (PLANNING CODE DEFINITION) PROPOSED: NONE		
CAR SHARE PARKING:			
RESIDENTIAL:	MINIMUM REQUIRED: 1 CAR SHARE SPACE FOR 50 - 200 RESIDENTIAL UNITS (SEC. 166.2.1) REQUIRED: 1 CAR SHARE SPACE FOR 109 RESIDENTIAL UNITS PROPOSED: 1 CAR SHARE PARKING STALL		
COMMERCIAL RETAIL:	MINIMUM REQUIRED: NONE FOR 0 - 24 NON-RESIDENTIAL CAR SPACES (SEC. 166.2.1) REQUIRED: NONE PROPOSED: NONE		
ADDITIONAL AMENITY:	PROPOSED: 1 ELECTRIC CHARGING STATION		
BICYCLE PARKING:			
RESIDENTIAL:	CLASS 1 MINIMUM REQUIRED: FOR BUILDINGS CONTAINING MORE THAN 100 DWELLING UNITS, 100 CLASS 1 SPACES PLUS ONE CLASS 1 SPACE FOR EVERY 4 DWELLING UNITS OVER 100 (SEC. 155.2.11) REQUIRED: 102 CLASS 1 SPACES FOR 109 DWELLING UNITS PROPOSED: 102 CLASS 1 SPACES (LIFT ASSIST BICYCLE RACKS IN SECURE ROOM, UPPER BASEMENT LEVEL) CLASS 2 MINIMUM REQUIRED: ONE CLASS 2 SPACE PER 20 DWELLING UNITS (SEC. 155.2.11) REQUIRED: 109 DWELLING UNITS / 20 = 5.45 (5 CLASS 2 SPACES) PROPOSED: 5 CLASS 2 BICYCLE RACKS (UPPER BASEMENT LEVEL)		
COMMERCIAL RETAIL:	CLASS 1 MINIMUM REQUIRED: ONE CLASS 1 SPACE FOR EVERY 7,500 SQ.FT. OF OCCUPIED FLOOR AREA (SEC. 155.2.16) REQUIRED: NONE FOR 3,139 SQ.FT. OCCUPIED FLOOR AREA PROPOSED: ONE CLASS 1 BICYCLE LOCKER (UPPER BASEMENT LEVEL) CLASS 2 MINIMUM REQUIRED: ONE CLASS 2 SPACE FOR EVERY 750 SQ.FT. OCCUPIED FLOOR AREA (SEC. 155.2.16) REQUIRED: 3,139 SQ.FT. / 750 = 4.19 (4 CLASS 2 SPACES) PROPOSED: 4 CLASS 2 BICYCLE RACKS (SIDEWALK AT GROUND LEVEL)		
RESIDENTIAL OPEN SPACE:	MINIMUM USABLE OPEN SPACE REQUIRED (PRIVATE OR COMMON): 80 SQ.FT. PER DWELLING UNIT (TABLE 135B) REQUIRED: 80 SQ. FT. X 109 = 8,720 SQ.FT. (PRIVATE OR COMMON) PROPOSED: COMMON OPEN SPACE AT PODIUM: 7,019 SQ.FT. COMMON OPEN SPACE AT ROOF: 2,500 SQ.FT. 9,519 SQ.FT. NOTE: TOTAL OPEN AREA AT PODIUM: 8,833 SQ. FT. (30% OF LOT AREA)		
NON-RESIDENTIAL OPEN SPACE:	REQUIRED: FOR RETAIL, RESTAURANT USE IN UMU DISTRICTS: 1 SQ.FT. PER 250 SQ.FT. OF OCCUPIED FLOOR AREA (TABLE 135.3) REQUIRED: 3,139 / 250 = 135F PROPOSED: 15 SQ.FT. (ADJACENT COMMERCIAL ENTRANCE - 3RD STREET)		
BUILDING AREA CALCULATIONS: (PER PLANNING CODE DEFINITION)	RESIDENTIAL UNITS: RESIDENTIAL COMMONS: ** COMMERCIAL RETAIL SPACE: TENANT STORAGE: CORRIDOR AT ROOF: OTHER: **** TOTAL FLOOR AREA (PER PLANNING CODE):	96,668 SQ.FT. 2,895 SQ.FT. 3,298 SQ.FT. 6,058 SQ.FT. 307 SQ.FT. 26,351 SQ.FT. 135,577 SQ.FT. ***	89,022 SQ.FT. 2,694 SQ.FT. 3,139 SQ.FT.
BUILDING AREAS EXCLUDED FROM CALCULATION BY PLANNING CODE DEFINITION:	ACCESSORY PARKING (OCCUPIED): BICYCLE PARKING: BUILDING SERVICES: STAIRS - ELEVATORS (BASEMENT): TOTAL:	37,157 SQ.FT. 1,395 SQ.FT. 7,591 SQ.FT. 1,004 SQ.FT. 47,147 SQ.FT.	

AU.1

A0.1

No.	Issue / Date
	ISSUED FOR REVIEW 03.28.13
	ISSUED FOR REVIEW 04.08.13
	ISSUED FOR REVIEW 04.18.13
	ISSUED FOR REVIEW 04.30.13
	PPA 05.06.13
	SITE PERMIT 06.20.13
	PPA 05.06.13
	REVIEW 11.21.13
	REVIEW 12.05.13
	LPA 12.16.13
	REVISED LPA 01.13.15
	ISSUED FOR REVIEW 01.29.15
	ISSUED FOR REVIEW 01.30.15
	ISSUED FOR REVIEW 02.02.15
	REVISED LPA 04.09.15

NEW SERVICE:
- ELECTRICAL
- WATER
- SEWER
- TELEPHONE
- CABLE TV
- GAS

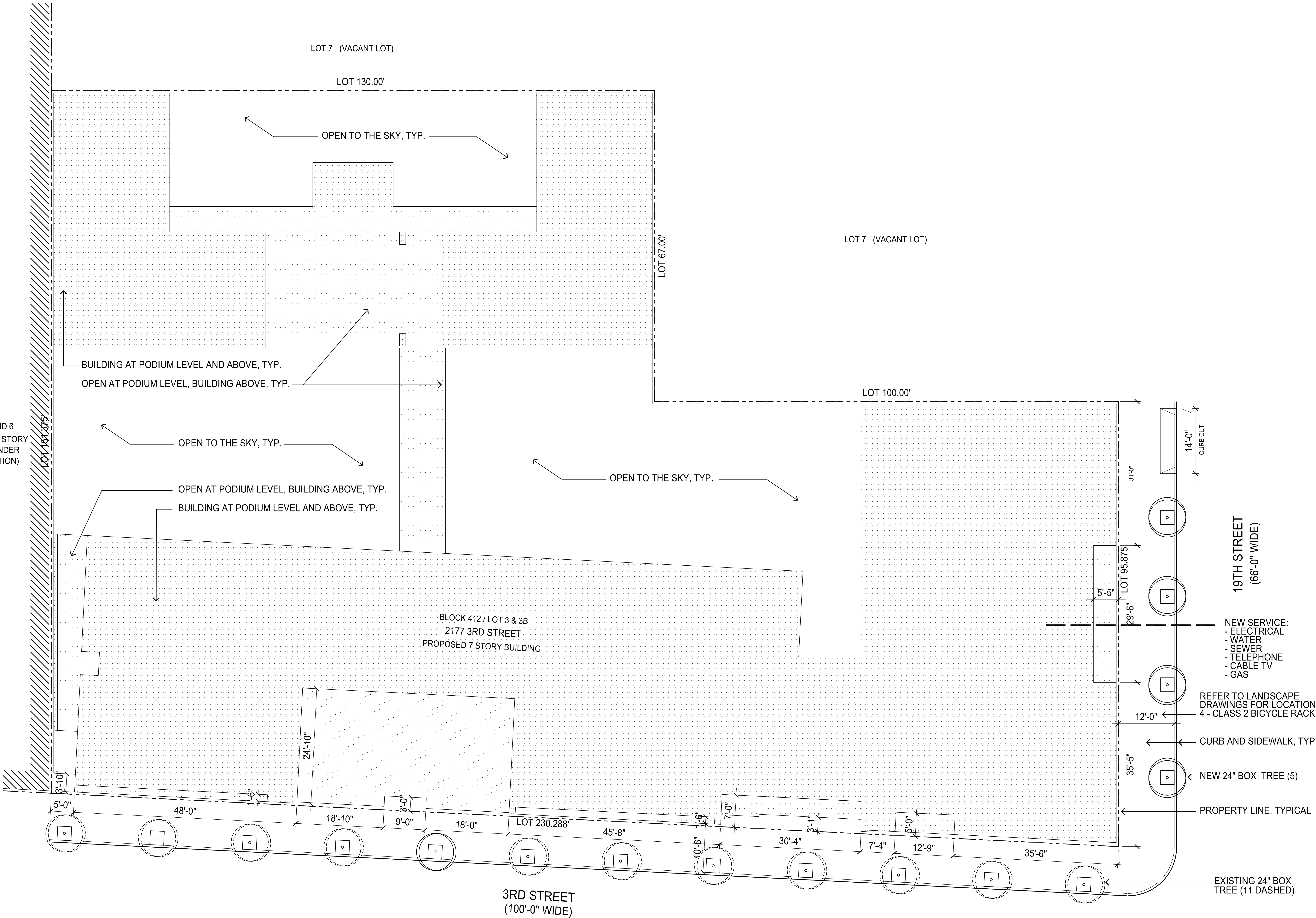
REFER TO LANDSCAPE
DRAWINGS FOR LOCATION
4 - CLASS 2 BICYCLE RACK

CURB AND SIDEWALK, TYP.

