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Executive Summary
Conditional Use Authorization Planned Unit Development and Large Project Authorization

HEARING DATE: MARCH 2, 2017

Date:	February 23, 2017
Case No.:	**2014.0011CX**
Project Address:	**1298 HOWARD STREET**
Zoning:	RCD (Regional Commercial) District WMUG (Western SoMa Mixed Use - General) District RED-MX (Residential Enclave - Mixed) District Western SoMa Special Use District 45/55-X Height and Bulk Districts
Block/Lots:	3728/019, 024, 025, 086 and 087
Project Sponsor:	John Kevlin, Reuben, Junius & Rose, LLP One Bush Street Suite 600 San Francisco, CA 94104
Staff Contact:	Doug Vu – (415) 575-9120 Doug.Vu@sfgov.org
Recommendation:	**Approval with Conditions**

PROJECT DESCRIPTION

The proposed Project includes the conversion of an automotive gas station, demolition of the existing gas station, car wash and restaurant on the subject parcels, the merger of five lots and the new construction of a Planned Unit Development (PUD) with two 45- and 55-foot tall, four- and five-story mixed-use buildings totaling approximately 142,500 square feet that includes 13,850 square feet of ground floor administrative, professional and personal office and/or commercial retail space, and 128,650 square feet of residential use for 124 dwellings with a mix of 29 studio, 36 one-bedroom and 59 two-bedroom units. The Project also includes an additional 30,395 square feet underground accessory parking garage for 71 automobiles, approximately 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space through an interior courtyard, fifth floor roof terrace and publicly accessible mid-block alley, 188 Class 1 and 32 Class 2 bicycle parking spaces.

SITE DESCRIPTION AND PRESENT USE

The Project is located on five lots with a total area of approximately 37,125 sq. ft. that cumulatively have 225 ft. of frontage along Howard Street, 165 ft. along 9th Street and 225 ft. along Natoma Street. The Project is located in three separate zoning districts with Lot 087 in the RCD (Regional Commercial) District, Lot 086 in the WMUG (WSoMa Mixed Use - General) District and Lots 019, 024 and 025 in the

RED-MX (Residential Enclave - Mixed) Zoning District. The Project site is currently improved with a 5,000 sq. ft. automotive gas station and restaurant use (dba Chevron Gas, Burger King Drive-Thru and Starbucks Coffee) constructed in 1998 and an 800 sq. ft. drive-thru car wash constructed in 1999 that are all currently in operation.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The Project is located in the Western SoMa Neighborhood and within the RCD District that is located along the 9th Street and 10th Street corridors, generally running from Mission Street to Harrison Street. This district provides for a wide variety of commercial uses and services to a population greater than the immediate neighborhood. While providing convenience goods and services to the surrounding neighborhood, the RCD corridors are also heavily trafficked thoroughfares into and out of the City, which 9th and Howard Streets are major arterials that serve shoppers from other neighborhoods and cities. The immediately surrounding properties include office buildings to the north, an industrial building and the South of Market Library to the west, and mixed-use buildings with ground floor commercial and upper floor dwellings to the south and east. The east end of the Project is located in the RED-MX District, which is a low-scale, medium density, and predominantly residential neighborhood that also permits small-scale retail, restaurants, arts activities, and other commercial uses to create the potential for more active, mixed-use alleys. Civic Center Plaza is located three blocks north from the Project across Market Street, the Folsom Street NCT District and Interstate 80 are located one and three blocks south, respectively, and the San Francisco Hall of Justice is located three blocks to the southeast. The Project is also centrally located to public transportation with access to 29 MUNI, BART and SamTrans stops within a one-quarter mile radius.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on February 21, 2017, 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 Western SoMA Community Plan and was encompassed within the analysis contained in the Western SoMA Community Plan Program EIR (WSOMA PEIR). Since the PEIR was adopted, 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 WSOMA PEIR 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 PEIR.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	February 10, 2017	February 8, 2017	22 days
Posted Notice	20 days	February 10, 2017	February 9, 2017	21 days
Mailed Notice	20 days	February 10, 2017	February 10, 2017	20 days

The proposal requires a Section 312 neighborhood notification, which was conducted in conjunction with the required hearing notification for the Conditional Use and Large Project Authorizations.

PUBLIC COMMENT/COMMUNITY OUTREACH

As of February 23, 2017, the Department has received eight comment letters from neighbors that live on Natoma Street. Several of these letters state support for the Project, but the majority have also stated concerns and opposition to placing the driveway on Natoma Street. These residents believe doing so would significantly increase auto congestion and negatively impact the character of the alley in other ways. Copies of this correspondence have been included in the Commission's packet.

In addition to the required pre-application meeting that was held on March 5, 2014, the Project Sponsor has conducted additional public outreach through a meeting to present and discuss the proposed alley design on February 4, 2015 and a neighborhood project update and status meeting on April 26, 2016. The Sponsor has also met individually with members of the Western SoMa Citizens Task Force, United Playaz, business owners of Asia SF, Tank 18, 155 9th Street, and residents of 1252 Howard Street along with others on Natoma Street.

ISSUES AND OTHER CONSIDERATIONS

- As part of the Conditional Use Authorization for a PUD and the Large Project Authorization, the Commission may grant modifications from certain Planning Code requirements for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The proposed project requests modifications from the rear yard, dwelling unit exposure and off-street loading requirements pursuant to Planning Code Sections 134, 140 and 152.1, respectively. Department staff is generally in agreement with the proposed modifications given the overall project and its design.
- The Project is located in three separate land use districts including the RCD, WMUG and RED-MX Districts that each have different development controls, and the location of the proposed uses were used to determine the specific controls for this Project.
- The RCD District permits office use on the ground or second floor of a non-historic building, and the specific types of office uses permitted are administrative service, philanthropic administrative, business or professional service, financial service, medical service and personal service as defined under Planning Code Sections 790.106 through 790.116.
- The Project is located in an area identified for capital projects that are part of the SFMTA Vision Zero Policy to eliminate all traffic deaths in San Francisco by 2024.
- The Project has elected to provide on-site affordable housing as identified in Planning Code Section 415.6, which requires 13.5 percent of the total number of units to be designated as part of the inclusionary affordable housing program. The Project contains 124 dwelling units and the Sponsor will fulfill this requirement by providing the seventeen (17) affordable rental units on-site.
- The Project would be subject to the following development impact fees, which are estimated as follows:

FEE TYPE	PLANNING CODE SECTION/FEE	AMOUNT
Eastern Neighborhoods Impact Fee (5,800 sq. ft. – Tier 1; Change in Use from PDR to Non-Residential)	423 (@ $3.00)	$17,400
Eastern Neighborhoods Impact Fee (128,650 sq. ft. – Tier 1; New Residential)	423 (@ $10.19)	$1,310,943
Eastern Neighborhoods Impact Fee (8,050 sq. ft. – Tier 1; New Non-Residential)	423 (@ $7.65)	$61,583
Transportation Sustainability Fee (TSF) (5,800 sq. ft. – Change in Use from PDR to Non-Residential)	411A (@ $10.43)	$60,494
Transportation Sustainability Fee (TSF) (8,050 sq. ft. – New Non-Residential)	411A (@ $18.04)	$145,222
Transportation Sustainability Fee (TSF) [EE filed on 12/3/2014 = Use TSF Rules – 50% Disc.] (102,713 sq. ft. – New Residential, Up to 99 DU)	411A (@ $7.74) x 50%	$397,497
Transportation Sustainability Fee (TSF) [EE filed on 12/3/2014 = Use TSF Rules – 50% Disc.] (25,938 sq. ft. – New Residential, 99 DU to 124 DU)	411A (@ $8.74) x 50%	$113,347
Residential Child-Care Impact Fee (5,800 sq. ft. – 10 Units or More; Change in Use - PDR)	414A (@ $0.26)	$1,508
Residential Child-Care Impact Fee (128,650 sq. ft. – 10 Units or More; New Residential)	414A (@ $1.83)	$235,430
	TOTAL	**$1,626,863**

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 Conditional Use Authorization, a Planned Unit Development and Large Project Authorization pursuant to Planning Code Sections 121.1, 121.7, 202.5, 303, 304 and 329, respectively, to allow the conversion and demolition of an automotive gas station, restaurant and car wash, and the new construction of two 45- and 55-foot tall, four- and five-story mixed-use buildings totaling approximately 142,500 square feet that includes 13,850 square feet of office and retail commercial space at the ground floor and 128,650 square feet of residential use for 124 dwellings, an additional 30,395 square feet underground vehicular parking garage for 71 automobiles, 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space partly through a publicly accessible mid-block alley, 188 Class 1 and 31 Class 2 bicycle parking spaces at 1298 Howard Street, and to allow modifications to the requirements for rear yard, dwelling unit exposure and off-street loading pursuant to Planning Code Sections 134, 140, and 152.1, respectively.

BASIS FOR RECOMMENDATION

- The Project complies with the applicable requirements of the Planning Code.

- The Project is, on balance, consistent with the Objectives and Policies of the General Plan and the Western SoMa Community Plan.
- The Project exhibits overall quality design, which relates to the surrounding context and neighborhood.
- The Project is located in zoning districts where residential, office and commercial retail uses are principally permitted.
- The Project in an appropriate in-fill development that will add 124 new dwelling units to the City's housing stock and 13,850 square feet of office and commercial space in an area that encourages the development of mixed-use buildings with housing over ground floor commercial and production, distribution, and repair uses.
- The Project is consistent with and respects the varied neighborhood character, and provides an appropriate massing and scale for the adjacent contexts.
- The Project complies with the First Source Hiring Program.
- The Project is necessary and desirable, is compatible with the surrounding neighborhood, and would not be detrimental to persons or adjacent properties in the vicinity.
- The Project would permanently designate seventeen dwelling units as on-site, below-market rate rental units under a Costa Hawkins Agreement.
- The Project will fully utilize the Eastern Neighborhoods Area Plan controls, and will pay the appropriate development impact fees.

RECOMMENDATION:	**Approval with Conditions**

Attachments:
Draft Motion - Conditional Use Authorization
Draft Motion - Large Project Authorization
Parcel Map
Sanborn Map
Zoning Map
Height and Bulk Map
Aerial Photographs
Site Photos
Community Plan Exemption
Entertainment Commission Recommendations
Public Correspondence
Project Sponsor Submittal
- Affordable Housing Affidavit
- Anti-Discriminatory Housing Affidavit
- First Source Hiring Affidavit
- Architectural Drawings

Attachment Checklist

- ☒ Executive Summary
- ☒ Draft Motion
- ☒ Zoning District Map
- ☒ Height & Bulk Map
- ☒ Parcel Map
- ☒ Sanborn Map
- ☒ Aerial Photo
- ☒ Site Photos
- ☒ Environmental Determination
- ☒ First Source Hiring Affidavit

- ☒ Project Sponsor Submittal:

  Drawings: Existing Conditions

  - ☒ Check for Legibility

  Drawings: Proposed Project

  - ☒ Check for Legibility
  - ☒ 3-D Renderings:

  (New Construction or Significant Addition)

- ☐ Wireless Telecommunications Materials
  - ☐ Health Dept. Review of RF levels
  - ☐ RF Report
  - ☐ Community Meeting Notice
- ☒ Housing Documents
  - ☒ Inclusionary Affordable Housing Program: Affidavit for Compliance
  - ☒ Anti-Discriminatory Housing Affidavit

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

Planner's Initials

DV: G:\Documents\X\1298 Howard Street_2014.0011X\Draft Docs\1298 Howard St_Exec Sum.doc

SAN FRANCISCO
PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- ☑ Affordable Housing (Sec. 415)
- ☐ Jobs Housing Linkage Program (Sec. 413)
- ☑ Transportation Sustainability Fee (Sec. 411A)
- ☑ First Source Hiring (Admin. Code)
- ☑ Child Care Requirement (Sec. 414A)
- ☑ Eastern Neighborhoods Impact Fee (Sec. 423)

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Planning Commission Motion No. XXXXX

HEARING DATE: MARCH 2, 2017

Case No.:	**2014.0011C**
Project Address:	**1298 HOWARD STREET**
Zoning:	RCD (Regional Commercial) District WMUG (WSoMA Mixed Use - General) District RED-MX (Residential Enclave - Mixed) District Western SoMa Special Use District 45/55-X Height and Bulk Districts
Block/Lots:	3728/019, 024, 025, 086 and 087
Project Sponsor:	John Kevlin, Reuben, Junius & Rose, LLP One Bush Street Suite 600 San Francisco, CA 94014
Staff Contact:	Douglas Vu – (415) 575-9120 doug.vu@sfgov.org

ADOPTING FINDINGS RELATING TO CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 121.1, 121.7, 202.5, 303 AND 304, TO ALLOW EXCEPTIONS TO 1) REAR YARD (PLANNING CODE SECTION 134); 2) DWELLING UNIT EXPOSURE (PLANNING CODE SECTION 140); AND OFF-STREET LOADING (PLANNING CODE SECTION 152.1) FOR CONVERSION OF THE EXISTING AUTOMOTIVE SERVICE STATION, DEMOLITION OF ALL EXISTING STRUCTURES, LOT MERGER, DEVELOPMENT ON A LARGE LOT AND CONSTRUCTION OF A PLANNED UNIT DEVELOPMENT WITH TWO NEW 45- AND 55-FEET TALL, FOUR- AND FIVE-STORY, APPROXIMATELY 142,500 GROSS SQUARE-FEET MIXED-USE BUILDINGS WITH UP TO 13,850 SQUARE FEET OF GROUND FLOOR OFFICE AND RETAIL SPACE, 124 DWELLING UNITS, AND A 30,395 SQUARE-FOOT BASEMENT LEVEL GARAGE WITH 71 AUTOMOBILE AND 188 CLASS 1 BICYCLE PARKING SPACES LOCATED AT 1298 HOWARD STREET, LOTS 019, 024, 025, 086 AND 087 IN ASSESSOR'S BLOCK 3728, WITHIN THE RCD (REGIONAL COMMERCIAL), WMUG (WSOMA MIXED USE - GENERAL), RED-MX (RESIDENTIAL ENCLAVE - MIXED) ZONING DISTRICTS, 45-X AND 55-X HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 12, 2014, John Kevlin of Reuben, Junius & Rose, LLP on behalf of 1288 Howard, LP (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 121.1, 121.7, 202.5, 303 and 304 to allow conversion of an automotive service station to other permitted land uses, demolition of an automotive service station, restaurant and car wash, and construction of a Planned Unit Development with two 45- and 55-feet tall, four- and five-story buildings with a total area of approximately 142,500 square feet that includes 13,850 square feet of office and retail commercial space at the ground floor, 128,650 square feet of residential use for 124 dwellings units, an additional 30,395 square-foot underground vehicular parking garage for 71 automobiles and 188 Class 1 bicycle parking spaces, approximately 2,224 square feet of private and 9,050 square feet of common open space partly through a publicly accessible mid-block alley at 1298 Howard Street (Block 3728; Lots 019, 024, 025, 086 & 087) 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 Western SoMA Plan Final Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on December 6, 2012, by Motion No. 18756, 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 Western SoMA Plan PEIR 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 PEIR, and no additional or new environmental review is required. In approving the Western SoMa Community Plan, the Commission adopted CEQA Findings in its Motion No. 18756 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 February 21, 2017, 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 Western SoMa Community Plan and was encompassed within the analysis contained in the Western SoMa Community Plan PEIR. Since the Western SoMa Community Plan PEIR was finalized, there have been no substantial changes to the Western SoMa Community 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 PEIR. The file for this project, including the Western SoMa Community Plan PEIR 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 Western SoMa Community Plan PEIR 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.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2014.0011C at 1650 Mission Street, 4th Floor, San Francisco, California.

On December 1, 2016, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2014.0011C, and continued the item to January 26, 2017.

On January 26, 2017, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2014.0011C, and continued the item to March 2, 2017.

On March 2, 2017, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2014.0011C.

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 Conditional Use requested in Application No. 2014.0011C, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.

2. **Site Description and Present Use.** The Project is located on five lots with a total area of approximately 37,125 sq. ft. that cumulatively have 225 ft. of frontage along Howard Street, 165 ft. along 9th Street and 225 ft. along Natoma Street. The Project is located in three separate zoning districts with Lot 087 in the RCD (Regional Commercial) District, Lot 086 in the WMUG (WSoMa Mixed Use - General) District and Lots 019, 024 and 025 in the RED-MX (Residential Enclave - Mixed) Zoning District. The Project site is currently improved with a 5,000 sq. ft. automotive gas station and restaurant use (dba Chevron Gas, Burger King Drive-Thru and Starbucks Coffee) constructed in 1998 and an 800 sq. ft. drive-thru car wash constructed in 1999 that are all currently in operation.

3. **Surrounding Properties and Neighborhood.** The Project is located in the Western SoMa Neighborhood and within the RCD District that is located along the 9th Street and 10th Street corridors, generally running from Mission Street to Harrison Street. This district provides for a wide variety of commercial uses and services to a population greater than the immediate neighborhood. While providing convenience goods and services to the surrounding neighborhood, the RCD corridors are also heavily trafficked thoroughfares into and out of the City, which 9th and Howard Streets are major arterials that serve shoppers from other neighborhoods and cities. The immediately surrounding properties include office buildings to the north, an industrial building and the South of Market Library to the west, and mixed-use buildings with ground floor commercial and upper floor dwellings to the south and east. The east end of the Project is located in the RED-MX District, which is a low-scale, medium density, and predominantly residential neighborhood that also permits small-scale retail, restaurants, arts activities, and other commercial uses to create the potential for more active, mixed-use alleys. Civic Center Plaza is located three blocks north from the Project across Market Street, the Folsom Street NCT District and Interstate 80 are located one and three blocks south, respectively, and the San Francisco Hall of Justice is located three blocks to the southeast. The Project is also centrally located to public transportation with access to 29 MUNI, BART and SamTrans stops within a one-quarter mile radius.

4. **Project Description.** The proposed Project includes the conversion of an automotive gas station, demolition of the existing gas station, car wash and restaurant on the subject parcels, the merger of five lots and the new construction of a Planned Unit Development (PUD) with two 45- and 55-foot tall, four- and five-story mixed-use buildings totaling approximately 142,500 square feet that includes 13,850 square feet of ground floor administrative, professional and personal office and/or commercial retail space, and 128,650 square feet of residential use for 124 dwellings with a mix of 29 studio, 36 one-bedroom and 59 two-bedroom units. The Project also includes an additional 30,395 square feet underground accessory parking garage for 71 automobiles, approximately 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space through an interior courtyard, fifth floor roof terrace and publicly accessible mid-block alley, 188 Class 1 and 32 Class 2 bicycle parking spaces.

5. **Public Comment**. The Department has received eight comment letters from neighbors that live on Natoma Street. Several of these letters state support for the Project, but the majority have also

stated concerns and opposition to placing the driveway on Natoma Street. These residents believe doing so would significantly increase auto congestion and negatively impact the character of the alley in other ways.

In In addition to the required pre-application meeting that was held on March 5, 2014, the Project Sponsor has conducted additional public outreach through a meeting to present and discuss the proposed alley design on February 4, 2015 and a neighborhood project update and status meeting on April 26, 2016. The Sponsor has also met individually with members of the Western SoMa Citizens Task Force, United Playaz, business owners of Asia SF, Tank 18, 155 9th Street, and residents of 1252 Howard Street along with others on Natoma Street.

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 RCD, WMUG and RED-MX Zoning Districts.** Commercial office use at the ground or second floor, retail sales and services (with the exception of specific uses identified under Planning Code Section 744), and residential uses are principally within the RCD Zoning District. Commercial office, retail sales and services (up to 10,000 gross square feet per lot), and residential uses are principally permitted in the WMUG Zoning District under Planning Code Section 844. Only residential and certain non-residential uses identified under Planning Code Section 847 are permitted in the RED-MX Zoning District Therefore, the Project complies with this requirement.

   The Project includes 12,600 square feet of office and/or retail use in the RCD District and 1,250 square feet of restaurant or retail sales and service use in the WMUG District. Only residential use is proposed within the RED-MX District and therefore, the Project complies with this requirement.

   B. **Rear Yard**. Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot to be provided at the lowest level of dwelling units. The Project has a total area of 37,120 square feet, and would need to provide a minimum rear yard 9,280 square feet. Section 134(f) allows for modifications to the rear yard requirements through the Large Project Authorization process by providing an equivalent amount of square footage on the project site.

   The Project proposes a 5,060 square feet alley that is equal to 13.6 percent of the total lot area that is not considered a Code complying rear yard and is seeking an exception to this requirement through the Large Project Authorization, as discussed in detail below.

   C. **Residential Open Space.** Planning Code Section 135 requires a minimum of 80 square feet of usable private or common open space per dwelling unit that may be reduced to 54 square feet if the open space is public in the WMUG and RED-MX Districts. This Section also requires 80 square feet of usable private or 100 square feet of common open space per dwelling unit in the RCD District. Private usable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 square feet if located on a deck,

balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a terrace or the surface of an inner or outer court pursuant to PC Section 145(F). Common usable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum are of 300 sq. ft. Further, inner courts may be credited as common usable open space if the enclosed space is not less than 20 feet in every horizontal dimension and 400 sq. ft in area, and if the height of the walls and projections above the court on at least three sides is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.

The Project includes 60 dwelling units that are located in the RCD District, and at least 1,900 square feet of private open space for nineteen units. The Project also includes 64 units located in the WMUG or RED-MX District, and at least 480 square feet of private open space for six units. The remaining 41 units in the RCD District requires at least 4,100 square feet of common usable open space (calculated at 100 square feet per unit), and the remaining 58 units in the WMUG and RED-MX Districts require 3,132 square feet (calculated at 54 square feet per unit), for a combined total of 7,232 square feet. This common usable open space is provided through a 5,060 square feet mid-block alley and 2,520 square feet roof terrace at the fifth floor for a combined 7,580 square feet, which exceeds the 7,232 square feet minimum. Therefore, the Project complies with the residential open space requirement.

D. **Non-Residential Open Space.** Planning Code Section 135.3 requires one square feet of open space per 250 square feet of occupied floor area for retail use in the RCD and WMUG Districts, and one square feet per 90 square feet of office use in the RCD District. This amount may be reduced by 33 percent if the open space is publicly accessible.

The Project proposes 11,600 square feet of office use in the RCD, and 2,250 square feet of retail use in the RCD and WMUG Districts. These uses require a minimum nine square feet of open space for the retail use and 129 square feet for the office use that equals a total amount of 138 square feet. The Project proposes 220 square feet of publicly accessible open space adjacent to the 9th Street ground floor commercial entrance that is greater than the 92 required square feet, and therefore complies with the non-residential open space requirement.

E. **Permitted Obstructions.** Planning Code Section 136(c)(2) outlines the requirements for features, which may project over a street, alley, setback or usable open space. Generally, projections over streets and alleys are limited to 3-ft deep with a maximum length of 15-ft for each bay window or balcony. This length shall be reduced in proportion to the distance from such line by means of a 45 degree angle drawn inward from the ends of the 15-ft dimension, thus reaching a maximum of 9-ft along a line parallel to and at a distance of 3-ft from the line establishing the required open area. Additionally, the minimum horizontal separation between bay windows, between balconies, and between bay windows and balconies (except where a bay window and a balcony are located immediately adjacent to one another) shall be two feet at the line establishing the required open area, and shall be increased in proportion to the distance from such line by means of 135-degree angles drawn outward from the ends

of such two-foot dimension, reaching a minimum of eight feet along a line parallel to and at a distance of three feet from the line establishing the required open area.

The Project proposes a total of fourteen bay windows and balconies at the second through fifth floors of the building, each with a dimension of 3-feet by 6-feet and at least 75-feet apart, that project over the property line along all three street frontages. Therefore, these bays and balconies comply with the requirements of the permitted obstructions criteria.

F. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires a streetscape plan showing the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, and curb lines, and the relation of such elements to proposed new construction and site work on the subject property in compliance with the Better Streets Plan.

The Project has a total 515-feet of frontage along Natoma, 9th and Howard Streets and includes a streetscape proposal that complies with the Better Streets Plan and reviewed by the Department led Streetscape Design Advisory Team. The approved streetscape plan includes widened sidewalks at Howard and 9th Streets, a curb extension and bulb-out at the Howard and 9th Street intersection, street trees, Class 2 bicycle racks and other improvements within the public realm.

G. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, public alley at least 25-ft in width, side yard at least 25-ft in width, or rear yard, which meets the requirements of the Planning Code. Alternatively, an open area (whether an inner court or a space between separate buildings on the same lot) which is unobstructed (except for fire escapes not projecting more than necessary for safety and in no case more than 4'-6", chimneys, and those obstructions permitted in Sections 136(c)(14), (15), (16), (19), (20) and (29) of this Code) and is no less than 25 feet in every horizontal dimension for the floor at which the Dwelling Unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor can satisfy the exposure requirement.

The Project proposes eight total units that do not meet the exposure requirement which are located at the third and fourth floors of the building. Therefore, the Project is seeking an exception to the dwelling unit exposure requirement for six percent of the 124 total units through the Large Project Authorization, as discussed in detail below.

H. **Street Frontage.** Planning Code Section 145.1 requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new structure parallel to and facing a street shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 14 feet (measured at grade); that the floors of street-fronting interior spaces housing non-residential active uses

and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level.

The Project does not include any parking at street grade but proposes a basement-level parking garage that is accessed through one 14-feet wide garage door on Natoma Street between the commercial and residential uses of the Project. The Project also includes active uses including 13,850 square feet of office and retail space that are at least 25-feet in depth, fourteen feet in floor-to-ceiling height and have transparent openings for at least 60 percent of the frontage at the ground floor. The remaining active use includes walk-up dwelling units that provide direct, individual pedestrian access to the public sidewalk at Natoma Street and the mid-block alley. Therefore, the Project complies with the street frontage requirements of the Planning Code.

I. **Off-Street Parking.** Planning Code Section 151.1 principally permits an accessory off-street parking ratio of 1:2 in the RCD, 1:4 in the WMUG and 3:4 in the RED-MX Districts for dwelling units. The ratio for two-bedroom units with at least 1,000 square feet is also 1:4. In addition, a parking ratio of 1:1,500 sq. ft. for office use in the RCD and 1:200 sq. ft. for retail use in the RCD and WMUG Districts are permitted.

The Project proposes the following number of parking spaces that are principally permitted and complies with Planning Code Section 151.1:

Use (# or sq. ft.)	Zoning District (Ratio)	Permitted	Proposed
Residential (60 DU)	RCD (1:2)	30	30
Residential (42 DU)	WMUG (1:4)	11	11
Residential (2 DU)	WMUG (1:4)	01	01
Residential (20 DU)	RED-MX (3:4)	15	15
Office (11,600 sq. ft.)	RCD (1:1,500)	08	08
Retail (2,250 sq. ft.)	RCD & WMUG (1:200)	11	06
	TOTAL SPACES	76	71

The 71 total proposed parking spaces is less than the 76 that are principally permitted, and therefore, the Project complies with the off-street parking requirements.

J. **Loading.** Planning Code Section 152.1 requires one off-street freight loading space for residential uses between 100,001 and 200,000 gross square feet.

The Project includes 128,650 square feet of residential uses for 124 dwelling units that require one off-street loading space but proposes an on-street loading space that requires an exception through the Large Project Authorization, as discussed in detail below.

K. **Bicycle Parking.** Planning Code Section 155.2 requires 100 Class 1 bicycle parking spaces for the first 100 dwelling units, one additional Class 1 space for every four dwelling units

exceeding 100 and one Class 2 bicycle parking space for every 20 dwelling units. This requirement also includes one Class 1 space per 5,000 square feet and two Class 2 spaces for up to 50,000 square feet of office use, and one Class 2 space per 750 square feet of occupied floor area for eating, drinking or personal service uses.

The Project includes 124 dwelling units that require at least 106 Class 1 bicycle parking spaces and six Class 2 parking spaces. The Project also includes 11,600 square feet of office use and 2,250 square feet of retail use that require two Class 1 and five Class 2 bicycle parking spaces. The Project proposes 188 Class 1 spaces at the basement and ground floor, and 32 Class 2 parking spaces that exceed the required 108 Class 1 and eleven Class 2 bicycle parking spaces. Therefore, the Project complies with Planning Code Section 155.2.

L. **Car Share Requirements.** Planning Code Section 166 requires one car-share parking space for a project that has between 20 and 200 dwelling units.

The Project includes 124 dwelling units and is required to provide a minimum of one car-share parking space. The Project exceeds this requirement and provides eight car-share parking spaces and therefore complies with Planning Code Section 166.

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

The Project is providing a total 71 off-street parking spaces, of which 57 are accessory to the dwelling units. These spaces will be unbundled and sold or leased separately from the dwelling units. Therefore, the Project meets this requirement.

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

The Project includes 124 total dwelling units and is required to provide at least 50 (or 40%) two-bedroom units. The Project includes 59 two-bedroom units (or 48%) and therefore complies with the unit mix requirement.

O. **Height.** Planning Code Section 261.1 requires all subject frontages on the southerly side of an East-West Narrow Street (a public right-of-way less than or equal to 40 feet in width) to have upper stories that are set back at the property line more than 60 feet from an intersection such that they avoid penetration of a sun access plane defined by an angle of 45 degrees extending from the most directly opposite northerly property line. No part or feature of a building, including but not limited to any feature listed in Sections 260(b), may penetrate the required setback plane. In addition, mid-block passages between 30 and 40 feet in width must have building setback of at least five feet above a height of 35 feet.

The Project's north elevation faces Natoma Street, which has a width of 35 feet and is set back at the fourth and fifth floors to avoid penetration of the 45-degree sun access plane beginning at a distance of 60 feet from the intersection of 9th Street. The larger building's east elevation and smaller building's west elevation that face the mid-block alley are also set back at least five feet at the third and fourth floors, respectively. Therefore, the Project complies with this requirement of Planning Code Section 261.1.

P. **Mid-Block Alley.** Pursuant to Planning Code Section 270.2, new construction on lots with frontage greater than 200 linear feet but less than 300 feet shall provide a publicly-accessible mid-block alley for the entire depth of the property if: 1) There is an opportunity to establish a through-block connection between two existing alleys or streets; 2) a portion of the subject frontage extends over the central half of the block face; or 3) it is deemed necessary by the Planning Department and Commission to introduce alleys to reduce the scale of large development, particularly in areas with a surrounding pattern of alleys.

The Project has 225 feet of frontage along Natoma and Howard Streets and includes a publicly accessible mid-block alley that is at least 30 feet wide, 165 feet deep to connect Natoma and Howard Streets and extends to the sky from grade level, which complies with this requirement of Planning Code.

Q. **Horizontal Mass Reductions.** Planning Code Section 271.1 requires buildings that have street or alley frontage greater than 200 feet to incorporate one or more mass reduction breaks in the building that reduce the horizontal scale of the building into discrete sections not more than 200 feet in length that are at least 30 feet wide, 60 feet deep and extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower.

The proposed development has 225 feet of frontage at Natoma and Howard Streets and includes two buildings that are separated by a mid-block alley that is at least 30 feet wide, 165 feet deep and extends to the sky from grade level. The two buildings have lengths of approximately 185- and 30-feet that comply with Planning Code Section 271.1.

R. **Review of Residential Projects.** Planning Code Section 314 requires 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 to take all reasonably available means through the City's design review and approval processes to ensure that the design of such new residential development project takes into account the needs and interests of both the Places of Entertainment and the future residents of the new development.

As required by Code Section 314, the Entertainment Commission was notified of the Project because it is located within 300 feet of a Place of Entertainment (AsiaSF). The Entertainment Commission held a hearing on August 16, 2016 and made a motion to recommend the standard "Recommended Noise Attenuation Conditions for Chapter 116 Projects" of the Administrative Code. The Entertainment

Commission also recommended the Planning Department and/or Department of Building Inspection adopt these standard recommendations for this Project.

S. **Transportation Sustainability Fee.** Planning Code Section 411A imposes a Transportation Sustainability Fee ("TSF") that would apply to large projects including 1298 Howard Street. The TSF (Ordinance No. 200-15) that was adopted went into effect on December 25, 2015 and requires residential, non-residential and PDR uses to pay the TSF that addresses the burden that new development will create on the City's transportation network, including all modes of transportation. The TSF will provide revenue that is significantly below the costs that SFMTA and other transit providers will incur to mitigate the transportation infrastructure and service needs resulting from the development projects.

The Project includes approximately 142,500 gross square feet of new development that is subject to the Transportation Sustainability Fee, as outlined in Planning Code Section 411A. However, the Project will receive a credit for the existing 5,800 square feet of automotive service station use on the subject lots. These fees must be paid prior to the issuance of the building permit application.

T. **Residential Child Care Fee.** Planning Code Section 414A requires the Department to determine the applicability of Section 414A to any development project requiring a First Construction Document and, if Section 414A is applicable, the number of gross square feet of space subject to its requirements, and shall impose these requirements as a condition of approval for issuance of the First Construction Document for the development project to mitigate the impact on the availability of child-care facilities that will be caused by the residents attracted to the proposed development project.

The Project includes approximately 128,650 gross square feet of new development that is subject to the Residential Child Care Fee, as outlined in Planning Code Section 414A. These fees must be paid prior to the issuance of the building permit application.

U. **Inclusionary Affordable Housing Program**. Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements would apply to projects that consist of 10 or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5 and 415.6, the current Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative under Ordinance No. 76-16 is to provide 13.5% of the proposed dwelling units as affordable.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. Any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project or submit to the Department a contract demonstrating that the project's on- or off-

site units are not subject to the Costa Hawkins Rental Housing Act, California Civil Code Section 1954.50. Under Section 1954.52(b), the Project Sponsor has entered into an agreement with a public entity in consideration for a direct financial contribution or any other form of assistance specified in California Government Code Sections 65915 et seq. and submits an Affidavit of such to the Department. All such contracts entered into with the City and County of San Francisco must be reviewed and approved by the Mayor's Office Housing and the City Attorney's Office. The Project Sponsor has entered into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions provided by the City and approved herein. The Project Sponsor submitted such Affidavit on October 10, 2016 and the Costa Hawkins agreement and intends to execute a Costa Hawkins Exception Agreement. The EE application was submitted on March 19, 2014, and pursuant to Planning Code Section 415.3 and 415.6 the current on-site requirement is 13.5%. Seventeen (17) units [four (4) studios, five (5) one-bedroom and eight (8) two-bedroom] of the 124 total units will be affordable rental units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable. The Project must execute the Costa Hawkins agreement prior to Planning Commission approval or must revert to payment of the Affordable Housing Fee.

V. **Eastern Neighborhoods Impact Fees**. Planning Code Section 423 is applicable to any development project within the Western SoMa Community Plan that results in the addition of at least one net new residential unit.

The Project includes approximately 142,500 gross square feet of new development that is subject to the Eastern Neighborhoods Impact Fees, as outlined in Planning Code Section 423. However, the Project will receive a credit for the 5,800 square feet existing automotive service station use on the subject lot. These fees must be paid prior to the issuance of the building permit application.

7. **Conditional Use Authorization for Development of Large Lots.** Planning Code Section 121.1 establishes the following additional criteria the Planning Commission shall consider for new construction on lots of the same size or larger than 10,000 sq. ft. in the Regional Commercial District:

A. The mass and façade of the proposed structure are compatible with the existing scale of the district.

The proposed structures include a massing and façade that takes cues from the surrounding neighborhood that includes a combination of mixed-use, residential, commercial and industrial buildings that are between one to ten stories in height. The proposed buildings conform to the Planning Code requirements for height and bulk and includes a 55-feet tall building adjacent to 9th Street that transitions to a 45-feet tall alley building in the context of existing smaller scale mixed-use and residential properties in the area, as well as more recently constructed developments. The Project also includes a publicly accessible 30-feet wide pedestrian alley between the two buildings that visually reduces the development's massing while significantly improving pedestrian access on and through the block. The Project's façade includes active ground floor uses that will occupy the entire street-facing perimeter of the buildings including commercial storefronts with 14-foot ceilings and transparent

glazing on Howard and 9th Streets, and walk-up dwelling units on Natoma Street that include small landscaped porches and other planted areas. New street trees are proposed along all frontages, public bicycle parking racks would be installed and all off-street parking will be located underground and hidden from public view to improve the visual quality of the neighborhood.

B. The façade of the proposed structure is compatible with the design features of adjacent facades that contribute to the positive visual quality of the district.

The Project's design reflects the influences of the surrounding early 20th century industrial buildings. In particular, the larger building's façade along 9th and Howard Streets reflects the simple massing and fenestration patterns of these warehouses, particularly the "Storek" building across from the Property on Natoma Street. The façade along Natoma Street is more residential in character and smaller in scale with elevated entry stoops to the street-facing dwelling units and upper floor setbacks to maintain the scale and articulation of the Natoma Street's residential buildings. By breaking the design and massing into two distinct parts, the Project integrates well into the mixed-character neighborhood and creates a positive visual addition to the area.

8. **Conditional Use Authorization for Lot Merger.** Under Planning Code Section 121.7, the Planning Commission may approve, as a conditional use, mergers exceeding the specified lot frontage restrictions only when one or more of the findings under 121.7(d) can affirmatively be made and the project meets the intent of this Section.

A. The lot merger will facilitate development of an underutilized site historically used as a single use and the new project is comprised of multiple individual buildings.

The Project supports this finding because the subject parcels are underutilized and improved with 5,800 square feet of retail uses that include a gas station, car wash and two restaurants, of which one has a drive-thru window. The remainder of the site is inefficiently utilized for parking and vehicular access related to these uses. These parcels were re-zoned as part of the Western SoMa Community Plan that was adopted in 2013 and the existing uses are now non-conforming. The proposed Project would increase the use and intensity of the site by developing needed dwelling units and increasing the amount of available office, commercial retail and restaurant space that is more compatible with the Western SoMa neighborhood. The Project is composed of two individual buildings that are separated by a 30-foot wide publicly accessible pedestrian alley that would transform this area of the block from undesirable auto-oriented uses to a new, neighborhood-compatible and desirable mixed-use development with neighborhood-serving retail spaces.

9. **Conditional Use Authorization for Automotive Service Station Conversion.** Planning Code Section 202.5(d)(3) establishes the criteria the Commission shall consider when authorizing the conversion of an automotive service station to another use in lieu of the criteria set forth in Section 303(c). The Planning Commission shall approve the conversion if it determines from the facts presented that the reduction in availability of automotive goods and services resulting from the gasoline service station conversion would not be unduly detrimental to the public because the benefits to the public of the service station conversion would outweigh any reduction in automotive goods and services availability because the proposed new use is more necessary or desirable for the neighborhood or community than continued service station use.

The Project fulfills the criteria of Section 202.5(d)(1)(B). In making determinations under Subsection (B), the Planning Commission finds that, on balance, the Project complies with said criteria:

A. If the proposed use is a residential use, the total number of units to be provided and the number of those units that are affordable units;

The Project proposes a total of 124 new residential units, with seventeen (or 13.5%) on-site below-market-rate rental units.

B. If the proposed new use is a commercial use, the types of goods and services to be offered and the availability of comparable products and services in the vicinity;

The Project will include approximately 13,850 sq. ft. of ground floor office and/or commercial retail space that can be divided into the desired number and size of storefronts to flexibly fit the needs of the neighborhood and the prevailing market demand.

C. The importance of the street on which the service station fronts to walking, cycling, and public transit, and the impact of automobile access and egress to the service station and of the proposed new uses and structures on the safety and comfort of pedestrians, cyclists, and transit riders;

The Project is located on 9th Street that is a major arterial, and also on Howard Street along an identified Vision Zero high injury corridor. There is significant automobile traffic on 9th Street during the evening commute and throughout the weekend, and the Project site currently has two long curb cuts on Howard Street, another on 9th Street just north of the Howard Street intersection and a smaller curb cut on Natoma Street. These access and egress points exacerbate traffic and are a significant conflict with pedestrian and bicycle movement. SFMTA has identified several improvements as part of the Vision Zero capital projects plan that would reduce some of these conflicts, and the proposed Project would facilitate this by eliminating all but one 14-ft. wide access and egress driveway on Natoma Street for the Project.

The Project would significantly improve traffic conditions around the site by removing a gas station and drive-thru restaurant with multiple curb cuts that create significant automobile conflicts at a congested intersection in a high injury corridor. In its place, a mixed-use development with ground floor office and commercial retail, and 124 dwelling units will be constructed with only one 14-ft. wide driveway to access the underground parking spaces on Natoma Street that has a single direction travel lane.

D. The relative environmental dangers posed by the current and proposed uses, including but not limited to the quality and the character of waste generated, noxious or offensive emissions, fire and explosion hazards and noise, and whether the service station conversion would facilitate the cleanup of existing contamination at the property;

The current uses include an automotive gas station, which specifically generates automobile trips and requires the receipt, storage and conveyance of gasoline on site. Gasoline directly causes noxious and offensive emissions, and is a fire and explosion hazard. Another is a restaurant use with a drive-thru that also generates automobile trips. These uses are prohibited with the current ingress/egress points under the Project's zoning districts, which is a burgeoning mixed-use residential and commercial neighborhood. The Project would remove the incompatible gas station, car wash and drive-thru restaurant uses, stored gasoline at the site, underground storage tanks, and remediate the site followed by replacement office, commercial retail and residential uses that would generate significantly less hazardous waste, noxious or offensive emissions, noise, fire and explosion hazards that are more compatible and desirable with the surrounding residential and commercial uses.

E. The relative employment opportunities offered by the gasoline service station and the proposed new use;

The Project includes 13,850 square feet of ground floor office and commercial retail space that will provide significantly more employment opportunities than the existing 5,800 square-foot gas service station, car wash and restaurant uses. In addition, the residential component of the Project will also create long-term employment opportunities and many building and construction jobs will be created for the amount of time construction occurs.

F. The relative amount of taxes or other revenues to be received by the City or other governmental bodies from service station use and the proposed new use;

The current use at the Property paid property taxes to the City in the amount of $13,486.03 for tax year 2016/2017. The Chevron Corporation operates the service station and would not provide information for sales and use taxes to the California State Board of Equalization.

The proposed Project will generate significantly more revenue for the City than the current use by payment of property and documentary transfer taxes for 124 dwelling residential units. If the units are individually sold as condominiums, then the Project is estimated to generate approximately $1,100,000 annually in property taxes, and $711,270 in documentary transfer taxes upon the sale of the units. If the units are rented rather than sold, the Project is estimated to generate approximately $875,000 annually in property taxes. Further, the Project will provide 13,850 square feet of commercial space which will also generate revenue for the City in the form of sales and use taxes.

G. The compatibility of the existing service station and of the proposed new use or structure with the General Plan and area plan urban design policies and the street frontage standards of this Code;

The existing gas station and drive-thru car wash are non-conforming uses located at the corner of a very busy traffic corridor, adjacent to residences on Natoma Street and are not compatible with the surrounding commercial, residential and light industrial uses intended for the RCD, WMUG and RED-MX zoning districts. However, the proposed PUD is more appropriate with these

surrounding land uses and is compatible with the General Plan and Western SoMa Community Plan, as identified in Motion No. XXXXX, Case No. 2014.0011X (Large Project Authorization, pursuant to Planning Code Section 329) that also apply to this Motion, and are incorporated herein as though fully set forth below .

H. Whether the service station use and the proposed use are permitted principal uses, conditional use or non-conforming use.

The Project is located in the RCD, WMUG and RED-MX zoning districts and within the boundaries of the Western SoMa Community Plan, which principally permits residential, office and commercial retail uses and prohibits automobile gas station and drive-thru car wash and restaurant uses with ingress/egress points on alleys that are in the RED-MX zoning district. The Project would remove these nonconforming and incompatible land uses and replace them with residential and commercial uses that are more appropriate and compatible with the neighborhood.

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

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

The Project would replace non-conforming gas station, car wash and drive-thru restaurant uses with 124 new residential units to the City's housing stock to contribute to the growing needs of San Francisco residents. The Project would also include up to 12,600 square feet of office or commercial retail space and an additional 1,250 square feet of restaurant in the smaller alley building space that will provide new opportunities for neighborhood-serving businesses and provide area residents and new residents of the Project with neighborhood-serving retail uses and office space.

The Project has been designed to ensure that the mixed-use development will be compatible with the scale and character of the surrounding area. The Project takes advantage of combining several smaller lots to create a Planned Unit Development that meets the goal set forth in the Western SoMa Community Plan to embrace new mixed-use development and the production of residential uses north of Harrison Street. The Project is compatible with the recently constructed mixed-use developments in the area and provides new dwelling units close to the burgeoning Mid-Market area.

The Project features a new publicly accessible pedestrian alley that will be located between the two buildings and will increase the walkability of the area, connect surrounding streets and the existing residential and mixed-use developments in the vicinity, including those that are currently or will be under construction. The mid-block alley would successfully integrate the Project into the neighborhood because the majority of the dwelling units will be accessible from the public alley that will also have a 1,250 sq. ft. retail or restaurant space to serve nearby residents and visitors

from other areas. The Project's site design will facilitate the movement of pedestrians and bicycles through alleys in the neighborhood and promote an active street frontage.