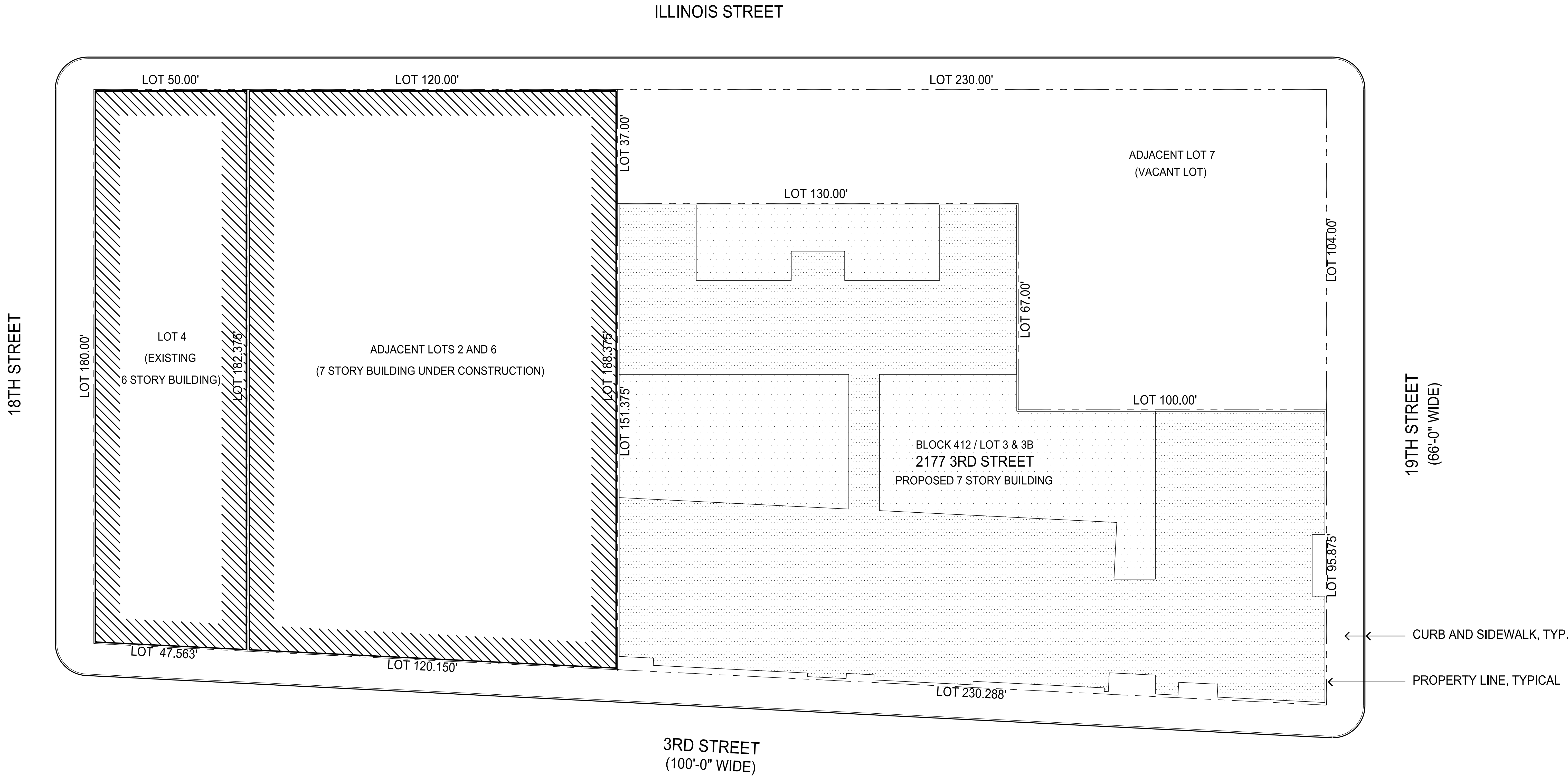
NEW 24" BOX TREE (5)

PROPERTY LINE, TYPICAL

EXISTING 24" BOX
TREE (11 DASHED)



No.	Issue / Date
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	ISSUED FOR REVIEW 04.18.13
	ISSUED FOR REVIEW 04.30.13
	PPA 05.06.13
	SITE PERMIT 06.20.13
	REVIEW 12.05.13
	LPA 12.16.13
	REVISED LPA 04.09.15



PLOT PLAN

NOTE: SEE SITE PLAN, SHEET A1.0 FOR ADDITIONAL
INFORMATION AND DIMENSIONS.

Mixed Use Project

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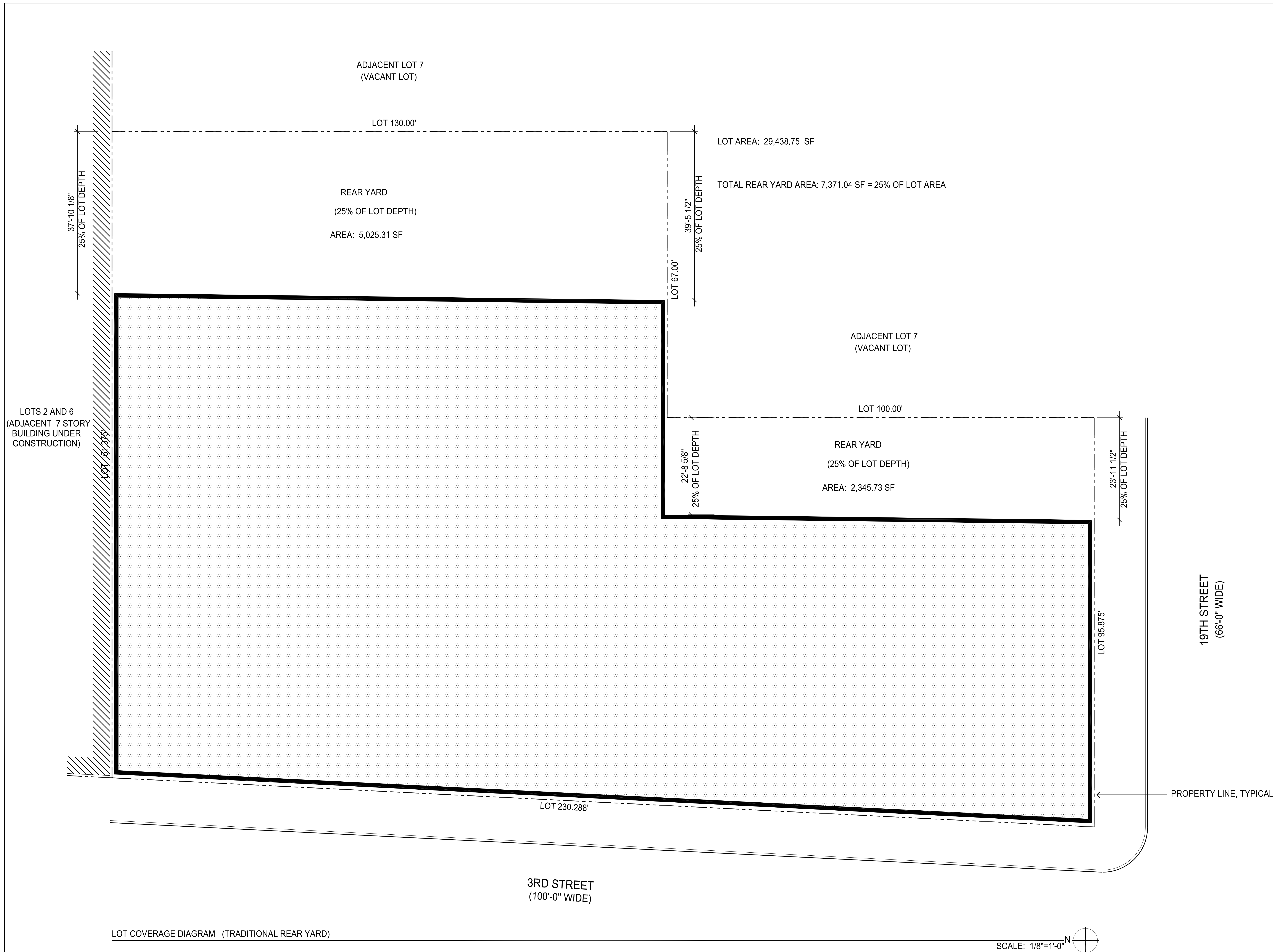
19TH STREET
(66'-0" WIDE)

PROPERTY LINE, TYPICAL

Lot Coverage
Diagram -
Traditional
Rear Yard

SCALE: 1/8"=1'-0"