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

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

   The Project would merge five parcels that are currently improved with a gas station, car wash and drive-thru restaurant to better utilize the resulting large parcel and provide the type of mixed-use development envisioned by the Western SoMa Community Plan. The proposed buildings conform to the Planning Code requirements for height and bulk and includes a 55-feet tall building adjacent to 9th Street that transitions to a 45-feet tall alley building in the context of existing smaller scale mixed-use and residential properties in the area, as well as more recently constructed developments. The Project also includes a publicly accessible 30-feet wide pedestrian alley between the two buildings that visually reduces the development's massing while significantly improving pedestrian access on and through the block.

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

   The Project will include up to 71 principally permitted off-street parking spaces, eight car-share and three loading spaces in a 30,395 square-foot underground garage with a 14-foot wide ingress/egress driveway on Natoma Street that is approximately 43-feet east of the 9th Street intersection to minimize pedestrian and bicycle conflicts on 9th and Howard Streets. The Project is also well served by public transit with 29 stops within one-quarter mile including the F Streetcar and the Civic Center MUNI and BART Station.

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

   The Project would not create any noxious or offensive emissions such as noise, glare, dust and odor during construction or operation. All construction activities will comply with the San Francisco Building Code requirements for construction, which includes compliance with air quality control measures for dust and odor. The design of the façade will include non-reflective materials and will not result in, or create glare. Operation of the Project site as a mixed-use office, commercial retail and residential development will not generate noxious or offensive emissions such as noise or odors.

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

The Project will improve the appearance of the site and increase its usability by complying with the City's Better Streets Plan with streetscape improvements including, but not limited to, a bulb-out at Howard and 9th Streets, sidewalk widening at 9th Street, additional curb returns, a raised crosswalk at 9th and Natoma Street, landscaping and site furnishings. Active ground floor uses will occupy the entire street-facing perimeter of the Project including walk-up dwelling units on Natoma Street that include small landscaped porches and other planted areas and all off-street parking will be located underground and hidden from public view. The Project also includes a combination of open spaces that includes 2,224 square feet of private open space for fourteen units, a 1,250 square-foot interior courtyard, a 2,520 square-foot terrace on the fifth floor, 220 square-feet at the 9th Street entry and the aforementioned 5,060 square-foot publicly accessible mid-block alley.

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

The procedures for Planned Unit Developments under Planning Code Section 304 are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well-reasoned modification of certain provisions contained elsewhere in this Code. The Project requests modifications from the rear yard, dwelling unit exposure and off-street loading requirements of Planning Code Sections 134, 140 and 152, respectively, that are identified in Motion No. XXXXX, Case No. 2014.0011X (Large Project Authorization, pursuant to Planning Code Section 329), apply to this Motion, and are incorporated herein as though fully set forth below. Otherwise, the Project meets all of the applicable provisions of the Planning Code and the General Plan.

D. Such use or feature as proposed will provide development that is in conformity with the stated purpose of the applicable Use District; and

The Project is located in three separate use districts including the RCD, WMUG and RED-MX zoning districts that encourage moderate-scale development consistent with the designated height and bulk controls. The Project is also located within the boundaries of the Western SoMa Community Plan. The Project fully conforms to the stated purposes and principally permitted uses in these districts, and is an appropriate in-fill development that will add 124 new dwelling units to the City's housing stock and 13,850 square feet of office, restaurant and commercial retail space in a corridor that encourages the development of high-density, mid-rise housing and continuous ground floor commercial frontage with pedestrian-oriented retail activities.

E. The use or feature satisfies any criteria specific to the use or feature in Subsections (g), et seq. of this Section.

The Project does not include any named tenants, and does not require Conditional Use Authorization for any use or feature listed in Subsection (g) et seq.

9. **Planned Unit Development.** Planning Code Section 304 establishes that in addition to the criteria applicable to conditional uses stated in Section 303, the proposed development shall also meet the following criteria:

   A. Affirmatively promote applicable objectives and policies of the General Plan;

   The Project promotes the applicable objectives and policies of the General Plan as described below.

   B. Provide off-street parking adequate for the occupancy proposed;

   The Project would provide 71 accessory residential and commercial parking spaces that are the equal to the principally permitted number of spaces for each respective land use and zoning district under the Planning Code.

   C. Provide open space usable by the occupants and, where appropriate by the general public, at least equal to the open spaces required by this Code;

   The Project includes approximately 2,224 square feet of private open space for fourteen units, 1,250 square feet of common open space through an interior courtyard, 2,520 square feet through a fifth floor roof terrace, 220 square feet of publicly accessible open space at the Project's 9th Street entrance and 5,060 square feet through a publicly accessible mid-block alley located between the two buildings. This total amount of 11,274 square feet exceeds the 8,812 square feet of required open space that is calculated for each use and the respective zoning district in which it is located.

   D. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of the Code for a district permitting a greater density, so that the Planned Unit Development would not be substantially equivalent to a reclassification of property;

   The Project Site is located in the RCD, WMUG and RED-MX Districts where there is no defined limit on residential density. Rather, limits to density are restricted by physical envelope controls and Urban Design Guidelines of the Planning Code. In addition, density is limited by Planning Code Section 207.6, which requires that 40 percent of the total number of dwelling units must be two-plus bedroom units or 30 percent of the total number of dwelling units must be three-plus bedroom units. The Project proposes that 59 of the 124 dwelling units (or 48-percent) would be two bedroom units. Thus, the proposed PUD for the Project is not equivalent to a reclassification of the property.

   E. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code;

   The Project does not exceed the applicable height limits in which it is located. The Project maintains a height of 55-feet within the 55-X portion of the site, and a height of 45-feet within the 45-X portion of the site.

   F. In NC Districts, be limited in gross floor area to that allowed under the floor area ratio limit permitted for the district in Section 124 and Article 7 of this Code;

The floor area ratio limit for the 16,500 square-foot parcel located in the RCD District is 2.5 to 1, or 41,250 gross square feet. The Project proposes 12,600 gross square feet of non-residential use in the RCD District that is equal to a floor ratio of 0.14 to 1, and therefore complies with Planning Code Sections 124 and 744.20.

G. In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code;

The proposed Project complies with this criterion because office, commercial retail and other residential accessory active uses will occupy the ground floor and residential uses will occupy the upper floors, consistent with the use limitations of the RCD District pursuant to Planning Code Section 744.

H. In RTO and NCT Districts, include the extension of adjacent alleys or streets onto or through the site, and/or the creation of new publicly accessible streets or alleys through the site as appropriate, in order to break down the scale of the site, continue the surrounding existing pattern of block size, streets and alleys;

The Project is not located in either an RTO or NCT Districts, but does include a 30-foot wide mid-block alley that would be publicly accessible and connect Natoma and Howard Streets as a requirement under Planning Code Section 270.2.

I. Provide street trees as per the requirement of Section 138.1 of the Code;

The Project will comply with this criterion by providing the minimum required street trees as an element of the streetscape plan that is approved by Streetscape Design Advisory Team and consistent with the Better Streets Plan. Any required trees that cannot be planted will be subject to an in-lieu fee.

J. Provide landscaping and permeable surfaces in any required setbacks in accordance with Section 132 (g) and (h).

The Project will comply with this criterion by providing landscaping and permeable surfaces as part of the streetscape plan that the Sponsor will refine and construct in collaboration with the Streetscape Design Advisory Team to be consistent with the Better Streets Plan:

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

HOUSING

Objectives and Policies

OBJECTIVE 1
IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1

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

The Project is a high density mixed-use development located in a transitioning mixed-use and residential neighborhood. The Project site presents an infill residential development opportunity on parcels that are currently used for an auto service station, car wash and drive-thru limited restaurant that was rezoned to RCD and WMUG Districts 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 59 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 Project merges five lots to create a Planned Unit Development that embraces new mixed-use development and the production of residential uses north of Harrison Street. The Project is compatible with recently constructed mixed-use developments in the Western SoMa neighborhood, provides new residential development near the developing Mid-Market area, and is within walking distance to the Transbay Transit Center.

The architecture of this Project responds to the site's location and provides a design that blends the historic light industrial and contemporary architecture of residential buildings to also be compatible with the

Western SoMa Light Industrial and Residential Historic District. The Project's buildings include a recessed ground floor, vertical breaks and facades that include fenestration patterns and architectural details compatible in scale and design with the light industrial buildings found throughout the neighborhood. The Project provides a high quality designed exterior that features a variety of materials, colors and textures including a combination of cement plaster, fiber cement panel, metal and horizontal wood siding, aluminum clad windows and decorative metal panel trim in a color palette of white and warm gray, terra cotta and brown tones. Features including unique balconies with perforated metal railing and windows that have extruded frames provide articulation that creates a stimulating and visually interesting form from the public right-of-way. The various fenestration patterns, color palette, treatment of the building facades through materials, landscaping, and site furniture also allow the architecture to read as distinct pieces of a whole Planned Unit Development.

The new mid-block public alley will improve the walkability of the area by helping to connect surrounding streets and the residential and mixed-use developments being constructed in the near future. The majority of the dwelling units will be accessible from this alley that will be anchored with a 1,250 square feet small restaurant and retail space to serve the neighborhood, which provides a strong connection between the Project and the neighborhood character.

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 provide private and common usable open spaces in a new mixed-use development through private decks and balconies for certain units, an interior courtyard, a fifth floor terrace and a 30-feet wide publicly accessible mid-block alley that will connect Natoma and Howard Streets, which includes landscaping and site furniture. Additional publicly accessible open space is provided at the 9th Street entrance to the ground floor commercial uses, and the Project will not cast shadows over any open spaces under the jurisdiction of the Recreation and Park Department.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:
IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:
Maintain and expand the planting of street trees and the infrastructure to support them.

Policy 24.3:
Install pedestrian-serving street furniture where appropriate.

Policy 24.4:
Preserve pedestrian-oriented building frontages.

The Project's frontages are designed with active spaces oriented at the pedestrian level. The Project includes ground floor commercial uses, a high percentage of fenestration and transparent windows and a comprehensive streetscape plan that includes street trees, sidewalk widening at Howard and 9th Streets, a bulb-out and curb extension at this intersection, bicycle racks, outdoor seating, publicly accessible private open space on 9th Street and a 5,060 square feet public alley to improve the ambience of the pedestrian environment.

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 188 Class 1 bicycle parking spaces at the basement and ground levels that are easily accessible near the elevators and 32 Class 2 parking spaces adjacent to the sidewalk at all three of the Project's frontages.

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 the principally permitted amount of parking and one 14-foot curb cut on Natoma Street for access the basement level parking garage. The accessory parking will minimize the reduction of any existing on-street parking spaces to accommodate a project that includes 124 dwelling units, and the Project also contains eight dedicated car-share spaces in the garage to encourage low automobile ownership.

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.

The Project is located in the Western SoMa Neighborhood, which is transitioning into a denser mixed-use and residential neighborhood. The Project recognizes the natural boundaries of the neighborhood through compatible architecture and expressive street façades that respond to the form, scale and material palette of the historic industrial and new mixed-use and residential developments in Western SoMa. The Project also includes 13,850 square feet of ground floor active uses that will help activate this corner of Howard, 9th and Natoma Streets.

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 auto service station, car wash and limited drive-thru restaurant are not compatible with the visual character of the neighborhood that forms the Western SoMa Light Industrial and Residential Historic District. The Project is designed with two buildings separated by a public alley that will provide a visual and physical transition from the predominantly small-scale residential and light industrial character to the east, and mixed-use, taller industrial and public buildings to the west. The Project will also bring the subject properties into greater conformity with the existing zoning, neighborhood character, and is

complementary to the massing and scale of the adjacent buildings. The 124 new units of housing are consistent with other mixed-use residential developments in the neighborhood and will provide a greater choice of rental housing for San Franciscans.

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 the principally permitted amount of parking and one 14-foot curb cut and driveway on Natoma Street for access the basement-level parking garage, which will minimize danger to pedestrians. The Project's frontages are designed with active spaces oriented at the pedestrian level to provide human scale and visual interest, which includes ground floor commercial uses, a high percentage of fenestration and transparent windows. A comprehensive streetscape plan that includes street trees, sidewalk widening at Howard and 9th Streets, a bulb-out and curb extension at this intersection, bicycle racks, outdoor seating, publicly accessible private open space on 9th Street and a 5,060 square feet public alley will improve the ambience of the pedestrian environment.

WESTERN SOMA COMMUNITY PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.1
BUILD ON AN EXISTING MIXED-USE CHARACTER THAT ENCOURAGES PRODUCTION OF RESIDENTIAL USES IN AREAS MOST APPROPRIATE FOR NEW HOUSING WITH A PROXIMATE MIX OF USES AND SERVICES SERVING LOCAL NEEDS AQND THEREBY DEVELOPING A COMPLETE NEIGHBORHOOD.

Policy 1.1.2
Western SoMa land uses should progress from non-residential uses south of Harrison Street northward to an increasingly residential neighborhood with retention of a mix of uses and new mixed-use developments where appropriate.

Policy 1.1.7
Establish vertical zoning standards in locations encouraging new mixed-use development and preserving a mix of uses.

The Project provides 124 new residential units and mixed-use development in the area north of Harrison Street targeted for residential growth and mixed-use projects. The Project's scale and unit types reflect the different characters of 9th and Howard Streets and the housing types of the Western SoMa alleys found in the RED-MX District.

OBJECTIVE 1.3
MINIMIZE NOISE IMPACTS AND ENSURE APPROPRIATE NOISE ORDINANCE REQUIREMENTS ARE MET.

Policy 1.3.2
Reduce potential land use conflicts by carefully considering the location and design of both noise-generating and sensitive uses in the Western SoMa.
The Project is located in the area north of Harrison Street intended for residential development, and provides largely residential use with up to 11,600 square feet of office and 2,250 square feet of restaurant/retail space that will not contain noise-generating uses to conflict with surrounding residential and mixed-use development. The Project also replaces a gas station, car wash and drive-thru restaurant that could generate more noise and fumes that would conflict with residential development.

Neighborhood Economy

OBJECTIVE 2.1
RETAIN AND ENCOURAGE GROWTH OPPORTUNITIES FOR EXISTING NEIGHBORHOOD BUSINESSES.

Policy 2.1.1
Reduce the current office restrictions in the Western SoMa SUD to allow small general office uses north of Harrison Street on 9th, 10th and Folsom Streets and allow larger office uses in a district along Townsend Street.

The Project includes the addition of 11,600 square feet of flexible office and retail space on 9th Street.

Policy 2.1.2
Promote a wide range of neighborhood-serving commercial uses north of Harrison Street.

The Project proposes 11,600 square feet of office space and 2,250 square feet of restaurant and retail space that can easily be subdivided to accommodate a variety of uses.

OBJECTIVE 2.2
PROMOTE APPROPRIATE NEW NEIGHBORHOOD BUSINESS OPPORTUNITIES THAT CREATIVELY RESPOND TO NEIGHBORHOOD, CITYWIDE AND REGIONAL ECONOMIC NEEDS AND TRENDS.

Policy 2.2.5
Allow increased height limits on larger development sites in exchange for enhanced public benefits.

Policy 2.2.13
Clearly designate and differentiate streets and their associated zoning for functional goods and services movement from streets with pedestrian and bicycle orientations.

Housing

OBJECTIVE 3.2
ENCOURAGE NEW NEIGHBORHOOD RESIDENTIAL USES IN LOCATIONS THAT PROVIDE THE GREATEST OPPORTUNITES TO BUILD ON THE EXISTING NEIGHBORHOOD PATTERNS.

Policy 3.2.1
Discourage housing production that is not in scale with the existing neighborhood pattern.

Policy 3.2.2
Encourage in-fill housing production that continues the existing built housing qualities in terms of heights, prevailing density, yards and unit sizes.

Policy 3.2.6
Encourage creation of upper floor residential uses on major streets north of Harrison Street.

Policy 3.2.7
Create development controls on large sites that clearly direct and provide opportunities to replicate the scale, character and mix of existing uses.

The Project proposes housing production that is between four and five stories in height that is compatible in scale, density and unit sizes with the pattern of development along 9th Street. Additionally, residential uses are included above ground floor office and retail uses on 9th and Harrison Streets.

Transportation and the Street Network

OBJECTIVE 4.1
FACILITATE THE MOVEMENT OF PEDESTRIANS AND BICYCLES IN ALLEYS.

Policy 4.1.1
Introduce treatments that effectively improve the pedestrian experience in alleys.

Policy 4.1.2
Limit the supply of on-street parking in some alleys, in order to accommodate pedestrian and bicycle movement.

Policy 4.1.3
Improve street lighting in alleys.

OBJECTIVE 4.21

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

Policy 4.21.1
Ensure convenient and safe pedestrian crossings.

Policy 4.21.4
Maintain the physical state of streets and sidewalks.

The Project includes a new pedestrian alley that will facilitate the movement of pedestrians and bicycles throughout the neighborhood to improve the pedestrian experience. The new public alley will be well-lit and easy to access. No automobiles will be allowed in the alley, and the underground accessory parking will be accessed by a single 14-feet wide driveway to minimize user conflicts and promote pedestrian and bicycle movement. Streetscape improvements including the widening of sidewalks along Howard and 9th Streets and a bulb-out and curb extension at this intersection will improve the physical state of streets and improve safe pedestrian crossings.

Urban Design and Built Form

OBJECTIVE 5.1
REINFORCE THE DIVERSITY OF THE EXISTING BUILT FORM AND THE WAREHOUSE, INDUSTRIAL AND ALLEY CHARACTER.

Policy 5.1
Promote, preserve and maintain the mixed use character of Western SoMa's small scale commercial and residential uses.

The Project includes appropriate uses encouraged by the Community Plan for this location. The Project is also located within the prescribed height guidelines, and includes the appropriate dwelling unit mix with 23% studios, 30% that have one-bedroom and 47% that have two-bedrooms. The Project includes a contemporary architectural vocabulary that is sensitive to the prevailing scale and neighborhood fabric of the Western SoMa Light Industrial and Residential Historic District. The Project provides a high quality designed exterior that features a variety of materials, colors and textures including a combination of cement plaster, fiber cement panel, metal and horizontal wood siding, aluminum clad windows and decorative metal panel trim in a color palette of white and warm gray, terra cotta and brown tones. Off-street parking is limited to only the principally permitted number of parking spaces in a space-efficient underground garage. The Project will also pay the appropriate development impact fees, including the Transportation Sustainability, Childcare and Eastern Neighborhoods Fees.

OBJECTIVE 5.3
PROMOTE WALKING, BIKING AND AN ACTIVE URBAN PUBLIC REALM.

Policy 5.3.2
Require high quality design of street-facing building exteriors.

Policy 5.3.3
Minimize the visual impact of parking.

Policy 5.3.4
Strengthen the relationship between a building and its fronting sidewalk.

Policy 5.3.5
Strengthen the pedestrian and bicycle network by extending all alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

The Project contains active uses including 13,850 square feet of office and retail space that are at least 25-feet in depth, fourteen feet in floor-to-ceiling height and have transparent openings for at least 60 percent of the frontage at the ground floor. The exterior of the ground floor is recessed to be differentiated from the upper floors, includes high quality aluminum storefront systems, is clad with metal panels and includes planting beds for a high quality street-facing design. The remaining active use includes walk-up dwelling units that provide direct, individual pedestrian access to the sidewalk on Natoma Street to strengthen the relationship of the building with its fronting sidewalk, and the mid-block alley. The Project does not include any parking at street grade but proposes a basement-level parking garage that is accessed through one 14-feet wide garage door on Natoma Street between the commercial and residential uses of the Project to minimize its visual impact.

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

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

    The Project would replace an automotive service station, car wash and drive-thru restaurant that primarily serves commuters instead of the surrounding neighborhood, and cannot be intensified or enhanced without a conditional use authorization. The newly proposed uses include 13,850 square feet of office, restaurant and retail space that can be configured and subdivided to meet the needs of the neighborhood, and would provide opportunities for resident employment in and ownership of neighborhood-serving uses. The Project would also add new residents to the neighborhood that may patronize these businesses, resulting in a net benefit for the Western SoMa Neighborhood.

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

    There is currently no housing at 1298 Howard Street, and the Project will provide 124 new rental dwelling units to the neighborhood's housing stock that includes a mix of unit types and on-site affordable housing to preserve the economic diversity of the neighborhood. The Project is designed with two buildings separated by a public alley that will provide a visual and physical transition from the predominantly small-scale residential and light industrial character to the east, and mixed-use, taller industrial and public buildings to the west. The Project will also bring the subject properties into

greater conformity with the existing zoning, neighborhood character, and is complementary to the massing and scale of the adjacent buildings. The Project has also been designed to be compatible with the Western SoMa Light Industrial and Residential Historic District.

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

The Project will not displace any affordable housing and will comply with the City's Inclusionary Housing Program by providing seventeen (17) new on-site affordable housing units for rent that increases the City's supply of affordable housing.

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

The Project is well served by regional public transit with access to 29 MUNI, BART and SamTrans stops within a one-quarter mile radius. Traffic generated by the residential use and 71 accessory parking and eight car-share spaces would be intermittent and not be significant to overburden local streets. Traffic would not impede Muni transit service because there is only one driveway on Natoma Street that would provide access to the underground parking spaces.

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 provides a mixed-use development with 11,600 square feet of office space and 2,250 square feet of restaurant and retail space that is flexible to meet the needs of the neighborhood and will provide opportunities for service sector employment and ownership.

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, and will not impact the property's ability to withstand an earthquake.

G. That landmarks and historic buildings be preserved.

There are no landmarks or historic buildings on the site, but the Project has been sensitively designed in massing, scale, and contemporary architectural expression to be compatible with the Western SoMa Light Industrial and Residential Historic District.

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

The Project will not cast any net new shadow over the properties under the jurisdiction of the Recreation and Parks Commission.

12. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Section 83.4(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.

13. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

14. The Commission hereby finds that approval of the Large Project Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2014.0011C** under Planning Code Sections 121.1, 127.1, 202.5, 303 and 304 for the conversion of an automotive service station, demolition of all existing structures, merger of five lots and construction of a Planned Unit Development that includes two 45- and 55-foot tall, four- and five-story mixed-use buildings with a total area of approximately 142,500 square feet that includes 13,850 square feet of office and retail commercial space at the ground floor, 128,650 square feet of residential use for 124 dwellings, an additional 30,395 square feet underground vehicular parking garage for 71 automobiles, 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space partly through a publicly accessible mid-block alley, 188 Class 1 and 31 Class 2 bicycle parking spaces, and a modification to the requirements for rear yard (Planning Code Section 134); dwelling unit exposure (Planning Code Section 140); and off-street loading (Planning Code Section 152.1) located within the RCD (Regional Commercial), WMUG (WSoMa Mixed Use - General) and RED-MX (Residential Enclave - Mixed) Zoning Districts, and 45-X and 55-X Height and Bulk Districts. The Project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated February 13, 2017, 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 Western SoMa Community Plan PEIR and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. 19718. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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 March 2, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: March 2, 2017

EXHIBIT A

AUTHORIZATION

This is for a Conditional Use to allow the conversion of an automotive gas station use, demolition of all existing structures, merger of five lots and construction of a Planned Unit Development including two 45- and 55-foot tall, four- and five-story mixed-use buildings with a total area of approximately 142,500 square feet that includes 13,850 square feet of office and/or commercial retail space at the ground floor, 128,650 square feet of residential use for 124 dwellings with a mix of 29 studio, 36 one-bedroom and 59 two-bedroom units, an additional 30,395 square feet underground vehicular parking garage for 71 automobiles, 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space through an interior courtyard, fifth floor roof terrace and publicly accessible mid-block alley, 188 Class 1 and 32 Class 2 bicycle parking spaces, pursuant to Planning Code Sections 121.1, 127.1, 202.5, 303 and 304 in the RCD (Regional Commercial), WMUG (WSoMa Mixed Use - General) and RED-MX (Residential Enclave - Mixed) Zoning Districts, a 45-X and 55-X Height and Bulk Districts, and subject to conditions of approval reviewed and approved by the Commission on March 2, 2017, under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on March 2, 2017 under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

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

7. **Additional Project Authorization**. The Project Sponsor must obtain a Large Project Authorization to allow conversion of an automotive gas station use, demolition of all existing structures, merger of five lots and construction of a Planned Unit Development including two 45- and 55-foot tall, four- and five-story mixed-use buildings with a total area of approximately 142,500 square feet that includes 13,850 square feet of office and/or commercial retail space at the ground floor, 128,650 square feet of residential use for 124 dwellings with a mix of 29 studio, 36 one-bedroom and 59 two-bedroom units, an additional 30,395 square feet underground vehicular parking garage for 71 automobiles, 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space through an interior courtyard, fifth floor roof terrace and publicly accessible mid-block alley, 188 Class 1 and 32 Class 2 bicycle parking spaces. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

ENTERTAINMENT COMMISSION – NOISE ATTENUATION CONDITIONS

Chapter 116 Residential Projects. The Project Sponsor shall comply with the "Recommended Noise Attenuation Conditions for Chapter 116 Residential Projects," which were recommended by the Entertainment Commission on August 16, 2016. These conditions state:

8. **Community Outreach.** Project Sponsor shall include in its community outreach process any businesses located within 300 feet of the proposed project that operate between the hours of 9PM-5AM. Notice shall be made in person, written or electronic form.

9. **Sound Study.** Project sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.

10. Design Considerations.

a. During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.

b. In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE's operations and noise during all hours of the day and night.

11. **Construction Impacts.** Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations.

12. **Communication.** Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.

DESIGN – COMPLIANCE AT PLAN STAGE

13. **Final Materials.** Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

14. **Streetscape Plan.** Prior to issuance of the first certificate of occupancy, the Project Sponsor shall install sidewalk and streetscape improvements that are included in the approved streetscape plan for 1298 Howard Street subject to Department staff review and approval.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

15. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

16. **Open Space Plaques.** Pursuant to Planning Code Section 138, the Project Sponsor shall install the required public open space plaques at each building entrance including the standard City logo identifying it; the hours open to the public and contact information for building management. The plaques shall be plainly visible from the public sidewalks on XXXXXX Street and shall indicate that the open space is accessible to the public via the elevators in the lobby. Design of the

plaques shall utilize the standard templates provided by the Planning Department, as available, and shall be approved by the Department staff prior to installation.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

17. **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

18. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:
    1. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
    2. On-site, in a driveway, underground;
    3. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
    4. Public right-of-way, underground, under sidewalks with a minimum width of 12-feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
    5. Public right-of-way, underground; and based on Better Streets Plan guidelines;
    6. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
    7. On-site, in a ground floor façade (the least desirable location).

    Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.
    For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org

PARKING AND TRAFFIC

19. **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

20. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 76 off-street parking spaces for the 124 dwelling units and 13,850 square feet of office, restaurant and retail space, exclusive of any designated car-share and loading spaces contained therein.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

21. **Car Share.** Pursuant to Planning Code Section 166, no less than one (1) 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

22. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 108 Class 1 bicycle parking spaces and eight Class 2 bicycle parking spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

23. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

24 **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

25. **Transportation Sustainability Fee.** Pursuant to Planning Code Section 411A, the Project shall pay for the residential uses within the Project, either: i) pay $3.87 per gross square foot (approximately equal to 50% of the TSF applicable to residential uses); or ii) comply with the TSF, if applicable to the project, whichever calculation results in a higher TSF requirement. Non-residential or PDR uses would continue to be subject to the TIDF at the rate applicable per Planning Code Sections 411.3(e) and 409, as well as any other applicable fees.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

26. **Residential Child Care Fee.** Pursuant to Planning Code Section 414A, the Project shall pay the Child Care Requirement Fee, prior to issuance of the first construction document.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

27. **Eastern Neighborhoods Infrastructure Impact Fees.** 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 at the Tier I level.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING

28. **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

29. **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

30. **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

31. **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

32. **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

33. **Office Use.** The types of office use at the Project's ground floor shall be consistent with those permitted under Planning Code Section 744.86a and defined under Planning Code Sections 790.69 and 790.106 through 791.116. Office uses not consistent with these definitions under Section 790.106 through 791.116 shall not be permitted.

34. **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

35. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 13.5% of the proposed dwelling units as affordable to qualifying households. The Project contains 124 units; therefore, seventeen (17) 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 ("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.

36. **Unit Mix.** The Project contains 29 studios, 36 one-bedroom and 59 two-bedroom units; therefore, the required affordable unit mix is four (4) studios, five (5) one-bedroom and eight (8) two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with 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.

37. **Unit Location.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to the issuance of the first construction permit.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

38. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than thirteen and one-half percent (13.5%) of the each phase's total number of dwelling units as on-site affordable units.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

39. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

40. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at: http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

b. If the units in the building are offered for 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. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.

d. Required parking spaces shall be made available to renters of affordable units according to the Procedures Manual.

e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.

f. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions (as defined in California Government Code Section 65915 et seq.) provided herein. The Project Sponsor has executed the Costa Hawkins agreement and will record a Memorandum of Agreement prior to issuance of the first construction document or must revert payment of the Affordable Housing Fee.

g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.

h. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOHCD and pay interest on the Affordable Housing Fee and penalties, if applicable.

EXHIBIT B

EXHIBIT C

SAN FRANCISCO
PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- ☑ Affordable Housing (Sec. 415)
- ☐ Jobs Housing Linkage Program (Sec. 413)
- ☑ Transportation Sustainability Fee (Sec. 411A)
- ☑ First Source Hiring (Admin. Code)
- ☑ Child Care Requirement (Sec. 414A)
- ☑ Eastern Neighborhoods Impact Fee (Sec. 423)

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Planning Commission Motion No. XXXXX

HEARING DATE: MARCH 2, 2017

Case No.:	**2014.0011X**
Project Address:	**1298 HOWARD STREET**
Zoning:	RCD (Regional Commercial) District WMUG (Western SoMa Mixed Use - General) District RED-MX (Residential Enclave - Mixed) District Western SoMa Special Use District 45/55-X Height and Bulk Districts
Block/Lots:	3728/019, 024, 025, 086 and 087
Project Sponsor:	John Kevlin, Reuben, Junius & Rose, LLP One Bush Street Suite 600 San Francisco, CA 94014
Staff Contact:	Douglas 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 (PLANNING CODE SECTION 134); 2) DWELLING UNIT EXPOSURE (PLANNING CODE SECTION 140); AND OFF-STREET LOADING (PLANNING CODE SECTION 152.1) FOR DEMOLITION OF ALL EXISTING STRUCTURES, LOT MERGER AND CONSTRUCTION OF A PLANNED UNIT DEVELOPMENT WITH TWO NEW 45- AND 55-FEET TALL, FOUR- AND FIVE-STORY, APPROXIMATELY 142,500 GROSS SQUARE-FEET MIXED-USE BUILDINGS WITH UP TO 13,850 SQUARE FEET OF GROUND FLOOR OFFICE AND COMMERCIAL RETAIL SPACE, 124 DWELLING UNITS, AND A 30,395 SQUARE-FOOT BASEMENT LEVEL GARAGE WITH 71 AUTOMOBILE AND 188 CLASS 1 BICYCLE PARKING SPACES LOCATED AT 1298 HOWARD STREET, LOTS 019, 024, 025, 086 AND 087 IN ASSESSOR'S BLOCK 3728, WITHIN THE RCD (REGIONAL COMMERCIAL), WMUG (WSOMA MIXED USE - GENERAL), RED-MX (RESIDENTIAL ENCLAVE - MIXED) ZONING DISTRICTS, 45-X AND 55-X HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 12, 2014, John Kevlin of Reuben, Junius & Rose, LLP on behalf of 1288 Howard, LP (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Large Project Authorization under Planning Code 329 to allow demolition of an automotive service station, restaurant and car wash, merger of five lots and construction of a Planned Unit Development with two 45- and 55-feet tall, four- and five-story buildings with a total area of approximately 142,500 square feet that includes 13,850 square feet of office and retail commercial space at the ground floor, 128,650 square feet of residential use for 124 dwellings units, an additional 30,395 square-foot underground vehicular parking garage for 71 automobiles and 188 Class 1 bicycle parking spaces, approximately 2,224 square feet of private and 9,050 square feet of common open space partly through a publicly accessible mid-block alley at 1298 Howard Street (Block 3728; Lots 019, 024, 025, 086 & 087) 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 Western SoMA Plan Final Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on December 6, 2012, by Motion No. 18756, 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 Western SoMA Plan PEIR 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 PEIR, and no additional or new environmental review is required. In approving the Western SoMa Community Plan, the Commission adopted CEQA Findings in its Motion No. 18756 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 February 21, 2017, 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 Western SoMa Community Plan and was encompassed within the analysis contained in the Western SoMa Community Plan PEIR. Since the Western SoMa Community Plan PEIR was finalized, there have been no substantial changes to the Western SoMa Community 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 PEIR. The file for this project, including the Western SoMa Community Plan PEIR 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 Western SoMa Community Plan PEIR 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.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2014.0011X at 1650 Mission Street, 4th Floor, San Francisco, California.

On December 1, 2016, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2014.0011X, and continued the item to January 26, 2017.

On January 26, 2017, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2014.0011X, and continued the item to March 2, 2017.

On March 2, 2017, the Planning Commission (hereinafter "Commission") adopted Motion No. XXXXX, approving a Conditional Use Authorization for the proposed Project (Application No. 2014.0011C). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On March 2, 2017, the Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2014.0011X.

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. 2014.0011X, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.

2. **Site Description and Present Use.** The Project is located on five lots with a total area of approximately 37,125 sq. ft. that cumulatively have 225 ft. of frontage along Howard Street, 165 ft. along 9th Street and 225 ft. along Natoma Street. The Project is located in three separate zoning districts with Lot 087 in the RCD (Regional Commercial) District, Lot 086 in the WMUG (WSoMa Mixed Use - General) District and Lots 019, 024 and 025 in the RED-MX (Residential Enclave - Mixed) Zoning District. The Project site is currently improved with a 5,000 sq. ft. automotive gas station and restaurant use (dba Chevron Gas, Burger King Drive-Thru and Starbucks Coffee) constructed in 1998 and an 800 sq. ft. drive-thru car wash constructed in 1999 that are all currently in operation.

3. **Surrounding Properties and Neighborhood.** The Project is located in the Western SoMa Neighborhood and within the RCD District that is located along the 9th Street and 10th Street corridors, generally running from Mission Street to Harrison Street. This district provides for a wide variety of commercial uses and services to a population greater than the immediate neighborhood. While providing convenience goods and services to the surrounding neighborhood, the RCD corridors are also heavily trafficked thoroughfares into and out of the City, which 9th and Howard Streets are major arterials that serve shoppers from other neighborhoods and cities. The immediately surrounding properties include office buildings to the north, an industrial building and the South of Market Library to the west, and mixed-use buildings with ground floor commercial and upper floor dwellings to the south and east. The east end of the Project is located in the RED-MX District, which is a low-scale, medium density, and predominantly residential neighborhood that also permits small-scale retail, restaurants, arts activities, and other commercial uses to create the potential for more active, mixed-use alleys. Civic Center Plaza is located three blocks north from the Project across Market Street, the Folsom Street NCT District and Interstate 80 are located one and three blocks south, respectively, and the San Francisco Hall of Justice is located three blocks to the southeast. The Project is also centrally located to public transportation with access to 29 MUNI, BART and SamTrans stops within a one-quarter mile radius.

4. **Project Description.** The proposed Project includes the conversion of an automotive gas station, demolition of the existing gas station, car wash and restaurant on the subject parcels, the merger of five lots and the new construction of a Planned Unit Development (PUD) with two 45- and 55-foot tall, four- and five-story mixed-use buildings totaling approximately 142,500 square feet that includes 13,850 square feet of ground floor administrative, professional and personal office and/or commercial retail space, and 128,650 square feet of residential use for 124 dwellings with a mix of 29 studio, 36 one-bedroom and 59 two-bedroom units. The Project also includes an additional 30,395 square feet underground accessory parking garage for 71 automobiles,

approximately 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space through an interior courtyard, fifth floor roof terrace and publicly accessible mid-block alley, 188 Class 1 and 32 Class 2 bicycle parking spaces.

5. **Public Comment**. The Department has received eight comment letters from neighbors that live on Natoma Street. Several of these letters state support for the Project, but the majority have also stated concerns and opposition to placing the driveway on Natoma Street. These residents believe doing so would significantly increase auto congestion and negatively impact the character of the alley in other ways.

   In In addition to the required pre-application meeting that was held on March 5, 2014, the Project Sponsor has conducted additional public outreach through a meeting to present and discuss the proposed alley design on February 4, 2015 and a neighborhood project update and status meeting on April 26, 2016. The Sponsor has also met individually with members of the Western SoMa Citizens Task Force, United Playaz, business owners of Asia SF, Tank 18, 155 9th Street, and residents of 1252 Howard Street along with others on Natoma Street.

6. **Planning Code Compliance:** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2014.0011C (Conditional Use Authorization, pursuant to Planning Code Sections 121.1, 121.7, 202.5 and 304) apply to this Motion, and are incorporated herein as though fully set forth.

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

   A. Overall building mass and scale.

   The Project merges five lots to create a Planned Unit Development that embraces new mixed-use development and the production of residential uses north of Harrison Street. The architecture responds to the site's location by breaking the mass and volume into two separate structures through a publicly accessible mid-block alley where each responds to their adjacent context. The buildings also include a recessed ground floor, vertical breaks and facades that include fenestration patterns and architectural details compatible in scale and design with the light industrial buildings found throughout the neighborhood.

   B. Architectural treatments, facade design and building materials:

   The buildings are designed with a recessed ground floor, vertical breaks and facades that include fenestration patterns and architectural details compatible in scale and design with the light industrial buildings found throughout the neighborhood. The Project provides a high quality designed exterior that features a variety of materials, colors and textures including a combination of cement plaster, fiber cement panel, metal and horizontal wood siding, aluminum clad windows and decorative metal panel trim in a color palette of white and warm gray, terra cotta and brown tones. Features including unique

balconies with perforated metal railing and windows that have extruded frames provide articulation that creates a stimulating and visually interesting form from the public right-of-way. The various fenestration patterns, color palette, treatment of the building facades through materials, landscaping, and site furniture also allow the architecture to read as distinct pieces of a whole Planned Unit Development.

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

The Project does not include any parking at street grade but proposes a basement-level parking garage that is accessed through one 14-feet wide garage door on Natoma Street between the commercial and residential uses of the Project. This allows the ground floor to provide active uses including 13,850 square feet of office and retail space that are at least 25-feet in depth, fourteen feet in floor-to-ceiling height and have transparent openings for at least 60 percent of the frontage at the ground floor. The remaining active use includes walk-up dwelling units that provide direct, individual pedestrian access to the public sidewalk at Natoma Street and the mid-block alley that is publicly accessible in lieu of a traditional rear yard.

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 Code complying amount of open space for the 124 dwelling units. This includes 60 dwelling units that are located in the RCD District, and at least 1,900 square feet of private open space for nineteen units. The Project also includes 64 units located in the WMUG or RED-MX District, and at least 480 square feet of private open space for six units. The remaining 41 units in the RCD District requires at least 4,100 square feet of common usable open space (calculated at 100 square feet per unit), and the remaining 58 units in the WMUG and RED-MX Districts require 3,132 square feet (calculated at 54 square feet per unit), for a combined total of 7,232 square feet. This common usable open space is provided through a 5,060 square feet mid-block alley and 2,520 square feet roof terrace at the fifth floor for a combined 7,580 square feet, which exceeds the 7,232 square feet minimum. The Project also proposes 11,600 square feet of office use in the RCD, and 2,250 square feet of retail use in the RCD and WMUG Districts. These uses require a minimum nine square feet of open space for the retail use and 129 square feet for the office use that equals a total amount of 138 square feet. The Project proposes 220 square feet of publicly accessible open space adjacent to the 9th Street ground floor commercial entrance that is greater than the 92 square feet required.

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

The Project has a total 515-feet of frontage along Natoma, 9th and Howard Streets and includes a streetscape proposal that complies with the Better Streets Plan that has been reviewed by the Department led Streetscape Design Advisory Team. The approved streetscape plan includes widened sidewalks at Howard and 9th Streets, a curb extension and bulb-out at the Howard and 9th Street

intersection, street trees, lighting, Class 2 bicycle racks and other improvements within the public realm.

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

The Project has 225 feet of frontage along Natoma and Howard Streets and includes a publicly-accessible mid-block alley that is at least 30 feet wide, 165 feet deep and extends to the sky from grade level. Walk-up dwelling units front both sides of the alley, and landscaping and outdoor seating will ensure the alley is actively used.

G. Bulk limits;

The Project site is located in an X Bulk District that has no bulk restrictions.

H. Other changes necessary to bring a project into conformance with the applicable elements and area plans of the General Plan.

The Project does not propose any changes or legislative amendments to the Western SoMa Community Plan, General Plan or any other applicable plans.

The Project, on balance, meets the Objectives and Policies of the General Plan.

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. 2014.0011X** under Planning Code Section 329 to allow demolition of the existing structures, merger of five parcels and the new construction of a Planned Unit Development (PUD) with two 45- and 55-foot tall, four- and five-story mixed-use buildings with a total area of approximately 142,500 square feet that includes 13,850 square feet of office and retail commercial space at the ground floor and 128,650 square feet of residential use for 124 dwellings with a mix of 29 studio, 36 one-bedroom and 59 two-bedroom units. The Project also includes an additional 30,395 square feet underground vehicular parking garage for 71 automobiles, approximately 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space through a fifth floor roof terrace and publicly accessible mid-block alley, 188 Class 1 and 32 Class 2 bicycle parking spaces, and exceptions to the requirement for rear yard, dwelling unit exposure and off-street loading under Planning Code Sections 134, 140 and 152.1 in the RCD (Regional Commercial), WMUG (WSoMa Mixed Use - General) and RED-MX (Residential Enclave - Mixed) Districts, and a 45-X and 55-X Height and Bulk Districts. The Project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file dated February 13, 2017, 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 Western SoMa Community Plan PEIR and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 309.1 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103.

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

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the

development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on March 2, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: March 2, 2017

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow demolition of an automotive service station and all accessory structures, merger of five lots and construction of a Planned Unit Development including two 45- and 55-foot tall, four- and five-story mixed-use buildings with a total area of approximately 142,500 square feet that includes 13,850 square feet of office and/or commercial retail space at the ground floor, 128,650 square feet of residential use for 124 dwellings with a mix of 29 studio, 36 one-bedroom and 59 two-bedroom units, an additional 30,395 square feet underground vehicular parking garage for 71 automobiles, 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space through an interior courtyard, fifth floor roof terrace and publicly accessible mid-block alley, 188 Class 1 and 32 Class 2 bicycle parking spaces located at Lots 019, 204, 025, 086 and 087 in Parcel 3728, pursuant to Planning Code Section 329 in the RCD (Regional Commercial), WMUG (WSoMa Mixed Use - General) and RED-MX (Residential Enclave - Mixed) Zoning Districts, a 45-X and 55-X Height and Bulk Districts, and subject to conditions of approval reviewed and approved by the Commission on March 2, 2017, under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

COMPLIANCE WITH OTHER REQUIREMENTS

The Conditions of Approval set forth in Exhibit A of Motion No. XXXXX, Case No. 2014.0011C (Conditional Use Authorization under Planning Code Sections 121.1, 127.1, 202.5, 303 and 304) apply to this approval, and are incorporated herein as though fully set forth, except as modified herein.

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 March 2, 2017 under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys

no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

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

7. **Additional Project Authorization**. The Project Sponsor must obtain a Conditional Use Authorization under Sections 121.1, 127.1, 202.5, 303 and 304 to allow conversion of an automotive gas station use, demolition of all existing structures, merger of five lots and construction of a Planned Unit Development including two 45- and 55-foot tall, four- and five-story mixed-use buildings with a total area of approximately 142,500 square feet that includes 13,850 square feet of office and/or commercial retail space at the ground floor, 128,650 square feet of residential use for 124 dwellings with a mix of 29 studio, 36 one-bedroom and 59 two-bedroom units, an additional 30,395 square feet underground vehicular parking garage for 71 automobiles, 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space through an interior courtyard, fifth floor roof terrace and publicly accessible mid-block alley, 188 Class 1 and 32 Class 2 bicycle parking spaces. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

ENTERTAINMENT COMMISSION – NOISE ATTENUATION CONDITIONS

Chapter 116 Residential Projects. The Project Sponsor shall comply with the "Recommended Noise Attenuation Conditions for Chapter 116 Residential Projects," which were recommended by the Entertainment Commission on August 25, 2015. These conditions state:

8. **Community Outreach.** Project Sponsor shall include in its community outreach process any businesses located within 300 feet of the proposed project that operate between the hours of 9PM-5AM. Notice shall be made in person, written or electronic form.

9. **Sound Study.** Project sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.

10. Design Considerations.

a. During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.

b. In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE's operations and noise during all hours of the day and night.

11. **Construction Impacts.** Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations.

12. **Communication.** Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.

DESIGN – COMPLIANCE AT PLAN STAGE

13. **Final Materials.** Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

14. **Streetscape Plan.** Prior to issuance of the first certificate of occupancy, the Project Sponsor shall install sidewalk and streetscape improvements that are included in the approved streetscape plan for 1298 Howard Street subject to Department staff review and approval.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

15. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

16. **Open Space Plaques.** Pursuant to Planning Code Section 138, the Project Sponsor shall install the required public open space plaques at each building entrance including the standard City logo

identifying it; the hours open to the public and contact information for building management. The plaques shall be plainly visible from the public sidewalks on XXXXXX Street and shall indicate that the open space is accessible to the public via the elevators in the lobby. Design of the plaques shall utilize the standard templates provided by the Planning Department, as available, and shall be approved by the Department staff prior to installation.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

17. **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

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

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

Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org

PARKING AND TRAFFIC

13. **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

14. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 76 off-street parking spaces for the 124 dwelling units and 13,850 square feet of office, restaurant and retail space, exclusive of any designated car-share and loading spaces contained therein.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

15. **Car Share.** Pursuant to Planning Code Section 166, no less than one (1) 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

16. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 108 Class 1 bicycle parking spaces and eight Class 2 bicycle parking spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

17. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

18. **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

19. **Transportation Sustainability Fee.** Pursuant to Planning Code Section 411A, the Project shall pay for the residential uses within the Project, either: i) pay $3.87 per gross square foot (approximately equal to 50% of the TSF applicable to residential uses); or ii) comply with the TSF, if applicable to the project, whichever calculation results in a higher TSF requirement. Non-residential or PDR uses would continue to be subject to the TIDF at the rate applicable per Planning Code Sections 411.3(e) and 409, as well as any other applicable fees.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

20. **Residential Child Care Fee.** Pursuant to Planning Code Section 414A, the Project shall pay the Child Care Requirement Fee, prior to issuance of the first construction document.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

21. **Eastern Neighborhoods Infrastructure Impact Fees.** 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 at the Tier I level.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING

22. **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

24. **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

25. **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

26. **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

27. **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

28. **Office Use.** The types of office use at the Project's ground floor shall be consistent with those permitted under Planning Code Section 744.86a and defined under Planning Code Sections 790.69 and 790.106 through 791.116. Office uses not consistent with these definitions under Section 790.106 through 791.116 shall not be permitted.

29. **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

29. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 13.5% of the proposed dwelling units as affordable to qualifying households. The Project contains 124 units; therefore, seventeen (17) 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 ("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.

30. **Unit Mix.** The Project contains 29 studios, 36 one-bedroom and 59 two-bedroom units; therefore, the required affordable unit mix is four (4) studios, five (5) one-bedroom and eight (8) two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with 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.

31. **Unit Location.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to the issuance of the first construction permit.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

32. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than thirteen and one-half percent (13.5%) of the each phase's total number of dwelling units as on-site affordable units.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

33. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at: http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

b. If the units in the building are offered for 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. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.

d. Required parking spaces shall be made available to renters of affordable units according to the Procedures Manual.

e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying

the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.

f. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions (as defined in California Government Code Section 65915 et seq.) provided herein. The Project Sponsor has executed the Costa Hawkins agreement and will record a Memorandum of Agreement prior to issuance of the first construction document or must revert payment of the Affordable Housing Fee.

g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.

h. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOHCD and pay interest on the Affordable Housing Fee and penalties, if applicable.

EXHIBIT B

EXHIBIT C

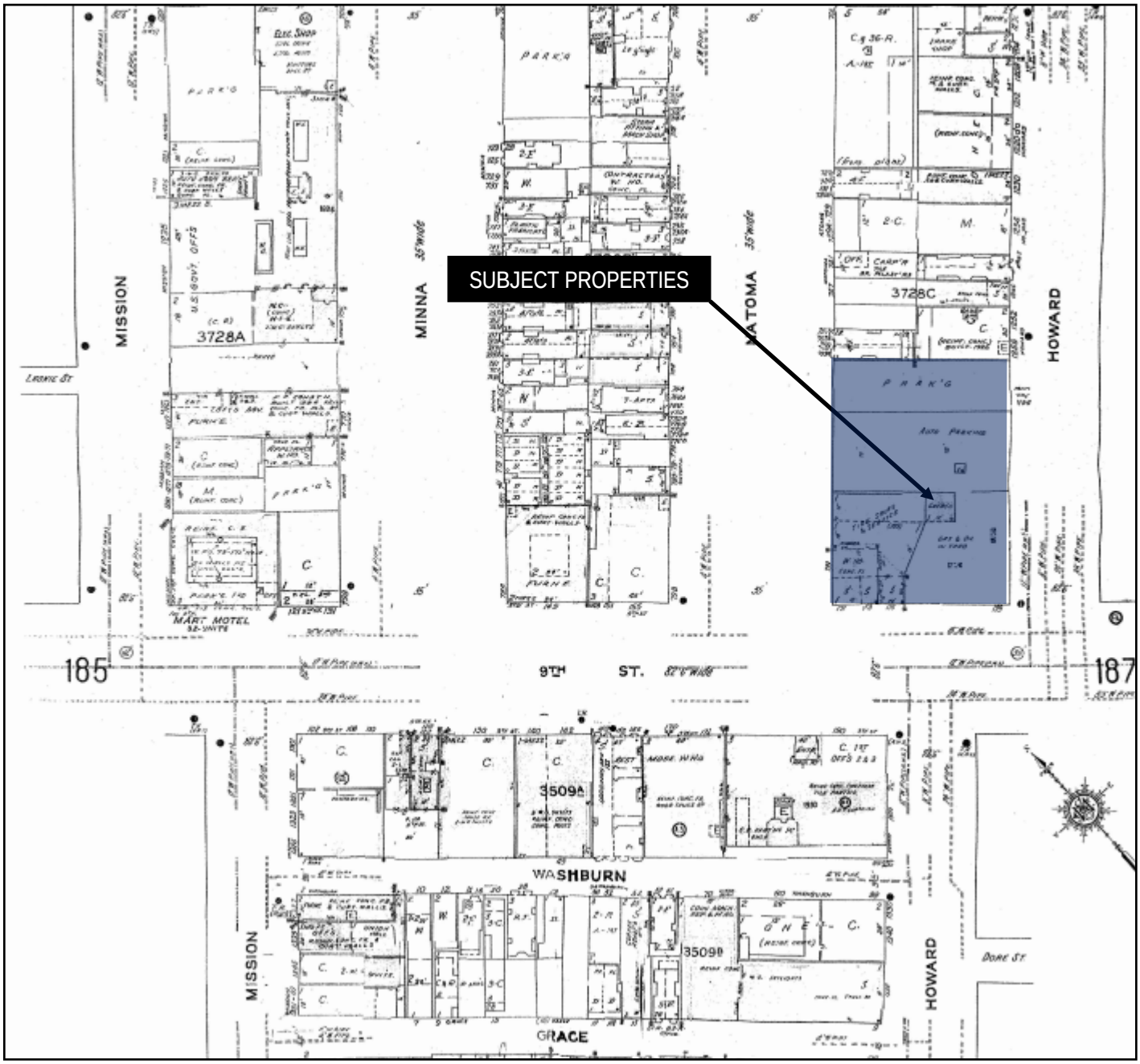
Block Book Map

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

Conditional Use &
Large Project Authorization
Case No. 2014.0011CX
1298 Howard Street

SAN FRANCISCO
PLANNING DEPARTMENT

Sanborn Map*

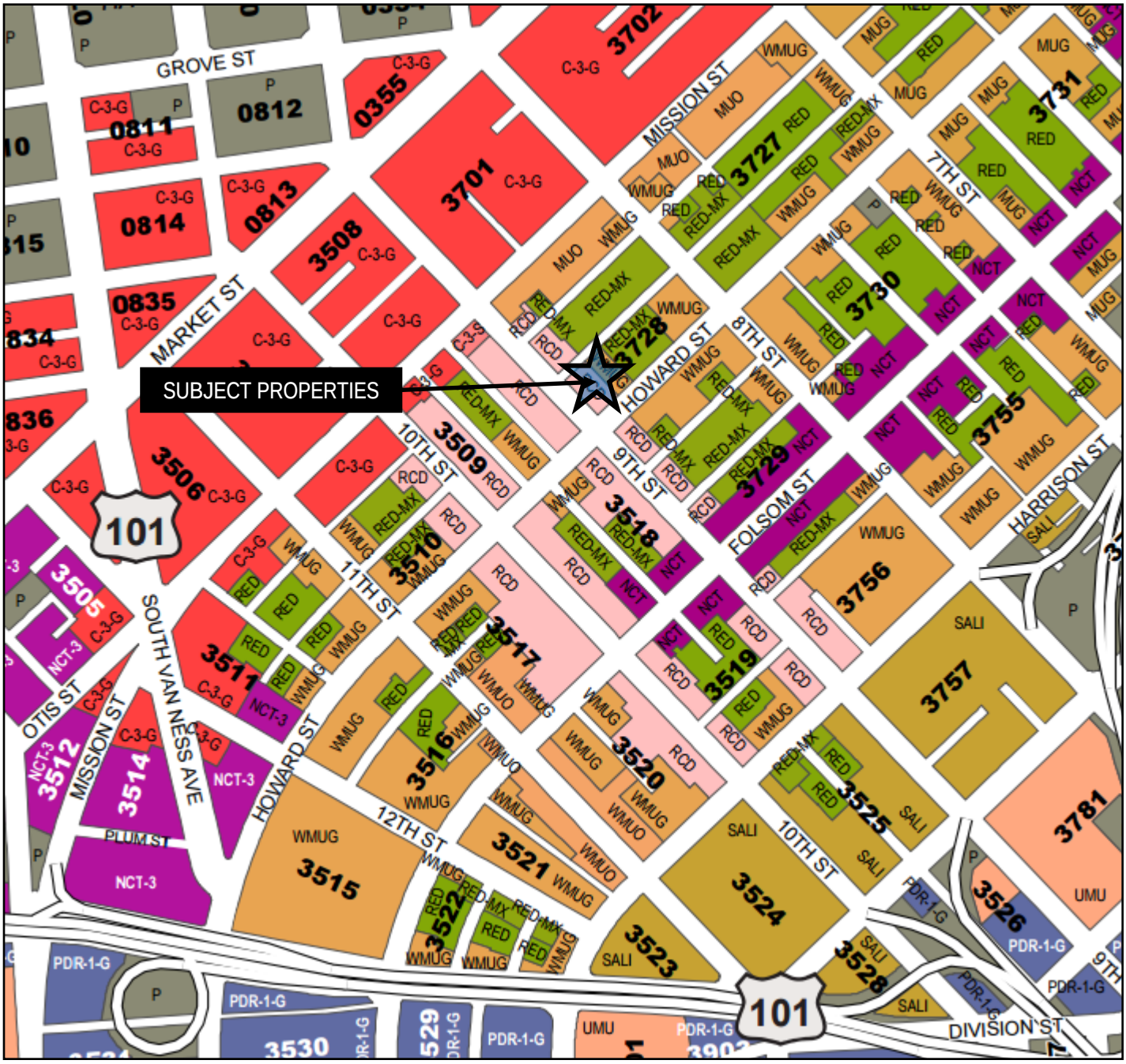


**The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.*

Conditional Use &
Large Project Authorization
Case No. 2014.0011CX
1298 Howard Street

SAN FRANCISCO
PLANNING DEPARTMENT

Zoning Map



Conditional Use &
Large Project Authorization
Case No. 2014.0011CX
1298 Howard Street

SAN FRANCISCO
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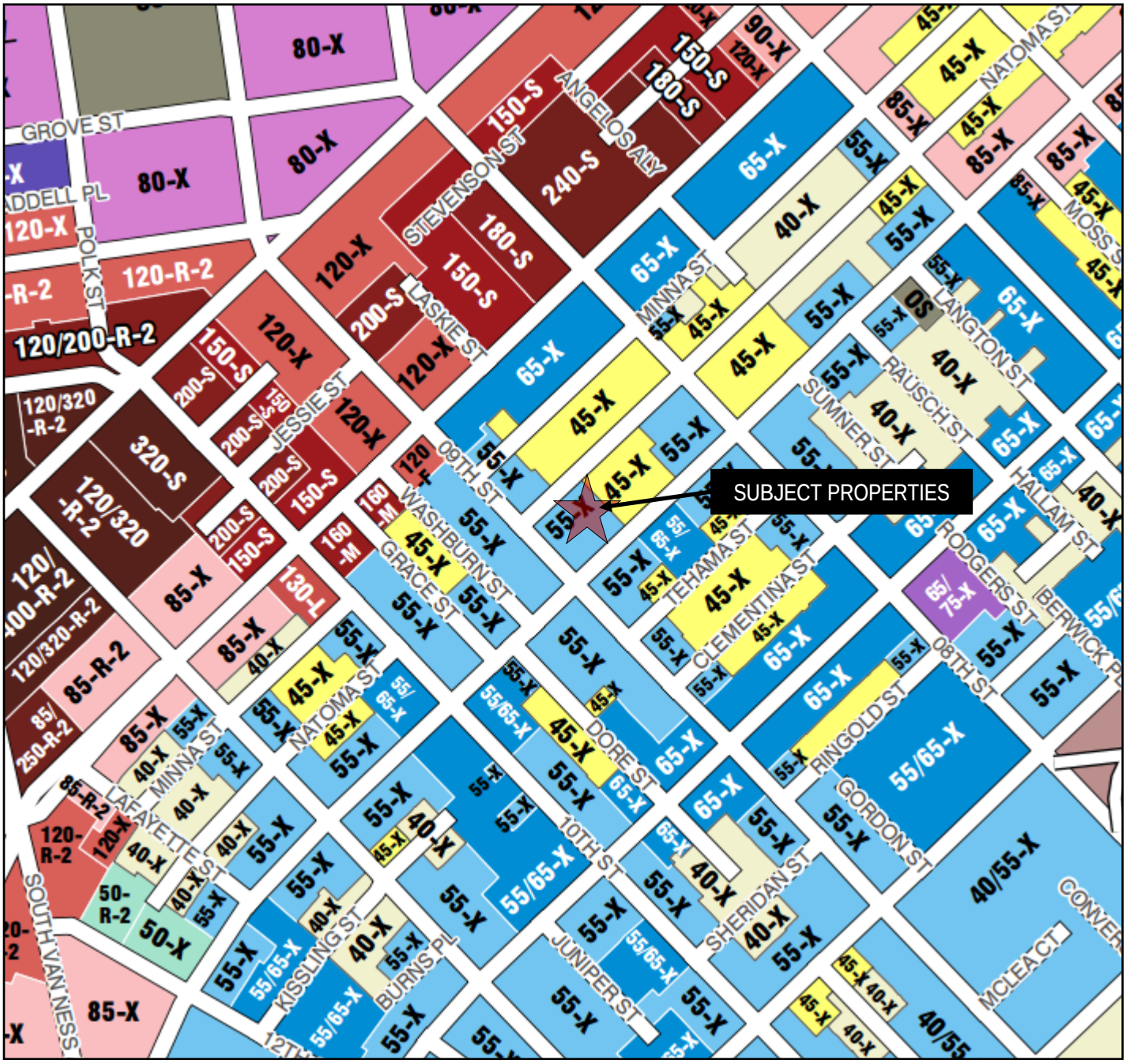
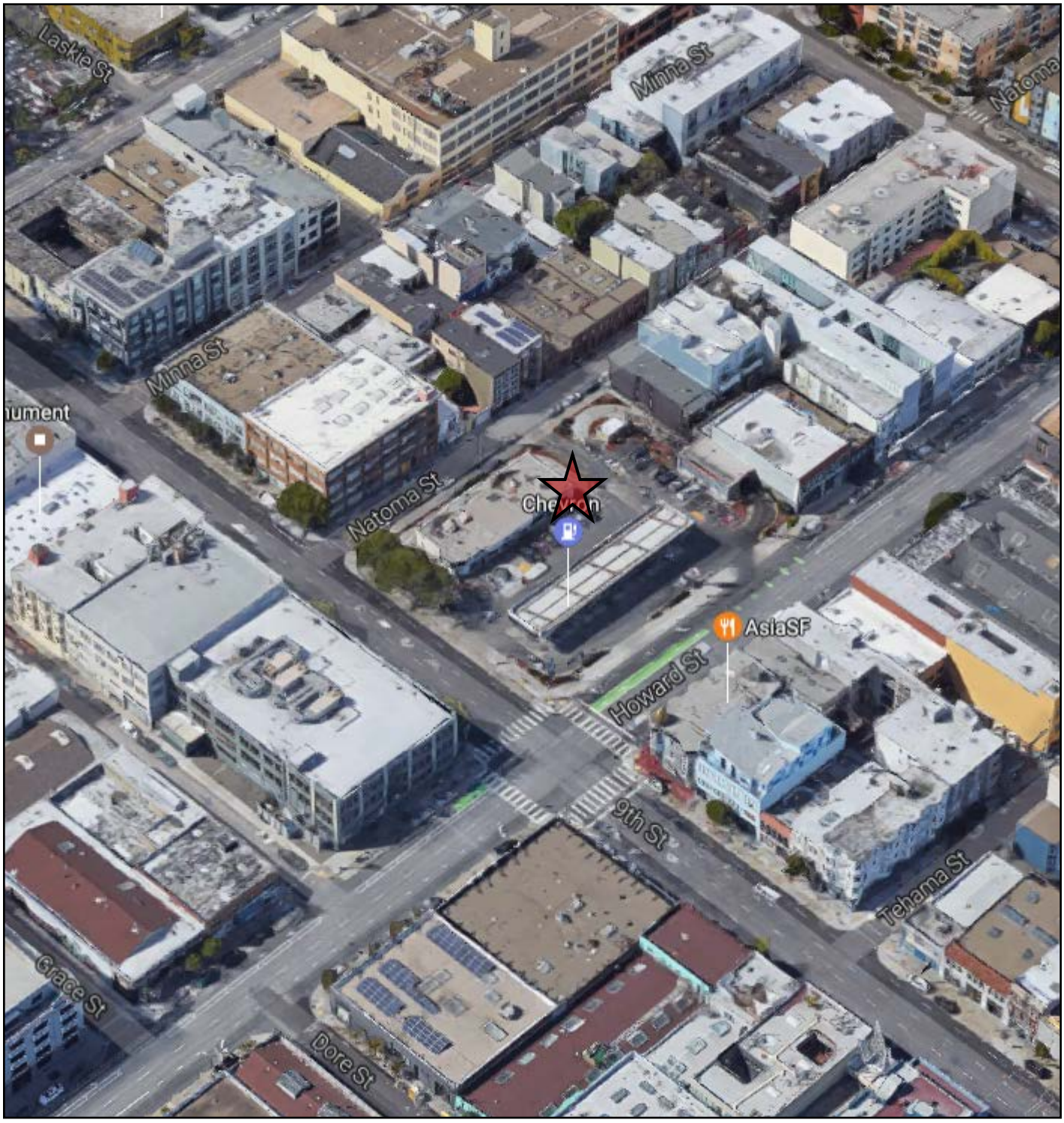
Height & Bulk Map



Aerial Photo

facing north



Conditional Use &
Large Project Authorization
Case No. 2014.0011CX
1298 Howard Street

SAN FRANCISCO
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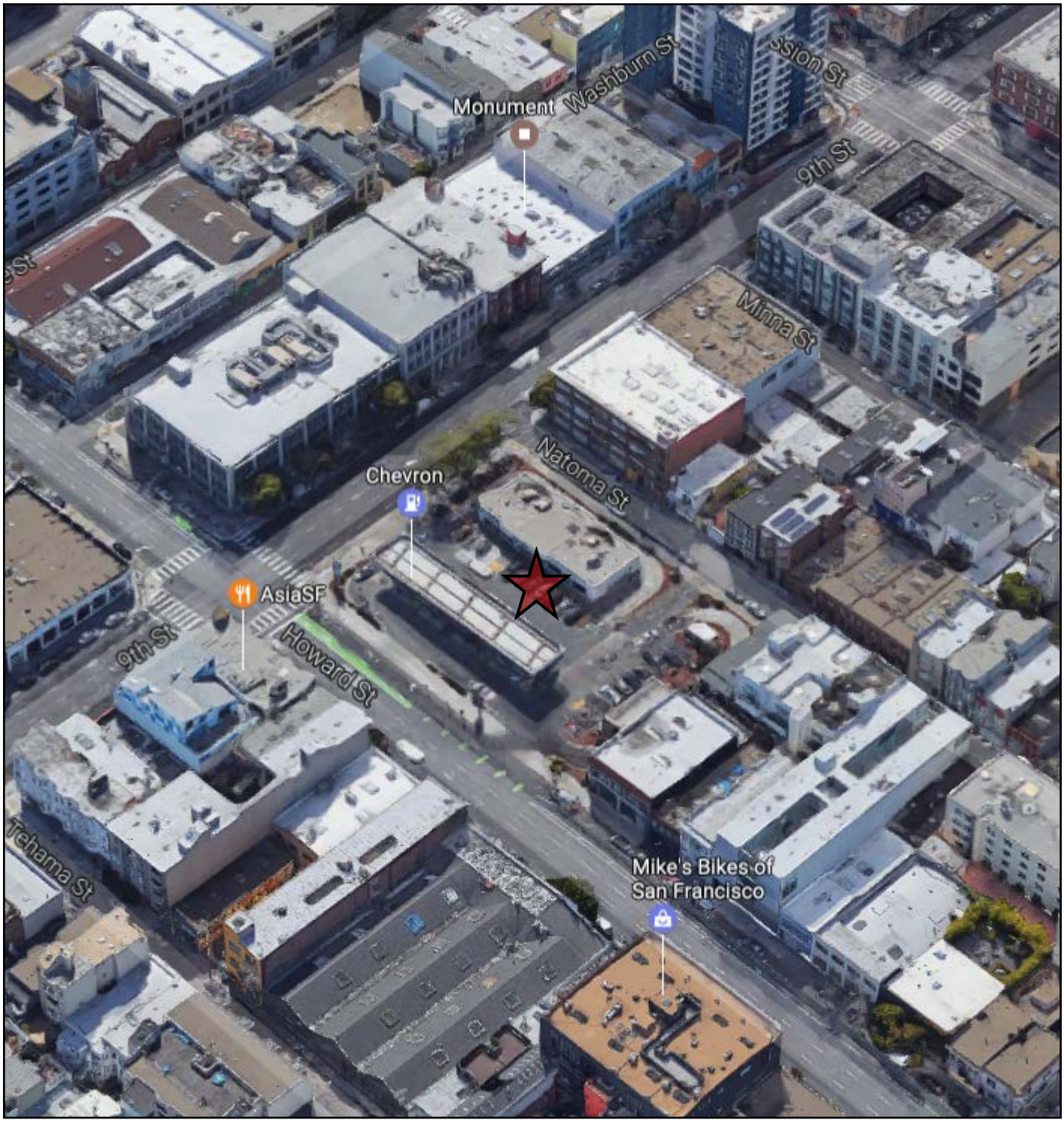
Aerial Photo

facing west



Conditional Use &
Large Project Authorization
Case No. 2014.0011CX
1298 Howard Street

SAN FRANCISCO
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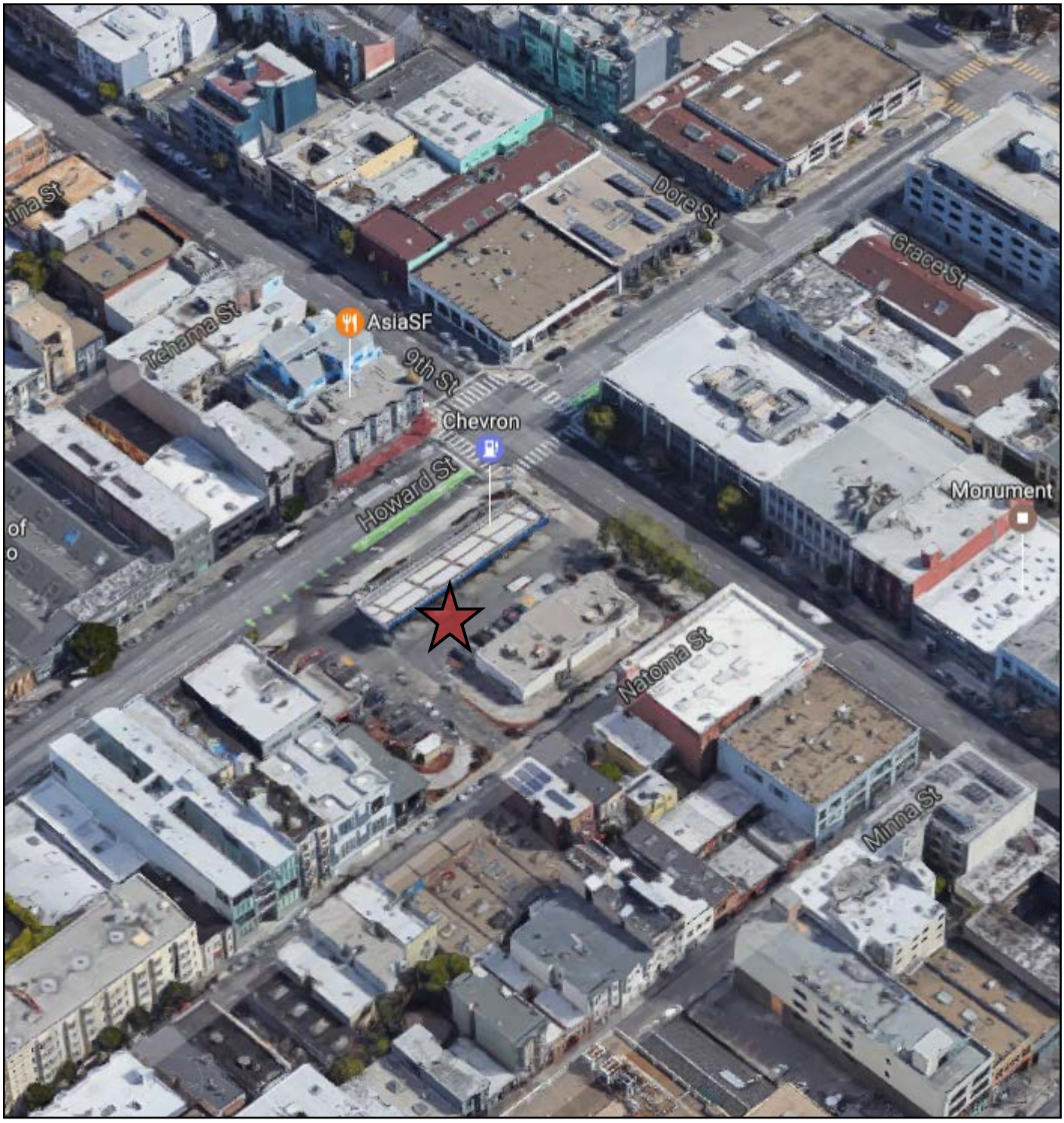
Aerial Photo

facing south

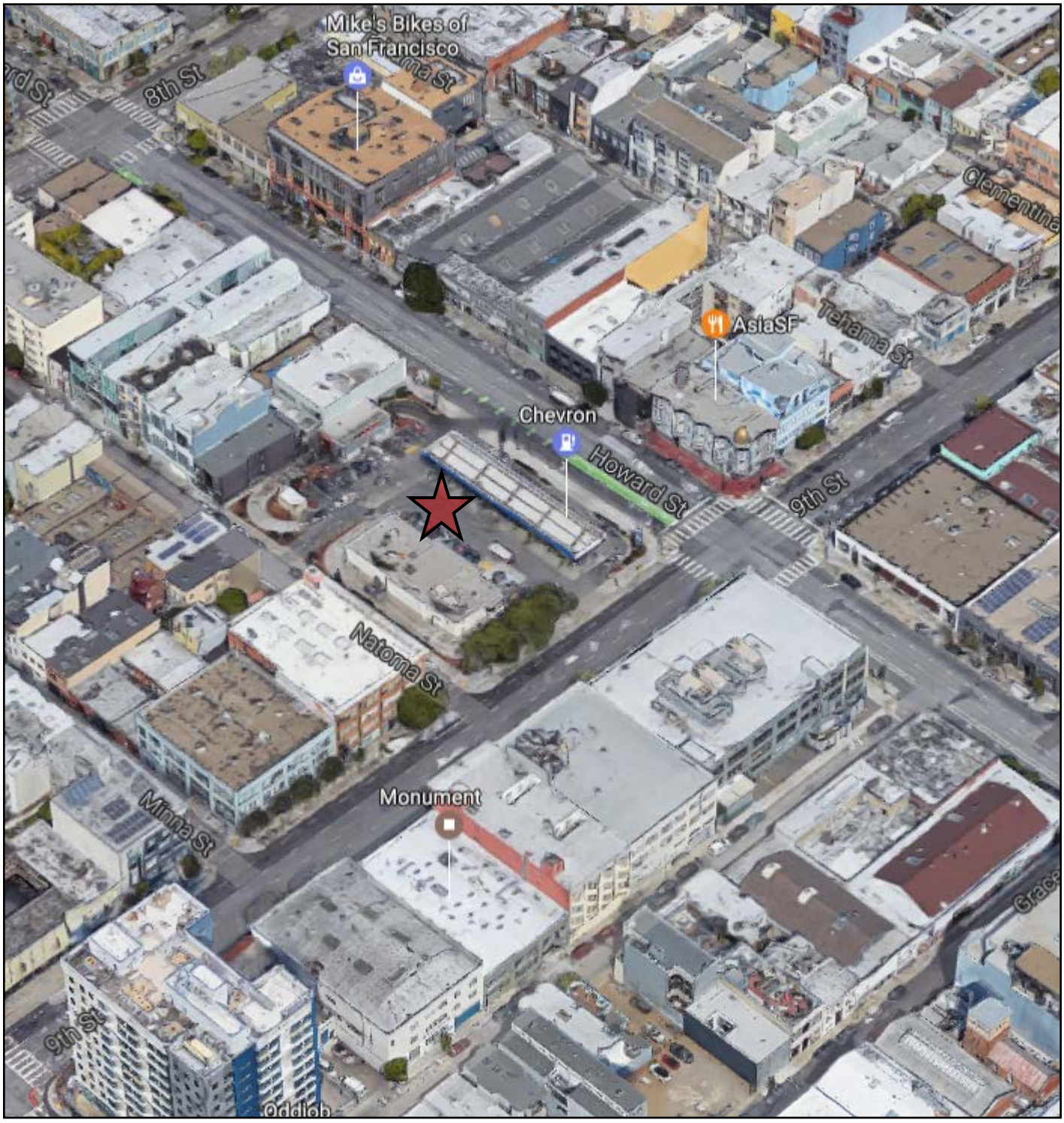


Conditional Use &
Large Project Authorization
Case No. 2014.0011CX
1298 Howard Street

SAN FRANCISCO
PLANNING DEPARTMENT

Aerial Photo

facing east



Conditional Use &
Large Project Authorization
Case No. 2014.0011CX
1298 Howard Street

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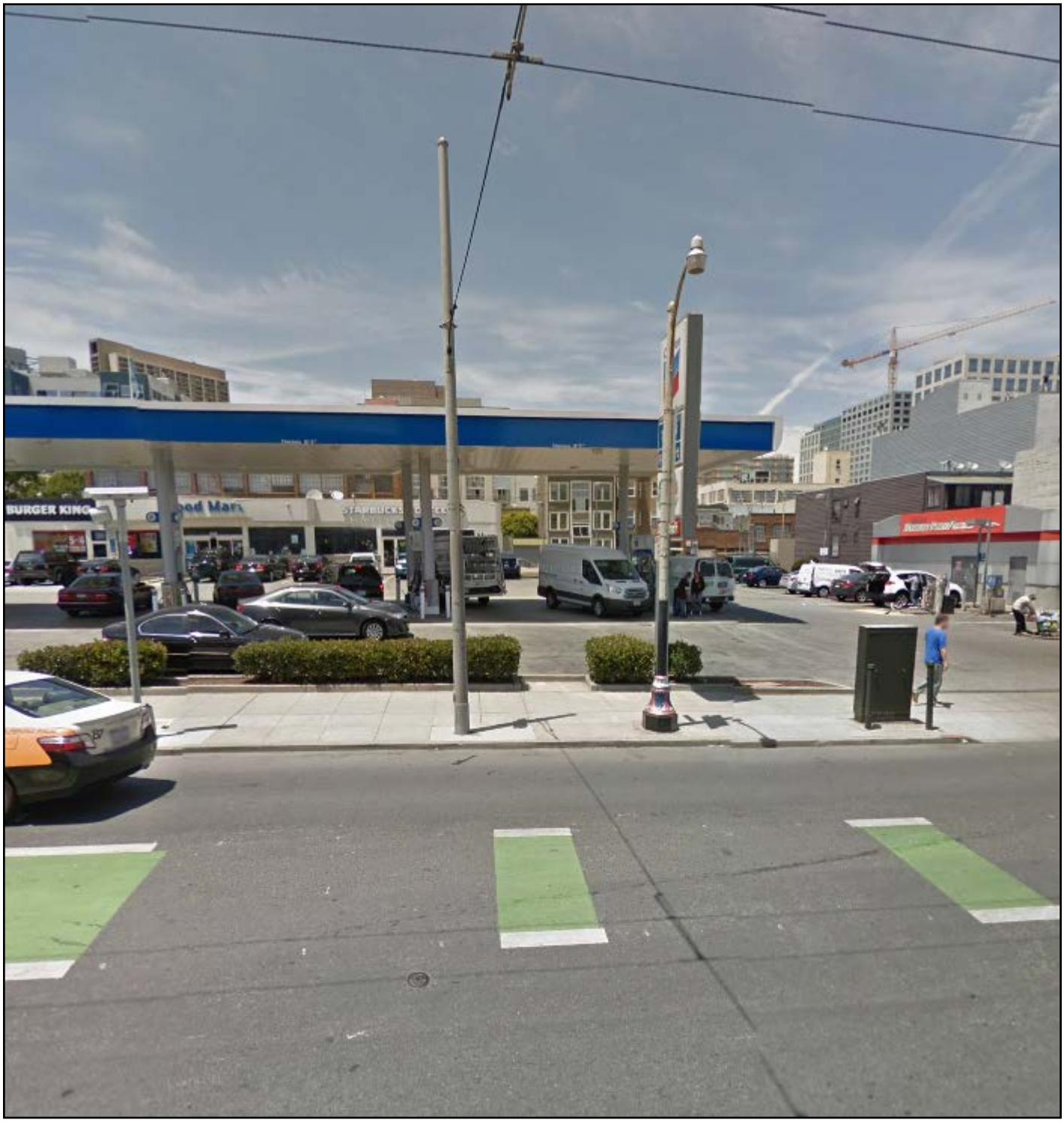
Context Photo

Howard Street frontage



Conditional Use &
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Case No. 2014.0011CX
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Context Photo

9th Street Frontage

Conditional Use &
Large Project Authorization
Case No. 2014.0011CX
1298 Howard Street

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Context Photo

Natoma Street Frontage

Conditional Use &
Large Project Authorization
Case No. 2014.0011CX
1298 Howard Street

SAN FRANCISCO
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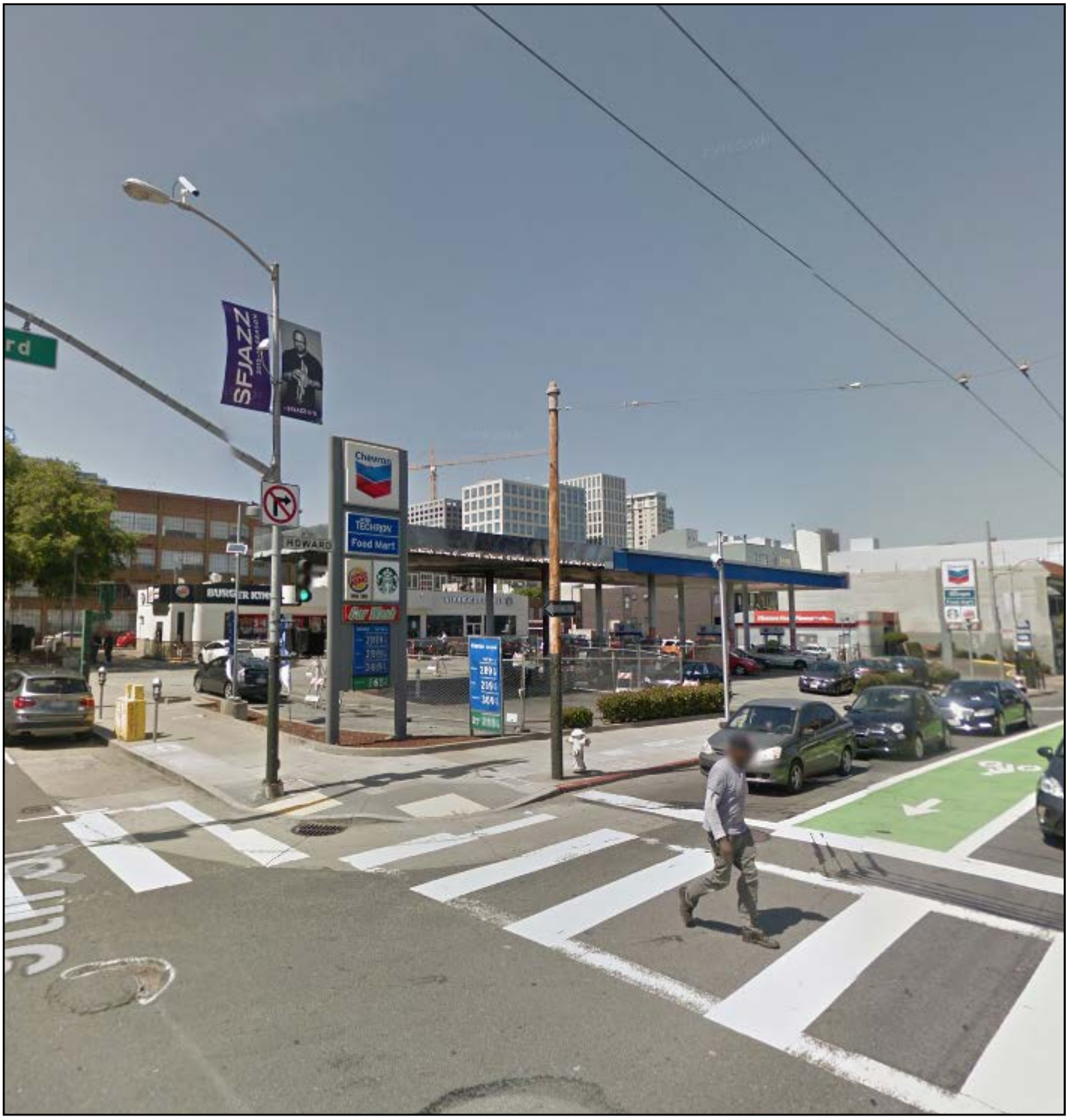
Context Photo

Howard and 9th Street Intersection

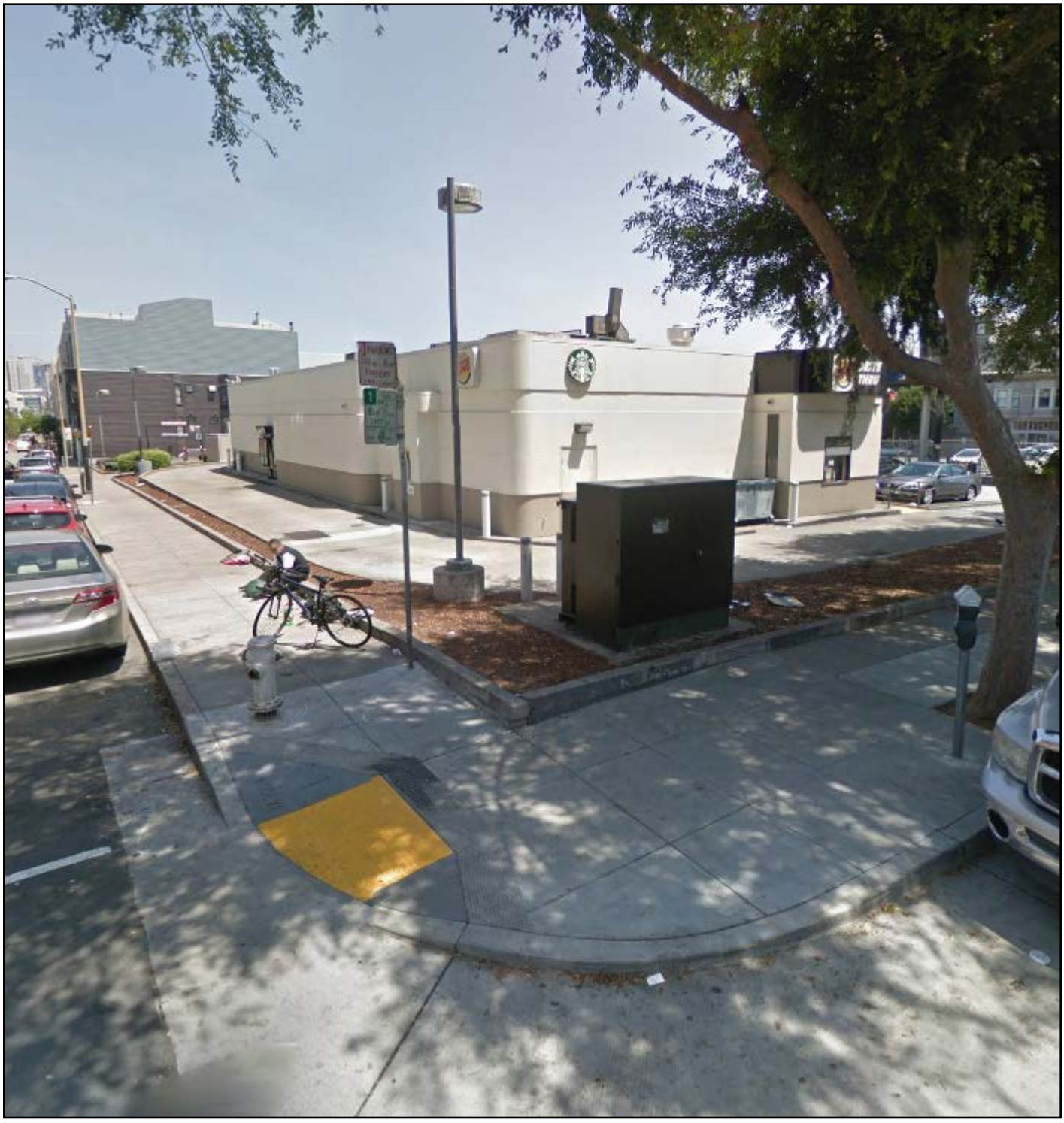


Conditional Use &
Large Project Authorization
Case No. 2014.0011CX
1298 Howard Street

SAN FRANCISCO
PLANNING DEPARTMENT

Context Photo

9th and Natoma Street Frontage



Conditional Use &
Large Project Authorization
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1298 Howard Street

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Certificate of Determination
COMMUNITY PLAN EVALUATION

Case No.:	**2014.0011E**
Project Title:	**1298 Howard Street**
Zoning/Plan Area:	RCD (Regional Commercial), WMUG (WSOMA Mixed Use-General), and RED-MX (Residential Enclave-Mixed) 55-X and 45-X Height and Bulk Districts Western SoMa Community Plan Area
Block/Lots:	3728/019, 024, 025, 086, and 087
Lot Size:	37,125 square feet
Project Sponsor:	John Kevlin, 1298 Howard LP, 415-567-9000
Staff Contact:	Timothy Johnston, 415-575-9035, timothy.johnston@sfgov.org

PROJECT DESCRIPTION

The project site, consisting of five parcels, is located between Howard and Natoma Streets, along Ninth Street, in the South of Market Neighborhood. The proposed project includes the following: 1) demolition of the existing gas station, fast food restaurant, car wash, and all other improvements onsite; 2) construction of a six-story, 122,900-square-foot mixed use building consisting of 104 dwelling units (19 studios, 36 one-bedroom units, and 49 two-bedroom units), as well as office (12,600 square feet) and restaurant/retail (1,250 square feet) uses; 3) construction of a four-story, 19,600–square-foot residential building consisting of 20 dwelling units (10 studios and 10 two-bedroom townhomes); and 4) construction of two pedestrian bridges that would connect the two buildings at the second floor. The two buildings would be separated by a 30-foot-wide pedestrian alley that would connect with Natoma & Howard Streets. (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.