A1.2



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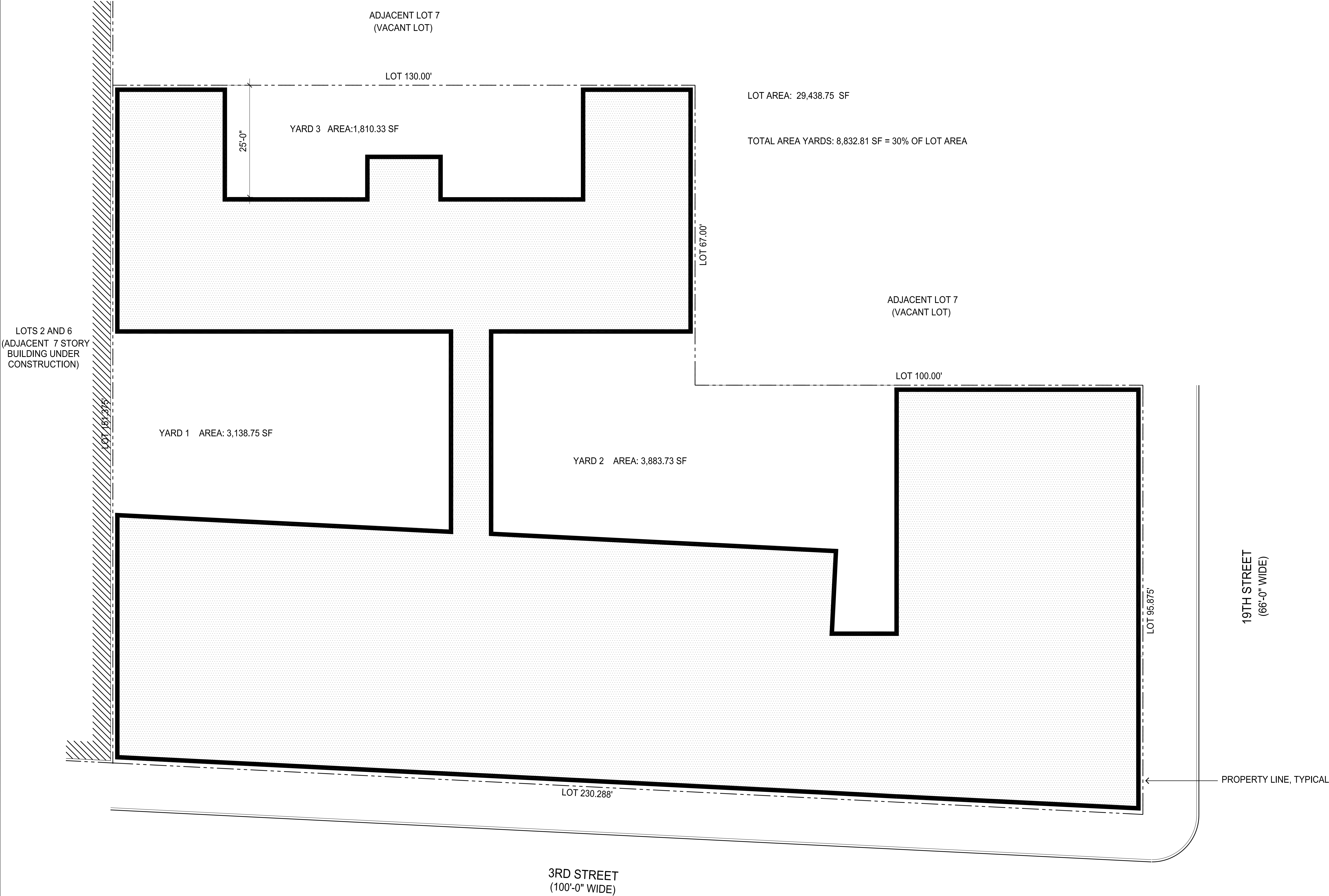
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	ISSUED FOR REVIEW 01.30.15
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Lot Coverage
Diagram -
Proposed

SCALE: 1/8"=1'-0"

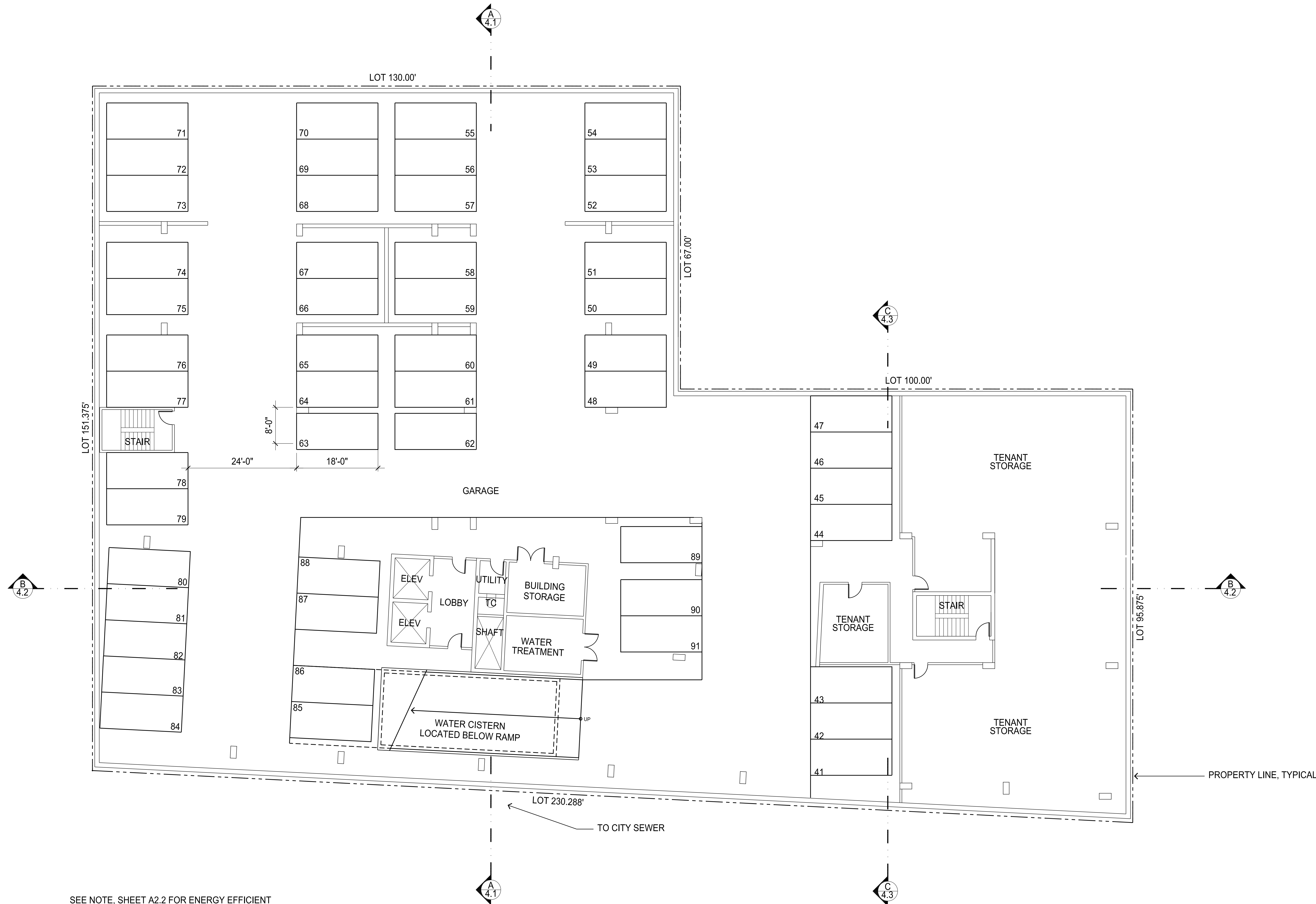
A1.3



PROPOSED LOT COVERAGE DIAGRAM (AT FIRST LIVING LEVEL AND ABOVE)

SCALE: 1/8"=1'-0"

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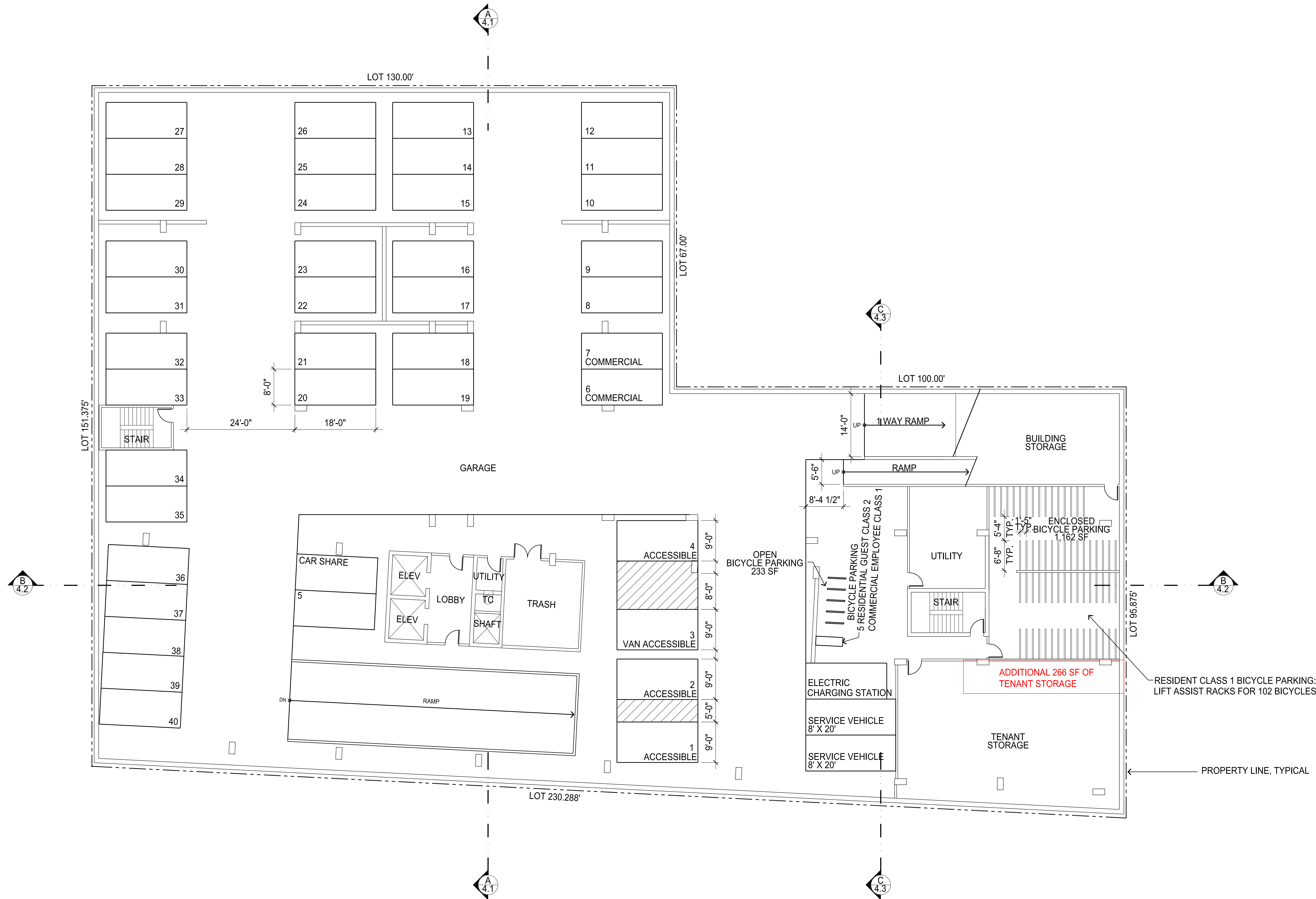


SEE NOTE, SHEET A2.2 FOR ENERGY EFFICIENT
VEHICLE PARKING REQUIREMENT.