Lisa M. Gibson
Acting Environmental Review Officer

2/21/17
Date

cc: John Kevlin, Project Sponsor
Doug Vu, Current Planner
Supervisor Jane Kim, District 6
Virna Byrd, M.D.F.
Exclusion/Exemption Dist. List

PROJECT DESCRIPTION (continued)

The 12,600 square feet of office space and 1,250 square feet of the proposed retail space would share a large ground floor space in the main building with frontage on both Howard Street and Ninth Street, but the 1,250 square feet of retail space would be located in a separate portion of the main building fronting Howard Street, with access provided via the pedestrian through-alley. The larger building that would include the ground-floor commercial space would have six stories and would be 55-feet in height at its tallest point, while the smaller building along the eastern boundary that would only include dwelling units would have four stories and would be 45-feet in height. Common area open space for residents of the project would total 9,520 sq. ft. The project's residential lobby entrance would be located at the pedestrian alley between the two buildings that provide access to the units within the larger building and the upper floors of the smaller building via two bridges at the second floor. The ground floor units within the smaller building would have private stoop entrances that also face onto the pedestrian alley.

The proposed project would include a basement-level parking garage with 71 vehicle parking spaces, eight car-share spaces, and three service vehicle spaces. The proposed project would also provide a total of 188 Class 1 bicycle parking spaces, 31 Class 2 bicycle parking spaces, two showers, and 14 lockers. Subject to review and approval by the San Francisco Municipal Transportation Agency (SFMTA), the proposed project would also include sidewalk widening, a bulb-out, and a raised crosswalk.

Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of ten or more units. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on March 4, 2015; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 30%.

Construction of the proposed project would occur over approximately 21 months. Construction equipment to be used would include backhoes, excavators, and construction cranes. The entire project site would be excavated to a depth of 15 feet to accommodate the foundation and the basement level. The total amount of excavation for the project would be approximately 20,000 cubic yards (cy) of soil.

Transportation Demand Management

The project also proposes the following transportation demand management (TDM) measures:

Unbundle Parking
All Accessory Parking spaces would be leased or sold separately from the rental or purchase fees for use for the Life of the Development Project, so that residents or tenants have the option of renting or buying a parking space at an additional cost, and would, thus, experience a cost savings if they opt not to rent or purchase parking.

Improve Walking Conditions

The streetscape improvements would include, at a minimum, complete streetscape improvements consistent with the Better Streets Plan and any local streetscape plan so that the public right-of-way is safe, accessible, convenient and attractive to persons walking.

- The recommended sidewalk width adjacent to the property, unless the recommended sidewalk width is determined to be infeasible or undesirable by City staff;
- The required streetscape elements; AND one of the following:
  - Ten additional streetscape elements identified by City staff that contribute to VMT reduction/increased walking 1; OR
  - Five of the additional streetscape elements identified by City staff, PLUS the recommended sidewalk adjacent to and beyond the project site (but not to exceed 50 feet beyond the project site in any direction), unless the recommended sidewalk width is determined to be infeasible or undesirable by City staff; OR
  - Five of the additional streetscape elements identified by City staff, PLUS the project would provide a minimum of two Safety Tools identified in the WalkFirst toolkit if the Development Project is located on a High-Injury Corridor.

Bicycle Parking

The project would provide Class 1 and 2 bicycle parking spaces as required by the Planning Code for office land uses. For each Dwelling Unit, one and half Class 1 Bicycle Parking spaces or one Class 1 Bicycle Parking space for each bedroom, whichever is greater, and four Class 2 Bicycle Parking spaces for every 20 Dwelling Units, would be provided.

Showers and Clothes Lockers

The project would provide at least one shower and at least six clothes lockers for every 30 Class 1 Bicycle Parking spaces, but no fewer than the number of showers and clothes lockers that are required by the Planning Code, if any.

Bicycle Repair Station

The project would include a bicycle repair station consisting of a designated, secure area within the building, such as within a bicycle storage room or in the building garage, where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition to encourage bicycling. Tools and supplies should include, at a minimum, those necessary for fixing a flat tire, adjusting a chain, and performing other basic bicycle maintenance. Available tools should include, at a minimum, a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches.

Car-Share Parking and Membership

The project would proactively offer memberships to a Certified Car-share Organization, at least once annually, to each Dwelling Unit and/or employee for the Life of the Project and/or provide car-share parking spaces as specified below. If requested by the resident and/or employee, the project would pay for, or otherwise provide, memberships minimally equivalent to one annual membership per Dwelling Unit and/or employee. Residents or employees would pay all other costs associated with the car-share usage, including hourly or mileage fees. Any car-share parking space(s) provided to comply with Section 166 of the Planning Code would meet the availability and specifications required in the Planning Code. Any car-share parking spaces provided in excess of those required of the project by the Planning Code

may be occupied by car-share vehicles operated by a Certified Car-share Organization or may be occupied by other car-share vehicles that the property owner provides for the sole purpose of shared use and that are operated in compliance with Section 166 of the Planning Code, including, but not limited to the following standards:

1. All residents/tenants eligible to drive shall have access to the vehicles; the vehicles may also be made available to users who do not live or work on the subject property;
2. Users shall pay for the use of vehicles;
3. Vehicles shall be made available by reservation on an hourly basis, or in smaller intervals;
4. Vehicles must be located at on-site unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pick-up by eligible users 24 hours per day;
5. The property owner or a third party vendor shall provide automobile insurance for its users when using car-share vehicles and shall assume responsibility for maintaining car-share vehicles.
6. One car-share parking space for each 20,000 square feet of Occupied Floor Area, with a minimum of two car-share parking spaces.
7. One car-share parking space for every 80 Dwelling Units, with a minimum of two car-share parking spaces.

Delivery Supportive Amenities

The project would facilitate delivery services by providing an area for receipt of deliveries that offers one of the following: (1) clothes lockers for delivery services, (2) temporary storage for package deliveries, laundry deliveries, and other deliveries, or (3) providing temporary refrigeration for grocery deliveries, and/or including other delivery supportive measures as proposed by the property owner that may reduce Vehicle Miles Traveled by reducing the number of trips that may otherwise have been by single occupancy vehicle.

Multimodal Wayfinding Signage

The project would provide multimodal wayfinding signage that can withstand weather elements (e.g., wind, rain) in key locations. That is, the signs would be located in externally and/or internally so that the residents, tenants, employees and visitors are directed to transportation services and infrastructure, including:

- transit
- bike share
- car-share parking
- bicycle parking and amenities (including repair stations and fleets)
- showers and lockers
- taxi stands
- shuttle/carpool/Vanpool pick-up/drop-off locations

Wayfinding signage would meet City standards for any on-street wayfinding signage, in particular for bicycle and car-share parking, and shall meet best practices for any interior wayfinding.

Real Time Transportation Information Displays

The project would provide real time transportation information on displays (e.g., large television screens or computer monitors) in prominent locations (e.g., entry/ exit areas, lobbies, elevator bays) on the project site to highlight sustainable transportation options and support informed trip-making. At minimum, the project would include such screens at each major entry/exit.

The displays would include real time information on sustainable transportation options in the vicinity of the project site, which may include, but are not limited to, transit arrivals and departures for nearby transit routes, walking times to these locations, and the availability of car-share vehicles (within or adjacent to the building), shared bicycles, and shared scooters.

Tailored Transportation Marketing Services

The project would provide individualized, tailored marketing and communication campaigns, including incentives to encourage the use of sustainable transportation modes. Marketing services shall either be provided by the TDM coordinator or a communications professional.

Marketing services would include, at a minimum, the following activities:

(1) Promotions. The TDM coordinator would develop and deploy promotions to encourage use of sustainable transportation modes. This includes targeted messaging and communications campaigns, incentives and contests, and other creative strategies. These campaigns may target existing and/or new residents/employees/ tenants.

(2) Welcome Packets. New residents and employees would be provided with tailored marketing information about sustainable transportation options associated with accessing the project site (e.g., specific transit routes and schedules; bicycle routes; carpooling programs, etc.) as part of a welcome packet. For employees, the packet would reflect options for major commute origins. New residents and employees would also be offered the opportunity for a one-on-one consultation about their transportation options.

On-site Childcare

The project would include an on-site childcare facility to reduce commuting distances between households, places of employment, and childcare. The on-site childcare facility would comply with all state and City requirements, including provisions within the San Francisco Planning Code. The childcare facility may be a stand-alone facility, or it may be a Designated Child Care Unit that meets all the provisions of Planning Code Section 414A.6(a). If a Designated Child Care Unit is provided, that unit would provide child care for the Life of the Project.

On-site Affordable Housing

The project would include on-site Affordable Housing, as defined in Planning Code Section 415, and as follows:

- the project would provide greater than or equal to five percent and less than or equal to 10 percent on-site Affordable Housing where total household income does not exceed 80 percent of Area Median Income; OR
- the project would provide greater than or equal to three percent and less than or equal to seven percent on-site Affordable Housing where total household income does not exceed 55 percent of Area Median Income.

PROJECT APPROVALS

The proposed project would require the following approvals:

- **Large Project Authorization** *(Planning Commission)*
- **Conditional Use Authorization** (*Planning Commission*)

- **Building Permit** *(Department of Building Inspection)*

The Conditional Use Authorization from the Planning Commission is the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide that 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, shall not be subject to additional environmental review 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 1298 Howard Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eight Street Project (Western SoMa Community Plan PEIR).[1] Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Western SoMa PEIR.

The Western SoMa PEIR included analyses of the following environmental issues: land use; aesthetics; population and housing; cultural and paleontological resources; transportation and circulation; noise and vibration; air quality; greenhouse gas emissions; wind and shadow; recreation; public services, utilities, and service systems; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forest resources.

The 1298 Howard Street site is located in the Western SoMa Community Plan Area. As a result of the Western SoMa rezoning process, the project site was rezoned to a 55-X and 45-X Height and Bulk District.

Individual projects that could occur in the future under the Western SoMa Community Plan 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 1298 Howard Street is consistent with and was encompassed within the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the

[1] Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031. Available: <http://www.sf-planning.org/index.aspx?page=1893>.

impacts of the proposed 1298 Howard Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.[2,3] Therefore, no further CEQA evaluation for the 1298 Howard Street project is required. In sum, the Western SoMa PEIR, this Certificate of Determination, and the accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is located in the South of Market neighborhood on the block bounded by Howard Street, Eight Street, Natoma Street, and Ninth Street. Surrounding properties along Ninth Street are also zoned Regional Commercial District (RCD), while properties directly across Natoma and Howard Streets from the project site are also zoned WSOMA Mixed Use-General (WMUG), and properties adjacent to the project site to the northeast are also zoned Residential Enclave-Mixed (RED-MX). Two of the parcels within the project site that are closest to Ninth Street are within a 55-X height and bulk district, as are the neighboring parcels along Ninth Street, while three of the parcels within the project site, as well as adjacent properties to the northeast are within a 45-X height and bulk district. Building heights in the project area range from about one to five stories.

Land uses adjacent to the project site include residential and management/information/professional/services to the northeast; production/distribution/repair (PDR), residential, and mixed-use residential across Howard Street to the southeast; cultural/institutional/educational and PDR across Ninth Street to the southwest; and mixed use with no residential, PDR, residential, and visitor uses across Natoma Street to the northwest.

The project vicinity is an area of transition. Development projects within three blocks of the project site include the conversion of 24,009 sf of existing industrial/retail space to office space (149 Ninth Street); the construction of six new residential units (727 Natoma Street); construction of a five-story-over-basement building with 19 single-room-occupancy units and two commercial units (244 Ninth Street); construction of a mixed use project including nine new residential units, office space, and ground floor commercial on a vacant lot on Tehama and Ninth Streets (239 9th Street); the construction of a five-story, 45-foot tall residential building on an approximately 2,831 square-foot lot (17 Grace Street); adjacent to the project site at 17 Grace Street is a proposed project to construct a 10,463 gross-square-foot, 13-unit residential building.

[2] Adam Varat, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 1298 Howard St., April 3, 2015. This document and all other documents referenced herein unless otherwise noted are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.0011E.

[3] Jeff Joshlin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 1298 Howard St, June 7, 2016.

POTENTIAL ENVIRONMENTAL EFFECTS

The proposed 1298 Howard Street project is in conformance with the height, use, and density for the site described in the Western SoMa PEIR and would represent a small portion of the growth that was forecast for the Western SoMa Community Plan. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 1298 Howard Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified in the Western SoMa PEIR for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials. **Table 1** (page 9) lists the mitigation measures identified in the Western SoMa PEIR and states whether each measure would apply to the proposed project.

Table 1 – Western SoMa PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
D. Cultural and Paleontological Resources		
M-CP-1a: Documentation of a Historical Resource	Not applicable: site is not a historic resource	Not applicable
M-CP-1b: Oral Histories	Not applicable: site is not a historic resource	Not applicable
M-CP-1c: Interpretive Program	Not applicable: site is not a historic resource	Not applicable
M-CP-4a: Project-Specific Preliminary Archeological Assessment	Applicable: soil disturbing activities proposed	The project sponsor shall retain an archeological consultant, submit an Archeological Testing Plan (ATP) for review by the Planning Department, implement the ATP prior to soil disturbance, and, as needed, implement an Archeological Monitoring Program (AMP) with all soil-disturbing activities. Project sponsor and archeologist shall notify and mitigate the finding of any archeological resource in coordination with the Environmental Review Officer (ERO).
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Applicable: project proposes excavation more than 5 feet below grade (down to 15 feet deep).	The project sponsor shall alert the ERO of any accidental discoveries of archeological resources, who will then determine how any such resources shall be protected or preserved.
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Applicable: adjacent historic resources present	The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration.

Mitigation Measure	Applicability	Compliance
M-CP-7b: Construction Monitoring Program for Historical Resources	Applicable: adjacent historic resources present	For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired.
E. Transportation and Circulation		
M-TR-1c: Traffic Signal Optimization (8th/Harrison/I-80 WB off-ramp)	Not applicable: automobile delay removed from CEQA analysis	Not applicable
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not applicable: project would not remove loading spaces along Folsom Street	Not applicable
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not applicable: transit ridership generated by project would not considerably contribute to impact	Not applicable
F. Noise and Vibration		
M-NO-1a: Interior Noise Levels for Residential Uses	Not applicable: impacts of the environment on the project no longer a CEQA topic	Not applicable
M-NO-1b: Siting of Noise-Sensitive Uses	Not applicable: impacts of the environment on the project no longer a CEQA topic	Not applicable
M-NO-1c: Siting of Noise-Generating Uses	Not applicable: project is not proposing a noise-generating use	Not applicable
M-NO-1d: Open Space in Noisy Environments	Not applicable: impacts of the environment on the project no longer a CEQA topic	Not applicable

Mitigation Measure	Applicability	Compliance
M-NO-2a: General Construction Noise Control Measures	Applicable: project includes construction activities	The project sponsor shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques; locate stationary noise sources as far from adjacent or nearby sensitive receptors as possible; use hydraulically or electrically powered impact tools; and include noise control requirements to construction contractors. The project sponsor shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise.
M-NO-2b: Noise Control Measures During Pile Driving	Applicable: project could potentially include pile-driving activities	A set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. The project sponsor shall require the construction contractor to erect temporary plywood noise barriers along the project boundaries, implement "quiet" pile-driving technology, monitor the effectiveness of noise attenuation measures by taking noise measurements, and limit pile-driving activity to result in the least disturbance to neighboring uses.
G. Air Quality		
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not applicable: project would not generate more than 3,500 daily vehicle trips	Not applicable, but project could be subject to the Transportation Demand Management Ordinance, if effective at the time of project approval.
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not applicable: superseded by Health Code Article 38	Not applicable
M-AQ-4: Siting of Uses that Emit $PM_{2.5}$ or other DPM and Other TACs	Not applicable: project-related construction and operation would not introduce substantial emissions	Not applicable

Mitigation Measure	Applicability	Compliance
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not applicable: project does not exceed the BAAQMD screening criteria	Not applicable
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: project does include construction in an area of poor air quality	Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist
I. Wind and Shadow		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not applicable: project would not exceed 80 feet in height	Not applicable
L. Biological Resources		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: project includes removal of street trees	Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period.
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Applicable: project includes removal of buildings or other habitat for roosting bats	Pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished.
O. Hazards and Hazardous Materials		
M-HZ-2: Hazardous Building Materials Abatement	Not applicable: project does not include demolition of a pre-1970s building	Not applicable
M-HZ-3: Site Assessment and Corrective Action	Not applicable: superseded by Health Code Article 22A (Maher Ordinance)	Not applicable

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 Western SoMa PEIR.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on July 31, 2015 to adjacent occupants and owners of properties within 300 feet of the project site and to community groups and other interested parties. One comment was received asking for notification when the CPE is released. No other comments were received.

CONCLUSION

As summarized above and further discussed in the CPE Checklist:[4]

1. The proposed project is consistent with the development density established for the project site in the Western SoMa Community Plan;

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 Western SoMa PEIR;

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Western SoMa 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 Western SoMa 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 Western SoMa PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review shall be required for the proposed project pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

[4] The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014.0011E.

SAN FRANCISCO
PLANNING DEPARTMENT

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Community Plan Evaluation Checklist

Case No.:	**2014.0011E**
Project Address:	1298 Howard St.
Zoning:	RCD (Regional Commercial), WMUG (WSOMA Mixed Use-General), and RED-MX (Residential Enclave-Mixed) 55-X and 45-X Height and Bulk Districts
Block/Lots:	3728/019, 024, 025, 086, and 087
Total Size of Lots:	37,125 square feet
Plan Area:	Western SoMa Community Plan
Project Sponsor:	John Kevlin, 1298 Howard LP, 415-567-9000
Staff Contact:	Timothy Johnston, 415-575-9035, timothy.johnston@sfgov.org

PROJECT DESCRIPTION

The project site consists of five parcels that form a 37,125 square foot (sq. ft.) rectangle at Ninth Street between Howard and Natoma streets in the South of Market neighborhood. The corner parcels 086 and 087 are currently improved with a 5,000 sq. ft. automotive gas station (dba Chevron) and limited restaurant (dba Burger King) that were built in 1998. Adjacent to the east are the interior parcels 019, 024 and 025 that are improved with an 800 sq. ft. car wash with a queuing lane that was constructed in 1999.

The project sponsor proposes to demolish the existing gas station, restaurant, car wash, and all other improvements currently on the project site, and construct two buildings consisting of 124 dwelling units (100,419 square feet), 12,600 square feet of office space, and 1,250 square feet of retail (restaurant) space. A new 30-ft. wide pedestrian through-alley connecting Howard Street and Natoma Street would physically separate the Project into two discrete buildings (main building and alley building), with ingress and egress either from Natoma Street or Howard Street. The buildings would be physically separated at ground level, but would be connected at the second floor by two pedestrian bridges. The main building would consist of 104 dwelling units (19 studios, 36 one-bedroom units, and 49 two-bedroom units), and would include the proposed office and restaurant space. The 12,600 square feet of office space and 1,250 square feet of the proposed retail space would share a large ground floor space in the main building with frontage on both Howard Street and Ninth Street, but the 1,250 square feet of retail space would be located in a separate portion of the main building fronting Howard Street, with access provided via the pedestrian through-alley. The alley building would consist of 20 dwelling units (10 studios and 10 two-bedroom townhomes). The larger building that includes the ground-floor commercial space would have six stories and be 55-feet in height at its tallest point, while the smaller building along the eastern boundary that only includes dwelling units would have four stories and be 45-feet in height. Common area open space for residents of the project would total 9,520 sq. ft. The project's residential lobby entrance would be located at the pedestrian alley between the two buildings that provide access to the units within the larger building and the upper floors of the smaller building via two bridges at the second floor. The ground floor units within the smaller building would have private stoop entrances that also face onto the pedestrian alley.

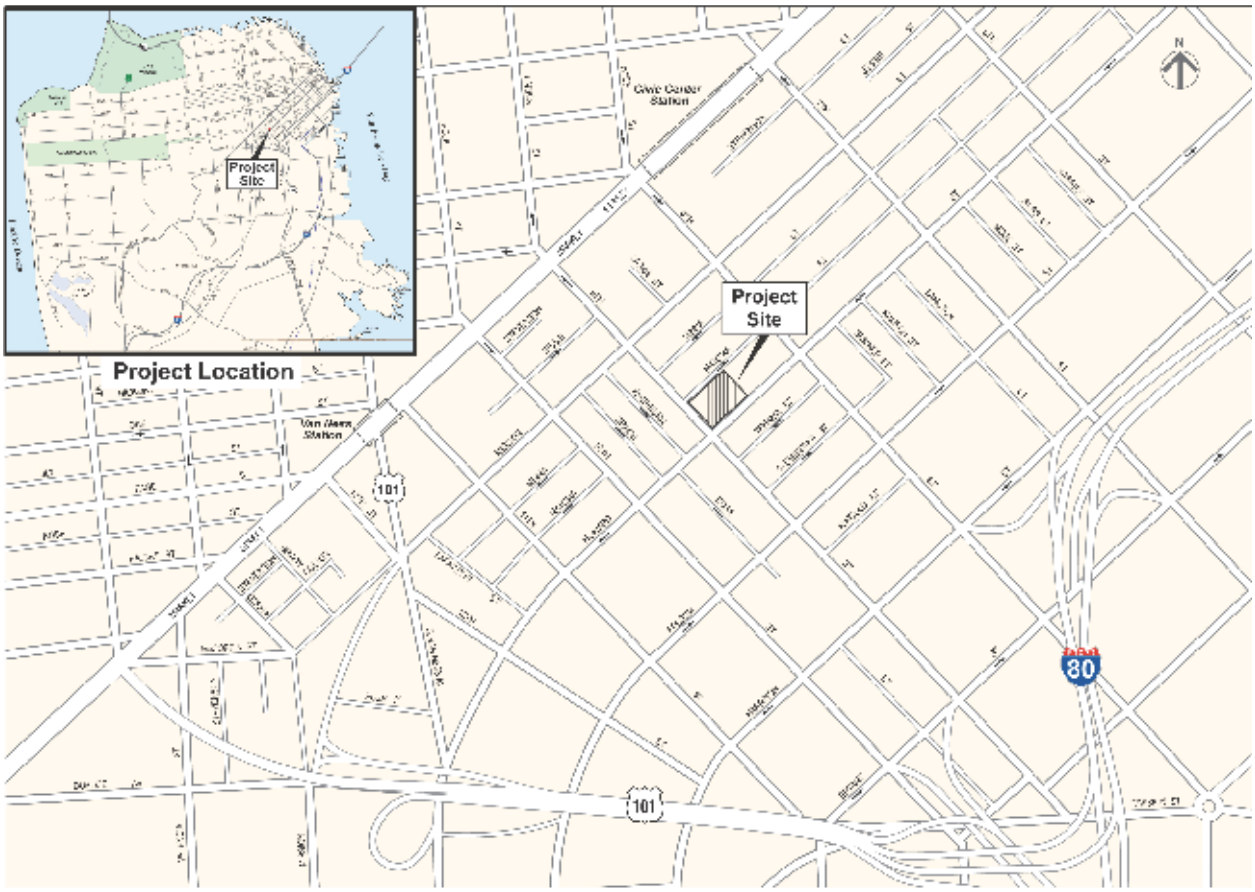

Figure 1 – Project Location

The Project would include a basement-level parking garage with 71 vehicle parking spaces, eight car-share spaces, and three service vehicle spaces. The Project would also provide a total of 188 Class 1bicycle parking spaces, 31 Class 2 bicycle parking spaces, two showers, and 14 lockers. Subject to review and approval by the San Francisco Municipal Transportation Agency (SFMTA), the Project would also include sidewalk widening, a bulb-out, and a raised crosswalk.

Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of ten or more units. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on March 4, 2015; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 30%.

Construction of the proposed project would occur over approximately 21 months. Construction equipment to be used would include backhoes, excavators, and construction cranes. The entire project site would be excavated to a depth of 15 feet to accommodate the foundation and the basement level. The total amount of excavation for the project would be approximately 20,000 cubic yards (cy) of soil.

Figures 2 and 3 (pages 3 and 4) show two different site plan options for the proposed project (one with the driveway to the underground garage on Howard Street, and one with the driveway on Natoma Street), and **Figures 4 through 15** (pages 5 through 15) show the floor plans, building elevations, and building sections.

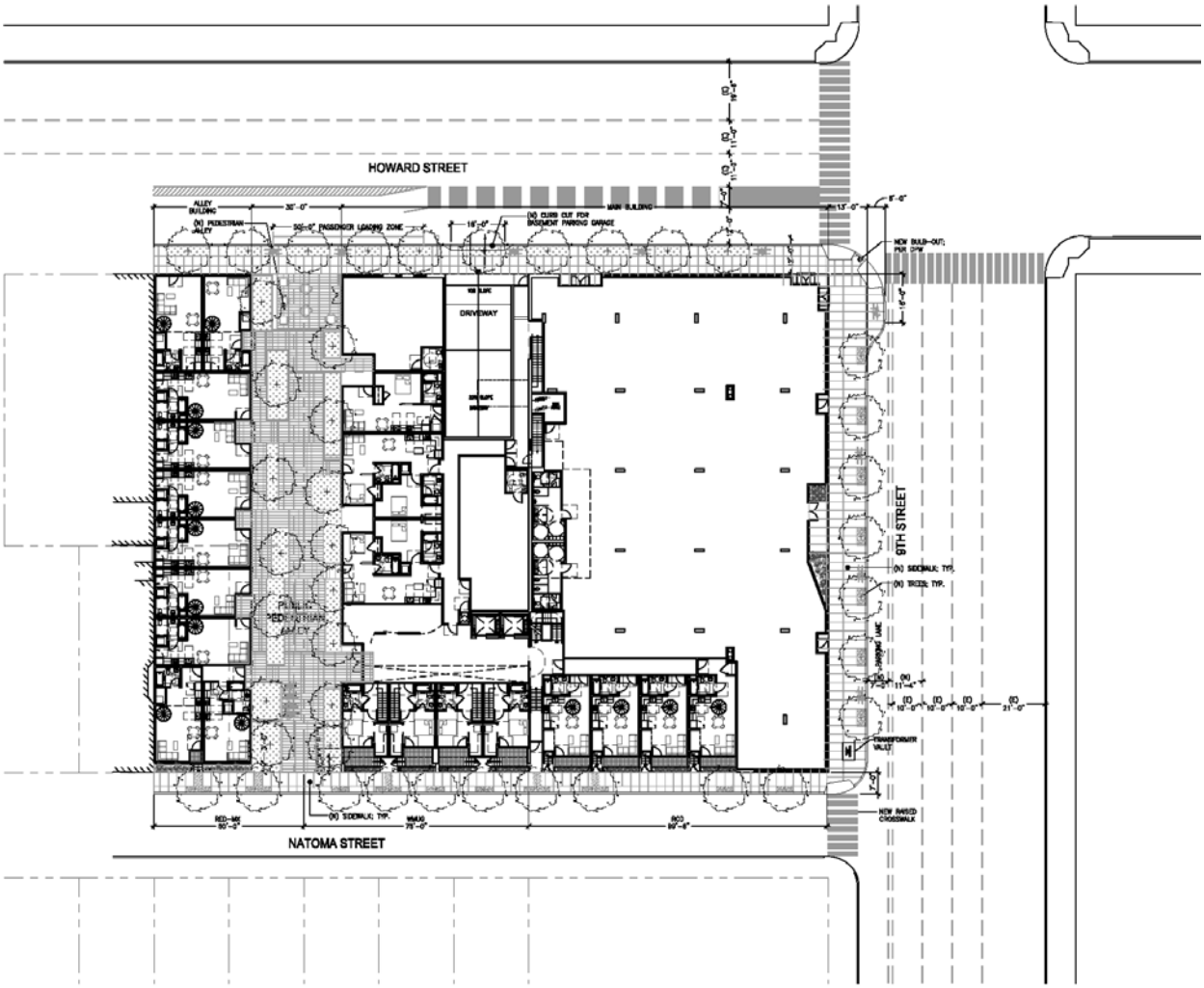

Figure 2 – Howard Street Driveway Option

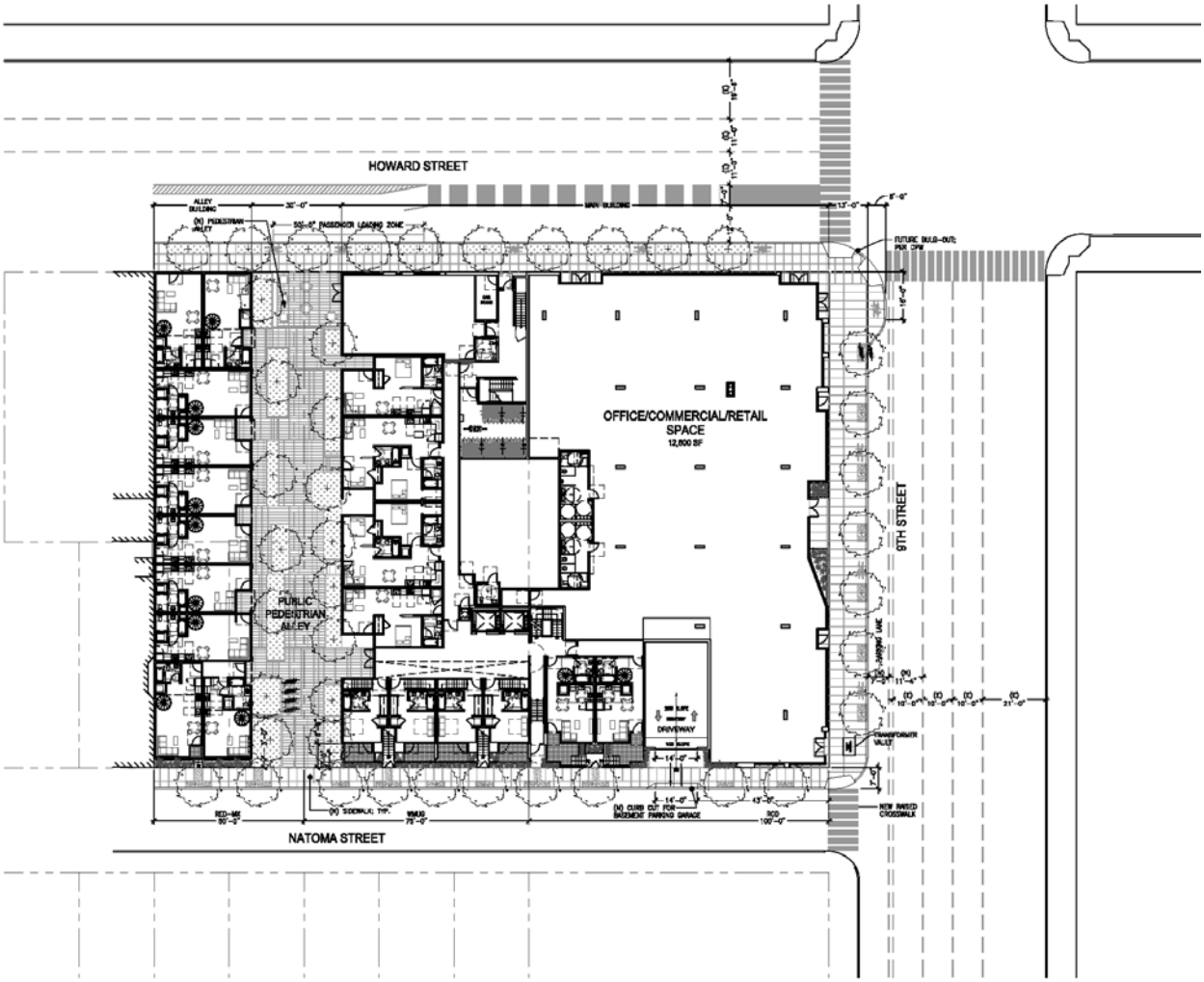

Figure 2 – Natoma Street Driveway Option

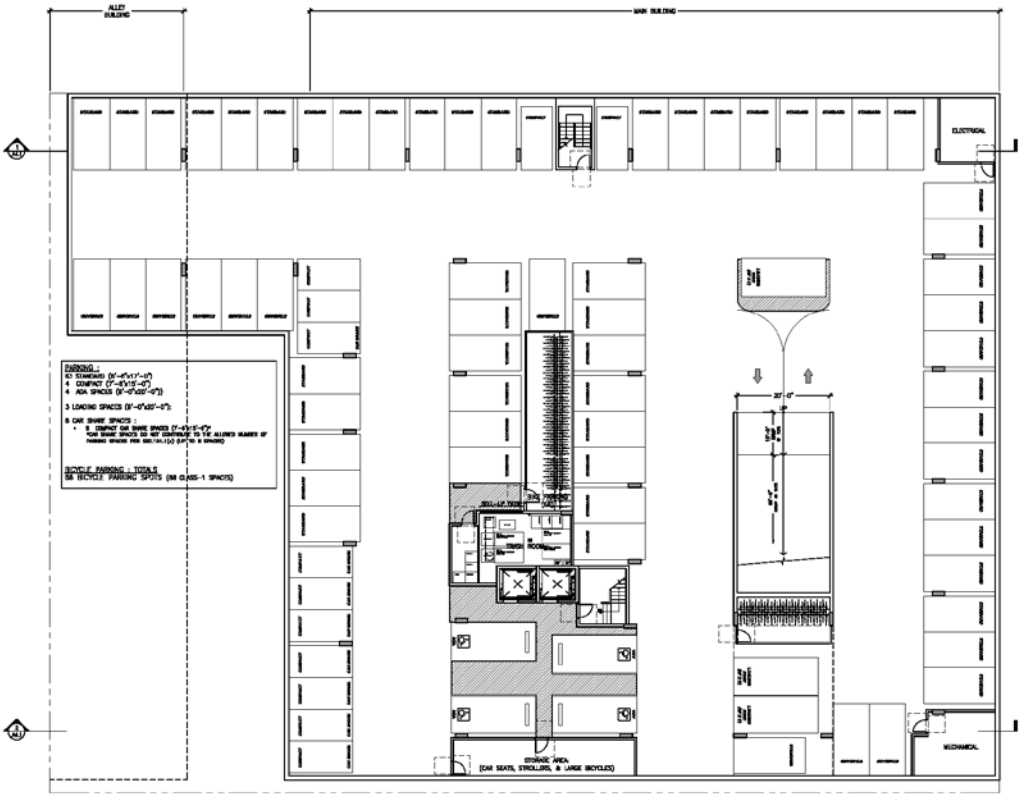

Figure 3 – Basement Plan (Natoma Street Driveway Option)

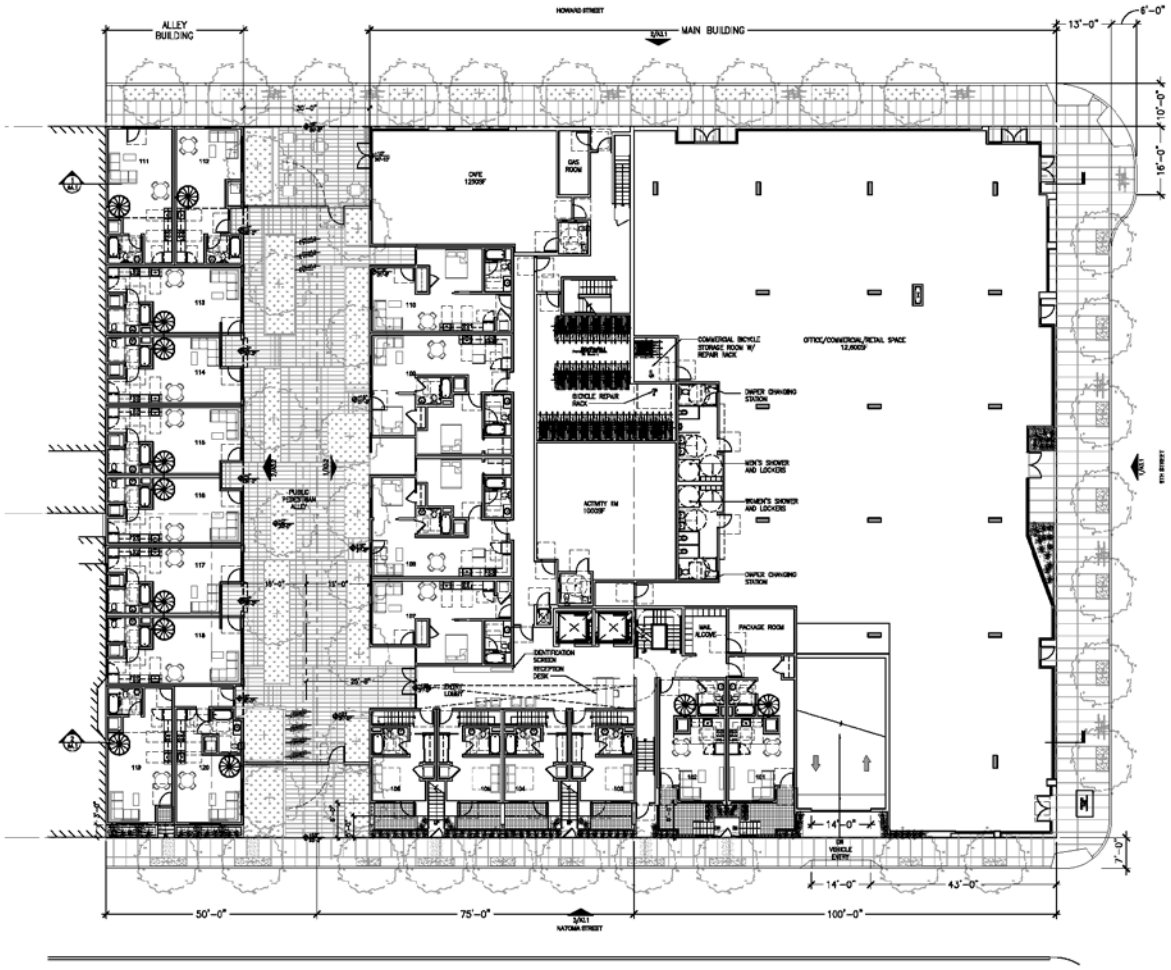

Figure 4 – Floor Plan, Floor 1 (Natoma Street Driveway Option)

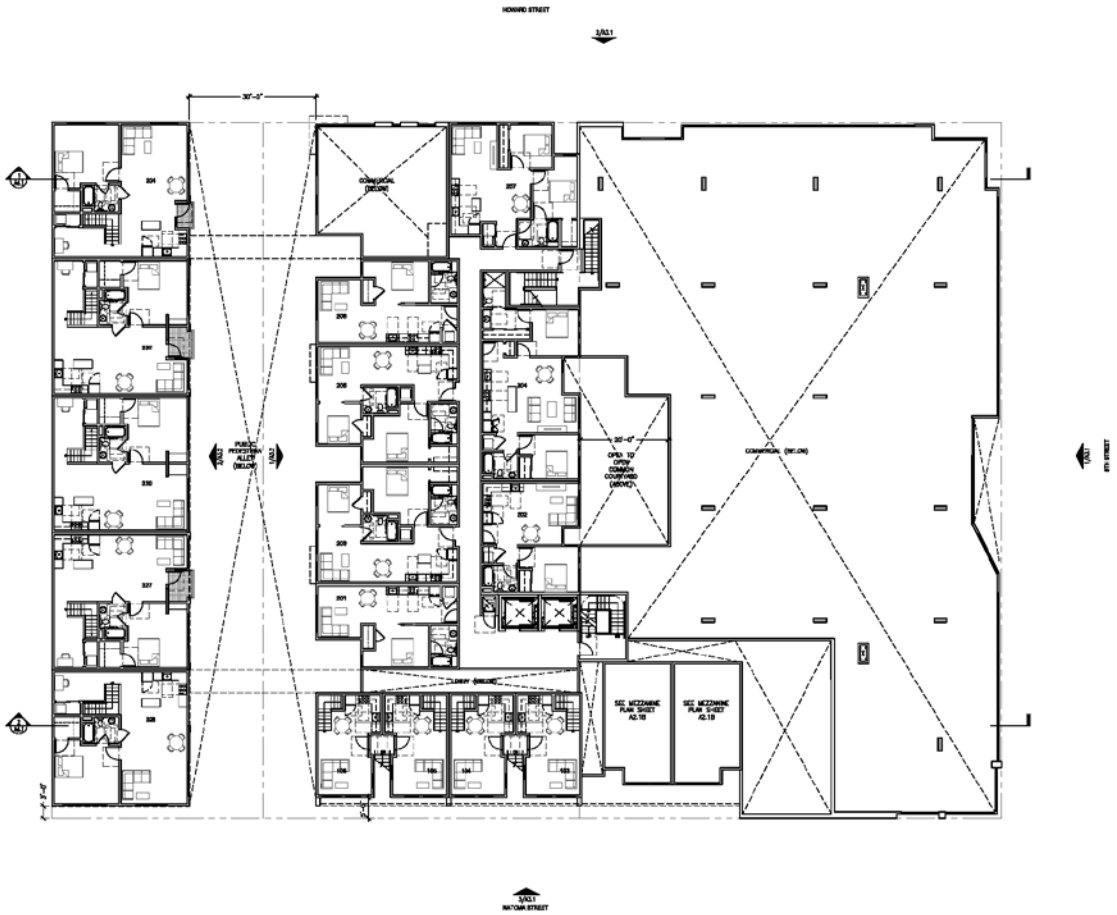

Figure 5 – Floor Plan, Floor 1.5 (Natoma Street Driveway Option)

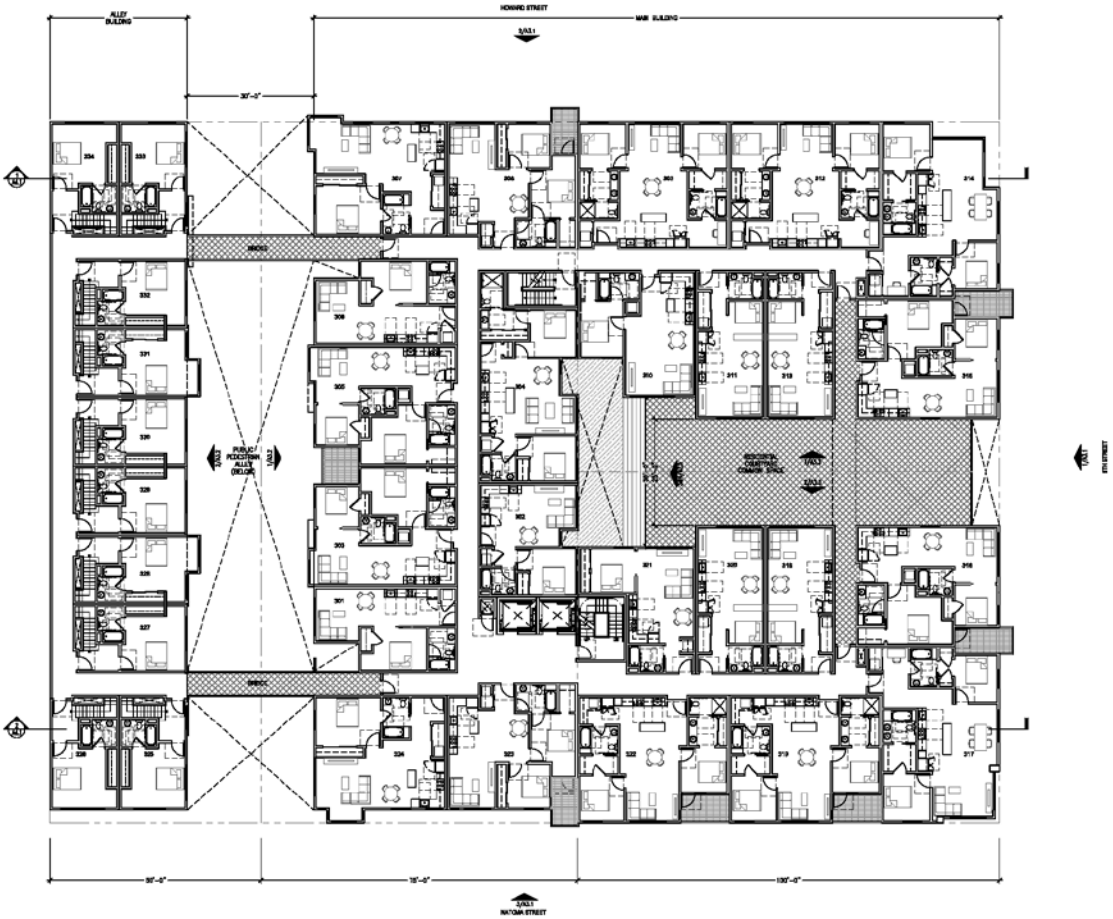

Figure 6 – Floor Plan, Floor 2

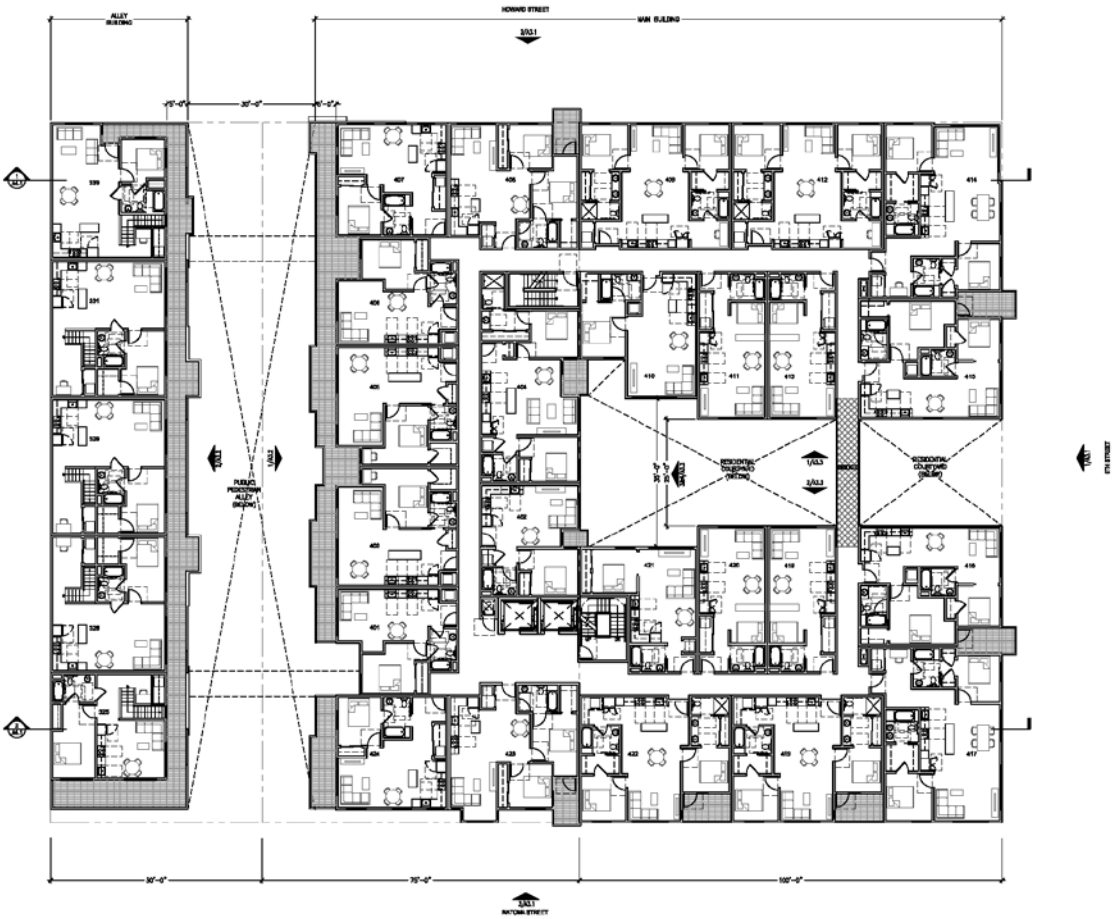

Figure 7 – Floor Plan, Floor 3

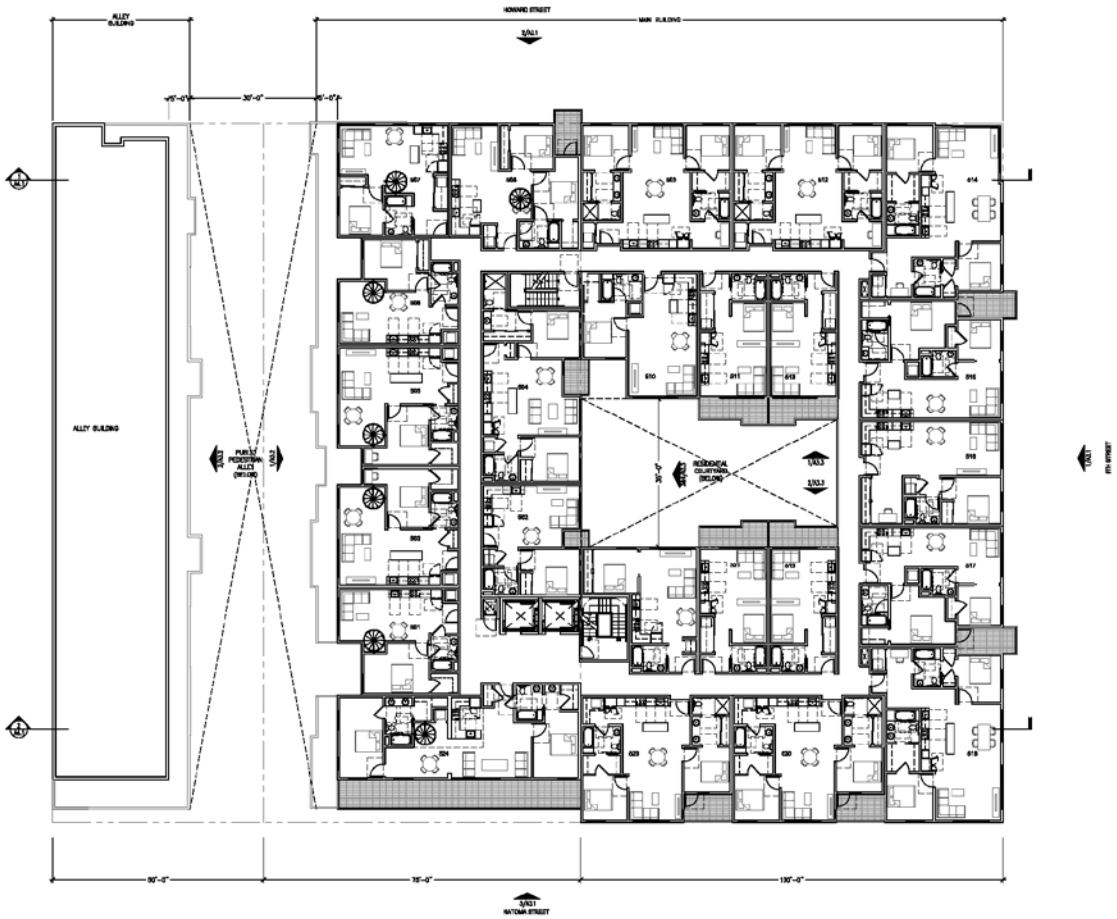

Figure 8 – Floor Plan, Floor 4

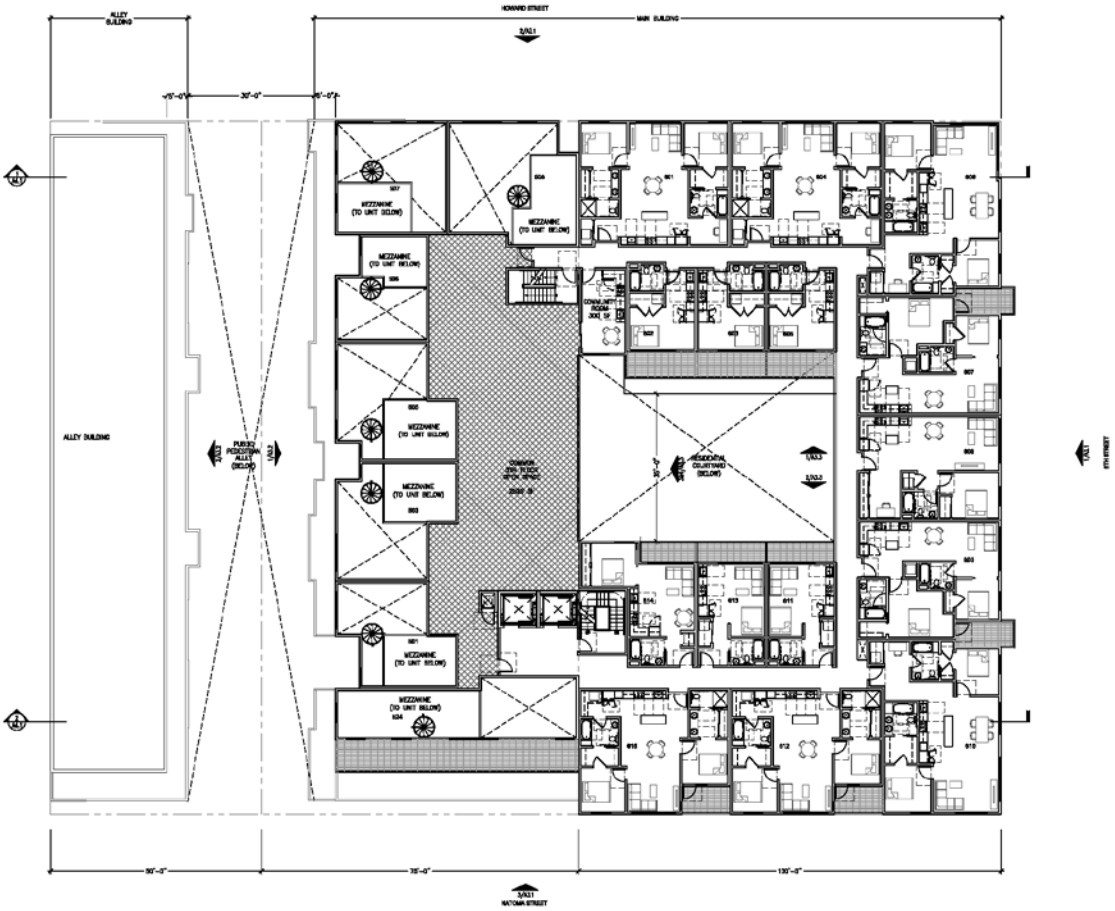

Figure 9 – Floor Plan, Floor 5

Figure 10 – 9th Street Elevation (top) &
Howard Street Elevation (bottom, showing Natoma Street Driveway Option)

Figure 11 – Natoma Street Elevation (depicting Natoma Street Driveway Option)

Figure 12 – Northeast Elevations of both buildings

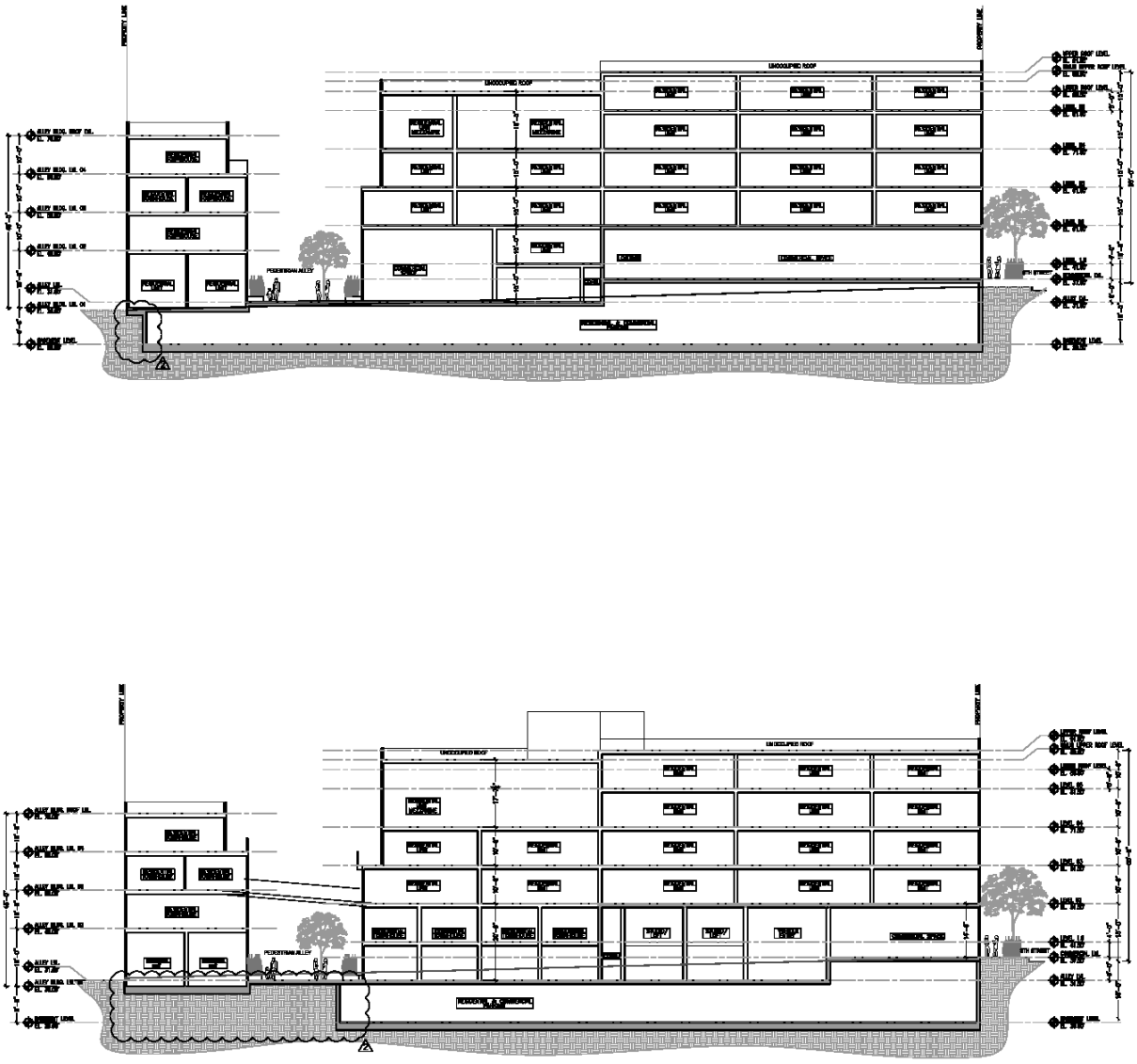

Figure 13 - Building Sections

Figure 14 – Schematic Rendering, looking north

Figure 15 – Schematic Rendering, Howard Street view with Natoma Street Driveway Option

Transportation Demand Management

The project also proposes the following transportation demand management (TDM) measures:

Unbundle Parking
All Accessory Parking spaces would be leased or sold separately from the rental or purchase fees for use for the Life of the Development Project, so that residents or tenants have the option of renting or buying a parking space at an additional cost, and would, thus, experience a cost savings if they opt not to rent or purchase parking.

Improve Walking Conditions
The streetscape improvements would include, at a minimum, complete streetscape improvements consistent with the Better Streets Plan and any local streetscape plan so that the public right-of-way is safe, accessible, convenient and attractive to persons walking.

- The recommended sidewalk width adjacent to the property, unless the recommended sidewalk width is determined to be infeasible or undesirable by City staff;
- The required streetscape elements; AND one of the following:
  - Ten additional streetscape elements identified by City staff that contribute to VMT reduction/increased walking 1; OR
  - Five of the additional streetscape elements identified by City staff, PLUS the recommended sidewalk adjacent to and beyond the project site (but not to exceed 50 feet beyond the project site in any direction), unless the recommended sidewalk width is determined to be infeasible or undesirable by City staff; OR

- Five of the additional streetscape elements identified by City staff, PLUS the project would provide a minimum of two Safety Tools identified in the WalkFirst toolkit if the Development Project is located on a High-Injury Corridor.

Bicycle Parking
The project would provide Class 1 and 2 bicycle parking spaces as required by the Planning Code for office land uses. For each Dwelling Unit, one and half Class 1 Bicycle Parking spaces or one Class 1 Bicycle Parking space for each bedroom, whichever is greater, and four Class 2 Bicycle Parking spaces for every 20 Dwelling Units, would be provided.

Showers and Clothes Lockers
The project would provide at least one shower and at least six clothes lockers for every 30 Class 1 Bicycle Parking spaces, but no fewer than the number of showers and clothes lockers that are required by the Planning Code, if any.

Bicycle Repair Station
The project would include a bicycle repair station consisting of a designated, secure area within the building, such as within a bicycle storage room or in the building garage, where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition to encourage bicycling. Tools and supplies should include, at a minimum, those necessary for fixing a flat tire, adjusting a chain, and performing other basic bicycle maintenance. Available tools should include, at a minimum, a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches.

Car-Share Parking and Membership
The project would proactively offer memberships to a Certified Car-share Organization, at least once annually, to each Dwelling Unit and/or employee for the Life of the Project and/or provide car-share parking spaces as specified below. If requested by the resident and/or employee, the project would pay for, or otherwise provide, memberships minimally equivalent to one annual membership per Dwelling Unit and/or employee. Residents or employees would pay all other costs associated with the car-share usage, including hourly or mileage fees. Any car-share parking space(s) provided to comply with Section 166 of the Planning Code would meet the availability and specifications required in the Planning Code. Any car-share parking spaces provided in excess of those required of the project by the Planning Code may be occupied by car-share vehicles operated by a Certified Car-share Organization or may be occupied by other car-share vehicles that the property owner provides for the sole purpose of shared use and that are operated in compliance with Section 166 of the Planning Code, including, but not limited to the following standards:
1. All residents/tenants eligible to drive shall have access to the vehicles; the vehicles may also be made available to users who do not live or work on the subject property;
2. Users shall pay for the use of vehicles;
3. Vehicles shall be made available by reservation on an hourly basis, or in smaller intervals;
4. Vehicles must be located at on-site unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pick-up by eligible users 24 hours per day;
5. The property owner or a third party vendor shall provide automobile insurance for its users when using car-share vehicles and shall assume responsibility for maintaining car-share vehicles.

6. One car-share parking space for each 20,000 square feet of Occupied Floor Area, with a minimum of two car-share parking spaces.
7. One car-share parking space for every 80 Dwelling Units, with a minimum of two car-share parking spaces.

Delivery Supportive Amenities
The project would facilitate delivery services by providing an area for receipt of deliveries that offers one of the following: (1) clothes lockers for delivery services, (2) temporary storage for package deliveries, laundry deliveries, and other deliveries, or (3) providing temporary refrigeration for grocery deliveries, and/or including other delivery supportive measures as proposed by the property owner that may reduce Vehicle Miles Traveled by reducing the number of trips that may otherwise have been by single occupancy vehicle.

Multimodal Wayfinding Signage
The project would provide multimodal wayfinding signage that can withstand weather elements (e.g., wind, rain) in key locations. That is, the signs would be located in externally and/or internally so that the residents, tenants, employees and visitors are directed to transportation services and infrastructure, including:

- transit
- bike share
- car-share parking
- bicycle parking and amenities (including repair stations and fleets)
- showers and lockers
- taxi stands
- shuttle/carpool/Vanpool pick-up/drop-off locations

Wayfinding signage would meet City standards for any on-street wayfinding signage, in particular for bicycle and car-share parking, and shall meet best practices for any interior wayfinding.

Real Time Transportation Information Displays
The project would provide real time transportation information on displays (e.g., large television screens or computer monitors) in prominent locations (e.g., entry/ exit areas, lobbies, elevator bays) on the project site to highlight sustainable transportation options and support informed trip-making. At minimum, the project would include such screens at each major entry/exit.
The displays would include real time information on sustainable transportation options in the vicinity of the project site, which may include, but are not limited to, transit arrivals and departures for nearby transit routes, walking times to these locations, and the availability of car-share vehicles (within or adjacent to the building), shared bicycles, and shared scooters.

Tailored Transportation Marketing Services
The project would provide individualized, tailored marketing and communication campaigns, including incentives to encourage the use of sustainable transportation modes. Marketing services shall either be provided by the TDM coordinator or a communications professional.
Marketing services would include, at a minimum, the following activities:
(1) Promotions. The TDM coordinator would develop and deploy promotions to encourage use of sustainable transportation modes. This includes targeted messaging and communications campaigns,

incentives and contests, and other creative strategies. These campaigns may target existing and/or new residents/employees/ tenants.
(2) Welcome Packets. New residents and employees would be provided with tailored marketing information about sustainable transportation options associated with accessing the project site (e.g., specific transit routes and schedules; bicycle routes; carpooling programs, etc.) as part of a welcome packet. For employees, the packet would reflect options for major commute origins. New residents and employees would also be offered the opportunity for a one-on-one consultation about their transportation options.

On-site Childcare
The project would include an on-site childcare facility to reduce commuting distances between households, places of employment, and childcare. The on-site childcare facility would comply with all state and City requirements, including provisions within the San Francisco Planning Code. The childcare facility may be a stand-alone facility, or it may be a Designated Child Care Unit that meets all the provisions of Planning Code Section 414A.6(a). If a Designated Child Care Unit is provided, that unit would provide child care for the Life of the Project.

On-site Affordable Housing
The project would include on-site Affordable Housing, as defined in Planning Code Section 415, and as follows:

- the project would provide greater than or equal to five percent and less than or equal to 10 percent on-site Affordable Housing where total household income does not exceed 80 percent of Area Median Income; OR
- the project would provide greater than or equal to three percent and less than or equal to seven percent on-site Affordable Housing where total household income does not exceed 55 percent of Area Median Income.

PROJECT APPROVAL

The proposed 1298 Howard St. project would require the following approvals:

- **Large Project Authorization** (Planning Commission)
- **Conditional Use Authorization** (Planning Commission)
- **Building Permit** (Department of Building Inspection)

The proposed project is subject to Large Project Authorization and a Conditional Use Authorization from the Planning Commission. The Conditional Use Authorization is the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Evaluation (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Western SoMa

Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (WSOMA PEIR).[1] 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 WSOMA PEIR was certified, are determined to have a substantially 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 topics 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 listed at the end of this document.

The WSOMA PEIR identified significant impacts related to transportation and circulation, cultural and paleontological resources, wind and shadow, noise and vibration, air quality, biological resources, and hazards and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to shadow, transportation and circulation, cultural and paleontological resources, air quality, and noise. Aside from shadow, mitigation measures were identified for the above impacts and reduced these impacts to less than significant except for those related to transportation (program-level and cumulative traffic impacts at three intersections; and cumulative transit impacts on several San Francisco Municipal Transportation Agency (Muni) lines), cultural and paleontological resources (cumulative impacts from demolition of historic resources), noise (cumulative noise impacts), air quality (program-level toxic air contaminants (TACs) and fine particulate matter ($PM_{2.5}$) pollutant impacts, program-level and cumulative criteria air pollutant impacts).

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the WSOMA PEIR in 2012, 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 Western SoMa Plan Area. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR:

- State statute regarding aesthetics and parking impacts, effective January 2014, and state statute and Planning Commission resolution regarding automobile delay, and vehicle miles traveled, (VMT), effective March 2016 (see "Senate Bill 743" and "Transportation" below);

[1] San Francisco Planning Department. 2012. Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report. Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031. Certified December 6, 2012. Available: <http://www.sf-planning.org/index.aspx?page=1893>.

- Transit Effectiveness Project (aka "Muni Forward") adopted in March 2014, increased transportation and transit funding through passage of Propositions A and B in November 2014, and the Transportation Sustainability Program[2] (see "Transportation" below);
- San Francisco ordinance establishing Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, Health Code Section 38 amended December 2014 (see "Air Quality" below); and
- San Francisco Recreation and Open Space Element of the General Plan, adopted April 2014 (see "Recreation" below); and
- Health Code Article 22A, amended August 2013 (see "Hazardous Materials" below).

The proposed project would include, (1) the demolition and removal of the existing gas station, car wash, retail, and parking uses; (2) the merger of the five subject lots; and (3) the construction of a two-building, mixed-use development with 124 dwelling units, 71 parking spaces in a below-grade garage, and 13,500 sq. ft. of office/retail space on the ground floor along Ninth Street. The two buildings would be separated by a 30-foot wide pedestrian alley, stretching from Howard Street to Natoma Street, but the two buildings would be connected at the second floor with two pedestrian bridges. As discussed in this checklist below, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the WSOMA PEIR.

SENATE BILL 743

Aesthetics and Parking

In accordance with CEQA Section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets 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.[3] Project elevations are included in the project description.

Automobile Delay and Vehicle Miles Traveled

CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular

[2] San Francisco Planning Department. "Transportation Sustainability Program." Available: <http://tsp.sfplanning.org>.

[3] San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1298 Howard St., July 14, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2014.0011E.

capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*[4] recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the WSOMA PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT and induced automobile travel impact analysis is provided in the Transportation section.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
1. LAND USE AND LAND USE PLANNING— Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The WSOMA PEIR determined that adoption of the Western SoMa Community Plan would not result in a significant impact related to land use. The WSOMA PEIR anticipated that future development under the Community Plan would result in more cohesive neighborhoods and would include more clearly defined residential, commercial, and industrial areas. No land-use mitigation measures were identified in the PEIR.

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

Furthermore, the Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the RCD (Regional Commercial), WMUG (WSOMA Mixed Use-General), and RED-MX (Residential Enclave-Mixed) Districts and is consistent with the Regional Commercial District (RCD) for lot 087, the WSoMa Mixed Use - General District (WMUG) for lot 086, and with the Residential Enclave - Mixed District (RED-MX) for lots 19, 24 and 25, with a split height and bulk district designation of 55-X for lots 086 & 087 and 45-X for lots 19, 24 and 25. These height and

[4] This document is available online at: https://www.opr.ca.gov/s_sb743.php.

bulk districts permit buildings up to 55 feet and 45 feet in height, respectively, with no bulk restrictions. The RCD District permits non-residential development at a floor area ratio of 2.5:1 and principally permitted individual commercial uses up to 10,000 sq. ft., with uses greater than this area requiring a Conditional Use Authorization. Office uses are permitted on the first or second floor of a building, but not both. The RCD District also principally permits residential dwelling units without specific density limitations, allowing physical controls such as height, bulk, and setbacks to control dwelling unit density. At least 40% of all dwelling units must contain two or more bedrooms or 30% of all dwelling units must contain three or more bedrooms in this district. The WMUG District permits non-residential development at a floor area ratio of 4.0:1 and commercial uses up to 10,000 sq. ft. are permitted per lot. Office uses that do not provide professional, financial or medical services that are primarily open to the general public on a client-oriented basis are not permitted. The WMUG District also principally permits residential dwelling units without specific density limitations, allowing physical controls such as height, bulk, and setbacks to control dwelling unit density. At least 40% of all dwelling units must contain two or more bedrooms or 30% of all dwelling units must contain three or more bedrooms in this district. The RED-MX District limits non-residential development to a floor area ratio of 1:1 and permits only restaurant, personal service and other retail uses to no more than 1,250 sq. ft. per lot at the ground floor, and requires a Conditional Use Authorization for any floors above. Office uses of any type are not permitted within this district. Similar to the other districts described above, the RED-MX District principally permits residential dwelling units without specific density limitations, allowing physical controls such as height, bulk, and setbacks to control dwelling unit density. At least 40% of all dwelling units must contain two or more bedrooms or 30% of all dwelling units must contain three or more bedrooms in this district. As proposed, the project is permitted in the RCD, WMUG and RED-MX Districts and is consistent with the development density as envisioned in the Western SoMa Community Plan.[5,6]

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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)?	☐	☐	☐	☒

[5] Adam Varat, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 1298 Howard St., April 3, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.0011E.

[6] Jeff Joshlin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 1298 Howard St, June 7, 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.0011E.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

One of the objectives of the Western SoMa Community Plan is to identify appropriate locations for housing to meet the citywide demand for additional housing. The WSOMA PEIR concluded that the growth in population, housing, and jobs that would result with the implementation of the Western SoMa Community Plan is anticipated and accommodated by local and regional plans for the Project Area and would be considered appropriate in this part of the city. The WSOMA PEIR determined that the anticipated increase in population and density that would occur as a result of Plan implementation would not result in significant adverse physical effects on the environment. No mitigation measures related to population and housing issues were identified in the PEIR.

The proposed project's residential and retail uses are expected to add approximately 186 residents and 47 employees to the site. These direct effects of the proposed project on population and housing would be within the scope of the population growth anticipated under the Western SoMa Community Plan and evaluated in the WSOMA PEIR.

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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*?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Archeological Resources

The WSOMA PEIR determined that implementation of the Community Plan could result in significant impacts on archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant-level. WSOMA PEIR Mitigation Measure M-CP-4a (Project-Specific Preliminary Archeological Assessment) and M-CP-4b (Procedures for Accidental Discovery of Archeological Resources) apply to projects involving any soils-disturbing or soils-improving activities including excavation to a depth of 5 or more feet below grade. Given that the proposed project would involve excavation down to approximately 15 feet below ground surface, over approximately 37,120 sq. ft., and generating approximately 20,000 cubic yards of soil to construct an underground parking garage, Mitigation Measures M-CP-4a and M-CP-4b apply to the project.

As part of project implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologist conducted a Preliminary Archeology Review (PAR) of the project site and the proposed project. The PAR determined that the project would have the potential to adversely affect an archeological resource. Therefore, in accordance with Mitigation Measure M-CP-4a, the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. In addition, the project would be subject to Mitigation Measure M-CP-4b to reduce potential impacts from accidental discovery of buried archeological resources during project construction to a less than significant level. Mitigation Measures M-CP-4a and M-CP-4b are described on pages 48-52 as Project Mitigation Measures 1 and 2, respectively. The project would not result in significant impacts related to archeological resources with implementation of these mitigation measures.

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 WSOMA PEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of a historic resource through demolition.

The subject property contains a service station constructed in between 1998 and 1999 which is a non-contributor to the Western SOMA Light Industrial and Residential Historic District due to it being constructed outside of the period of significance as well as being not age eligible for listing in the California Register. The composition and style of the project's proposed façade, its massing, materials, and scale would all be compatible with the Western SoMa Light Industrial Residential Historic District.[7, 8] However, because historical resources are located on both the northeast and northwest sides of the project site, Mitigation Measures M-CP-7a and M-CP-7b apply to the project, which are aimed at protecting adjacent historical resources within the Western SoMa Light Industrial Residential Historic District. These are listed below on page 53 as Project Mitigation Measures 3 and 4, respectively. As a result, the proposed project would not contribute to the significant historic resource impact identified in the WSOMA PEIR, and no historic resource mitigation measures would apply to the proposed project.

[7] Justin Greving, Preservation Planner, San Francisco Planning Department, *Preservation Team Review Form* (August 8, 2016).
[8] Richard Brandi, Architectural Historian, *Historic Resource Evaluation 1298 Howard Street Project* (March 6, 2015).

For the reasons above, the proposed project would not result in significant impacts on cultural and paleontological resources that were not already identified in the WSOMA PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 Evaluation Checklist topic 4c is not applicable.

The WSOMA PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, emergency access, or construction. Transportation system improvements included as part of the Western SoMa Community Plan were identified to have significant impacts related to commercial loading, but the impact was reduced to less-than-significant with mitigation.

The WSOMA PEIR anticipated that adoption of the Western SoMa Community Plan could result in significant impacts on traffic, transit, and loading, and identified four transportation mitigation measures. One mitigation measure reduced loading impacts to less-than-significant. Even with mitigation, however, it was anticipated that the significant adverse traffic impacts and the cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable. As discussed above under "SB 743", in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and

mitigation measures from the WSOMA PEIR associated with automobile delay are not discussed in this checklist.

The WSOMA PEIR did not evaluate vehicle miles traveled or the potential for induced automobile travel. The VMT analysis and induced automobile travel analysis presented below evaluate the project's transportation effects using the VMT metric.

To examine the potential for significant new or more severe transportation impacts associated with the proposed project that were not identified in the WSOMA PEIR, a Transportation Impact Study (TIS) was completed for the proposed project in May 2016.[9] The results of this study are summarized below.

Vehicle Miles Traveled (VMT) Analysis

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the city have lower VMT ratios than other areas of the city. These areas of the city can be expressed geographically through transportation analysis zones. Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT. [10,11]

[9] AECOM, *1298 Howard Street Transportation Impact Study* (May 23, 2016).

[10] To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

[11] San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

For residential development, the existing regional average daily VMT per capita is 17.2.[12] For office development, regional average daily work-related VMT per employee is 19.1. For retail development, regional average daily retail VMT per employee is 14.9.[13] Average daily VMT for all three land uses is projected to decrease in future 2040 cumulative conditions. Refer to Table 1 - Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 622.

Table 1 - Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 622	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 622
Households (Residential)	17.2	14.6	2.2	16.1	13.7	1.9
Employment (Office)	19.1	16.2	7.9	17.0	14.5	6.8
Employment (Retail)	14.9	12.6	8.4	14.6	12.4	8.3

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a transportation analysis zone that exhibits low levels of VMT; Small Projects are projects that would generate fewer than 100 vehicle trips per day; and the Proximity to Transit Stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

Vehicle Miles Traveled Analysis – Residential, Office, and Retail

As noted above, existing average daily VMT per capita for residential uses is 2.2 for the transportation analysis zone (TAZ) in which the project site is located (622). This is more than 87 percent below the

[12] Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

[13] Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

existing regional average daily VMT per capita of 17.2. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential uses would not result in substantial additional VMT and impacts would be less-than-significant. For office employment, the existing average daily VMT per capita is 7.9 for TAZ 622. This is over 58 percent below the existing regional average daily VMT per capita of 19.1 for office employment. For retail employment, the existing average daily VMT per capita is 8.4 for TAZ 622. This is over 43 percent below the existing regional average daily VMT per capita of 19.1 for retail employment. Cumulatively, these percentages would be 88.2, 60, and 43.2 percent lower than the regional averages, respectively. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's residential and employment uses would not cause substantial additional VMT.[14] Therefore, the proposed project would not cause substantial additional VMT and impacts would be less-than-significant.

Trip Generation

The proposed project would demolish all the existing uses on the Project site and construct two buildings consisting of 124 dwelling units (100,419 square feet), 12,600 square feet of office space, and 1,250 square feet of retail (restaurant) space. A new pedestrian through-alley connecting Howard Street and Natoma Street would physically separate the Project into two discrete buildings (main building and alley building). The buildings would be physically separated at ground level, but would be connected at the second floor by two pedestrian bridges. The main building would consist of 104 dwelling units (19 studios, 35 one-bedroom units, and 49 two-bedroom units), and would include the proposed office and restaurant space. The 12,600 square feet of office space and 1,250 square feet of the proposed retail space would share a large ground-floor space in the main building with frontage on both Howard Street and Ninth Street, but the 1,250 square feet of retail space would be located in a separate portion of the main building fronting Howard Street, with access provided via the pedestrian through-alley. The alley building would consist of 20 dwelling units (10 studios and 10 two-bedroom townhomes).

Localized 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.[15] The proposed project would generate an estimated 445 person trips (inbound and outbound) on a weekday daily basis, consisting of 136 person trips by auto, 153 transit trips, 123 walk trips and 33 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 260 person trips, consisting of 81 person trips by auto (652 vehicle trips accounting for vehicle occupancy data for this Census Tract), 90 transit trips, 71 walk trips and 19 trips by other modes.

Transit

Western SoMa Mitigation Measure M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts was adopted to address significant transit impacts. Subsequently, as part of the Transportation Sustainability Program the San Francisco Board of Supervisors approved amendments to the San

[14] San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1298 Howard Street, July 14,2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.0011E .

[15] San Francisco Planning Department, Transportation Calculations for 1298 Howard Street, May 23, 2016. These calculations are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.0011E.

Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015). The Transportation Sustainability Fee updated, expanded, and replaced the prior Transit Impact Development Fee.

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) involved system-wide review and evaluation, and made recommendations to improve service and increase transportation efficiency. Service improvements have been made along several routes with the Western SoMa Plan Area, including the 14 and 14R transit lines.

San Francisco Transportation and Road Improvement Bond, Proposition A, approved in November 2014, authorized the city to borrow $500 million through issuing general obligation bonds in order to meet transportation infrastructure needs of the city. The projects to be funded include Muni Forward projects; pedestrian, bicycle, and vehicle, safety programs; transit vehicle maintenance. San Francisco Adjusting Transportation Funding for Population Growth, Proposition B, also approved in November 2014, increases the base contribution to SFMTA by a percentage equal to the city's annual population increase.

The project site is located within a quarter mile of several local transit lines including Muni lines 12, 14, 14R, 19, and 83X. The proposed project would be expected to generate 153 daily transit trips, including 90 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 90 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.

The WSOMA PEIR identified less-than-significant impacts relating to exceedance of the capacity utilization standards for Muni lines or regional transit providers, or a substantial increase in delays or operating costs. However, the PEIR identified significant cumulative (2030) transit impacts for the "Other Lines" corridor, which includes the J Church, 10 Townsend, 12 Folsom-Pacific, 19 Polk, and 27 Bryant routes within the Southeast Screenline related to additional programmatic growth. The WSOMA PEIR identified Mitigation Measure M-C-TR-2 to impose development impact fees. Even with this mitigation, however, the cumulative transit impact of the Western SoMa Plan Area development was found to be significant and unavoidable and a Statement of Overriding Considerations related to this impact was adopted as part of the PEIR Certification and Plan approval. The proposed project's 90 p.m. peak hour transit trips would represent a less than one percent contribution to both the "Other Lines" corridor and the Southeast Screenline. As such, the proposed project would not make a cumulatively considerable contribution to the unacceptable levels of cumulative transit service identified in the WSOMA PEIR. Mitigation Measure M-C-TR-2 is, therefore, not applicable to the proposed project. However, as discussed above, the proposed project would be subject to the Transportation Sustainability Fee.

Traffic Circulation

The project sponsor originally proposed a design with a driveway along Howard Street ("Howard Street Driveway Option"), which was analyzed in the *1298 Howard Street Transportation Impact Study* (Final Report) submitted on May 23, 2016 ("1298 Howard Street TIS"). Subsequently, a Natoma Street Driveway Option was suggested in response to potential concerns raised by the Planning Department that the Howard Street Driveway Option could create potential conflicts between bicyclists traveling along Howard Street and Project-generated vehicle traffic entering and exiting the Project's garage. The proximity of the Howard Street driveway to the downstream intersection at Ninth Street / Howard Street was also a concern. As a result, a subsequent transportation impact memorandum was prepared to

analyze any potential differences in transportation related impacts, comparing and contrasting a Natoma Street Driveway Option versus a Howard Street Driveway Option.[16]

This additional analysis concluded that under the Natoma Street Driveway Option, potential transportation-related impacts of the Project would be similar in significance to those under the Howard Street Driveway Option. However, the Natoma Street Driveway Option appears to offer substantial benefits over the Howard Street Driveway Option in terms of minimizing potential conflicts between bicycles and Project-generated vehicle traffic (and, to a lesser extent, between pedestrians and Project generated vehicle traffic) at the Project's driveway. By relocating the Project's driveway to Natoma Street, the Natoma Street Driveway Option would also substantially reduce the complexity of potential conflicts along vehicle– vehicle and vehicle–bicycle conflicts along Howard Street compared to the Howard Street Driveway Option. Regardless, potential impacts to the physical environment are found to be less than significant under either driveway option.

One project improvement measure has been identified for the Howard Street Driveway Option only, and would not apply if the Natoma Street Driveway Option is ultimately approved and construction (pages 57-59).

Conclusion

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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?	☐	☐	☐	☒
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒

[16] AECOM, *1298 Howard Street Transportation Impact Study, Supplemental Analysis of Natoma Street Driveway Option* (May 31, 2016). This document is on file and available for review as part of Case File No. 2014.0011E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☐	☒

The WSOMA PEIR determined that implementation of the Western SoMa Area Plan would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to traffic-generated noise levels along major streets throughout the plan area. The WSOMA PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.[17] These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The Title 24 acoustical requirement for residential structures is incorporated into Section 1207 of the San Francisco Building Code and requires these structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical requirement for non-residential uses. Both compliance methods require wall, floor/ceiling, and window assemblies to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise standards are achieved. In compliance with Title 24, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

Mitigation Measure M-NO-1c: Siting of Noise-Generating Uses requires a noise analysis for new development including commercial, industrial, or other uses that would be expected to generate noise

[17] Western SoMa FEIR Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-1d address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (California Building Industry Association v. Bay Area Air Quality Management District, December 17, 2015, Case No. S213478. Available at: <http://www.courts.ca.gov/opinions/documents/S213478.PDF>). As noted above, the Western SoMa FEIR determined that incremental increases in traffic-related noise attributable to implementation of the Western SoMa Area Plan would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Western SoMa FEIR Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-1d are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures M-NO-1a, M-NO-1b are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

levels in excess of ambient noise in the project vicinity in order to reduce potential conflicts between existing sensitive receptors and new noise-generating uses. The proposed project includes retail use on the ground floor that could potentially become a noise-generating use. However, any retail use would have to comply with the land use noise compatibility requirements in the San Francisco General Plan and Police Code Section 2909, and would therefore not adversely affect nearby noise-sensitive uses. As a result, there would be no particular circumstances about the project site that would appear to warrant heightened concern about noise levels that could be generated by the proposed retail use. Therefore, Mitigation Measure M-NO-1c would not apply to the proposed project.

Mitigation Measures M-NO-2a: General Construction Noise Control Measures and M-NO-2b: Noise Control Measures during Pile Driving require implementation of noise controls during construction in order to reduce construction-related noise impacts. The proposed project would involve construction of a five-story mixed-use building along with a four-story residential building and, therefore, would contribute to construction-related noise impacts. The project would be subject to Mitigation Measures M-NO-2a—detailed under Project Mitigation Measure 5 on pages 53-54—in order to reduce these impacts to a less-than-significant level. The foundation may require pile driving, although if needed, the project sponsor would utilize pre-drilled piers to reduce the resulting noise and groundborne vibration created by this construction activity. Therefore, since the foundation may require pile driving and could potentially result in vibration effects typically generated by pile-driving activities, Mitigation Measure M-NO-2b would apply to the proposed project and is included as Project Mitigation Measure 6 on pages 54-55, and would reduce the construction noise and vibration impacts to less-than-significant levels.

In addition, all construction activities for the proposed project (occurring over the course of approximately 21 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA[18] (Ldn[19]) 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 San Francisco Public Works 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, 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 and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed

[18] The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

[19] The Ldn is the Leq, or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The Leq is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

project, because the construction noise would be temporary (approximately 21 months), intermittent, and restricted in occurrence and level, because the contractor would be subject to and would comply with the Noise Ordinance. Compliance with the Noise Ordinance would reduce any construction-related noise effects on nearby residences to the greatest extent feasible.

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, the Community Plan Evaluation Checklist topics 5e and 5f are not applicable.

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

The WSOMA PEIR identified significant and unavoidable impacts related to violation of an air quality standard, uses that emit Diesel Particulate Matter (DPM), exposure of sensitive land uses to substantial pollutant concentrations, and construction emissions. The WSOMA PEIR identified five mitigation measures that would help reduce air quality impacts; however, due to the uncertain nature of future development proposals that would result from adoption of the Western SoMa Community Plan, it could not be determined whether implementation of these mitigation measures would reduce impacts to a less-than-significant level.

Construction Dust Control

To reduce construction dust impacts, the San Francisco Board of Supervisors 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 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. Construction activities from the proposed project would result in 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 proposed project would be subject to and would comply with the Construction Dust Control Ordinance, which would ensure that these impacts would remain less than significant.

Criteria Air Pollutants

The Bay Area Air Quality Management District (BAAQMD), the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB) 2011 BAAQMD *CEQA Air Quality Guidelines* (Air Quality Guidelines)[20] provide screening criteria for determining whether a project's criteria air pollutant emissions may violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. If a project meets the screening criteria, then the lead agency or applicant does not need to perform a detailed air quality assessment of the proposed project's air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact. The proposed project would meet the screening criteria provided in the BAAQMD Air Quality Guidelines for construction and operational criteria air pollutants. Therefore, Mitigation Measure M-AQ-6 does not apply.

Mitigation Measure M-AQ-2 (Transportation Demand Management Strategies for Future Development Projects) is required for projects generating more than 3,500 vehicle trips resulting in excessive criteria pollutant emissions. The proposed project would generate approximately 136 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project.

Health Risk

Subsequent to certification of the WSOMA 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.

Construction

The project site is located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during 15 months of the anticipated 21-month construction period. Therefore, the proposed project's temporary and variable construction activities would result in short-term emissions of DPM and other TACs that would add emissions to areas already adversely affected by poor air quality. As a result, WSOMA PEIR Mitigation Measure M-AQ-7 (Construction Emissions Minimization Plan for Health Risks and Hazards) has been identified as applicable to the project, and is detailed under Project Mitigation Measure 7 (see pages 55-57). Mitigation Measure M-AQ-7 requires, among other things, diesel equipment to meet a minimum performance standard (all engines greater than 25 horsepower must meet Tier 2 emissions standards and be equipped

[20] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011.

with a Level 3-verified diesel emissions control strategy. Compliance with this mitigation measure would result in less-than-significant air quality impacts from construction vehicles and equipment. The project sponsor has agreed to implement Project Mitigation Measure 5.

Siting Sensitive Land Uses

For land use projects within the Air Pollutant Exposure Zone, as defined by Article 38, that are sensitive to air quality, such as the proposed project, the Ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from $PM_{2.5}$ (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

In compliance with Article 38, the project sponsor has submitted an initial application to DPH.[21] The regulations and procedures set forth by Article 38 would ensure that exposure to sensitive receptors would not be significant. These requirements supersede the provisions of WSOMA PEIR Mitigation Measure M-AQ-3 (Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors). Therefore, this measure is no longer applicable to the proposed project, and impacts related to siting new sensitive land uses would be less than significant through compliance with Article 38.