LOWER BASEMENT LEVEL GARAGE PLAN

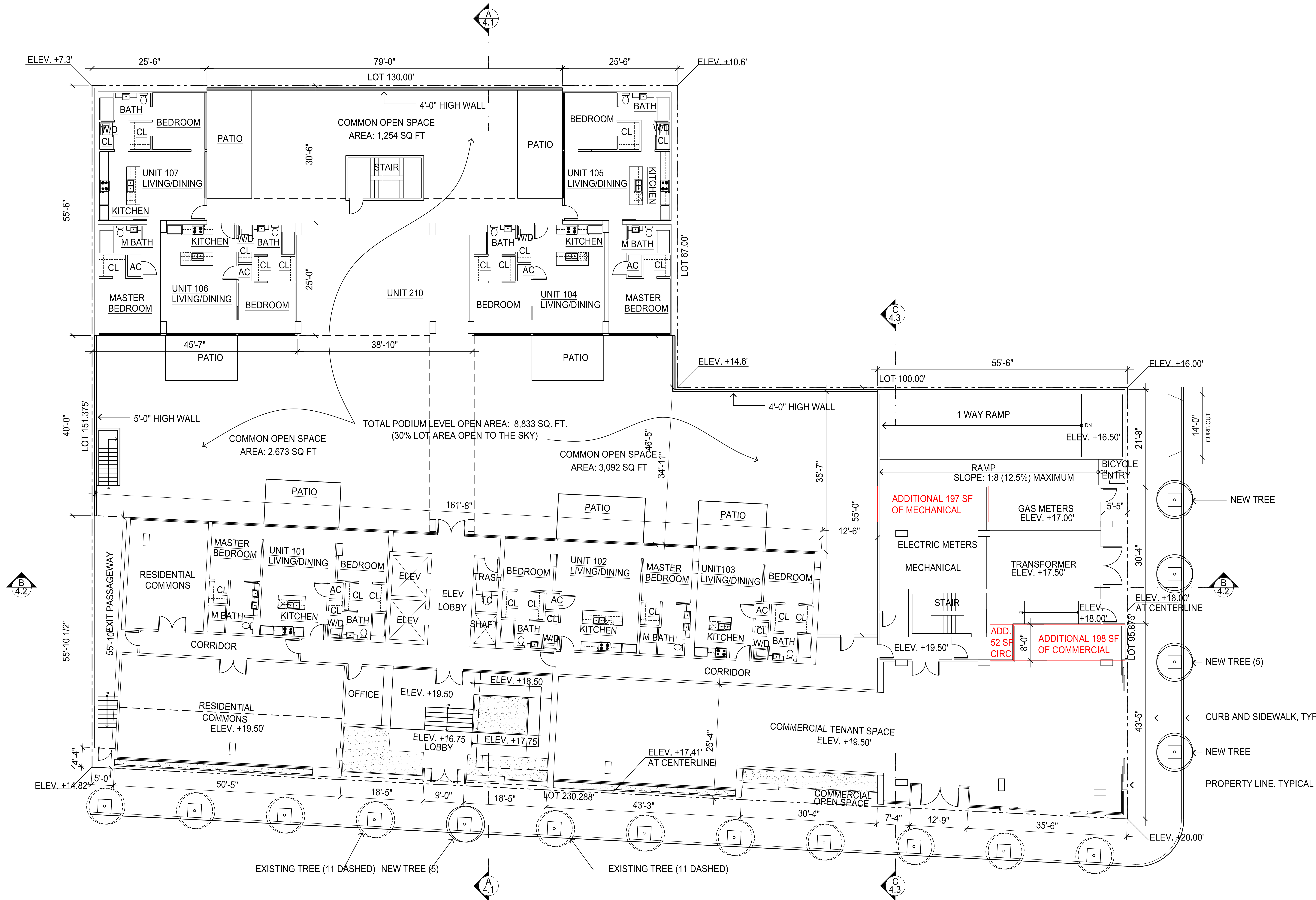
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UPPER BASEMENT LEVEL GARAGE PLAN

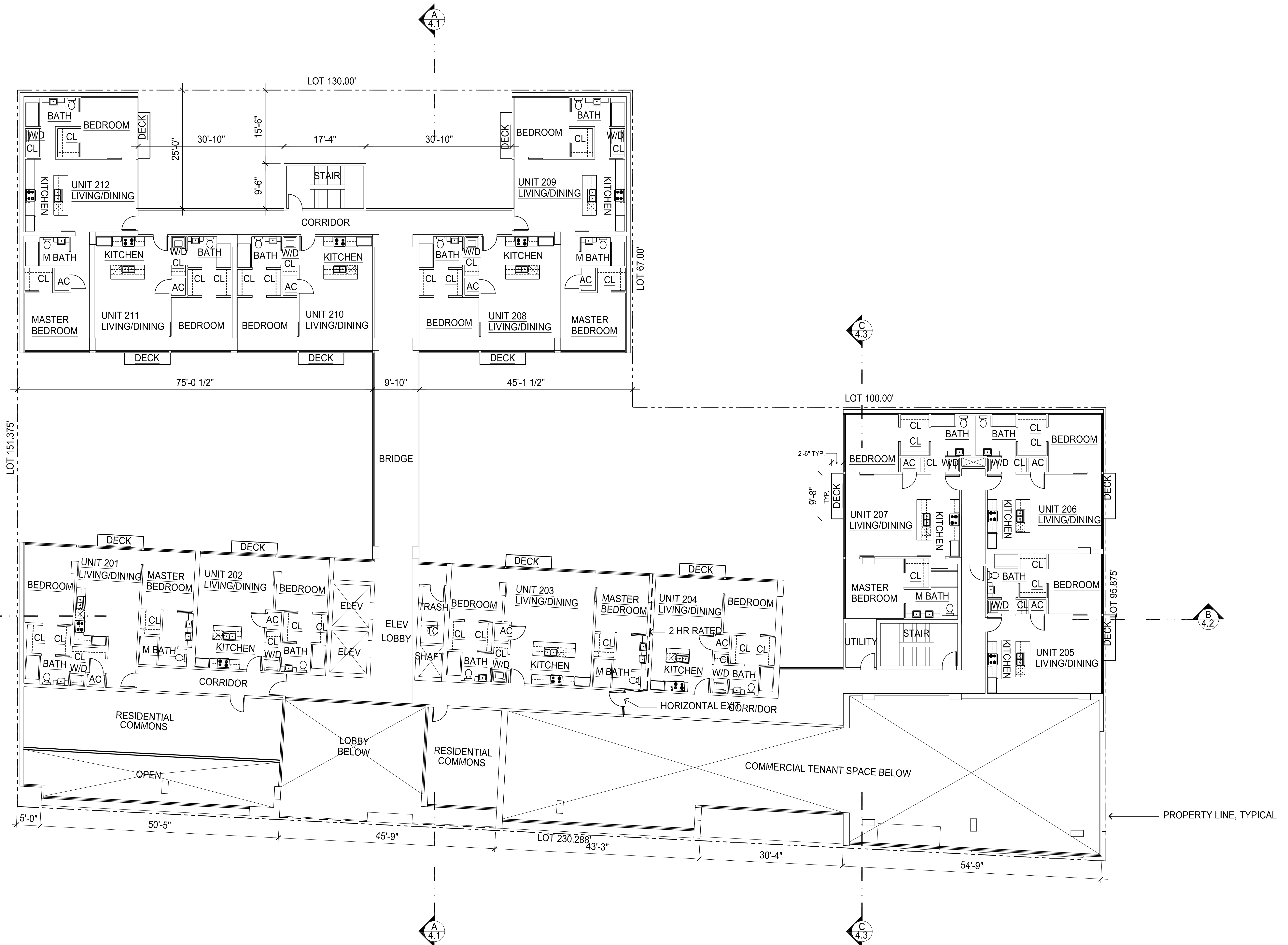
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GROUND LEVEL PLAN

SCALE: 1/8"=1'-0"