Siting New Sources

Mitigation Measure M-AQ-4: Siting of Uses that Emit $PM_{2.5}$ or DPM and Other TACs involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations. The proposed project involves construction of a five-story, mixed-use building and a four-story residential building containing 124 dwelling units, 13,850 sf of retail space, and a basement parking garage, and would not generate more than 10,000 vehicle trips per day, 1,000 truck trips per day, or include a new stationary source, such as a diesel emergency generator, that would emit TACs as part of everyday operations. The project site is located within an identified Air Pollutant Exposure Zone and would result in an increase in construction- and operational-related criteria air pollutants including those from the generation of daily vehicle trips and energy demand. The proposed project is below the screening criteria provided in the Air Quality Guidelines for construction- and operational-related criteria air pollutants. Thus, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. Therefore, Mitigation Measure M-AQ-4 is not applicable to the proposed project.

Conclusion

For the above reasons, the proposed project would not result in significant impacts on air quality that were not identified in the WSOMA PEIR.

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[21] Maher Ordinance Application, February 4, 2014

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The WSOMA PEIR assessed the Greenhouse Gas (GHG) emissions that could result from implementation of the Western SoMa Community Plan. The PEIR concluded that the resulting GHG emissions from plan implementation would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco's Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy.[22] Other existing regulations, such as those implemented through 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. 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 Western SoMa Community Plan, there would be no additional impacts on greenhouse gas emissions beyond those analyzed in the WSOMA PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
8. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☐	☒
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☐	☒

Wind

The WSOMA PEIR determined that implementation of the Western SoMa Community Plan would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the PEIR determined that this impact could be reduced to a less-than-significant

[22] *Compliance Checklist Greenhouse Gas Analysis* (December 17, 2014), for case no. 2014.0011E.

level with implementation of Mitigation Measure M-WS-1 (Screening-Level Wind Analysis and Wind Testing), which would require a wind analysis for any new structures within the Community Plan area that have a proposed height of 80 feet or taller.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects less than 80 feet in height would not have the potential to generate significant wind impacts. The proposed 55- and 45-foot-tall mixed-use residential buildings would be similar in height to existing buildings in the area. The project would not contribute to the significant wind impact identified in the WSOMA PEIR because the proposed structure would not exceed 80 feet in height. Therefore, Mitigation Measure M-WS-1 would not apply to the proposed project.

For the above reasons, the proposed project is not anticipated to cause significant impacts that were not identified in the WSOMA PEIR related to wind.

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. The WSOMA PEIR determined that implementation of the Western SoMa Community Plan would have a significant and unavoidable impact related to the creation of new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas. No mitigation measures were identified in the PEIR.

The proposed project would construct a mixed-use development consisting of two buildings 55- and 45-feet tall; therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks[23] which demonstrates shadow effects in the absence of intervening buildings on the block. The shadow fan analysis determined that the project would not cast shadows on property owned by the San Francisco Recreation & Parks Department.

The proposed project would shade portions of nearby streets and sidewalks and private property within the project vicinity at times. However, the shadows that would be cast upon adjacent 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 also not be considered a significant impact under CEQA.

In light of the above, the project would not contribute to the significant shadow impact identified in the WSOMA PEIR.

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[23] San Francisco Planning Department, *Preliminary Shadow Fan Analysis: 1298 Howard Street (3728/019, 024, 025, 086, and 087)*. November 16, 2016.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Physically degrade existing recreational resources?	☐	☐	☐	☒

The WSOMA PEIR determined that implementation of the Western SoMa Community Plan 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 were identified in the PEIR.

Consistent with the findings of the WSOMA PEIR, this analysis presumes that occupants of the proposed project would only marginally increase the use of existing recreational facilities in the study area. Therefore, as the proposed project would not substantially degrade recreational facilities and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on recreation beyond those analyzed in the WSOMA PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
10. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

The WSOMA PEIR determined that the anticipated increase in population resulting from implementation of the Plan 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.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on utilities and service systems beyond those analyzed in the WSOMA PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒

The WSOMA PEIR determined that the anticipated increase in population resulting from plan implementation of the Plan 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 Western SoMa Community Plan, there would be no additional impacts on public services beyond those analyzed in the WSOMA PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

As discussed in the WSOMA PEIR, the Western SoMa Community Plan Area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the project area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Western SoMa Community Plan would largely consist of new construction of mixed-uses in these heavily built-out former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the WSOMA PEIR concluded that implementation of the Plan would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

The WSOMA PEIR determined that the Western SoMa Community Plan would result in significant but mitigable impacts on special-status birds and bats that may be nesting in trees or roosting in buildings that are proposed for removal/demolition as part of an individual project. As identified in the PEIR, Mitigation Measures M-BI-1a (Pre-Construction Special-Status Bird Surveys) and M-BI-1b (Pre-Construction Special-Status Bat Surveys) would reduce these impacts to a less-than-significant level. Mitigation Measure M-BI-1a requires that conditions of approval for building permits issued for construction of projects within the Western SoMa Community Plan area include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. Mitigation Measure M-BI-1b requires pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. The proposed project would involve demolition of an existing gas station,

car wash, and convenience store, and therefore could contribute to this significant impact. However, the project would be subject to Mitigation Measures M-BI-1a and M-BI-1b will reduce these impacts to a less-than-significant level. Mitigation Measures M-BI-1a and M-BI-1b are detailed on page 57 as Project Mitigation Measures 8 and 9, respectively.

As the proposed project includes the above mitigation measures and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on biological resources beyond those analyzed in the WSOMA PEIR.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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:	☐	☐	☐	☒
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.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒

The WSOMA PEIR concluded that the Western SoMa Community Plan would indirectly increase the population that would be subject to an earthquake, including seismically induced groundshaking, 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 risk, but would reduce them to an acceptable level, given the seismically

active characteristics of the Bay Area. Therefore, the PEIR concluded that the project would not result in significant impacts related to geological hazards. No mitigation measures were identified in the PEIR.

The proposed project would involve excavation to a depth of approximately 15 feet in an area of liquefaction potential—designated as a Seismic Hazards Study Zone (SHSZ) by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report. As such, a geotechnical report was prepared for the project.[24] The project sponsor has agreed to adhere to the recommendations contained in the report, which relate to foundations, temporary shoring, underpinning, and seismic design.

The project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Therefore, potential damage to structures from geologic hazards such as landslide hazards and seismic stability of the project site would be addressed through the DBI requirement for a geotechnical or other subsurface report and review of the building permit application pursuant to its implementation of the Building Code.

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 WSOMA PEIR, and no mitigation measures are necessary.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

[24] Rockridge Geotechnical, Inc. *Preliminary Geotechnical Investigation Proposed Mixed-Use Building at 1298 Howard Street San Francisco, California*. Geotechnical Report. September 22, 2013. This report is available for review as part of Case No. 2014.0011E.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

The WSOMA PEIR determined that the anticipated increase in population resulting from implementation of the Western SoMa Community Plan would not result in a significant impact to 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 entirely covered by impervious surfaces and the proposed project would continue to fully cover the project site with impervious surfaces. As a result, the proposed project would not result in an increase in the amount of that runoff or drainage from the site. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with the Stormwater Design Guidelines, incorporating Low Impact Design (LID) approaches and stormwater management systems into the project. Therefore, the proposed project would not adversely affect runoff and drainage.

For the above reasons, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the WSOMA PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	☐	☐	☐	☒

The WSOMA PEIR identified less-than-significant impacts related to the routine transport, use, or disposal of hazardous materials, the potential for the Plan or subsequent development projects within the Plan area to interfere with an adopted emergency response plan, and the potential for subsequent projects to expose people or structures to a significant risk with respect to fires.

Hazardous Building Materials

The proposed project would involve demolition of the existing gas station, car wash, and limited restaurant that were built in 1998. Because this structure was built after the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are not likely to be present in these structures. Further, the project sponsor is required to comply with existing regulations for hazardous materials. Therefore, demolishing of the existing structures on the project site would not expose workers or the community to hazardous building materials.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the WSOMA PEIR related to hazardous building materials.

Soil and Groundwater Contamination

The WSOMA PEIR identified potentially significant impacts related to exposing the public or the environment to unacceptable levels of hazardous materials as a result of subsequent projects within the

Plan Area. The PEIR determined that Mitigation Measure M-HZ-3 (Site Assessment and Corrective Action) would reduce these impacts to a less-than-significant level.

Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A, which is administered and overseen by the Department of Public Health (DPH) and is also known as the Maher Ordinance. Amendments to the Maher Ordinance became effective August 24, 2013, and require that sponsors for projects that disturb more than 50 cubic yards of soil 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. Mitigation Measure M-HZ-3 of the WSOMA PEIR related to contaminated soil and groundwater is therefore superseded by the Maher Ordinance.

The proposed project is located on the Maher Map[25] and would excavate up to 15 feet below grade and disturb approximately 20,000 cubic yards of soil. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

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 a Phase I ESA has been prepared to assess the potential for site contamination.[26] The Phase I found that the underlying fill material within the project site generally contained elevated levels of lead in concentrations that exceeded the California and the federal hazardous waste criteria in two boring locations extending to a depth of 6 feet below ground surface. Elevated concentrations of motor oil in the groundwater and chloroform in the soil vapor were detected at the southwestern portion of the project site. In February 2014, the San Francisco Department of Public Health required that a Site Mitigation Plan be prepared to address the elevated lead found within the surficial sediments at the site prior to redevelopment of the site. In addition, the Phase I notes that the three existing underground storage tanks and five existing fuel dispenser islands associated with the existing gas station should be removed under the oversight of local regulatory agencies prior to redevelopment of the site.

Pursuant to compliance with Article 22A of the Health Code, the proposed project would not result in significant impacts that were not identified in the WSOMA PEIR related to hazardous soil and/or groundwater.

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

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[25] The Maher Map identifies sites that are known or suspected to contain contaminated soil and/or groundwater.

[26] Innovative & Creative Environmental Solutions. *Phase I Environmental Site Assessment: 1298 Howard Street, San Francisco, CA*. Phase I Environmental Site Assessment. March 27, 2014.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☐	☒

The WSOMA PEIR determined that the Community Plan would facilitate the construction of both new residential units and commercial buildings. Development of these land 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 WSOMA PEIR concluded that implementation of the Community Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on mineral and energy resources beyond those analyzed in the WSOMA PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒

The Western SoMa PEIR determined that no agricultural or forest resources exist in the Plan Area; therefore the Western SoMa Community Plan would have no effect on agricultural and forest resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the WSOMA PEIR.

MITIGATION MEASURES

Project Mitigation Measure 1 – Archeological Testing Program

Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.

This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.

Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist. As the PAR determined that the project has the potential to adversely affect archeological resources, an Archeological Testing Program is required. The Program would more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The Archeological Testing Program is detailed below.

A. *Consultation with Descendant Communities.* On discovery of an archeological site[27] associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate

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

representative[28] of the descendant group and the Environmental Review Officer (ERO) shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with 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.

B. *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.

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.

C. *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 (AMP) 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,

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

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.

D. *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.

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

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

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

Project Mitigation Measure 2 – Procedures for Accidental Discovery of Archeological Resources

This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c).

The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the "ALERT" sheet.

Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a 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 or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.

Project Mitigation Measure 3 – Protect Historical Resources from Adjacent Construction Activities. The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used in a subsequent development project; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the subsequent development project. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.

Project Mitigation Measure 4 – Construction Monitoring Program for Historical Resources. For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.

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

Project Mitigation Measure 5 – General Construction Noise Control Measures. To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).

- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.

- The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.

- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.

- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

Project Mitigation Measure 6 – Noise Control Measures During Pile Driving

For individual projects within the Draft Plan Area and Adjacent Parcels that require pile driving, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies as feasible:

- The sponsor of a subsequent development project shall require the construction contractor to erect temporary plywood noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels by 5 to 10 dBA, although the precise reduction is a function of the height and distance of the barrier relative to receptors and noise source(s);
- The sponsor of a subsequent development project shall require the construction contractor to implement "quiet" pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- The sponsor of a subsequent development project shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- The sponsor of a subsequent development project shall require that the construction contractor limit pile-driving activity to result in the least disturbance to neighboring uses.

Project Mitigation Measure 7 – Construction Emissions Minimization Plan for Health Risks and Hazards.

Construction Emissions Minimization Plan. Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:

a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;

b) All off-road equipment shall have:

i. Engines that meet or exceed either United States Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, *and*

ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).[29]

c) Exceptions:

i. Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.

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

[29] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

TABLE A1
OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*

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

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

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB

verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

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

Project Mitigation Measure 8 – Pre-Construction Special-Status Bird Surveys. Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

Project Mitigation Measure 9 – Pre-Construction Special-Status Bat Surveys. Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.

IMPROVEMENT MEASURE

Project Improvement Measure 1 - Vehicle Parking for Howard Street Driveway Option

If the Howard Street Driveway Option is approved and constructed instead of the Natoma Street Driveway Option, it should be the responsibility of the Project Sponsor to ensure that vehicle queues do not block any portion of the sidewalk or roadway of Howard Street, including any portion of any travel lanes or bike lanes, except for curbside on-street parking as described below. The owner / operator should also ensure that no pedestrian conflict as defined below is created at the Project driveway.

A vehicle queue is defined as one or more stopped vehicles destined to the Project garage blocking any portion of the Howard Street sidewalk or roadway (except for curbside on-street parking) for a consecutive period of three minutes or longer on a daily or weekly basis, or for more than five percent of any 60-minute period. Queues could be caused by unconstrained parking demand exceeding parking space or valet capacity; vehicles waiting for safe gaps in high volumes of pedestrian traffic; car or truck congestion within the parking garage; or a combination of these or other factors.

A pedestrian conflict is defined as a condition where drivers of inbound and / or outbound vehicles, frustrated by the lack of safe gaps in pedestrian traffic, unsafely merge their vehicle across the sidewalk while pedestrians are present and force pedestrians to stop or change direction to avoid contact with the vehicle, and / or contact between pedestrians and the vehicle would occur.

There is one exception to the definition of a conflict. Sometimes, outbound vehicles departing from the Project driveway would be able to cross the sidewalk without conflicting with pedestrians, but then would have to stop and wait in order to safely merge into the Howard Street roadway (due to a lack of gaps in Howard Street traffic and / or a red signal at the Ninth Street / Howard Street intersection). While waiting to merge, the rear of the vehicle could protrude into the southern half of the sidewalk. This protrusion should not be considered a pedestrian conflict. This is because the obstruction would be along the southern edge of the sidewalk, while the pedestrian path of travel would be along the north side of the sidewalk; street trees and other streetscape elements would already impede pedestrian flow along the south side of the sidewalk. Any pedestrians that would be walking along the south side of the sidewalk would be able to divert to the north and maneuver behind the stopped car. This exception only applies to outbound vehicles, and only if pedestrians are observed to walk behind the stopped vehicle. This exception does not apply to any inbound vehicles, and does not apply to outbound vehicles if pedestrians are observed to walk in front of the stopped outbound vehicle.

If vehicle queues or conflicts occur, the Project Sponsor should employ abatement methods as needed to abate the queue and / or conflict. Appropriate abatement methods would vary depending on the characteristics and causes of the queue and conflict. 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 additional valet attendants; use of off-site parking facilities or shared parking with nearby uses; travel demand management strategies such as additional bicycle parking or employee shuttles; parking demand management strategies such as time-of-day parking surcharges; expanded hours of truck access limitations; and / or limiting hours of access to the Project driveway during periods of peak pedestrian traffic. Any new abatement measures should be reviewed and approved by the Planning Department.

If the Planning Director, or his or her designee, suspects that vehicle queues or a conflict are present, the Department should notify the property owner in writing. The facility owner / operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should submit a report to the Department documenting conditions. Upon review of the report, the Department should determine whether or not queues and / or a conflict exists, and should notify the garage owner / operator of the determination in writing.

If the Department determines that queues or a conflict do exist, upon notification, the facility owner / operator should have 90 days from the date of the written determination to carry out abatement measures. If after 90 days the Department determines that vehicle queues and / or a conflict are still present or that the facility owner / operator has been unsuccessful at abating the identified vehicle queues or conflicts, the hours of inbound and / or outbound access of the Project driveway should be limited

during peak hours. The hours and directionality of the access limitations should be determined by the Planning Department, communicated to the facility owner / operator in writing. The facility owner / operator should be responsible for limiting the hours of Project driveway access as specified by the Department. This measure would not apply if the Natoma Street Driveway Option is approved and constructed.

EXHIBIT C:

MITIGATION MONITORING AND REPORTING PROGRAM –
MITIGATION AND IMPROVEMENT MEASURES FOR 1298 HOWARD STREET PROJECT

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources				
<u>Project Mitigation Measure 1: Archeological Testing Program (Mitigation Measure M-CP-4a of the WSOMA PEIR)</u> Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor. This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared. Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist. As the PAR determined that the project has the potential to adversely affect archeological resources, an Archeological Testing Program is required. The Program would more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The Archeological Testing Program is detailed below. A. *Consultation with Descendant Communities.* On discovery of an archeological site[1] associated with descendant Native Americans, the Overseas Chinese, or other	Project sponsor, Planning Department's archeologist, or qualified consultant.	Prior to issuance of building permit and during construction.	Planning Department's ERO or archeologist or qualified archeological consultant.	Considered complete upon submittal of PAR or PASS to Planning Department's ERO or archeologist.

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

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
descendant group an appropriate representative[2] of the descendant group and the Environmental Review Officer (ERO) shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with 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. B. *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. 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				

[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. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
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.				
C. *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 (AMP) 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-				

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
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. D. *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				

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
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. E. *Human Remains and Associated or Unassociated Funerary Objects*. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. F. *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				

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.				
Project Mitigation Measure 2 – Procedures for Accidental Discovery of Archeological Resources (Mitigation Measure M-CP-4b of the WSOMA PEIR) This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the "ALERT" sheet. Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.	Project sponsor, Planning Department's archeologist, or qualified consultant.	Prior to issuance of building permit and during construction.	Planning Department's ERO or archeologist or qualified archeological consultant.	Considered complete upon submittal of PAR or PASS to Planning Department's ERO or archeologist.

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a 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 or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.				
Project Mitigation Measure 3 – Protect Historical Resources from Adjacent Construction Activities (Mitigation Measure M-CP-7a of the WSOMA PEIR) The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used in a subsequent development project; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the subsequent development project. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce	Project sponsor, Planning Department's preservation staff	Prior to issuance of building permit and during construction.	Planning Department's preservation staff	Considered complete upon completion of construction.

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.				
Project Mitigation Measure 4 – Construction Monitoring Program for Historical Resources (Mitigation Measure M-CP-7b of the WSOMA PEIR) For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.	Project sponsor, Planning Department's preservation staff	Prior to issuance of building permit and during construction.	Planning Department's preservation staff	Considered complete upon completion of construction.
Noise				
Project Mitigation Measure 5 – General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the WSOMA PEIR) To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following: • The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake	Project sponsor and construction contractor.	During construction period.	Planning Department and DBI.	Considered complete upon completion of construction.

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible). • The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the noisiest activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. • Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.				
Project Mitigation Measure 6 – Noise Control Measures During Pile Driving (Mitigation Measure M-NO-2b of the WSOMA PEIR) For individual projects within the Draft Plan Area and Adjacent Parcels that require pile driving, a set of site-specific noise attenuation measures shall be completed under the	Project sponsor and construction contractor.	Prior to issuance of building permit/ during construction.	Planning Department and DBI.	Considered complete upon completion of pile driving.

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies as feasible: • The sponsor of a subsequent development project shall require the construction contractor to erect temporary plywood noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels by 5 to 10 dBA, although the precise reduction is a function of the height and distance of the barrier relative to receptors and noise source(s); • The sponsor of a subsequent development project shall require the construction contractor to implement "quiet" pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; • The sponsor of a subsequent development project shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements; and • The sponsor of a subsequent development project shall require that the construction contractor limit pile-driving activity to result in the least disturbance to neighboring uses. Additionally, if pile driving would occur within proximity to historical resources, project sponsors would be required to incorporate Mitigation Measures M-CP-7a, Protect Historical Resources from Adjacent Construction Activities, (**Project Mitigation Measure 1**, above) and Mitigation Measure M-CP-7b, Construction Monitoring Program for Historical Resources (**Project Mitigation Measure 2**, above).				
Air Quality				
Project Mitigation Measure 7 – Construction Emissions Minimization Plan for Health Risks and Hazards (Mitigation Measure M-AQ-7 of the WSOMA PEIR) *Construction Emissions Minimization Plan.* Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements: 1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: a) Where access to alternative sources of power are available, portable diesel	Project sponsor and construction contractor.	Prior to issuance of building permit for any demolition or construction activities.	Planning Department.	Considered complete upon submittal of Construction Emissions Minimization Plan

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
engines shall be prohibited; b) All off-road equipment shall have: i. Engines that meet or exceed either United States Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, *and* ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).[3] c) Exceptions: i. Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation. ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii). iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below. **Table A1** **Off-Road Equipment Compliance Step down schedule***				

[3] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule

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

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

**Alternative fuels are not a VDECS

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

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

f) The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.				
Biological Resources				
Project Mitigation Measure 8 –Pre-Construction Special-Status Bird Surveys (M-BI-1a of the WSOMA PEIR) Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.	Project sponsor and quailed biologist	Prior to issuance of demolition or building permits when trees or shrubs would be removed between February 1 and August 15.	Planning Department.	Prior to issuance of demolition or building permits.
Project Mitigation Measure 9 – Pre-Construction Special-Status Bat Surveys. Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active	Project sponsor and quailed biologist	Prior to issuance of demolition or building permits when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not	Planning Department.	Prior to issuance of demolition or building permits.

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.		occupied, especially in the upper stories, are to be demolished.		
Project Improvement Measure				
Project Improvement Measure 1 - Vehicle Parking for Howard Street Driveway Option If the Howard Street Driveway Option is approved and constructed instead of the Natoma Street Driveway Option, it should be the responsibility of the Project Sponsor to ensure that vehicle queues do not block any portion of the sidewalk or roadway of Howard Street, including any portion of any travel lanes or bike lanes, except for curbside on-street parking as described below. The owner / operator should also ensure that no pedestrian conflict as defined below is created at the Project driveway. A vehicle queue is defined as one or more stopped vehicles destined to the Project garage blocking any portion of the Howard Street sidewalk or roadway (except for curbside on-street parking) for a consecutive period of three minutes or longer on a daily or weekly basis, or for more than five percent of any 60-minute period. Queues could be caused by unconstrained parking demand exceeding parking space or valet capacity; vehicles waiting for safe gaps in high volumes of pedestrian traffic; car or truck congestion within the parking garage; or a combination of these or other factors. A pedestrian conflict is defined as a condition where drivers of inbound and / or outbound vehicles, frustrated by the lack of safe gaps in pedestrian traffic, unsafely merge their vehicle across the sidewalk while pedestrians are present and force pedestrians to stop or change direction to avoid contact with the vehicle, and / or contact between pedestrians and the vehicle would occur. There is one exception to the definition of a conflict. Sometimes, outbound vehicles departing from the Project driveway would be able to cross the sidewalk without conflicting with pedestrians, but then would have to stop and wait in order to safely merge into the Howard Street roadway (due to a lack of gaps in Howard Street traffic and / or a red signal at the Ninth Street / Howard Street intersection). While waiting to merge, the rear of the vehicle could protrude into the southern half of the sidewalk. This protrusion should not be considered a pedestrian conflict. This is because the obstruction would be along the southern edge of the sidewalk, while the pedestrian path of travel would be along the north side of the sidewalk; street trees and other streetscape elements would already impede pedestrian flow along the south side of the sidewalk. Any pedestrians that would be walking along the south side of the sidewalk would be able to divert to the north and maneuver behind the stopped car. This exception only applies to outbound vehicles, and only if pedestrians are observed to walk behind the stopped vehicle. This exception does not apply to any inbound vehicles, and does not apply to outbound vehicles if pedestrians	Project sponsor	Implement only if Howard Street Driveway Option is approved and constructed.	Project sponsor	For the Life of the Project only if Howard Street Driveway Option is approved and constructed.

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
are observed to walk in front of the stopped outbound vehicle. If vehicle queues or conflicts occur, the Project Sponsor should employ abatement methods as needed to abate the queue and / or conflict. Appropriate abatement methods would vary depending on the characteristics and causes of the queue and conflict. 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 additional valet attendants; use of off-site parking facilities or shared parking with nearby uses; travel demand management strategies such as additional bicycle parking or employee shuttles; parking demand management strategies such as time-of-day parking surcharges; expanded hours of truck access limitations; and / or limiting hours of access to the Project driveway during periods of peak pedestrian traffic. Any new abatement measures should be reviewed and approved by the Planning Department. If the Planning Director, or his or her designee, suspects that vehicle queues or a conflict are present, the Department should notify the property owner in writing. The facility owner / operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should submit a report to the Department documenting conditions. Upon review of the report, the Department should determine whether or not queues and / or a conflict exists, and should notify the garage owner / operator of the determination in writing. If the Department determines that queues or a conflict do exist, upon notification, the facility owner / operator should have 90 days from the date of the written determination to carry out abatement measures. If after 90 days the Department determines that vehicle queues and / or a conflict are still present or that the facility owner / operator has been unsuccessful at abating the identified vehicle queues or conflicts, the hours of inbound and / or outbound access of the Project driveway should be limited during peak hours. The hours and directionality of the access limitations should be determined by the Planning Department, communicated to the facility owner / operator in writing. The facility owner / operator should be responsible for limiting the hours of Project driveway access as specified by the Department. This measure would not apply if the Natoma Street Driveway Option is approved and constructed.				

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RECOMMENDED NOISE ATTENUATION CONDITIONS FOR CHAPTER 116 RESIDENTIAL PROJECTS:

- Community Outreach: Project sponsor shall include in its community outreach process any businesses located within 300 feet of the proposed project that operate between the hours of 9PM-5AM. Notice shall be made in person, written or electronic form.

- Sound Study: Project sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.

- Design Considerations:
  (1) During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.

  (2) In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE's operations and noise during all hours of the day and night.

- Construction Impacts: Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations.

- Communication: Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.

From:	Gini Santos
To:	Vu, Doug (CPC); Jones, Heather (CPC)
Subject:	1298 Howard St. Project
Date:	Friday, October 23, 2015 11:31:22 AM

Re: 1298 Howard St. (Chevron Gas Station

Hello,

As a resident of Natoma, and of the few remaining homes that are below 3 floors in height. I urge that you not use Natoma as the garage entry point for the 1298 Howard Project. Natoma St. is already very small and many cars access this. It would be great to maintain the volume we already get now. Natoma St. will become congested. It already happens now at peak times because of it being used as an access way.

Thank you,

Sincerely,

Virginia Santos
774 Natoma st.
San Francisco, CA 94103

From: Brandon McGanty
To: Vu, Doug (CPC); Jones, Heather (CPC)
Subject: 1298 Howard st/ Chevron
Date: Tuesday, October 20, 2015 6:40:30 PM

Hi,
For Years….. I've been waiting for the day that the Chevron station goes away from the corner of Howard and 9th.
I've been to every meeting, even gathered people from my building to go with me. Our building goes from Howard through
to the Natoma st, my units are on this side. One of the things I liked most about the proposed new building at 1298 Howard,
is that the Garage will be on Howard st, not Natoma. This will reduce the overall traffic flow and speeds down Natoma. I've seen cars going over
50mph down this little street, last thing we need is to add more cars to the mix. Our garage is on Howard st, It's much easier than going
around the block and down a small SF alley way. I've heard that the city wants 1298's garage to be on Natoma. Please don't make
this mistake, Howard can handle it, Natoma cannot. Please do not delay this project, this area needs help from a new building ASAP.

Brandon McGanty
415-297-9700
Owner at 1234 Howard

From: Andreas Bunjamin
To: Vu, Doug (CPC); Jones, Heather (CPC)
Subject: Re: 1298 Howard St
Date: Tuesday, October 20, 2015 9:24:35 PM

Dear City Planners,

I'm writing to you regarding the proposed project at 1298 Howard Street. I'm the owner of 770 Natoma Street, which is located right across the existing Chevron side/Natoma exit driveway. After having attended several Community meetings regarding this project, I have recently been informed that the Planning Department is recommending/requiring that the parking garage entrance & exit for this project shall be located on Natoma Street, instead of the originally proposed Howard Street facing entrance/exit.

I strongly disagree with this recommendation, as do many community members and fellow members that have attended previous community meetings. As you are probably aware, Natoma Street is a very narrow, one-way alleyway. So narrow in fact that currently parking is only allowed on one side of the street. The other side is a "No Stopping" side, which on it's own is already makes it difficult for all residents to load & unload either themselves, or any heavy items that they might need to carry into or out of their home. The problem is obviously exacerbated for the elderly & disabled neighbors. Even in the current situation, I can attest that many vehicles exiting the Chevron station on Natoma Street can barely make the right turn onto Natoma Street. Many drivers end up driving onto the sidewalk right in front of my building! Someone actually installed iron barricades & a concrete planter in front of my neighbor's building (768 Natoma Street) in order to protect the sidewalk and the pedestrians using it from vehicles. It certainly happened more than once that vehicles, especially late at night, almost hit the front of my building.

Directing additional in & out traffic for all these future residents/customers of this proposed project onto Natoma Street is an absolutely bad idea. Even having a single temporarily obstructions, like a USPS Mail truck, UPS truck, FedEx truck, Amazon truck, construction truck, Recology truck, or other delivery vehicle causes an absolute gridlock. I can only imagine how bad the traffic will be if the project's garage entrance/exit will be located on Natoma Street. It is not uncommon for vehicles to go travel against the one-way flow when there is a vehicle blocking the road. In addition to the many residential building on our alleyway, we do have a fair share of office/commercial businesses here as well and their associated traffic with it. To make matters worse, there is a large Senior Care/Housing building at the corner of 8th Street & Natoma, which has significant traffic on its own (Kitchen/Food delivery trucks, Cleaners, additional Recology pick ups (kitchen is facing Natoma St), occasional Ambulance/Emergency responders, etc) and has a very large amount of foot traffic crossing Natoma Street, which makes exiting Natoma Street onto 8th Street or going across 8th Street very difficult.

In addition, Natoma Street, like many alleyway in SoMa, get more than their fair share of Police activity. In many cases these, these police vehicles will simply block the road since there is no place to park/pull-over, again causing a complete stand still.

Having the proposed project's garage entrance/exit facing Howard Street makes so much more sense, since Howard Street is already a large thoroughfare and can easily accommodate this additional traffic (which will likely already transverses here anyway) and is less likely to be grid-locked due to a parked vehicle, and that . It will keep most of the traffic out of the narrow alleyways. One alternative option that I could think of would be to have the garage entrance on 9th Street (catching any coming from freeways), and having the garage exit on Howard Street (easy access towards freeways as well as any other parts of the city). This would partially alleviate any concerns that you might have about garage traffic interfering with the bicycle traffic on Howard Street.

I strongly urge you to reconsider this matter, which would adversely affect residents of Natoma Street. If you have any other questions or want further input regarding this matter, feel free to contact me. I look forward to hearing from you.

Sincerely yours,

Andreas Bunjamin
Natoma, LLC
P.O. Box 225313
San Francisco, CA 94122
Cell: (415)568-5197

From: Steven Cismowski
To: Vu, Doug (CPC); Jones, Heather (CPC); Alvin Chan
Subject: 1298 Howard Street Development
Date: Monday, October 26, 2015 8:05:03 AM

To Whom It May Concern (and I believe this concerns us all),

I am writing to express major concerns and opposition for SF Planning desire to change the proposed project's traffic plan from Howard St to Natoma St. The move to Natoma St, I am convinced will have disastrous impacts to the alley and surrounding blocks. Here is why I believe this:
1) Natoma St is a relatively quiet street surrounded by major thoroughfares - Moving the garage access here will irrevocably change that by requiring all residents of this new dense building to use Natoma.
2) The sensitive design presented by the Developers would help secure Natoma St as a quiet, residential street by adding essential green space fronting Natoma, NOT cars and urban blight.
3) Natoma St (and every other street/alley in the area) suffers from the same issues of "attractive nuisance" when inset areas are allowed to develop adjacent these relatively quieter street edges -- in other words, chronic coves on quieter streets inevitably become havens for miscreant activities such as toilets, drug dens, encampments and brothels. Placing these essential alcoves on busier streets deters this negative behavior.
4) The Community is clearly NOT being heard by our planners as every community meeting the developer has held to date, the community has clearly given the direction to the developer that this vehicle access MUST not be on Natoma.
5) The additional traffic on Natoma would not just impact Natoma St but also, 8th, 9th and Howard. Requiring entry on Natoma will force residents accessing their garage to circle the block before and after entry and exit wasting fuel and increasing the number of times the public faces a potential car/pedestrian/bike impact. Traffic on Natoma already backs up during peak commute times waiting for a chance to exit onto 8th St. This would add several more cars, honking, idling vehicles, etc. While it is probable that residents from 1298 Natoma may experience some delay before they can safely exit onto Howard St during peak times, at least they would be stacked within their property, not on the public right of way. Once they are able to exit, the path is direct to any destination without adding to the traffic issues we already experience on Natoma, 8th and Howard. 8th/Natoma and 8th/Howard intersections already experience extensive stacking putting pedestrians and bikes at risk of collision. Adding this development's traffic will not help. The traffic at 9th and Howard is impacted but only due to cars waiting for pedestrians to cross 9th. Adding a dedicated right turn signal could easily alleviate that and keep pedestrians safe.
6) The change in design will delay this project further and keep this incredibly sensitive development from reality another year+ and keep Natoma St neighborhood blighted another year. Please do not do that to us. The residents who have lived here for many years NEED this current awful business to go away in order to further the advances toward a more livable SoMa.

I hope you will seriously consider the negative impacts of your decisions and APPROVE the proposed development as-is with the vehicle access on Howard St.

Sincerely,
Steven Cismowski
741 Natoma St #1

From:	jessica spurling
To:	Vu, Doug (CPC); Jones, Heather (CPC)
Subject:	Regarding the proposed development at 1298 Howard Street
Date:	Tuesday, October 20, 2015 7:19:38 PM

I live at 36 Rausch St. I deeply value the small neighborhood feel of the little alleys in this part of SOMA.
I think it would be terrible for the 1298 Howard development to put its garage on Natoma. I would like to see Natoma have a peaceful neighborhood feel, and would prefer to see the garage for this new development be on Howard St.

I'm still very unhappy about the decision that was made to put the garage for the new development on Rausch/Folsom onto Rausch instead of Folsom. Rausch has a significant traffic problem already and I believe the city should have helped us to protect this neighborhood and regain sanity on our block. Rausch needs more than just that development's driveway on Folsom, but just because Rausch needs additional work to address the traffic issues it has now doesn't mean we should just thrown *more* traffic at it.

I hope the same will not happen to that block of Natoma between 9th and 8th. Please put the garage entrance to the new development on Howard!
-jessica

From:	Steve Rockwell
To:	Vu, Doug (CPC)
Cc:	Jones, Heather (CPC); alvin@worldco.com
Subject:	1298 Howard traffic study approval
Date:	Monday, October 26, 2015 8:37:01 AM

As a nearly 20-year resident of Natoma Street, I cannot tell you how excited I am about the prospects of the 1298 Howard project and the residents who will soon join our neighborhood. Our street has been blighted by the current gas station and associated business since they were first constructed. The lack of frontage along Natoma, the lack of activation, and poor maintenance practices, have encouraged rather than abated social problems on our street and in our neighborhood and made us one of the dirtiest and least easily travelled roads in the city.

The new housing project has listened very carefully to the concerns of Natoma residents and has attempted to meet these issues head on with a sensitive and brilliant design. Key to our belief that this project will add value to the neighborhood is the fact that it is proposing residential access and plantings along Natoma. To date, every single instance where a garage entrance was installed along Natoma has resulted in expanded the overnight (and daytime) occupation of our sidewalks by campers. We have worked very hard as a neighborhood to minimize these impacts and to reconfigure driveways so that they do not provide dead zones or hiding places. Planning's attempts to undo the current 1298 design and force such a dead zone on our street with have significant negative impacts.

Further, the negative impact of a Natoma driveway will not provide any positive gain for the neighborhood. Nearly every day Natoma Street already has standing lines of traffic on it, already we have the down sides of too many cars and visitors, and not enough means to meet each other and form a community of neighbors.

I strongly urge you to adopt the 1298 Howard plan as it stands to day and to forward this beneficial project that our neighborhood has longed for. Automobile access should remain on Howard where it already is, rather than moved to our struggling street.

Steve Rockwell, owner
741 Natoma Street #1

REUBEN, JUNIUS & ROSE, LLP

January 18, 2016

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

Re: 1298 Howard Street
Planning Case No. 2014.0011
Hearing Date: January 26, 2016
Our File No.: 5418.05

Dear President Fong and Commissioners,

This office represents Tony and Alvin Chan, the Project Sponsors of a new residential project at 1298 Howard Street (the "Property"). The Property is on the east side of 9th Street, spanning between Natoma Street and Howard Street and is currently occupied by a gas station and two fast food restaurants. The Project Sponsor is proposing the construction of two new buildings at the Property: (1) a five-story residential building with ground floor commercial uses and a below grade parking garage at the intersection and (2) a four-story residential building at the boundary of the Property, with both buildings being separated by a new public, mid-block alley connecting Howard and Natoma Streets, featuring:

- 124 new rental dwelling units, including 17 below-market rate units;
- 12,600 square feet of office/retail flex space on the ground floor of the larger building;
- A 1,250 square foot cafe directly opening onto the mid-block alley;
- Removal of a large, auto-intensive gas station, and the elimination of four curb cuts equal to 145 linear feet in total.

Project Benefits

The Project will transform a large, auto-oriented gas station site to a high-density mixed use project that will reduce traffic and create a new mid-block alley not accessible to

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin | John Kevlin
Tuija I. Catalano | Jay F. Drake | Lindsay M. Petrone | Sheryl Reuben[1] | Thomas Tunny
David Silverman | Melinda A. Sarjapur | Mark H. Loper | Jody Knight | Stephanie L. Haughey
Chloe V. Angelis | Louis J. Sarmiento | Jared Eigerman[2,3] | John McInerney III[2]
1. Also admitted in New York 2. Of Counsel 3. Also admitted in Massachusetts

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automobiles. We respectfully request the Planning Commission approve the Project for the following reasons:

- **The Project will significantly improve the pedestrian experience.** The Project eliminates a major auto-intensive use and replaces it with a new mixed-use development. A mid-block alley creates a new, safe connection between Howard Street and Natoma Street. Numerous new "eyes on the street" along the alley and Natoma Street will naturally maintain security in the area. A cafe will increase public use of the alley, and ground floor commercial space along Howard, 9th and Natoma Streets will provide an interesting pedestrian experience along those facades. Pedestrian safety will be greatly improved by the elimination of 145 linear feet of curb cuts.

- **The design is compatible with the historic warehouse district.** The proposed project has embraced the architecture of the Western SoMa Light Industrial and Residential Historic District and reinterpreting it in a modern expression. With so many styles in our immediate neighborhood, from deco, to classical and Spanish revival, a modern building with less adornment and more conscious of its scale and massing is appropriate. In the larger overall simple, unadorned square mass recalls has a pattern of simple windows in an implied grid. There are no bays that would suggest a residential building. The proposed exterior cement plaster material, is the same that would typically adorn a concrete warehouse. Like many of the warehouses, it adopts a classical tripartite approach with a base, middle and implied cornice. The base is largely glass that has been raised above the ground, alluding to a plinth and concrete foundations. At the street corners as an expression of entry, which reads as two stories, is similar to neighboring warehouses 132 9th Street and 1490 Howard Street. The window patterns are assembled into horizontal expression, to emphasize the mass and recall ribbon windows.

- **The Project will provide 17 below-market-rate rental units.** The Project is subject to a 13.5% on-site BMR rate, which the Project Sponsor will provide as rental units.

<u>Project Outreach</u>

The Project Sponsor has conducted significant community outreach, summarized as follows:

- Four community meetings with invites mailed to notification area;
- Individual meetings with:
    - United Playaz,

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- Asia SF,
- Tank18,
- 1252 Howard Street owners,
- 155 9th Street owners,
- and numerous residents on Natoma Street.

We have heard near unanimous support for the Project and are unaware of any opposition.

In sum, the Project will transform this Property from a auto-intensive gas station use with a high-density residential project with on-site BMR units. A new mid-block alley will create a significant new pedestrian and bicycle through connection. It has been thoughtfully designed and is will contribute and enhance the existing warehouse historic district. For these reasons, we urge you to support this project.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP

John Kevlin

cc: Vice-President Dennis Richards
Commissioner Rich Hillis
Commissioner Christine Johnson
Commissioner Joel Koppel
Commissioner Myrna Melgar
Commissioner Kathrin Moore
Doug Vu – Project Planner

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www.reubenlaw.com

1298 HOWARD STREET

SAN FRANCISCO, CA

ABBREVIATIONS

A/C	AIR CONDITIONING
ADJ.	ADJUSTABLE
A.F.F.	ABOVE FINISH FLOOR
ALUM.	ALUMINUM
ALT.	ALTERNATE
APPROX.	APPROXIMATELY
ARCH.	ARCHITECT(URAL)
A.C.T.	ACOUSTIC CEILING TILE
B.BD.	TELEPHONE BACK BOARD
BLDG.	BUILDING
BLKG.	BLOCKING
BOT.	BOTTOM
℄ /CL	CENTER LINE
CAB.	CABINET
C.G.	CORNER GUARD
CHG.	CHANGE
CLG.	CEILING
CLOS.	CLOSET
CLR.	CLEAR
C.M.U.	CONCRETE MASONRY UNIT
COL.	COLUMN
CONC.	CONCRETE
CONN.	CONNECTION
CONST.	CONSTRUCTION
CORR.	CORRIDOR
C.T.	CERAMIC TILE
CTR.	CENTER
DET.	DETAIL
DIA/ø	DIAMETER
DIM.	DIMENSION
DN.	DOWN
DWG.	DRAWING
DS.	DOWN SPOUT
(E)	EXISTING
EA.	EACH
EL.	ELEVATION
ELEC.	ELECTRICAL
ELEV.	ELEVATOR
EQ.	EQUAL
EQUIP.	EQUIPMENT
EXP.	EXPANSION
EXPOS.	EXPOSED
EXT.	EXTERIOR
F.D.	FLOOR DRAIN
FIN.	FINISH
FL.	FLOOR
FLASH.	FLASHING
FLUOR.	FLUORESCENT
F.O.F.	FACE OF FINISH
F.O.S.	FACE OF STUD
FPRF.	FIREPROOF
FURR.	FURRING
GA.	GAGE
GALV.	GALVANIZED
G.C.	GENERAL CONTRACTOR
GL.	GLASS
GR.	GRADE
GYP. BD.	GYPSUM BOARD
H.B.	HOSE BIB
HC	HANDICAPPED
H.C.	HOLLOW CORE
HDWR.	HARDWARE
HGT.	HEIGHT
H.M.	HOLLOW METAL
HP	HIGH POINT
HR.	HOUR
H.W.	HOT WATER
INSUL.	INSULATION/INSULATED
INT.	INTERIOR
JAN.	JANITOR
JT.	JOINT
L.P.	LOW POINT
MAX	MAXIMUM
M.C.	MEDICINE CABINET
M.D.	MOTION DETECTOR
MECH.	MECHANICAL
MIN	MINIMUM
MTD.	MOUNTED
MTL.	METAL
(N)	NEW
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
OFF.	OFFICE
OPNG.	OPENING
OPP.	OPPOSITE
O.T.B.	OPEN TO BELOW
PR.	PAIR
P-LAM.	PLASTIC LAMINATE
PTD.	PAINTED
PLYWD.	PLYWOOD
P.O.	PRIVATE OFFICE
R	RISER
R.D.	ROOF DRAIN
REQ.	REQUIRED
RM.	ROOM
R.O.	ROUGH OPENING
S.C.	SOLID CORE
STOR.	STORAGE
SHT.	SHEET
SIM.	SIMILAR
STRL.	STRUCTURAL
T	TREAD
T&G	TONGUE AND GROOVE
TEL.	TELEPHONE
T.O.	TOP OF
TYP.	TYPICAL
U.O.N.	UNLESS OTHERWISE NOTED
V.I.F.	VERIFY IN FIELD
WD.	WOOD
W.P.	WATERPROOF

LEGEND

- DETAIL REFERENCE NUMBER / SHEET WHERE DETAIL IS LOCATED
- SECTION REFERENCE NUMBER / SHEET WHERE SECTION IS LOCATED
- INTERIOR ELEVATION REFERENCE NUMBER / SHEET WHERE ELEVATION IS LOCATED
- SHEET WHERE ELEVATION IS LOCATED / ELEVATION REFERENCE NUMBER
- REVISION CLOUD
- DOOR SYMBOL
- WINDOW SYMBOL
- CEILING HEIGHT
- KEYNOTE TAG
- WALL/FLOOR TYPE SYMBOL
- ELEVATION DATUM
- SHEET NOTE
- ALIGN, FLUSH
- BUILDING REFERENCE POINT

GENERAL NOTES

GENERAL CONDITIONS: AIA DOCUMENT A201, GENERAL CONDITIONS FOR THE PERFORMANCE OF THE CONTRACT IS HEREBY INCORPORATED INTO THESE DRAWINGS AND SHALL BE CONSIDERED AS PART OF THE REQUIREMENTS FOR THE COMPLETION OF THE WORK.

EXISTING CONDITIONS: CONDITIONS SHOWN OF THE DRAWINGS ARE AS SHOWN ON THE ORIGINAL DRAWINGS AND AS OBSERVED ON THE SITE, BUT THEIR ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT THE SITE. ANY DISCREPANCIES SHALL BE REPORTED TO ARCHITECT PRIOR TO PROCEEDING WITH THE WORK. NOTE: DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE OF THE DRAWINGS.

PERMITS: THE CONTRACTOR SHALL OBTAIN AND PAY ALL CITY AND/OR COUNTY FEES RELATING TO PROJECT, EXCEPTING THE GENERAL PERMIT, WHICH IS THE RESPONSIBILITY OF THE OWNERS' AND IS REIMBURSABLE TO THE G.C.

CODES: ALL WORK SHALL BE DONE IN COMPLIANCE WITH ALL APPLICABLE CODES, INCLUDING BUT NOT LIMITED TO: UNIFORM BUILDING CODES, NATIONAL ELECTRICAL, MECHANICAL, AND PLUMBING CODES, HEALTH DEPARTMENT REGULATIONS, FIRE AND SAFETY CODES, CITY AND/OR COUNTY ORDINANCES AND REGULATIONS AND OTHER CODES GOVERNING CONSTRUCTION.

SITE RESPONSIBILITY: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING HEALTH AND SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. CONTRACTOR TO LIMIT TRAFFIC AND ACCESS TO THOSE AREAS WHERE WORK IS PERFORMED.

CLEAN UP AND REPAIRS: THE CONSTRUCTION SITE SHALL BE MAINTAINED IN AN ORDERLY MANNER AT ALL TIMES WITH ALL DEBRIS REMOVED AT THE END OF THE EACH DAY. AT THE COMPLETION OF THE CONSTRUCTION REMOVE ALL EXCESS MATERIALS AND REFUSE FROM SITE. LEAVE ALL SURFACES WITHIN CONSTRUCTION SITE FREE FROM DUST, DIRT AND STAINS. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY SURFACES OR ITEMS DAMAGED BY CONSTRUCTION TO THE SATISFACTION OF THE ARCHITECT AND OWNER.

PATCHING: PROPERLY PREPARE SURFACES FOR RECEIVING THE SPECIFIED FINISHES INCLUDING PATCHING OF SURFACES ALTERED BY CONSTRUCTION. ON PATCHED AREAS OR AREAS WHERE A FINISH IS NOT SPECIFIED, THE FINISH SHALL MATCH ADJACENT MATERIAL IN CONSTRUCTION, COLOR AND TEXTURE.

ALL WORK NOTED "N.I.C." OR NOT IN CONTRACT IS TO BE PROVIDED BY A CONTRACTOR OTHER THAN THE GENERAL CONTRACTOR.

"ALIGN" AS USED IN THESE DOCUMENTS SHALL MEAN TO ACCURATELY LOCATE FINISH FACES ON THE SAME PLANE.

"TYPICAL" AS USED IN THESE DOCUMENTS SHALL MEAN THAT THE CONDITION IS THE SAME OR REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, U.O.N.

DETAILS ARE USUALLY KEYED AND NOTED "TYPICAL" ONLY ONCE, WHEN THEY FIRST OCCUR, AND ARE REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, U.O.N.

SCHEDULE: UPON SUBMITTAL OF THE FINAL CONSTRUCTION COSTS, THE CONTRACTOR SHALL ALSO SUBMIT A CONSTRUCTION SCHEDULE INDICATING THE REQUIRED CONSTRUCTION TIME FOR ALL SUBCONTRACTOR'S AND CONTRACTOR'S WORK AND A COST-BY-TRADE BREAKDOWN FOR USE IN SCHEDULING AND EVALUATING PAY REQUESTS.

SUBSTITUTIONS: SUBSTITUTIONS, REVISIONS, OR CHANGES MUST HAVE APPROVAL BY THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.

DAMAGE: THE CONTRACTOR SHALL REPAIR OR REPLACE ANY SURFACES OR ITEMS DAMAGED BY CONSTRUCTION TO THE SATISFACTION OF THE ARCHITECT OR OWNER.

GUARANTEES: THE CONTRACTOR SHALL GUARANTEE THAT THE PROJECT WILL BE FREE OF DEFECTS OF WORKMANSHIP AND MATERIALS FOR A PERIOD OF ONE YEAR FROM THE DATE OF ACCEPTANCE BY THE OWNER. NO WORK DEFECTIVE IN CONSTRUCTION OR QUALITY DEFICIENT IN ANY REQUIREMENT OF THE DRAWINGS OR NOTES WILL BE ACCEPTABLE IN CONSEQUENCE OF THE OWNER'S OR ARCHITECT'S FAILURE TO POINT OUT DEFECTS OR DEFICIENCIES DURING CONSTRUCTION. DEFECTS OF WORKMANSHIP OR MATERIALS REVEALED WITHIN A PERIOD OF ONE YEAR FROM THE ACCEPTANCE SHALL BE REPLACED BY WORK CONFORMING WITH THE INTENT OF THE CONTRACT AT NO COST TO THE OWNER. NO PAYMENT, EITHER PARTIAL OR FINAL, SHALL BE CONSTRUED AS AN ACCEPTANCE OF DEFECTIVE WORK.

COLUMN CENTERLINES (ALSO REFERRED TO AS GRIDLINES) ARE SHOWN FOR DIMENSIONAL PURPOSES. (REFER TO BASE BUILDING DRAWINGS FOR EXACT LOCATIONS.

PLANNING / BUILDING CODE DATA

ADDRESS:	1298 HOWARD STREET, SAN FRANCISCO, CA 94103
A.P.N. BLOCK/LOT#:	3728/019, 024, 025, 086, 087
TOTAL LOT SIZE:	225' X 165' = 37,125 SF
ZONING DISTRICT:	RCD (REGIONAL COMMERCIAL DISTRICT) WMUG (WSOMA MIXED-USE GENERAL DISTRICT) RED-MX (RESIDENTIAL ENCLAVE-MIXED DISTRICT) WESTERN SOMA SPECIAL USE DISTRICT
AREA PLAN:	EASTERN NEIGHBORHOODS PLAN AREA
SCOPE OF WORK:	NEW CONSTRUCTION OF A BASEMENT PLUS 5-STORY BUILDING: 5 STORIES OF 124 RESIDENTIAL UNITS (APARTMENTS), AND APPROXIMATELY 13,850 SQUARE FEET OF GROUND LEVEL RETAIL/COMMERCIAL SPACE.
SETBACKS:	MEETS ALL OF THE REQUIRED SETBACKS & ALLEY CONTROLS
PARKING:	SEE TABLE ON SHEET A2.0
PARKING ENTRANCES:	14 FT.
BICYCLE PARKING (COMMERCIAL):	
CLASS 1 REQUIRED:	3 REQUIRED & 4 PROVIDED; SEE SHEET A2.1A
CLASS 2 REQUIRED:	5 REQUIRED & 5 PROVIDED; SEE SHEET A2.1A
(RESIDENTIAL):	
CLASS 1 REQUIRED:	106 REQUIRED & 188 PROVIDED; SEE SHEETS A2.0 & A2.1A
CLASS 2 REQUIRED:	7 REQUIRED & 27 PROVIDED; SEE SHEET A2.1A
OPEN SPACE:	
REQUIRED:	SEE TABLE ON SHEET A0.10
PROPOSED:	SEE TABLE ON SHEET A0.10
STREET TREES:	REQUIRED: 1 TREE PER 20 FT. OF FRONTAGE 615 FT FRONTAGE / 20FT = 31 STREET TREES REQUIRED • 25 PROVIDED DUE TO SFMTA STREET CORNER REQUIREMENTS AND VEHICLE PARKING ENTRANCE
CONSTRUCTION TYPE(S):	TYPE VA W/ AUTOMATIC SPRINKLER SYSTEM THROUGHOUT, TYPE IIIA W/ AUTOMATIC SPRINKLER SYSTEM THROUGHOUT & TYPE IA W/ AUTOMATIC SPRINKLER SYSTEM THROUGHOUT
OCCUPANCIES:	(M) MERCANTILE, (B) BUSINESS, (R-2) RESIDENTIAL, & (S-2) GARAGE
UNIT MIX:	29 STUDIOS 36 1-BED 59 2-BED 124 TOTAL UNITS

BUILDING CODES, REGULATIONS & STANDARDS:

CALIFORNIA CODES

2013 CALIFORNIA BUILDING CODE
2013 CALIFORNIA ELECTRICAL CODE
2013 CALIFORNIA MECHANICAL CODE
2013 CALIFORNIA PLUMBING CODE
2013 CALIFORNIA ENERGY CODE
2010 CALIFORNIA GREEN BUILDING STANDARDS CODE

SAN FRANCISCO CODES

2013 SAN FRANCISCO BUILDING CODE AMENDMENTS
2013 SAN FRANCISCO ELECTRICAL CODE AMENDMENTS
2013 SAN FRANCISCO MECHANICAL CODE AMENDMENTS
2013 SAN FRANCISCO PLUMBING CODE AMENDMENTS
2010 SAN FRANCISCO GREEN BUILDING CODE AMENDMENTS
2013 SAN FRANCISCO HOUSING CODE

CALIFORNIA CODES

ADA STANDARDS FOR ACCESSIBLE DESIGN, 2010 EDITION
ASME A17.1-2013/CSA B44-13: SAFETY CODE FOR ELEVATORS AND GUIDE FOR ELEVATOR SEISMIC DESIGN, 2013 EDITION
NFPA 10: STANDARD FOR PORTABLE FIRE EXTINGUISHERS, 2013 EDITION
NFPA 13: STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS, 2013 EDITION
NFPA 14: STANDARD FOR THE INSTALLATION OF STANDPIPE AND HOSE, 2013 EDITION
NFPA 17: STANDARD FOR DRY CHEMICAL EXTINGUISHING SYSTEMS, 2013 EDITION
NFPA 17A: STANDARD FOR WET CHEMICAL EXTINGUISHING SYSTEMS, 2013 EDITION
NFPA 20: STANDARD FOR THE INSTALLATION OF STATIONARY PUMPS, 2013 EDITION
NFPA 24: STANDARD FOR THE INSTALLATION OF PRIVATE FIRE SERVICE MAINS AND THEIR APPURTENANCES, 2013 EDITION
NFPA 72: NATIONAL FIRE ALARM AND SIGNALING CODE, 2013 EDITION
NFPA 2001: STANDARD ON CLEAN AGENT FIRE EXTINGUISHING SYSTEMS, 2012 EDITION

FIRE RATINGS:

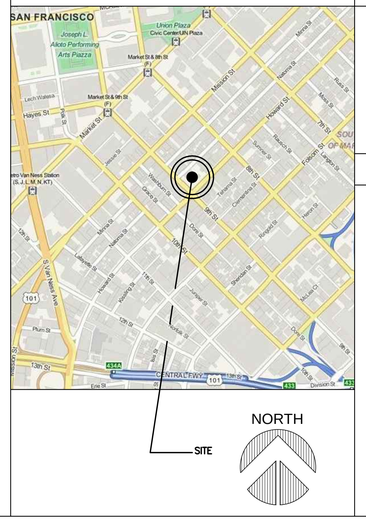
	TYPE 1A CONSTRUCTION	TYPE III-A CONSTRUCTION	TYPE V-A CONSTRUCTION
PRIMARY STRUCTURAL FRAME:	3 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)
BEARING EXTERIOR WALLS:	3 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)
BEARING INTERIOR WALLS:	3 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)
NON-BEARING EXTERIOR WALLS:	NO RATING (CBC TABLE 601)	NO RATING (CBC TABLE 601)	NO RATING (CBC TABLE 601)
NON-BEARING INTERIOR WALLS:	NO RATING (CBC TABLE 601)	NO RATING (CBC TABLE 601)	NO RATING (CBC TABLE 601)
FLOOR CONSTRUCTION:	2 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)
ROOF CONSTRUCTION:	1-1/2 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)
EXIT ENCLOSURES:	1 HOUR (CBC 1022.1) FOR 3 STORY BUILDINGS 2 HOURS (CBC 1022.1) FOR 4 STORY BUILDINGS	1 HOUR (CBC 1022.1) FOR 3 STORY BUILDINGS 2 HOURS (CBC 1022.1) FOR 4 STORY BUILDINGS	1 HOUR (CBC 1022.1) FOR 3 STORY BUILDINGS 2 HOURS (CBC 1022.1) FOR 4 STORY BUILDINGS

LOCATION	BASEMENT (BUILDING 0)*	1ST-5TH FLOORS & MEZZANINES (BUILDINGS 1, 2, & 3)		
PROPOSED OCCUPANCY	S-2 (PARKING & STORAGE)	M (CAFE AND MERCANTILE), R2 (RESIDENTIAL)		R2 (RESIDENTIAL)
CONSTRUCTION*	TYPE 1A	TYPE V-A	TYPE III-A	TYPE V-A
SRINKLERED	YES	YES	YES	YES
ALLOWABLE AREA PER STORY (CBC TABLE 503)	UNLIMITED	12,000 SF	24,000 SF	12,000 SF
ALLOWABLE AREA MODIFICATION PER STORY (CBC 506.1) ALLOWABLE AREA PER STORY : Aa={At+[AtxIf]+[AtXIs]}	N/A	BUILDING 1** PERIMETER= 530FT Aa=[12000+[12000X.44]+[12000X2]] Aa=41,280 SF (ALLOWABLE AREA PER FLOOR)	BUILDING 2** PERIMETER= 493FT Aa=[24000+[24000X.01]+[24000X2]] Aa=72,240 SF (ALLOWABLE AREA PER FLOOR)	BUILDING 3** PERIMETER= 384FT Aa=[12000+[12000X0]+[12000X2]] Aa=36,000 SF (ALLOWABLE AREA PER FLOOR)
TOTAL ALLOWABLE AREA (CBC 506.4.1)	UNLIMITED	41,280SF X 4 = 165,120	72,240 SF X 4 = 361,200	36,000 SF X 4 = 144,000
PROPOSED AREA	30,395 SF (BASEMENT)	BUILDING 1** Aa RESIDENTIAL = 56,942 SF RATIO = 56,942 / 165,120 = 0.34	BUILDING 2** Aa RESIDENTIAL = 62,108 SF Aa MERCANTILE = 850 SF RATIO = 62,108 / 361,200 = 0.17	BUILDING 3** Aa RESIDENTIAL = 19,616 SF RATIO = 19,616 /144,000 = 0.14
TOTAL PROPOSED AREA	30,395 SF (BASEMENT)	BUILDING 1: 59,942 SF	BUILDING 2: 62,958 SF	BUILDING 3: 19,600 SF
HEIGHT & STORIES				
ALLOWABLE HEIGHT (CBC TABLE 503)	UNLIMITED	45'-0"	55'-0"	45'-0"
PROPOSED HEIGHT	BELOW GRADE	45'-0"	55'-0"	45'-0"
ALLOWABLE STORIES (CBC TABLE 503)	UNLIMITED	4	5	4
PROPOSED STORIES	1: BELOW GRADE	4	5	4
ALLOWABLE COMBINED BUILDING AREA	165,120 + 361,200 + 144,000 = 670,320			
PROPOSED COMBINED BUILDING AREA	56,942 SF + 62,108 + 850 + 19,616 = 139,516			

* 3 HR SEPARATION BETWEEN R-2 & S-2 OCCUPANCIES
** SEE SHEET A0.1 AND A2 SERIES FOR FIREWALL LOCATION
*** PER CBC 505.1, MEZZANINES NOT INCLUDED IN THE BUILDING AREA OR NUMBER OF STORIES
SEE A0.5 FOR BUILDING DESIGNATIONS

SCHEMATIC RENDERING

AREA MAP



NORTH

CONTACT LIST

OWNER

WORLDCO COMPANY, LLC
1388 SUTTER STREET, SUITE 730
SAN FRANCISCO, 94109
415/775-0717
415/775-2222 FAX

CONTACT: TONY CHAN
ALVIN CHAN

ARCHITECT

LEVY DESIGN PARTNERS
90 SOUTH PARK
SAN FRANCISCO, CA 94107
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415/777-5117 FAX

CONTACT: TOBY LEVY
FRANCO ZARAGOZA

DRAWING INDEX

GENERAL

A0.0	COVER SHEET
A0.1	SITE PHOTOS
A0.3	GREEN POINT RATED CHECKLIST
A0.4	EGRESS PLANS
A0.5	EGRESS PLANS
A0.6	ACCESS PLANS
A0.7	DETAILS: TYPICAL ADA
A0.8	DETAILS: TYPICAL ADA
A0.9	DETAILS: TYPICAL ADA
A0.10	BUILDING AREA CALCULATIONS
A0.11	EXTERIOR WALL OPENING DIAGRAMS
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CIVIL

SHEET 1	TOPOGRAPHIC SURVEY

LANDSCAPE

L1.00	LANDSCAPE SITE PLAN

ARCHITECTURAL

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A3.2	EXTERIOR ELEVATIONS
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LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

NOTICE:
These drawings and specifications are the property and copyright of Levy Design Partners Inc. and shall not be used except by written agreement with Levy Design Partners

1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C-10527
RENEWAL DATE 6-30-17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
01-26-16	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
1 12-20-16	PLANNING RE-SUBMITTAL
2 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:

TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: N/A

COVER SHEET

G0.0

1 CORNER OF 9TH & HOWARD STREETS

2 HOWARD STREET LOOKING INTO SITE

3 9TH STREET AT NATOMA

4 NATOMA STREET LOOKING INTO SITE

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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1298 HOWARD STREET

SAN FRANCISCO, CA

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2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:

TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: N/A

EXISTING
SITE
PHOTOS

A0.1

NEW HOME RATING SYSTEM, VERSION 6.0

MULTIFAMILY CHECKLIST

The GreenPoint Rated checklist tracks green features incorporated into the home. GreenPoint Rated is administered by Build It Green, a non-profit whose mission is to promote healthy, energy and resource efficient buildings in California.

The minimum requirements of GreenPoint Rated are: verification of 50 or more points; Earn the following minimum points per category: Commuity (3) Energy (22), Indoor Air Quality/Health (6), Resources (6), and Water (8); and meet the prerequisites CALGreen Mandatory, E5.2 , H6.1, J5.1, O1, O7.

The criteria for the green building practices listed below are described in the GreenPoint Rated Single Family Rating Manual. For more information please visit **www.builditgreen.org/greenpointrated**

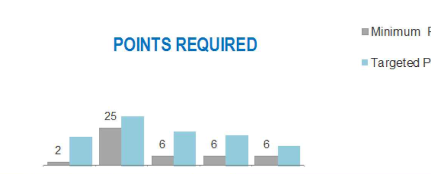
Build It Green is not a code enforcement agency.

A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater through Build It Green. This is the public version of the Checklist and cannot be used for certification.

New Home Multifamily Version 6.0

Total Points Targeted: 0

Certfication Level:



1298 Howard Street

Status	Measures	Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
CALGreen								
Yes	CALGreen Res (REQUIRED)	4		1	1	1	1	
A. SITE								
TBD	**A1. Construction Footprint**					1		
	A2. Job Site Construction Waste Diversion							
TBD	A2.1 65% C&D Waste Diversion **(Including** Alternative Daily Cover)					2		
TBD	A2.2 65% C&D Waste Diversion **(Excluding** Alternative Daily Cover)					2		
TBD	A2.3 Recycling Rates from Third-Party Verified Mixed-Use Waste Facility					1		
TBD	**A3. Recycled Content Base Material**					1		
Yes	**A4. Heat Island Effect Reduction (Non-Roof)**	1		1				
TBD	**A5. Construction Environmental Quality Management Plan Including Flush-Out**				1			
	A6. Stormwater Control: Prescriptive Path							
Yes	A6.1 Permeable Paving Material	1					1	
Yes	A6.2 Filtration and/or Bio-Retention Features	1					1	
Yes	A6.3 Non-Leaching Roofing Materials	1					1	
Yes	A6.4 Smart Stormwater Street Design	0	1					
TBD	**A7. Stormwater Control: Performance Path**						3	
B. FOUNDATION								
Yes	**B1. Fly Ash and/or Slag in Concrete**	1				1		
TBD	**B2. Radon-Resistant Construction**				2			
Yes	**B3. Foundation Drainage System**	2				2		
TBD	**B4. Moisture Controlled Crawlspace**				1			
	B5. Structural Pest Controls							
TBD	B5.1 Termite Shields and Separated Exterior Wood-to-Concrete Connections					1		
TBD	B5.2 Plant Trunks, Bases, or Stems at Least 36 Inches from the Foundation					1		
C. LANDSCAPE								
14.00%	Enter the landscape area percentage							
TBD	**C1. Plants Grouped by Water Needs (Hydrozoning)**						1	
TBD	**C2. Three Inches of Mulch in Planting Beds**						1	
	C3. Resource Efficient Landscapes							
TBD	C3.1 No Invasive Species Listed by Cal-IPC					1		
TBD	C3.2 Plants Chosen and Located to Grow to Natural Size					1		
TBD	C3.3 Drought Tolerant, California Native, Mediterranean Species, or Other Appropriate Species						3	
	C4. Minimal Turf in Landscape							
TBD	C4.1 No Turf on Slopes Exceeding 10% and No Overhead Sprinklers Installed in Areas Less Than Eight Feet Wide						2	
TBD	C4.2 Turf on a Small Percentage of Landscaped Area						2	
TBD	**C5. Trees to Moderate Building Temperature**		1	1			1	
TBD	**C6. High-Efficiency Irrigation System**						2	
TBD	**C7. One Inch of Compost in the Top Six to Twelve Inches of Soil**						2	
TBD	**C8. Rainwater Harvesting System**						3	
TBD	**C9. Recycled Wastewater Irrigation System**						1	
Yes	**C10. Submeter or Dedicated Meter for Landscape Irrigation**	2					2	
TBD	**C11. Landscape Meets Water Budget**						2	
	C12. Environmentally Preferable Materials for Site							
TBD	C12.1 Environmentally Preferable Materials for 70% of Non-Plant Landscape Elements and Fencing					1		
TBD	C12.2 Play Structures and Surfaces Have an Average Recycled Content ≥20%					1		
Yes	**C13. Reduced Light Pollution**	1	1					
TBD	**C14. Large Stature Tree(s)**		1					
TBD	**C15. Third Party Landscape Program Certification**						1	
TBD	**C16. Maintenance Contract with Certified Professional**						1	
TBD	**C17. Community Garden**		2					

1298 Howard Street

Status	Measures	Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
D. STRUCTURAL FRAME AND BUILDING ENVELOPE								
	D1. Optimal Value Engineering							
TBD	D1.1 Joists, Rafters, and Studs at 24 Inches on Center			1		2		
Yes	D1.2 Non-Load Bearing Door and Window Headers Sized for Load	1				1		
TBD	D1.3 Advanced Framing Measures					2		
TBD	**D2. Construction Material Efficiencies**					1		
	D3. Engineered Lumber							
TBD	D3.1 Engineered Beams and Headers					1		
TBD	D3.2 Wood I-Joists or Web Trusses for Floors					1		
TBD	D3.3 Engineered Lumber for Roof Rafters					1		
TBD	D3.4 Engineered or Finger-Jointed Studs for Vertical Applications					1		
TBD	D3.5 OSB for Subfloor					0.5		
TBD	D3.6 OSB for Wall and Roof Sheathing					0.5		
No	**D4. Insulated Headers**	0		1				
	D5. FSC-Certified Wood							
TBD	D5.1 Dimensional Lumber, Studs, and Timber					6		
No	D5.2 Panel Products	0				3		
	D6. Solid Wall Systems							
No	D6.1 At Least 90% of Floors	0				1		
No	D6.2 At Least 90% of Exterior Walls	0		1		1		
No	D6.3 At Least 90% of Roofs	0		1		1		
No	**D7. Energy Heels on Roof Trusses**	0		1				
TBD	**D8. Overhangs and Gutters**			1		1		
	D9. Reduced Pollution Entering the Home from the Garage							
No	D9.1 Detached Garage	0			2			
TBD	D9.2 Mitigation Strategies for Attached Garage				1			
	D10. Structural Pest and Rot Controls							
TBD	D10.1 All Wood Located At Least 12 Inches Above the Soil					1		
TBD	D10.2 Wood Framing Treating With Borates or Factory-Impregnated, or Wall Materials Other Than Wood					1		
Yes	**D11. Moisture-Resistant Materials in Wet Areas (such as Kitchen, Bathrooms, Utility Rooms, and Basements)**	2			1	1		
E. EXTERIOR								
TBD	**E1. Environmentally Preferable Decking**					1		
TBD	**E2. Flashing Installation Third-Party Verified**					2		
Yes	**E3. Rain Screen Wall System**	2				2		
TBD	**E4. Durable and Non-Combustible Cladding Materials**					1		
	E5. Durable Roofing Materials							
Yes	E5.1 Durable and Fire Resistant Roofing Materials or Assembly	1				1		
TBD	E5.2 Roofing Warranty for Shingle Roofing		R	R	R	R	R	
No	**E6. Vegetated Roof**	0	2	2				
F. INSULATION								
	F1. Insulation with 30% Post-Consumer or 60% Post-Industrial Recycled Content							
TBD	F1.1 Walls and Floors					1		
TBD	F1.2 Ceilings					1		
	F2. Insulation that Meets the CDPH Standard Method—Residential for Low Emissions							
TBD	F2.1 Walls and Floors				1			
TBD	F2.2 Ceilings				1			
	F3. Insulation That Does Not Contain Fire Retardants							
TBD	F3.1 Cavity Walls and Floors				1			
TBD	F3.2 Ceilings				1			
TBD	F3.3 Interior and Exterior Insulation				1			
G. PLUMBING								
	G1. Efficient Distribution of Domestic Hot Water							
Yes	G1.1 Insulated Hot Water Pipes	1		1				
TBD	G1.2 WaterSense Volume Limit for Hot Water Distribution						1	
TBD	G1.3 Increased Efficiency in Hot Water Distribution						2	
	G2. Install Water-Efficient Fixtures							
Yes	G2.1 WaterSense Showerheads with Matching Compensation Valve	2					2	
Yes	G2.2 WaterSense Bathroom Faucets	1					1	
Yes	G2.3 WaterSense Toilets with a Maximum Performance (MaP) Threshold of No Less Than 500 Grams	1					1	
TBD	G2.4 Urinals with Flush Rate of ≤ 0.1 Gallons/Flush						1	
TBD	**G3. Pre-Plumbing for Graywater System**						1	
TBD	**G4. Operational Graywater System**						3	
No	**G5. Submeter Water for Tenants**	0					2	

1298 Howard Street

Status	Measures	Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
H. HEATING, VENTILATION, AND AIR CONDITIONING								
	H1. Sealed Combustion Units							
TBD	H1.1 Sealed Combustion Furnace				1			
TBD	H1.2 Sealed Combustion Water Heater				2			
TBD	**H2. High Performing Zoned Hydronic Radiant Heating System**			1	1			
	H3. Effective Ductwork							
TBD	H3.1 Duct Mastic on Duct Joints and Seams			1				
TBD	H3.2 Pressure Balance the Ductwork System			1				
Yes	**H4. ENERGY STAR® Bathroom Fans Per HVI Standards with Air Flow Verified**	1			1			
	H5. Advanced Practices for Cooling							
No	H5.1 ENERGY STAR Ceiling Fans in Living Areas and Bedrooms	0		1				
TBD	H5.2 Operable Windows and Skylights Located to Induce Cross Ventilation in At Least One Room in 80% of Units			1				
	H6. Whole House Mechanical Ventilation Practices to Improve Indoor Air Quality							
TBD	H6.1 Meet ASHRAE Standard 62.2-2012 Ventilation Residential Standards		R	R	R	R	R	
TBD	H6.2 Advanced Ventilation Standards				1			
TBD	H6.3 Outdoor Air Ducted to Bedroom and Living Areas				2			map of harmful air
	H7. Effective Range Design and Installation							
Yes	H7.1 Effective Range Hood Ducting and Design	1			1			
TBD	H7.2 Automatic Range Hood Control				1			
I. RENEWABLE ENERGY								
TBD	**I1. Pre-Plumbing for Solar Water Heating**			1				
TBD	**I2. Preparation for Future Photovoltaic Installation**			1				
	I3. Onsite Renewable Generation (Solar PV, Solar Thermal, and Wind)			25				
	I4. Net Zero Energy Home							
TBD	I4.1 Near Zero Energy Home			2				
TBD	I4.2 Net Zero Electric			4				
TBD	**I5. Solar Hot Water Systems to Preheat Domestic Hot Water**			4				
TBD	**I6. Photovoltaic System for Multifamily Projects**			12				
J. BUILDING PERFORMANCE AND TESTING								
TBD	**J1. Third-Party Verification of Quality of Insulation Installation**				1			
TBD	**J2. Supply and Return Air Flow Testing**			1	1			
TBD	**J3. Mechanical Ventilation Testing and Low Leakage**				1			
TBD	**J4. Combustion Appliance Safety Testing**				1			
2008	**J5. Building Performance Exceeds Title 24 Part 6**							
15.0%	J5.1 Home Outperforms Title 24	25		30				
0%	J5.2 Non-Residential Spaces Outperform Title 24	0		15				
Yes	**J6. Title 24 Prepared and Signed by a CABEC Certified Energy Analyst**	1		1				
TBD	**J7. Participation in Utility Program with Third-Party Plan Review**			1				
TBD	**J8. ENERGY STAR for Homes**			1				
No	**J9. EPA Indoor airPlus Certification**				1			
K. FINISHES								
	K1. Entryways Designed to Reduce Tracked-In Contaminants							
TBD	K1.1 Entryways to Individual Units				1			
Yes	K1.2 Entryways to Buildiings	1			1			
Yes	**K2. Zero-VOC Interior Wall and Ceiling Paints**	2			2			
Yes	**K3. Low-VOC Caulks and Adhesives**	1			1			
	K4. Environmentally Preferable Materials for Interior Finish							
≥50%	K4.1 Cabinets	1				2		
≥50%	K4.2 Interior Trim	1				2		
≥50%	K4.3 Shelving	1				2		
No	K4.4 Doors	0				2		
No	K4.5 Countertops	0				1		
	K5. Formaldehyde Emissions in Interior Finish Exceed CARB							
Yes	K5.1 Doors	1			1			
Yes	K5.2 Cabinets and Countertops	2			2			
Yes	K5.3 Interior Trim and Shelving	2			2			
TBD	**K6. Products That Comply With the Health Product Declaration Open Standard**				2			
Yes	**K7. Indoor Air Formaldehyde Level Less Than 27 Parts Per Billion**	2			2			
No	**K8. Comprehensive Inclusion of Low Emitting Finishes**				1			
Yes	**K9. Durable Cabinets**	2			2			
No	**K10. At Least 25% of Interior Furniture Has Environmentally Preferable Attributes**	0			1			
L. FLOORING								
≥25%	**L1. Environmentally Preferable Flooring**	1				3		
≥25%	**L2. Low-Emitting Flooring Meets CDPH 2010 Standard Method—Residential**	1			3			
Yes	**L3. Durable Flooring**	1				1		
TBD	**L4. Thermal Mass Flooring**			1				
M. APPLIANCES AND LIGHTING								
Yes	**M1. ENERGY STAR® Dishwasher**	1					1	
TBD	**M2. CEE-Rated Clothes Washer**			1			2	
<25 cubic feet	**M3. Size-Efficient ENERGY STAR Refrigerator**	1		2				
	M4. Permanent Centers for Waste Reduction Strategies							
Yes	M4.1 Built-In Recycling Center	1				1		
Yes	M4.2 Built-In Composting Center	1				1		
	M5. Lighting Efficiency							
TBD	M5.1 High-Efficacy Lighting			2				
TBD	M5.2 Lighting System Designed to IESNA Footcandle Standards or Designed by Lighting Consultant			2				
No	**M6. Central Laundry**	0					1	
Yes	**M7. Gearless Elevator**	1		1				

1298 Howard Street

Status	Measures	Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
N. COMMUNITY								
	N1. Smart Development							
Yes	N1.1 Infill Site	2	1			1		
Yes	N1.2 Designated Brownfield Site	2	1		1			
>20	N1.3 Conserve Resources by Increasing Density	1		2		2		123 units/0.85 acre; (123-15)/5=21.6
TBD	N1.4 Cluster Homes for Land Preservation		1			1		
	N1.5 Home Size Efficiency					9		
	Enter the area of the home, in square feet							
	Enter the number of bedrooms							
Yes	**N2. Home(s)/Development Located Within 1/2 Mile of a Major Transit Stop**	2	2					
	N3. Pedestrian and Bicycle Access							
	N3.1 Pedestrian Access to Services Within 1/2 Mile of Community Services	2	2					
10	Enter the number of Tier 1 services							all included
11	Enter the number of Tier 2 services							all included except full scale super ma
Yes	N3.2 Connection to Pedestrian Pathways	1	1					
TBD	N3.3 Traffic Calming Strategies		2					
Yes	N3.4 Sidewalks Buffered from Roadways and 5-8 Feet Wide	1	1					
Yes	N3.5 Bicycle Storage for Residents	1	1					
Yes	N3.6 Bicycle Storage for Non-Residents	1	1					
TBD	N3.7 Reduced Parking Capacity		2					
	N4. Outdoor Gathering Places							
Yes	N4.1 Public or Semi-Public Outdoor Gathering Places for Residents	1	1					
TBD	N4.2 Public Outdoor Gathering Places with Direct Access to Tier 1 Community Services		1					
	N5. Social Interaction							
TBD	N5.1 Residence Entries with Views to Callers		1					
Yes	N5.2 Entrances Visible from Street and/or Other Front Doors	1	1					
Yes	N5.3 Porches Oriented to Street and Public Space	1	1					
Yes	N5.4 Social Gathering Space	1	1					
	N6. Passive Solar Design							
TBD	N6.1 Heating Load			2				
TBD	N6.2 Cooling Load			2				
	N7. Adaptable Building							
Yes	N7.1 Universal Design Principles in Units	2	1		1			
No	N7.2 Full-Function Independent Rental Unit	0	1					
	N8. Affordability							
TBD	N8.1 Dedicated Units for Households Making 80% of AMI or Less		2					-
TBD	N8.2 Units with Multiple Bedrooms for Households Making 80% of AMI or Less		1					
TBD	N8.3 At Least 20% of Units at 120% AMI or Less are For Sale		1					
	N9. Mixed-Use Developments							
No	N9.1 Live/Work Units Include a Dedicated Commercial Entrance	0	1					
Yes	N9.2 At Least 2% of Development Floor Space Supports Mixed Use	1	1					
No	N9.3 Half of the Non-Residential Floor Space is Dedicated to Community Service	0	1					
O. OTHER								
Yes	**O1. GreenPoint Rated Checklist in Blueprints**	Y	R	R	R	R	R	
Yes	**O2. Pre-Construction Kickoff Meeting with Rater and Subcontractors**	2		0.5		1	0.5	
Yes	**O3. Orientation and Training to Occupants—Conduct Educational Walkthroughs**	2		0.5	0.5	0.5	0.5	
TBD	**O4. Builder's or Developer's Management Staff are Certified Green Building Professionals**			0.5	0.5	0.5	0.5	
TBD	**O5. Home System Monitors**			2			1	
	O6. Green Building Education							
TBD	O6.1 Marketing Green Building		2					-
Yes	O6.2 Green Building Signage	1		0.5			0.5	
Yes	**O7. Green Appraisal Addendum**	Y	R	R	R	R	R	
TBD	**O8. Detailed Durability Plan and Third-Party Verification of Plan Implementation**					1		
TBD	**O9. Residents Are Offered Free or Discounted Transit Passes**		2					
Yes	**O10. Vandalism Deterrence Practices and Vandalism Management Plan**	1				1		
P. DESIGN CONSIDERATIONS								
	P1. Acoustics: Noise and Vibration Control	1	1		1			
4	Enter the number of Tier 1 practices							
3	Enter the number of Tier 2 practices							
	P2. Mixed-Use Design Strategies							
Yes	P2.1 Tenant Improvement Requirements for Build-Outs	2			1		1	
Yes	P2.2 Commercial Loading Area Separated for Residential Area	1			1			
TBD	P2.3 Separate Mechanical and Plumbing Systems				1			
	P3. Commissioning							
TBD	P3.1 Design Phase			1	1			
TBD	P3.2 Construction Phase			1	1			
TBD	P3.3 Post-Construction Phase			1	1			
TBD	**P4. Building Enclosure Testing**			1	1	1		
	Summary							
	Total Available Points in Specific Categories	381	43	138	61	86	53	
	Minimum Points Required in Specific Categories	50	2	25	6	6	6	
	Total Points Achieved	109.0	19.5	33.0	23.0	20.0	13.5	

1 *BUILD-IT GREEN CHECKLIST*

9/1/13

SAN FRANCISCO FIRE DEPARTMENT
BUREAU OF FIRE PREVENTION
PLAN CHECK DIVISION/WATER FLOW
1660 MISSION STREET, 4TH FLOOR
SAN FRANCISCO, CA. 94103
FAX # 415-575-6933

REQUEST FOR WATER FLOW INFORMATION

DATE: 05 / 13 / 14 REQUEST IS FOR: ☒ FIRE FLOW ☐ SPRINKLER DESIGN

CONTACT PERSON: FRANCO ZADAGOZA ADDRESS: 90 SOUTH PARK, SF

PHONE NO. (415) 777 / 0561 FAX NO. (415) 777 / 5117

EMAIL: FRANCO@LEVYDESIGNPARTNERS.COM

OWNER'S NAME: TONY CHAN PHONE # (415) 775 / 0717

ADDRESS FOR WATER FLOW INFORMATION: 1298 HOWARD STREET BLOCK/LOT: 3728/019, 024, 025, 086, 087

PROVIDE SKETCH HERE: 9TH ST. NATOMA HOWARD ST.

CROSS STREETS (*BOTH ARE REQUIRED*): 9TH STREET / HOWARD STREET

SPECIFY STREET FOR POINT OF CONNECTION: HOWARD STREET

OCCUPANCY (CIRCLE ONE): R3 (R2) LIVE/WORK COMMERCIAL OTHER____

HAZARD CLASSIFICATION: LIGHT ORD 1 ORD 2 EXT 1 EXT 2 OTHER RESIDENTIAL + COMMERCIAL

CAR-STACKER: YES (NO)

NUMBER OF STORIES: 5 HEIGHT OF BLDG.: 55' FT.

E-MAILED 5-22-14

- SUBMIT FORM WITH A **$115.00** CHECK MADE PAYABLE TO 'S.F.F.D.'
- REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX OR EMAIL, AND AN ADDITIONAL FEE OF **$230.00** WILL BE NECESSARY.
- WATER FLOW INFORMATION WILL BE RETURNED BY FAX, MAIL, OR EMAIL.
- INCOMPLETE FORMS **WILL NOT** BE PROCESSED.
- PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING.

**********************************Official use only**********************************

Flow data provided by: Tracy O'Keeffe Date Forwarded 5/22/14

Flow data: FIELD FLOW TEST ✓ STATIC 53 PSI

RECORDS ANALYSIS____ RESIDUAL 49 PSI

FLOW 1020 GPM

Gate Page 110, 111 8" MAIN on Howard

IF YOU HAVE ANY QUESTIONS PLEASE CONTACT INSPECTOR BROWN @ 415-558-6114

2 *FIRE FLOW DATA*

REQUIREMENTS

1298 HOWARD STREET
Project Name
#3728/019, 024, 025, 086, 0878
Block/Lot
1298 HOWARD STREET, SAN FRANCISCO CA 94103
Address
RESIDENTIAL
Primary Occupancy
125
# of Dwelling Units
55'–0"
Height to highest occupied floor

Summary of Green Building Requirements:	
Rating Requirement: 50 GreenPoints	☐
GreenPoint Rated (i.e. meets all prerequisites)	☐
Stormwater Control Plan: Projects distrubing >5,000 square feet must implement a Stormwater Control Plan meeting SFPUC Stormwater Design Guidelines	☐

VERIFICATION

SELECT OPTION 1 *OR* OPTION 2:

Option 1:

Verification of compliance for this project will be provided by a GreenPoint Rater under the GreenPoint Rated system. No Green Building Compliance Professional of Record is required.

Green Point Rater – Name Contact Phone No:

Green Point Rater – Sign & Date

Permit Applicant – Sign & Date

OR

Option 2:

This project will not be GreenPoint Rated. The Green Building Compliance Professional of Record for this project is:

TBD
Name

Firm

Architectural or Engineering License

☐ I am a Certified GreenPoint Rater
☐ I am NOT a Certified GreenPoint Rater
GreenPoint Rated Projects Completed: ____

If the above licensed professional is not a Certified GreenPoint Rater, additional signature by a Certified GreenPoint Rater is required:

Green Point Rater – Name (Print) & Contact Phone No

Sign & Date

To the best of my knowledge, it is my professional opinion the Green Building requirements of the City of San Francisco will be met for the above referenced project. I have been retained by the project sponsor to review all submittal documents and assure that approved construction documents and construction properly reflect the Green Building requirements of Chapter 13C. I will notify the Department of Building Inspection if I believe to the best of my knowledge that the project will, for any reason, not substantially comply with these green building requirements, or if I am no longer the Green Building Compliance Professional of Record for this project.

Licensed Professional: Sign & Date

Affix professional stamp:

GENERAL NOTES

THIS A PROPOSED "GREEN" PROJECT.

ALL TRADES ARE REQUIRED TO COMPLY WITH THE GREEN POINTS CHECKLIST LOCATED ON THIS SHEET.