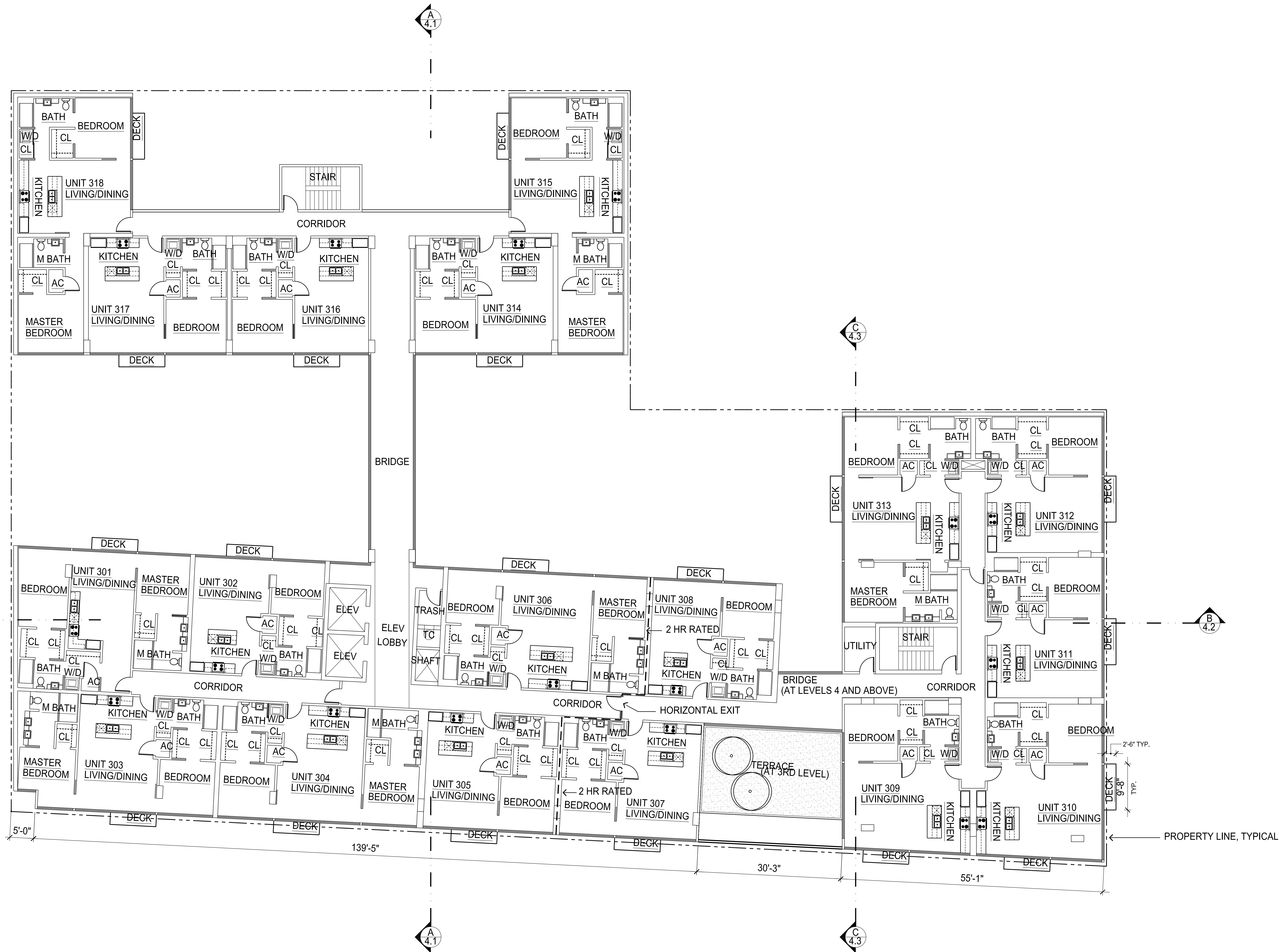
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SECOND LEVEL PLAN

SCALE: 1/8"=1'-0"

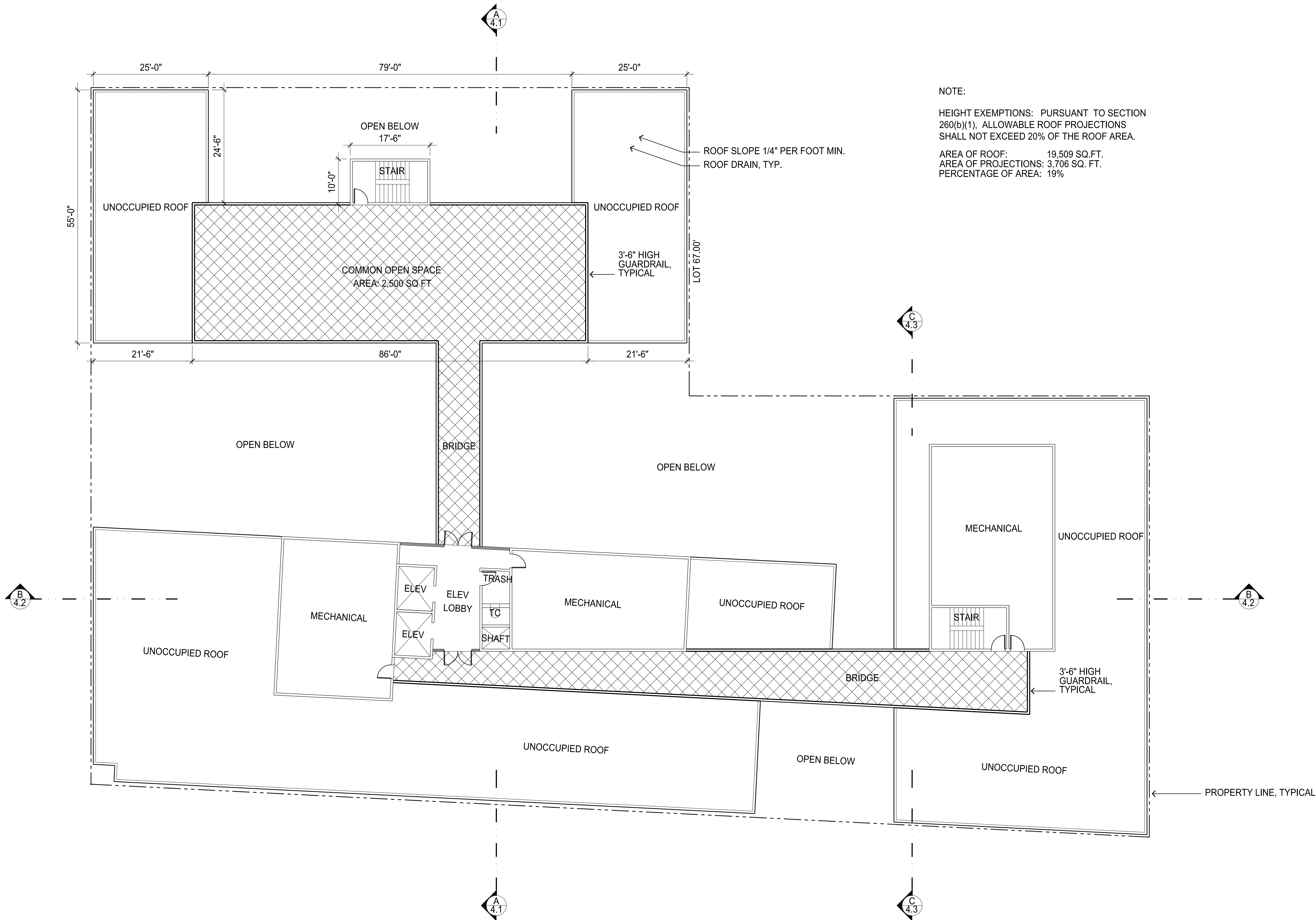
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	REVIEW 12.05.13
	LPA 12.16.13
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TYPICAL RESIDENTIAL LEVEL PLAN (3 - 7)

SCALE: 1/8"=1'-0"

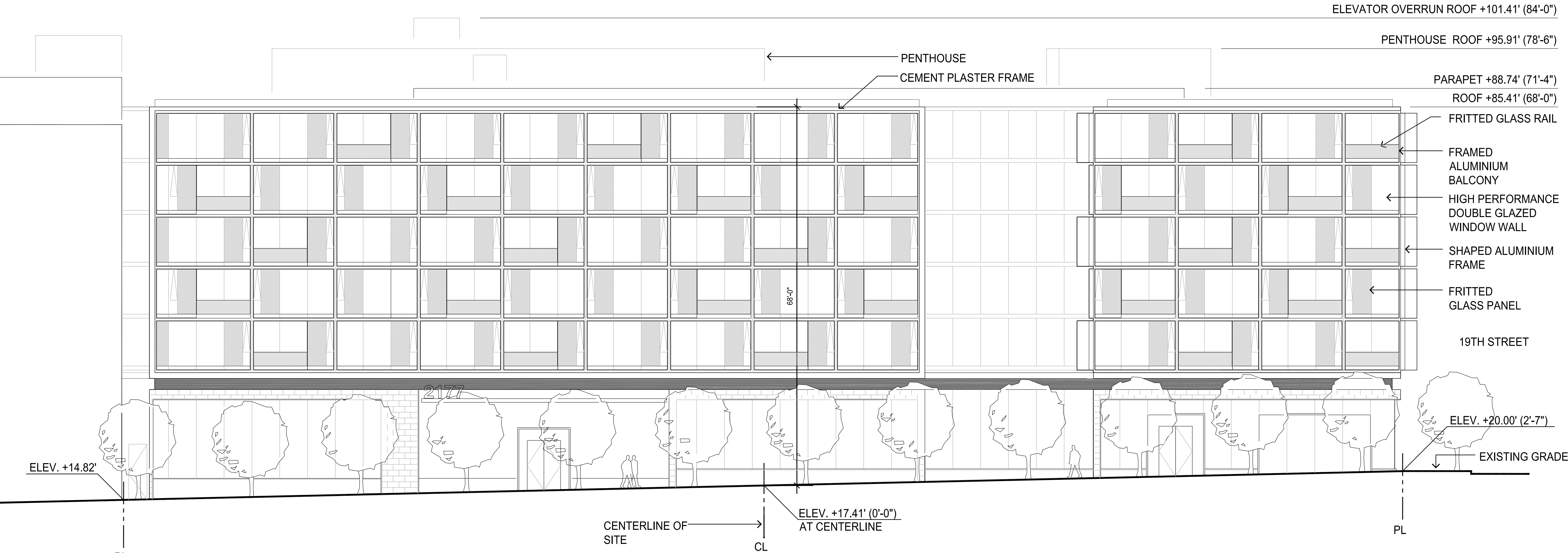
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	REVIEW 12.05.13
	LPA 12.16.13
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TYPICAL RESIDENTIAL LEVEL PLAN (3 - 7)

SCALE: 1/8"=1'-0"

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WEST ELEVATION (3RD STREET)

SCALE: 1/8"=1'-0"

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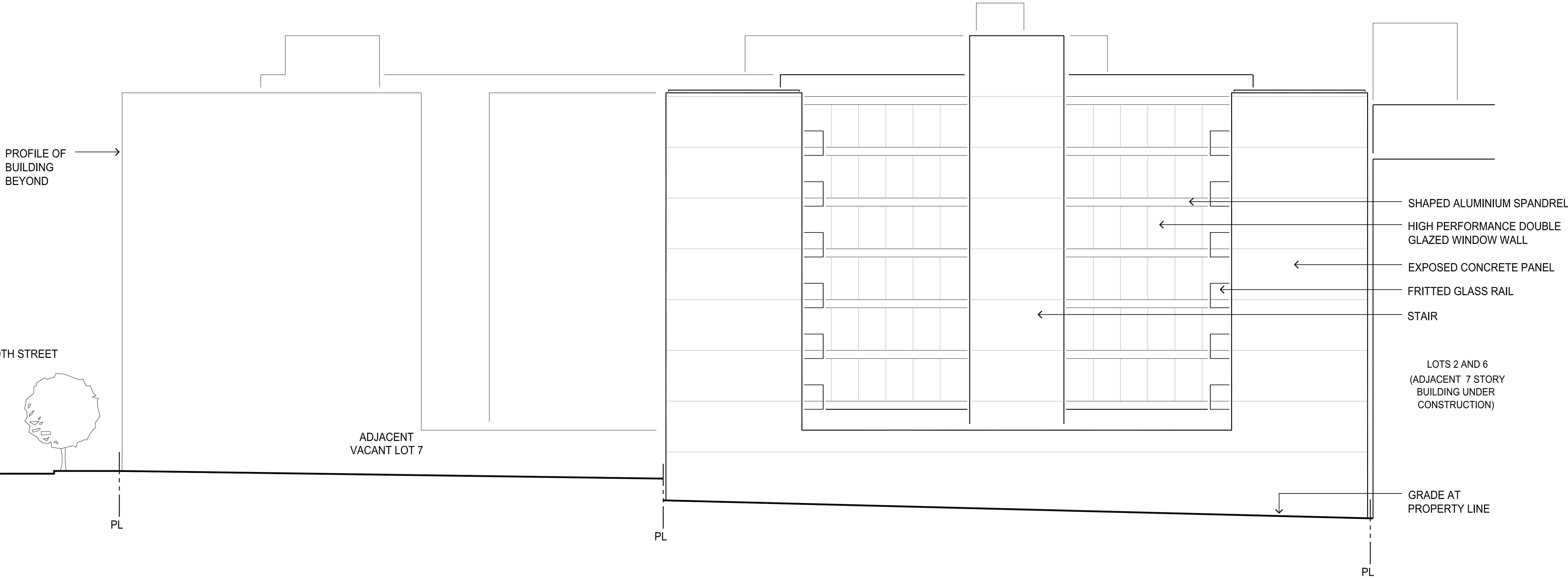
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East Elevation
(Property Line)

SCALE: 1/8"=1'-0"

A3.3

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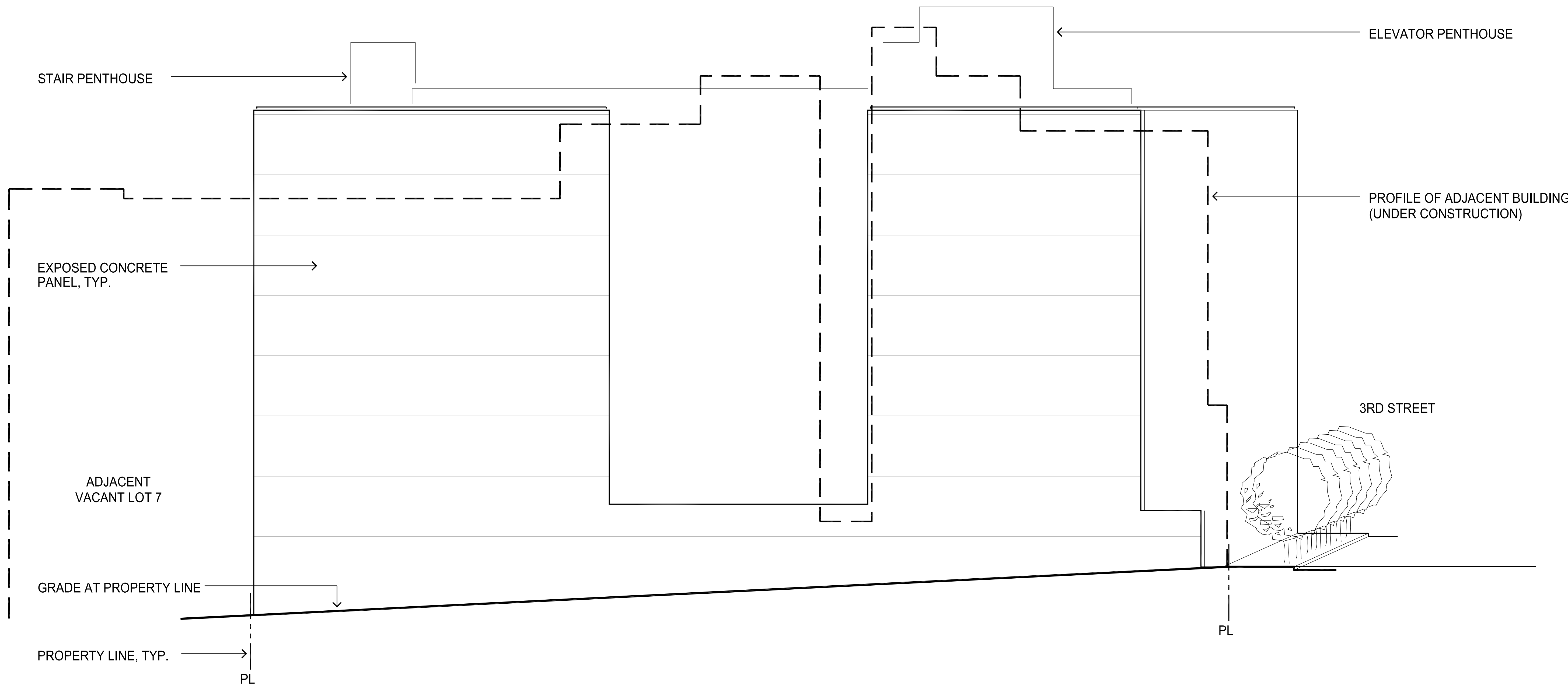
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	REVIEW 11.21.13
	REVIEW 12.05.13
	LPA 12.16.13
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NORTH ELEVATION (PROPERTY LINE)

SCALE: 1/8"=1'-0"

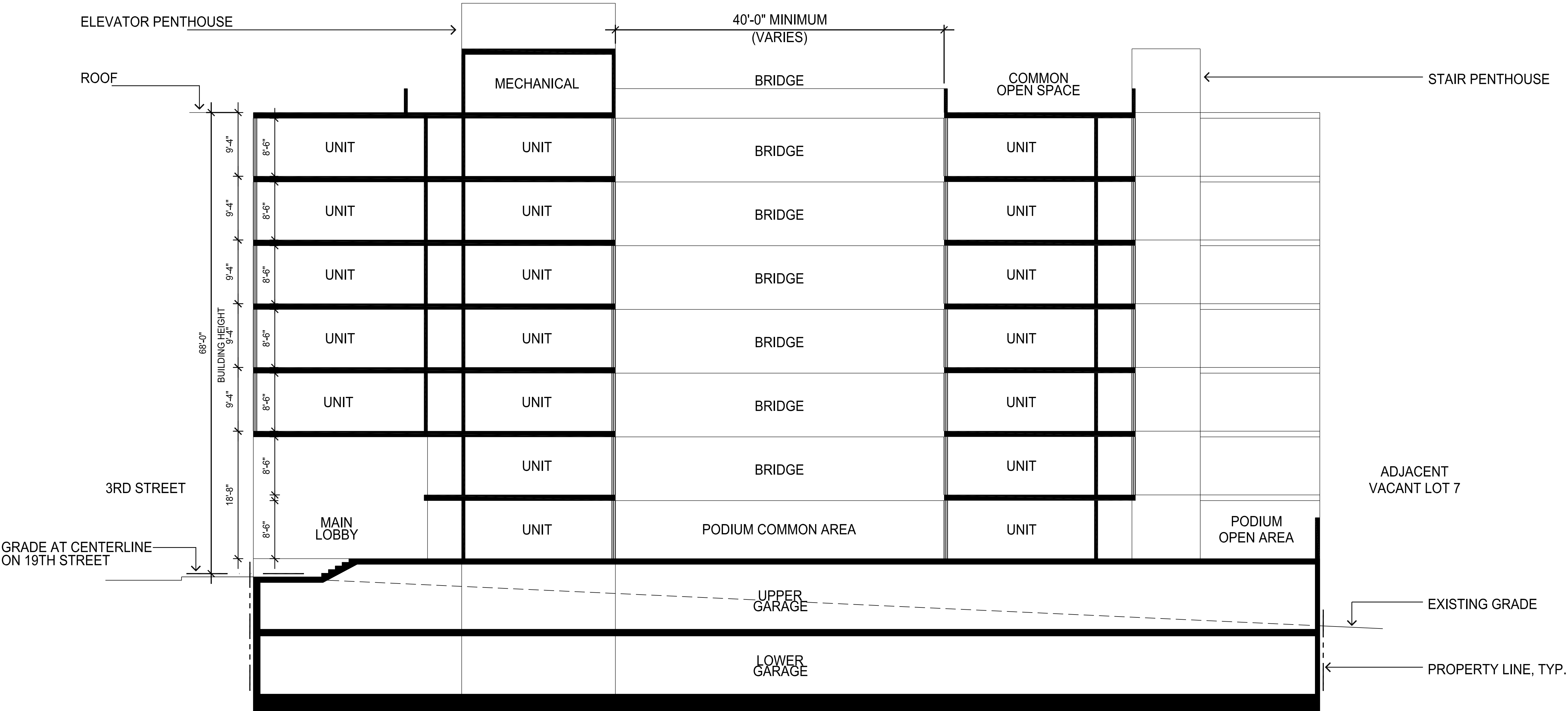
North Elevation
(Property Line)

SCALE: 1/8"=1'-0"

A3.4

Project No.	Date
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	PPA 05.06.13
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	REVIEW 11.21.13
	REVIEW 12.05.13
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SECTION A-A

SCALE: 1/8"=1'-0"

Section A-A

SCALE: 1/8"=1'-0"

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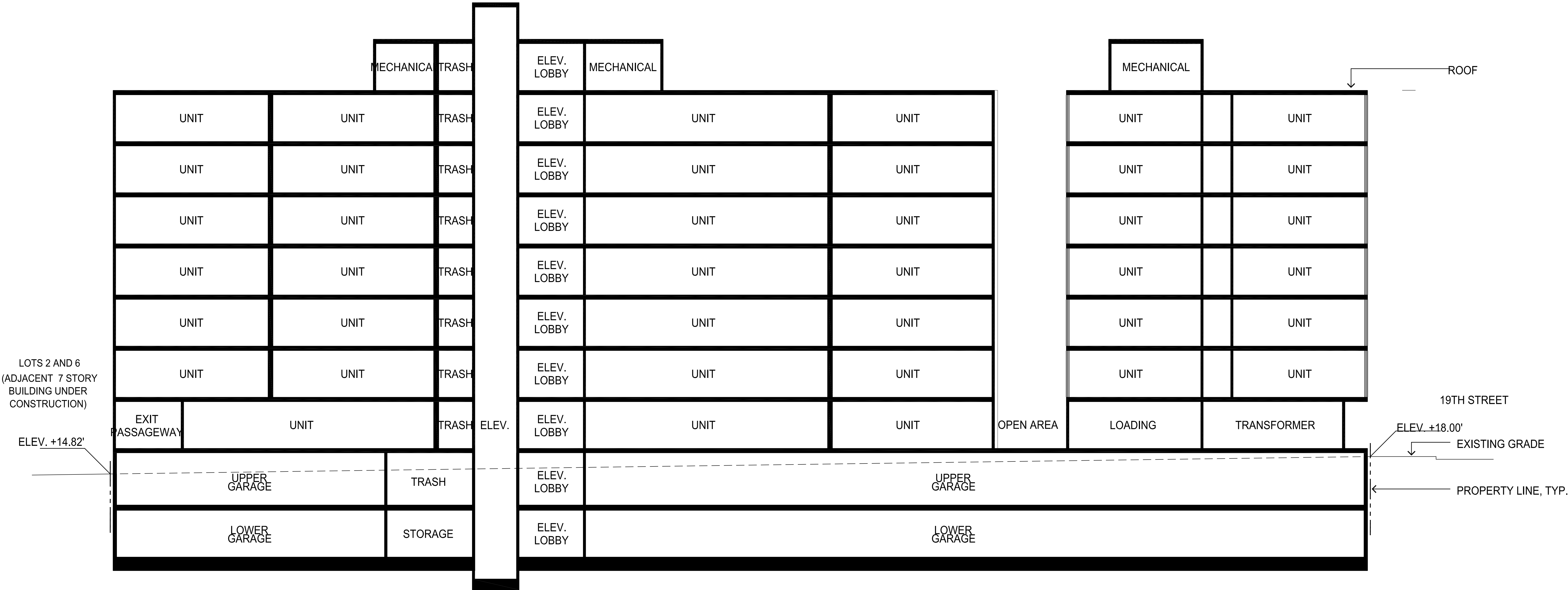
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	REVIEW 12.05.13
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SECTION B-B

SCALE: 1/8"=1'-0"

Section B-B

SCALE: 1/8"=1'-0"

A4.2

A4.3

A5.1

2177 THIRD STREET SUSTAINABILITY NARATIVE



INTEGRATED SUSTAINABILITY BENEFITS

The site is a short walking distance to local services and public transportation. 117 bicycle parking spaces are included in the design which is equal to 5% of the total motorized vehicle stall count. Fuel efficient vehicle and carpool parking is designated. The combination of sustainable transit strategies enables a transportation carbon reduction on the site of over 600 tons per year. An indoor water efficiency of 20% below the baseline is achieved with efficient fixtures. Greywater piping for toilet flushing will further reduce potable water consumption. Up to 29% of toilet flushing water per month can be offset with rainwater captured onsite. Irrigation water efficiency is achieved with native and adapted plants and drip irrigation. Stormwater management best practices allow the project to exceed the required 25% runoff reduction. Energy efficiency is achieved through a combination of efficient mechanical systems including solar hot water that reduces domestic hot water heating energy by 46%. LED lighting uses about 60% less energy than standard fluorescent lighting, saving about 17 tons of CO2 per year. It produces about 89% less heat, can provide a better color temperature, lasts longer which reduces landfill waste, and eliminates mercury which is a toxic chemical that is found in florescent lighting. Efficient façade measures like shaded double pane low-e glazing and operable windows improve the thermal performance of the interior and reduce mechanical loads. The combination of efficient MEP and façade measures equate to an energy performance that is 15% better than the code baseline. The sheltered interior courtyard is landscaped for use as a common area. The wide, tree lined sidewalks are activated by the retail use on the ground floor. The vertical landscaped street façade is a prominent feature that integrates the building with the landscaping.

Table 1: Solar Hot Water Calculations

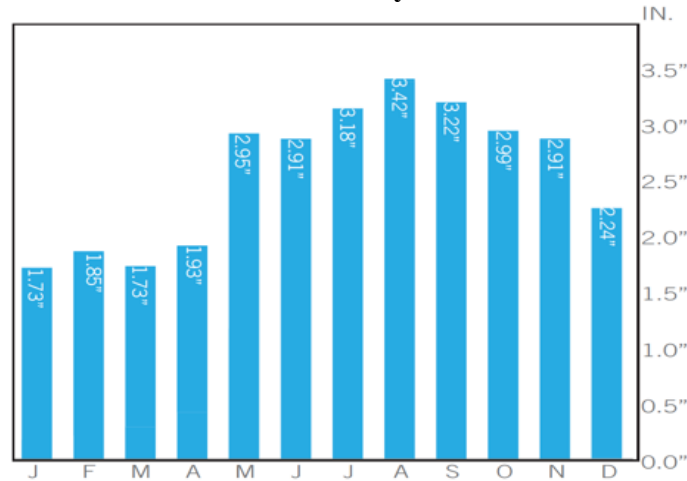
Annual Energy Savings	Heat Source	Roof Area Available	# of Collectors	# of Units	Estimated Water Use per unit per year	Anticipated DHW Heating Demand Offset	System Cost
78,400 kWh (w/ 30 deg. Tilt)	Solar Hot Water	800 sqft	17 (tubular glycol, high efficiency)	109 (estimated 218 occupants/ 2 per unit)	30,000 gallons 30% hot water (981,000 gallons of hot water per year)	46% (w/ 30 deg. Tilt); 39% (w/ no Tilt)	\$74,778 (payback period 5.5 years; excludes incentives, depreciation, financing, inflation, O+M)

Table 2: Water Savings Calculations

Rainfall	Rainwater Capture Area (Roof Only)	# of Units	Storage Capacity in Cistern	Toilet Flushing Water	Toilet Water Demand Offset w/ Rainwater
3.42" max. 1.73" min. (30% reduction/losses factor)	6,000 sqft (yields: 8,950 gal/month max. 4,530 gal/month min.)	109 (estimated 218 occupants/ 2.1 per unit = 229 occupants)	15,708 gal (can hold up to 2 weeks of toilet flushing water)	1,040 gal/day (approx. 31,250 gal/month, assumes 1.6gal/flush toilets, approx. 9.1 gallons/day but only ½ time at home)	29% max. rainfall month (15% min. rainfall month)

2177 THIRD STREET SUSTAINABILITY NARATIVE

Chart 1: Monthly Rainfall



SF GREEN BUILDING REQUIREMENTS

The project falls under the midrise residential version of the code and is therefore required to adopt a combination of required sustainable strategies and LEED NC 2009 strategies amounting to 50 points or a Silver equivalency rating. Below the selected measures are detailed. On the last page is a LEED Scorecard indicating the incorporated measures.

Table 3: SF Green Building Mandatory Measures, LEED Requirements, and Status

Code Requirement	LEED Requirement (LEED v3 Silver Req. by Code)	Project Status
Construction activity stormwater pollution prevention and site runoff controls - Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices.		Stormwater plan incorporates pollution prevention measures.
Stormwater Control Plan: Projects disturbing $\geq 5,000$ square feet must implement a Stormwater Control Plan meeting SFPUC Stormwater Design Guidelines		Project has already developed a stormwater control plan.
Water Efficient Irrigation - Projects that include $\geq 1,000$ square feet of new or modified landscape must comply with the SFPUC Water Efficient Irrigation Ordinance.		Confirm Landscape Design Package has been prepared by landscape design professional. Prepare for submittal - landscape, irrigation, and grading plans, soil management report, water efficient Landscape worksheet. Show compliance with requirement to use re-circulating water features, and use recycled water or harvested rain water if available.
Construction Waste Management: Comply with the San Francisco Construction & Demolition Debris Ordinance.	Mandatory Credit: Construction Waste Management: 75% Diversion.	Incorporate into Specifications. To be implemented by contractor.

2177 THIRD STREET

SUSTAINABILITY NARATIVE



	Mandatory Credit: Recycling by Occupants - Provide adequate space and equal access for storage, collection and loading of compostable, recyclable and landfill materials. See Administrative Bulletin 088 for details.	Incorporate notes into plans showing location and volume of recycling collection.
	Mandatory Credit: 15% Energy Reduction Compared to Title-24 2008 (or ASHRAE 90.1-2007). EA1: Optimize Energy Performance.	Confirm 10% Energy Savings per Title-24-2013 is planned. 2013 version is more than 25% better than 2007 version. Project is on track for compliance. Document with energy model results.
	Mandatory Credit: Basic Commissioning of Building Energy Systems.	Hire a commissioning agent to review + comment on design documents.
One or more bicycle parking spaces for each 20 off street (car) parking spaces provided by a project. Project may reduce the number of required off-street (car) parking spaces in city-owned and leased buildings, if additional bicycle parking spaces are provided.	Bicycle Parking for 15% of occupants is required.	LEED requirement and SF Green Building requirements are met.
	Mandatory Credit: Air Filtration: Provide at least MERV-13 filters in residential buildings in air-quality hot-spots (or LEED credit IEQ 5). (SF Health Code Article 38 and SF Building Code 1203.5).	Comply with IEQ5 for improved indoor air quality + to achieve required LEED requirements. Walk off mats or grills should be added to drawings; MERV-13 or better filters should appear in Mechanical Schedule. Janitor rooms should have deck to deck partitions and separate exhaust.
Comply with acoustic control measures of CBC 1207.		Design to meet required STC ratings. Annotate in drawings.
	SS1: Site Selection.	Requirements met by building on a previously developed site. Photos in Planning Meeting Presentation provide evidence.
	SS2: Development Density + Community Connectivity.	Site is in dense urban area and meets these requirements.
	SS4.1: Public Transportation Access.	Site is located in a transit-served location and meets requirement.
	SS4.3: Low-Emitting + Fuel Efficient Vehicles.	Option 1: charging stations for 3% total vehicle parking capacity. 95 spots provided, so 3 spots needed, only 1 is currently provided. Replace carpool spot with charging station + add 1 more. Option 2: provide efficient vehicle sharing program (like zip car) for 3% of occupants (7 spots).
	SS5.2: Site Development Max. Open Space.	Assuming a zoning ordinance exists, but has no open space requirements – maintain 20% vegetated open area (including roof).
	SS 6.1: Stormwater Design Quantity Control.	Stormwater Report incorporates management plan.
	SS6.2: Stormwater Design: Quality Control.	BMP practices are incorporated into existing Stormwater Report.
	SS7.1: Heat Island Effect Non Roof.	Achieved through existing design – shading from building + vegetation + parking under cover.
	SS7.1: Heat Island Effect Roof.	Incorporate high SRI roofing material into specs.
	WE1: Water Efficient Landscape.	4 points achieved by offsetting 100% of irrigation water.

2177 THIRD STREET

SUSTAINABILITY NARATIVE




	WE3: Water Use Reduction.	3 points can be achieved with efficient low-flow fixtures = 35% reduction, will reduce hot water energy demand as well.
	EA3: Enhanced Commissioning.	Hire a commissioning agent to review + comment on design documents, create an operations manual.
	EA4: Enhanced Refrigerant Management.	Ensure mechanical equipment selected doesn't have ozone-depleting substances, show in mechanical schedule.
	MR2: Construction Waste Management.	Incorporate into specifications. Carried out by contractor.
	MR4: Recycled Content 10%.	Incorporate into specifications. Carried out by contractor. % by cost.
	IEQ3.1: Construction IAQ Management Plan-During Construction.	Incorporate into specifications. Carried out by contractor.
	IEQ3.2: Construction IAQ Management Plan-During Construction	Incorporate into specifications. Carried out by contractor.
	IEQ4.1-4.3: Low Emitting Materials.	Incorporate into specifications. Carried out by contractor.
	IEQ6.1: Controllability of Systems-Lighting.	Overlaps with Title24 requirement + should be incorporated into the design in the Lighting Package.
	IEQ6.2:Controllability of Systems-Thermal Comfort.	Provide comfort system controls for 50% of occupants to enable adjustments that meet group needs and preferences (may include natural ventilation). Check to make sure requirements are incorporated into specs and drawings.
	IEQ7.1: Thermal Comfort-Design.	Design Mechanical Systems to meet ASHRAE 55. Have MEP Engineer perform calculations.
	IEQ7.2: Thermal Comfort-Verification.	Download a sample questionnaire from LEED User website.
	IEQ8.1: Daylight+Views-Daylight.	Perform Daylight Analysis or commit to measure daylight post-construction.
	IEQ8.2: Daylight+Views-Views.	Perform View Calculation.
	ID: Integrated Pest Management	Provide a plan/contract with a professional pest management company.
	ID: Green Cleaning	Provide a plan/contract with a professional green cleaning company.
	ID: LEED Accredited Professional.	Show certificate of LEED Accredited Professional on Design Team.

2177 THIRD STREET SUSTAINABILITY NARATIVE



Table 4: LEED Credits Incorporated into the Design

 LEED 2009 for New Construction and Major Renovations Project Checklist			Project Name _____ Date _____				
19 Sustainable Sites Possible Points: 26			Materials and Resources, Continued				
Y ? N			Y ? N				
Y	Prereq 1	Construction Activity Pollution Prevention	1	Credit 4	Recycled Content 1 to 2		
1	Credit 1	Site Selection 1		Credit 5	Regional Materials 1 to 2		
5	Credit 2	Development Density and Community Connectivity 5		Credit 6	Rapidly Renewable Materials 1		
	Credit 3	Brownfield Redevelopment 1		Credit 7	Certified Wood 1		
6	Credit 4.1	Alternative Transportation—Public Transportation Access 6					
1	Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms 1					
1	Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles 3					
	Credit 4.4	Alternative Transportation—Parking Capacity 2					
	Credit 5.1	Site Development—Protect or Restore Habitat 1					
1	Credit 5.2	Site Development—Maximize Open Space 1					
1	Credit 6.1	Stormwater Design—Quantity Control 1					
1	Credit 6.2	Stormwater Design—Quality Control 1					
1	Credit 7.1	Heat Island Effect—Non-roof 1					
1	Credit 7.2	Heat Island Effect—Roof 1					
	Credit 8	Light Pollution Reduction 1					
5 Water Efficiency Possible Points: 10			13 Indoor Environmental Quality Possible Points: 15				
Y	Prereq 1	Water Use Reduction—20% Reduction		Y	Prereq 1	Minimum Indoor Air Quality Performance	
2	Credit 1	Water Efficient Landscaping 2 to 4		Y	Prereq 2	Environmental Tobacco Smoke (ETS) Control	
	Credit 2	Innovative Wastewater Technologies 2			Credit 1	Outdoor Air Delivery Monitoring 1	
3	Credit 3	Water Use Reduction 2 to 4			Credit 2	Increased Ventilation 1	
6 Energy and Atmosphere Possible Points: 35					Credit 3.1	Construction IAQ Management Plan—During Construction 1	
Y	Prereq 1	Fundamental Commissioning of Building Energy Systems			Credit 3.2	Construction IAQ Management Plan—Before Occupancy 1	
Y	Prereq 2	Minimum Energy Performance			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants 1	
Y	Prereq 3	Fundamental Refrigerant Management			Credit 4.2	Low-Emitting Materials—Paints and Coatings 1	
2	Credit 1	Optimize Energy Performance 1 to 19			Credit 4.3	Low-Emitting Materials—Flooring Systems 1	
	Credit 2	On-Site Renewable Energy 1 to 7			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products 1	
2	Credit 3	Enhanced Commissioning 2			Credit 5	Indoor Chemical and Pollutant Source Control 1	
2	Credit 4	Enhanced Refrigerant Management 2			Credit 6.1	Controllability of Systems—Lighting 1	
	Credit 5	Measurement and Verification 3			Credit 6.2	Controllability of Systems—Thermal Comfort 1	
	Credit 6	Green Power 2			Credit 7.1	Thermal Comfort—Design 1	
3 Materials and Resources Possible Points: 14					Credit 7.2	Thermal Comfort—Verification 1	
Y	Prereq 1	Storage and Collection of Recyclables			Credit 8.1	Daylight and Views—Daylight 1	
	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof 1 to 3			Credit 8.2	Daylight and Views—Views 1	
	Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements 1					
2	Credit 2	Construction Waste Management 1 to 2					
	Credit 3	Materials Reuse 1 to 2					
3 Innovation and Design Process Possible Points: 6							
					1	Credit 1.1	Innovation in Design: Integrated Pest Management 1
					1	Credit 1.2	Innovation in Design: Green Cleaning 1
						Credit 1.3	Innovation in Design: Specific Title 1
						Credit 1.4	Innovation in Design: Specific Title 1
						Credit 1.5	Innovation in Design: Specific Title 1
					1	Credit 2	LEED Accredited Professional 1
1 Regional Priority Credits Possible Points: 4							
					1	Credit 1.1	Regional Priority: Daylight + Views: Daylight 1
						Credit 1.2	Regional Priority: Specific Credit 1
						Credit 1.3	Regional Priority: Specific Credit 1
						Credit 1.4	Regional Priority: Specific Credit 1
50 Total Possible Points: 110			50 Total Possible Points: 110				
			Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110				