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

NOTICE:
These drawings and specifications are the property and copyright of Levy Design Partners Inc. and shall not be used except by written agreement with Levy Design Partners

1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT TOBY STELLA LEVY C-10527 RENEWAL DATE 6-30-17 STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

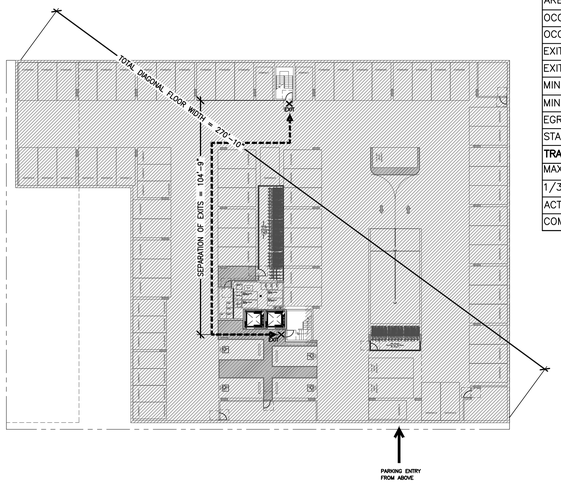
DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
01-26-16	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
△2 12-20-16	PLANNING RE-SUBMITTAL
△3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:
TOBY LEVY
(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

GREEN POINT RATED CHECKLIST

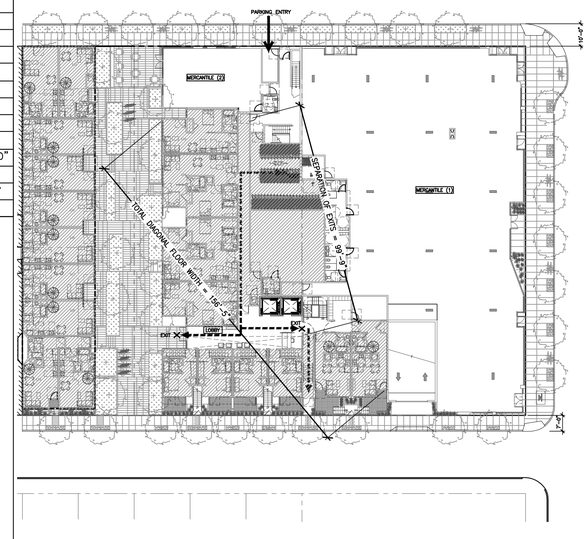
A0.3



BASEMENT: GARAGE	
OCCUPANCY TYPE/USE	S2
AREA (S.F.)	29,133
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	146
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	29.2"
MIN. STAIR WIDTH**	43.8"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	270'–10"
1/3 MAX. DIAGONAL	90'–3"
ACTUAL SEPARATION	104'–9"
COMPLIES WITH CODE	YES

NORTH

BASEMENT

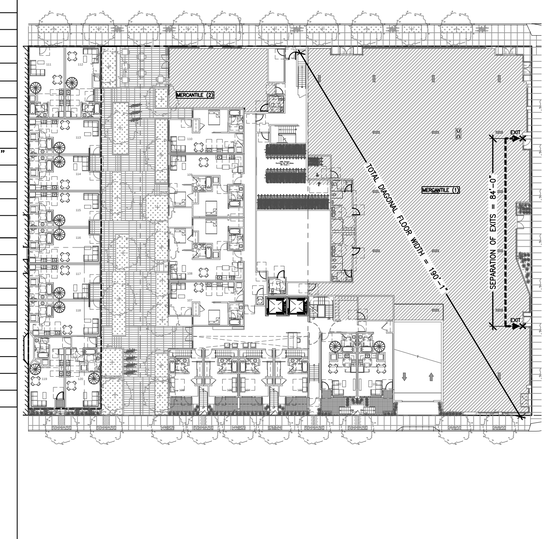


GROUND FLOOR: RESIDENTIAL	
OCCUPANCY TYPE/USE	R–2
AREA (S.F.)	13,596
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	68
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	6.8"
MIN. STAIR WIDTH**	10.2"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	156'–5"
1/3 MAX. DIAGONAL	52'–2"
ACTUAL SEPARATION	99'–9"
COMPLIES WITH CODE	YES

GROUND FLOOR: LOBBY	
OCCUPANCY TYPE/USE	A3
AREA (S.F.)	680
OCCUPANT LOAD FACTOR	15
OCCUPANT LOAD*	45
EXITS REQUIRED***	1
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	4.7"
MIN. STAIR WIDTH**	7.05"
EGRESS WIDTH PROVIDED	72"
STAIR WIDTH PROVIDED	N/A

NORTH

GROUND FLOOR

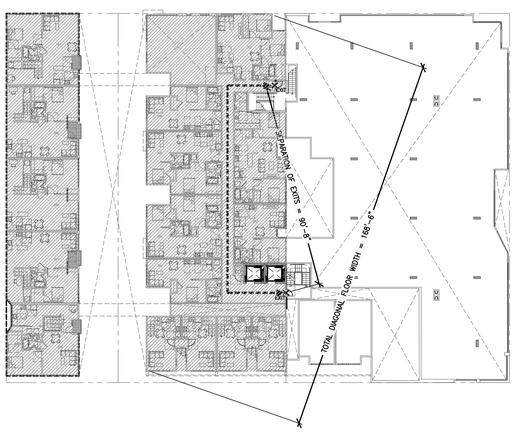


GROUND FLOOR: MERCANTILE (1)	
OCCUPANCY TYPE/USE	M
AREA (S.F.)	12,600
OCCUPANT LOAD FACTOR	30
OCCUPANT LOAD*	434
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	43.4"
MIN. STAIR WIDTH**	65.1"
EGRESS WIDTH PROVIDED	72"
STAIR WIDTH PROVIDED	N/A
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	190'–1"
1/3 MAX. DIAGONAL	63'–4"
ACTUAL SEPARATION	84'–0"
COMPLIES WITH CODE	YES

GROUND FLOOR: MERCANTILE (2)	
OCCUPANCY TYPE/USE	M
AREA (S.F.)	1250
OCCUPANT LOAD FACTOR	30
OCCUPANT LOAD*	42
EXITS REQUIRED***	1
EXITS PROVIDED	1
MIN. EGRESS WIDTH**	8.4"
MIN. STAIR WIDTH**	12.6"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	N/A

NORTH

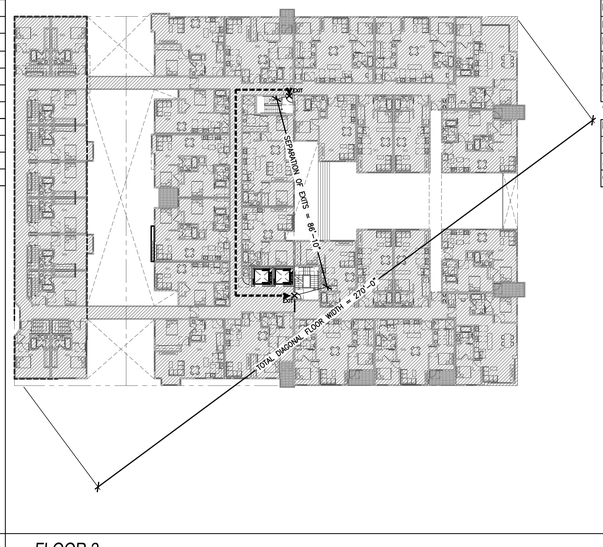
GROUND FLOOR : MERCANTILE



FLOOR 1.5: RESIDENTIAL	
OCCUPANCY TYPE/USE	R–2
AREA (S.F.)	10,167
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	58
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	11.6"
MIN. STAIR WIDTH**	17.4"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	168'–6"
1/3 MAX. DIAGONAL	53'–9"
ACTUAL SEPARATION	90'–0"
COMPLIES WITH CODE	YES

NORTH

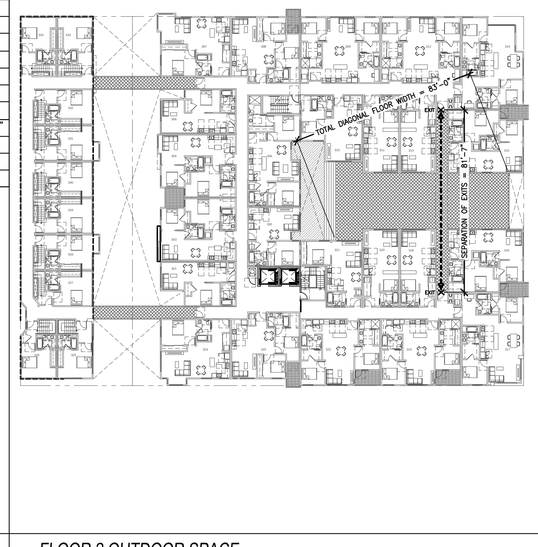
FLOOR 1.5



FLOOR 2: RESIDENTIAL	
OCCUPANCY TYPE/USE	R–2
AREA (S.F.)	12,168
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	61
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	12.2"
MIN. STAIR WIDTH**	18.3"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	270'–0"
1/3 MAX. DIAGONAL	90'–0"
ACTUAL SEPARATION	90'–0"
COMPLIES WITH CODE	YES

NORTH

FLOOR 2



FLOOR 2: RESIDENTIAL	
OCCUPANCY TYPE/USE	A
AREA (S.F.)	2,114
OCCUPANT LOAD FACTOR	15
OCCUPANT LOAD*	141
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	14.1"
MIN. STAIR WIDTH**	21.2"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	83'–0"
1/3 MAX. DIAGONAL	25'–11"
ACTUAL SEPARATION	81'–7"
COMPLIES WITH CODE	YES

NORTH

FLOOR 2 OUTDOOR SPACE

EXITING NOTES

1. PROVIDE TACTILE EXIT SIGNAGE AS REQUIRED BY CBC SECTION 1011.3.
2. EXCEPT AS PERMITTED UNDER THE EXCEPTION TO SECTION 1008.1.9, EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. MANUALLY OPERATED EDGE OR SURFACE MOUNTED FLUSH BOLTS AND SURFACE BOLTS SHALL NOT BE USED ON EXIT DOORS.
3. WINDOWS FOR EMERGENCY ESCAPE OR RESCUE PURPOSES SHALL COMPLY WITH SECTION 1029, 4TH FLOOR AND BELOW

LEGEND

* PER CBC TABLE 1004.1.1

** EGRESS WIDTH TO APPLY TO STAIRS AND CORRIDORS PER CBC SECTION CHAPTER 10 AND 1005.1

*** PER CDC TABLE 1021.1

LEVY DESIGN PARTNERS ARCHITECTURE
901 South Park
San Francisco
CA 94107

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1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C–10527
RENEWAL DATE 6–30–17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
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CONTACT:
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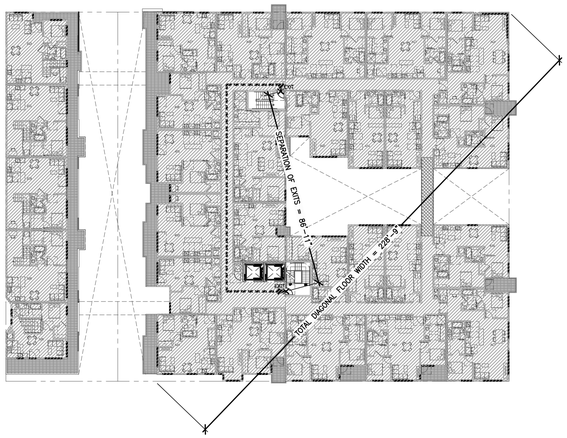
SCALE: 1/32" = 1'-0"

CODE & EGRESS PLAN

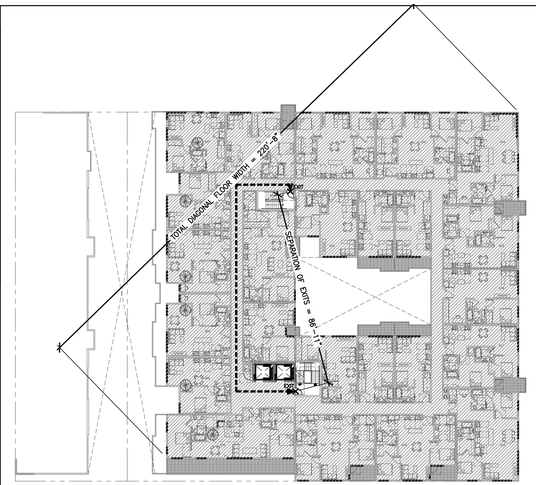
A0.4



FLOOR 3: RESIDENTIAL	
OCCUPANCY TYPE/USE	R-2
AREA (S.F.)	23,438
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	118
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	11.8"
MIN. STAIR WIDTH**	17.7"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	228'-9"
1/3 MAX. DIAGONAL	76'-3"
ACTUAL SEPARATION	90'-0"
COMPLIES WITH CODE	YES

NORTH

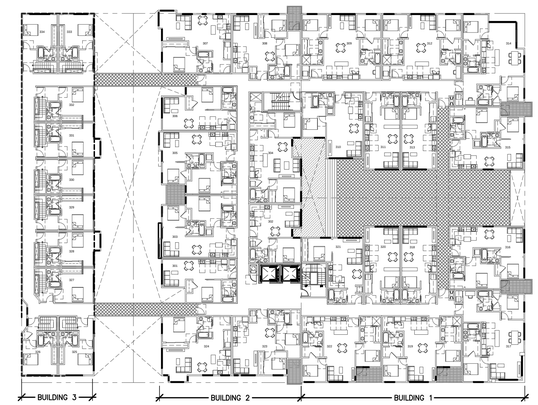
FLOOR 3



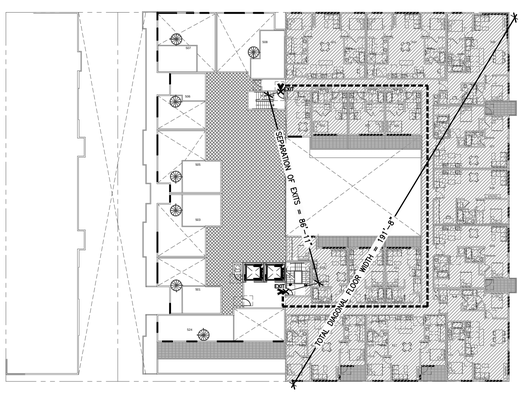
FLOOR 4: RESIDENTIAL	
OCCUPANCY TYPE/USE	R-2
AREA (S.F.)	23,235
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	117
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	11.6"
MIN. STAIR WIDTH**	17.4"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	220'-8"
1/3 MAX. DIAGONAL	73'-6"
ACTUAL SEPARATION	90'-0"
COMPLIES WITH CODE	YES

NORTH

FLOOR 4



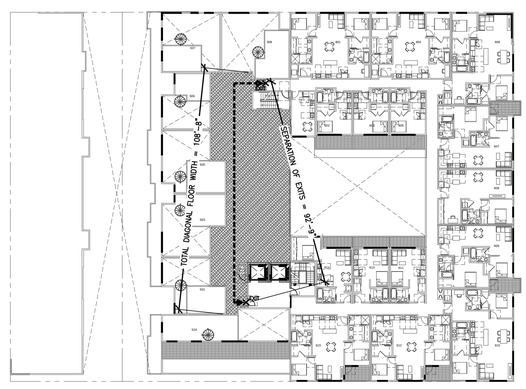
BUILDING DESIGNATIONS



FLOOR 5: RESIDENTIAL	
OCCUPANCY TYPE/USE	R-2
AREA (S.F.)	13,262
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	67
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	6.7"
MIN. STAIR WIDTH**	10.1"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	191'-8"
1/3 MAX. DIAGONAL	63'-10"
ACTUAL SEPARATION	90'-0"
COMPLIES WITH CODE	YES

NORTH

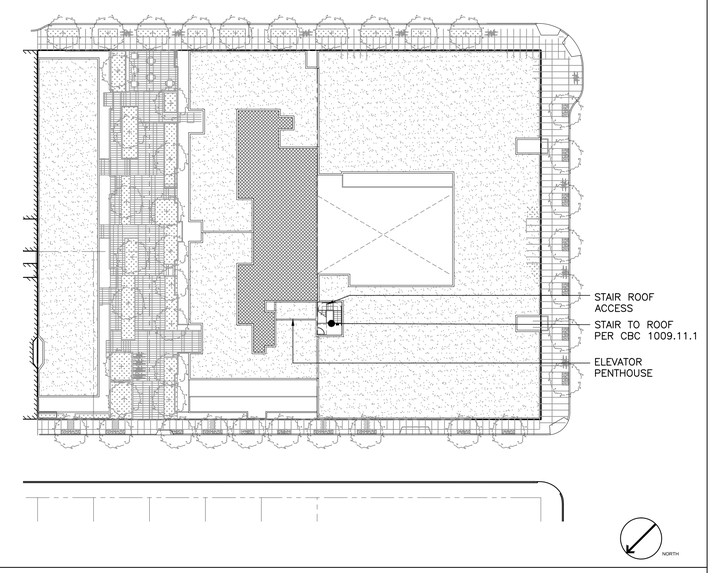
FLOOR 5



FLOOR: ROOF	
OCCUPANCY TYPE/USE	A
AREA (S.F.)	2,805
OCCUPANT LOAD FACTOR	15
OCCUPANT LOAD*	187
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	18.7"
MIN. STAIR WIDTH**	28.1"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	99'-9"
1/3 MAX. DIAGONAL	33'-3"
ACTUAL SEPARATION	91'-4"
COMPLIES WITH CODE	YES

NORTH

FLOOR 5 OUTDOOR SPACE



ROOF PLAN

EXITING NOTES

1. PROVIDE TACTILE EXIT SIGNAGE AS REQUIRED BY CBC SECTION 1011.3.
2. EXCEPT AS PERMITTED UNDER THE EXCEPTION TO SECTION 1008.1.9, EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. MANUALLY OPERATED EDGE OR SURFACE MOUNTED FLUSH BOLTS AND SURFACE BOLTS SHALL NOT BE USED ON EXIT DOORS.
3. WINDOWS FOR EMERGENCY ESCAPE OR RESCUE PURPOSES SHALL COMPLY WITH SECTION 1029, 4TH FLOOR AND BELOW

LEGEND

* PER CBC TABLE 1004.1.1

** EGRESS WIDTH TO APPLY TO STAIRS AND CORRIDORS PER CBC SECTION CHAPTER 10 AND 1005.1

*** PER CDC TABLE 1021.1

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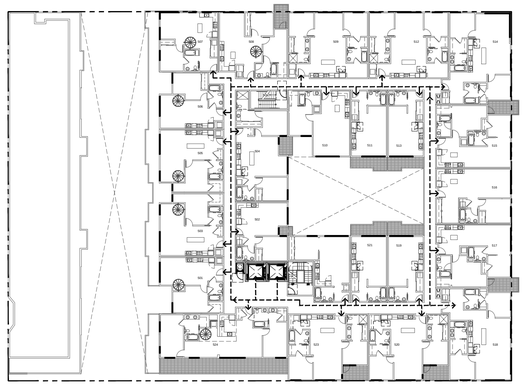
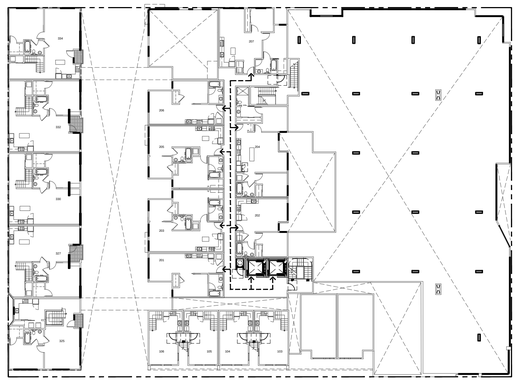
SCALE: 1/32" = 1'-0"

CODE & EGRESS PLAN

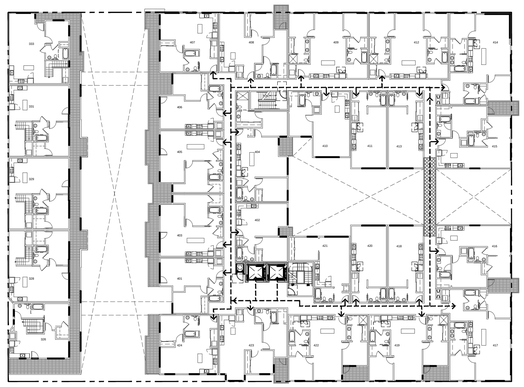
A0.5



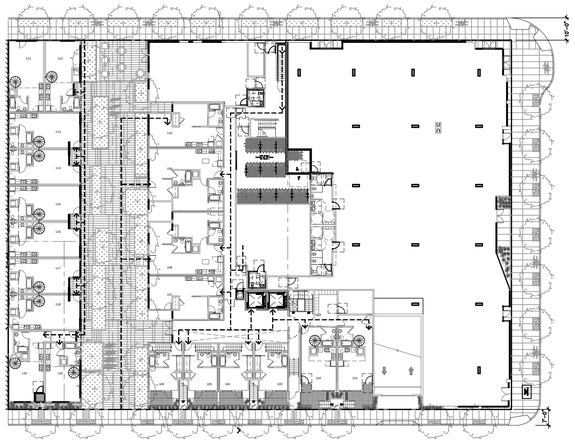
6 ACCESS PLAN: FOURTH FLOOR
1/32"=1'-0"



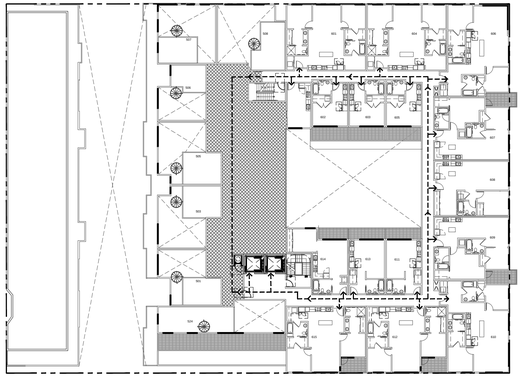
3 ACCESS PLAN: 1.5 FLOOR
1/32"=1'-0"



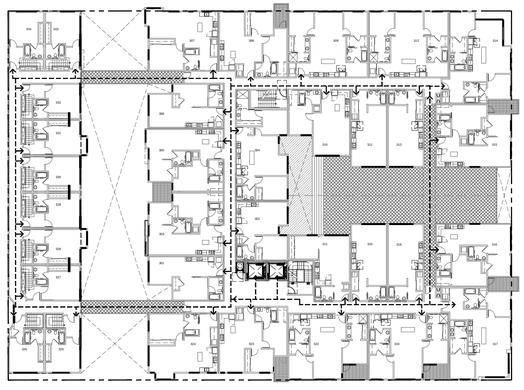
5 ACCESS PLAN: THIRD FLOOR
1/32"=1'-0"



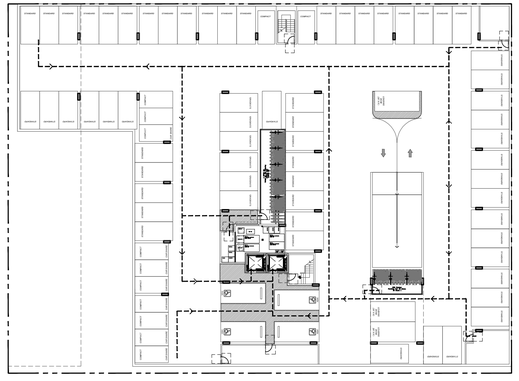
2 ACCESS PLAN: FIRST FLOOR (AT GRADE)
1/32"=1'-0"



7 ACCESS PLAN: FIFTH FLOOR
1/32"=1'-0"



4 ACCESS PLAN: SECOND FLOOR
1/32"=1'-0"



1 ACCESS PLAN: GARAGE
1/32"=1'-0"

ACCESSIBILITY NOTES

1. ACCESSIBLE PATH OF TRAVEL (P.O.T.) AS INDICATED ON PLANS IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT LEVEL CHANGES EXCEEDING 1/2" IF BEVELED AT 1:2 MAX. SLOPE, OR VERTICAL LEVEL CHANGES NOT EXCEEDING 1/4" MAX.. ALL ACCESSIBLE ROUTES OF TRAVEL TO BE AT LEAST 44" WIDE. SURFACE IS STABLE, FIRM & SLIP RESISTANT, CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS LESS THAN 5% U.O.N.
2. WHEN THE SLOPE IN THE DIRECTION OF TRAVEL OF ANY WALK EXCEED 1:20, IT SHALL COMPLY WITH THE PROVISIONS FOR PEDESTRIAN RAMPS.
3. WALKS, SIDEWALKS AND PEDESTRIAN WAYS SHALL BE FREE OF GRATINGS WHERE EVER POSSIBLE. FOR GRATINGS LOCATED IN THE SURFACE OF THESE AREAS, GRID OPENINGS SHALL BE LIMITED TO 1/2" IN THE DIRECTION OF TRAVEL FLOW.
4. SURFACES WITH A SLOPE OF LESS THAN 6% GRADIENT SHALL BE AT LEAST AS SLIP-RESISTANT AS THAT DESCRIBED AS A MEDIUM SALT FINISH AND HEAVY BROOM FINISH FOR SLOPES GREATER THAN 6%.
5. ACCESSIBLE ROUTES OF TRAVEL SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTIONS TO 80" MINIMUM AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTION FROM WALL AND ABOVE 27" AND LESS THAN 80".
6. SEE SHEETS A0.7, A0.8 AND A0.9 FOR TYPICAL ACCESSIBILITY DETAILS.
7. ALL REQUIRED ACCESSIBLE DOORS TO HAVE A 32" CLEAR OPENING MEASURED WITH THE DOOR POSITIONED AT AN ANGLE OF 90 DEGREES FROM ITS CLOSED POSITION.

LEGEND

PROPERTY LINE

ACCESSIBLE PATH OF TRAVEL (P.O.T.)

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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CONTACT:

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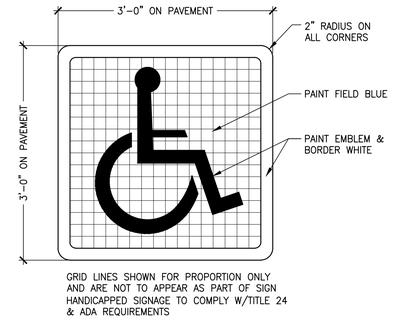
SCALE: AS NOTED

ACCESS PLAN

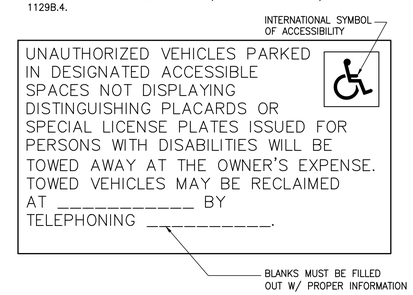
A0.6



8 PAINTED ACCESSIBLE SIGN - ON GROUND @ PARK. STALL

1"=1'-0"

NOTE: ADDITIONAL "UNAUTHORIZED LOT" SIGNAGE MUST BE POSTED AT ENTRANCES TO OFF STREET PARKING FACILITIES OR ADJACENT TO OR VISIBLE FROM ALL ACCESSIBLE SPACES, 17" X 22" MIN. SIZE; SEE SEC. 1129B.4.



7 TYP. UNAUTHORIZED VEHICLES SIGNAGE

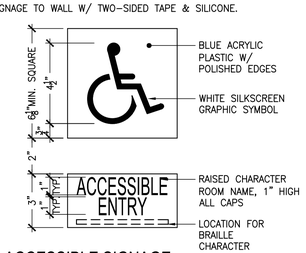
3"=1'-0"

NOTE:

1. ROOM NAME TO BE RAISED 1/32" SANS SERIF, COLOR WHITE. BRAILLE TO BE GRADE 2 BRAILLE, COLOR WHITE.

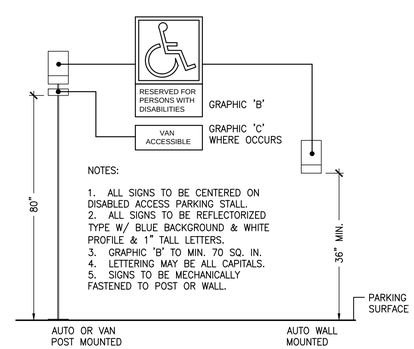
2. SIGNAGE TO BE 1/4" THICK BLUE ACRYLIC PLASTIC TO MATCH FED. STND. 595b, COLOR #15090. SYMBOL TO BE SILK-SCREEN EPOXY OR VINYL, COLOR WHITE.

3. ATTACH SIGNAGE TO WALL W/ TWO-SIDED TAPE & SILICONE.



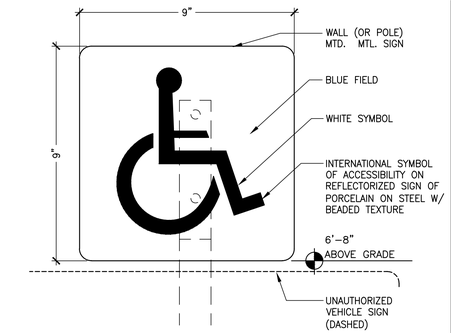
6 TYP. ACCESSIBLE SIGNAGE

3"=1'-0"



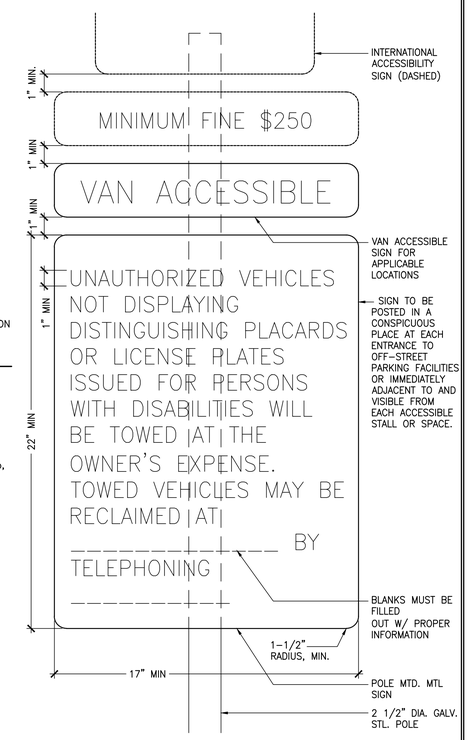
5 TYP. ACCESSIBLE PARKING STALL SIGN

3"=1'-0"



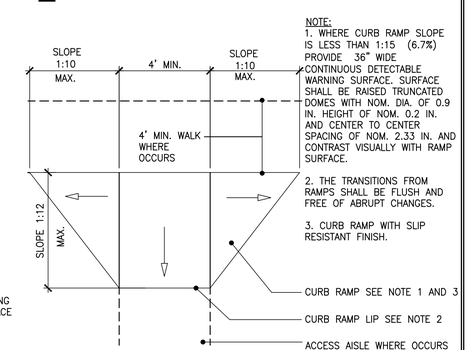
4 PAINTED ACCESSIBLE SIGN - WALL MOUNTED

1"=1'-0"



2 VAN ACCESSIBLE PARKING SIGN

3"=1'-0"



NOTE:
1. WHERE CURB RAMP SLOPE IS LESS THAN 1:15 (6.7%) PROVIDE 36" WIDE CONTINUOUS DETECTABLE WARNING SURFACE. SURFACE SHALL BE RAISED TRUNCATED DOMES WITH NOM. DIA. OF 0.9 IN. HEIGHT OF NOM. 0.2 IN. AND CENTER TO CENTER SPACING OF NOM. 2.33 IN. AND CONTRAST VISUALLY WITH RAMP SURFACE.

2. THE TRANSITIONS FROM RAMPS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.

3. CURB RAMP WITH SLIP RESISTANT FINISH.

1 CURB CUT - ACCESSIBLE

1/4"=1'-0"

ARCHITECTS LEVY DESIGN PARTNERS
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CONTACT: TOBY LEVY

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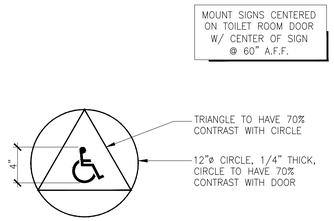
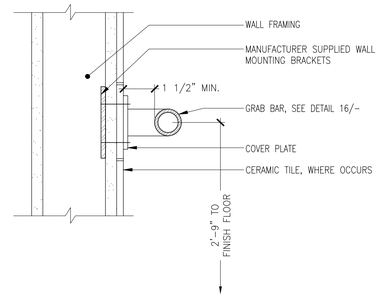
SCALE: AS NOTED

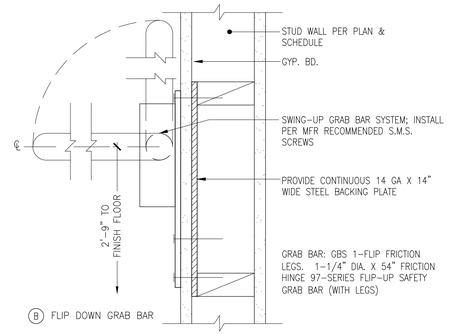
DETAILS:
TYPICAL
ACCESSIBILITY

A0.7

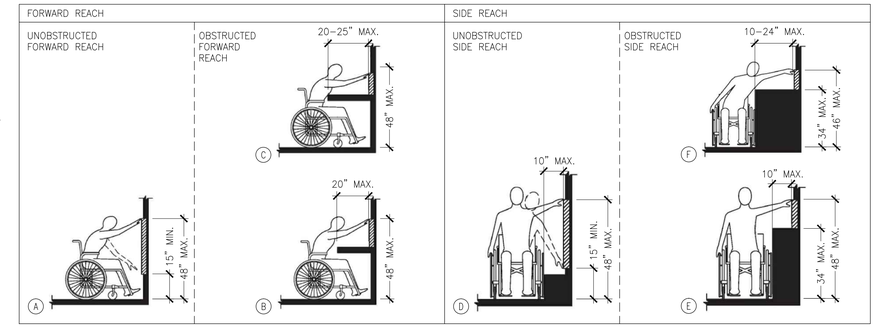


20 ACCESSIBLE PUBLIC TOILET DOOR SIGNAGE
N.T.S.

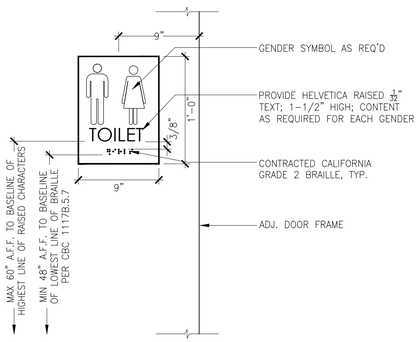




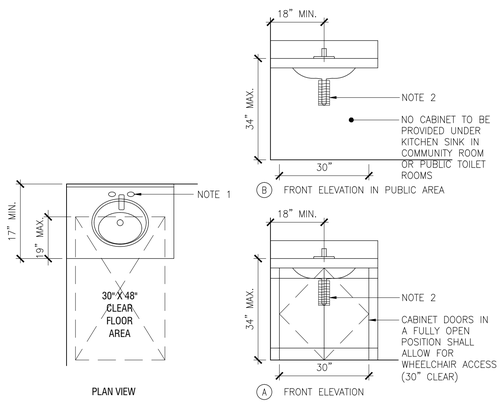
16 GRAB BAR MOUNTING/BLOCKING DETAILS
3"=1'-0"

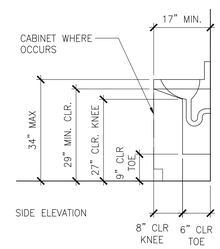


7 FORWARD AND SIDE REACH
NOT TO SCALE



19 ACCESSIBLE PUBLIC TOILET SIGNAGE
N.T.S.





NOTES:

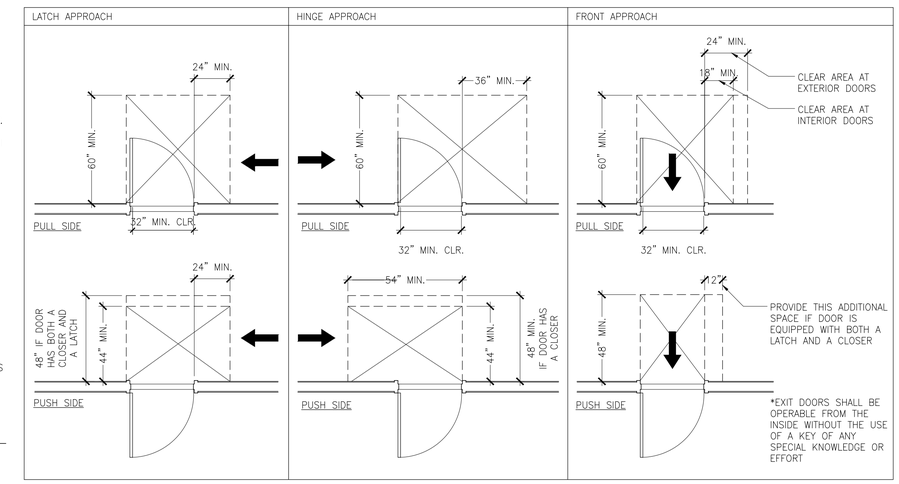
1. PROVIDE LEVER TYPE FAUCET CONTROLS FOR ACCESSIBLE LAVS.

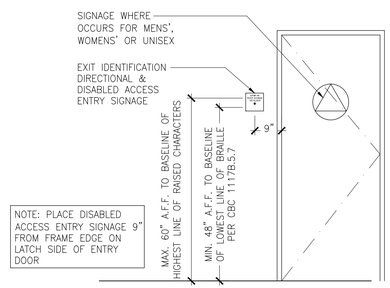
2. PROVIDE INSULATION PADS ON ALL WATER SUPPLY & DRAIN PIPES FOR ACCESSIBLE LAVS.

3. FAUCET CONTROLS & OPERATING MECHANISMS FOR KITCHEN SINKS SHALL BE OPERABLE W/ ONE HAND & SHALL NOT REQUIRE GRASPING, PINCHING OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE FAUCET CONTROLS & OPERATING MECHANISMS FOR KITCHEN SINKS SHALL BE NO GREATER THAN 5 LF. LEVER OPERATED, PUSH TYPE & ELECTRONICALLY CONTROLLED MECHANISMS ARE EXAMPLES OF ACCEPTABLE DESIGNS. SELF-CLOSING VALVES ARE ALLOWED IF THE FAUCET REMAINS OPEN FOR AT LEAST 10 SECONDS.

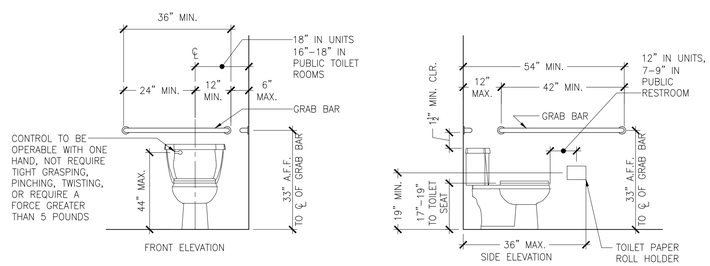
4. SEE MILLWORK DETAILS FOR REMOVABLE DOORS FOR ACCESS BELOW SINK

15 ACCESSIBLE CLEARANCES AT VANITY AND KITCHEN SINK
1/2"=1'-0"

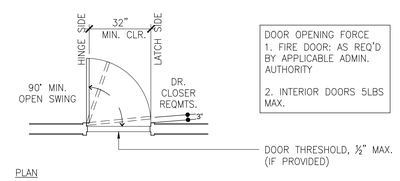




18 TYP. ACCESSIBLE SIGN MOUNTING HEIGHTS
1/2"=1'-0"

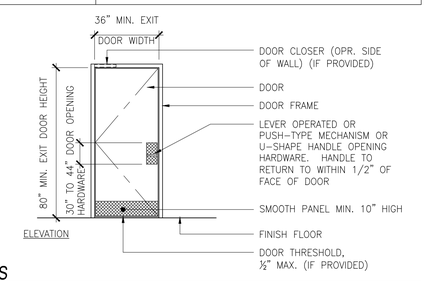


14 TYP. ACCESSIBLE TOILET CLEARANCES
1/2"=1'-0"



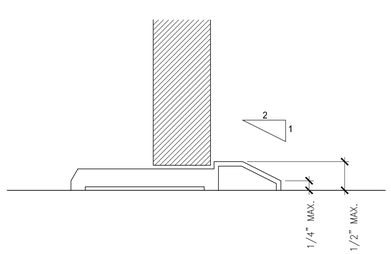
DOOR OPENING FORCE
1. FIRE DOOR: AS REQ'D BY APPLICABLE ADMIN. AUTHORITY

2. INTERIOR DOORS 5LBS MAX.

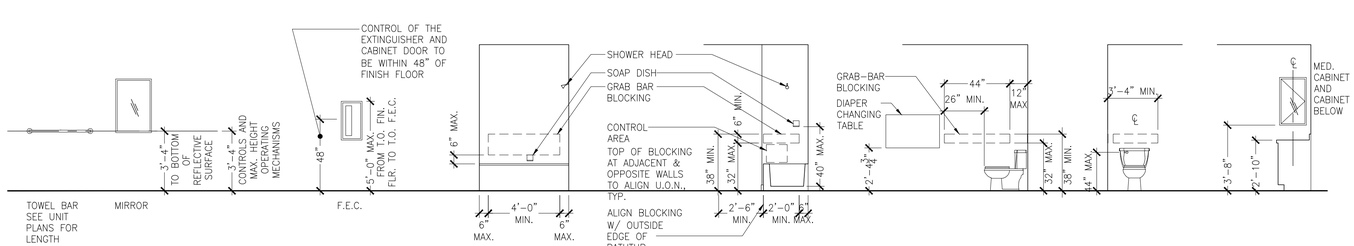


6 TYP. DOOR ACCESSIBILITY AND CLEARANCES DETAILS
1/4"=1'-0"

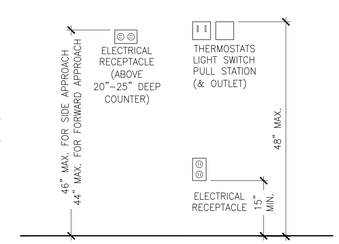
EXIT DOORS SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OF ANY SPECIAL KNOWLEDGE OR EFFORT



17 DOOR THRESHOLD
N.T.S.



13 TYP. ACCESSIBLE / ADAPTABLE FIXTURE MOUNTING HEIGHT REQUIREMENTS
1/4"=1'-0"



13B ELECTRICAL OUTLET MOUNTING HEIGHT
3/4"=1'-0"

LEVY DESIGN PARTNERS ARCHITECTURE
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San Francisco
CA 94107

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SAN FRANCISCO, CA

LICENSED ARCHITECT TOBY STELLA LEVY C-10527 RENEWAL DATE 6-30-17 STATE OF CALIFORNIA

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3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT: TOBY LEVY

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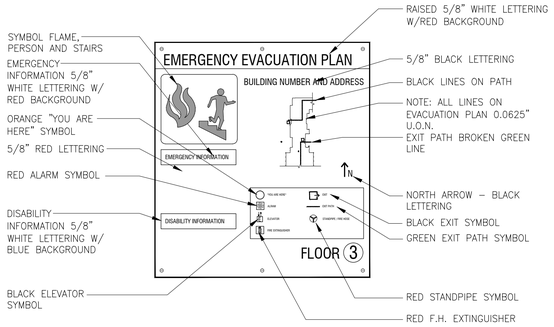
(415) 777-5117 F

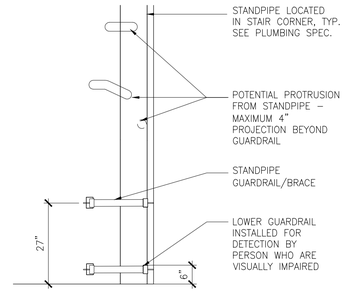
SCALE: AS NOTED

DETAILS:
TYPICAL
ACCESSIBILITY

A0.8



19 EVACUATION PLAN
N.T.S.

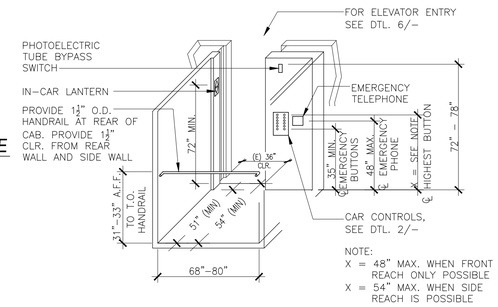


12 INTERIOR STAIR CORNER W/ STANDPIPE
3/4"=1'-0"

BRACE/GUARDRAIL – ELEVATION

ELEVATOR NOTES:

1. IF TWO–WAY INTERCOMMUNICATION DEVICE IS IN CLOSED COMPARTMENT THEN DOOR MUST HAVE LEVER OR LOOP HARDWARE PER CBC 1118.6.4
2. EMERGENCY INTERCOMMUNICATIONS SHALL NOT REQ. VOICE COMMUNICATION.
3. ELEVATOR MUST BE EQUIPPED W/ A DOOR REOPENING DEVICE THAT REOPENS DOOR WHEN OBSTRUCTED DURING CLOSING.
4. DOORS SHALL REMAIN FULLY OPEN WHEN ANSWERING A CALL FOR A MIN. OF 5 SECONDS.
5. MUST HAVE AN AUDIBLE & VERBAL ANNOUNCEMENT OR SIGNAL THAT SOUNDS TO TELL THE PASSENGERS THE CAR IS STOPPING AT OR PASSING A FLOOR.
6. AUDIBLE SIGNAL:
   1 BELL = UP
   2 BELLS = DOWN



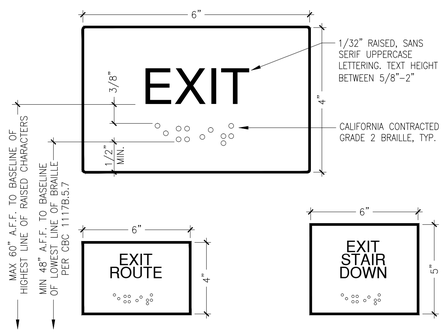
7 ELEVATOR CAB - ADA NOTES AND DIMENSIONS
1/4"=1'-0"

GENERAL ADA NOTES:

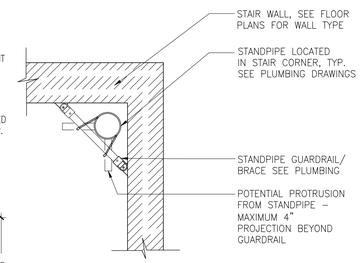
1. ACCESSIBILITY STATEMENT:
2. THE BOTTOM 10 INCHES OF ALL DOORS ARE TO HAVE A SMOOTH, UNINTERRUPTED SURFACE TO ALLOW THE DOOR TO BE OPENED BY A WHEELCHAIR FOOTREST PER CBC SECTION 1133B.2.6.
3. 2" CONTRASTING STRIPING TO BE PROVIDED AT TOP AND BOTTOM STEPS OF STAIRS PER CBC SECTION 1133B.4.4
4. TACTILE IDENTIFICATION SIGNS SHALL COMPLY WITH 1117B.5.1.
5. HANDGRIP PORTION OF HANDRAILS TO BE FREE OF SHARP CORNERS WITH NOT LESS THAN 1–1/4" OR MORE THAN 1–1/2" IN CROSS–SECTIONAL DIMENSION PER CBC SECTION 1133B.4.2.6.
6. CONTRACTOR VERIFY THE EXISTING ACCESSIBLE COMPLIANCE AND/OR ALERT THE TENANT AS NEEDED. CONTRACTOR TO COORDINATE CONSTRUCTION TO MAINTAIN A CONSTANT ACCESSIBLE PATH OF TRAVEL DURING OPERATIONAL HOURS.

EXIT SIGNAGE NOTES:

1. EACH GRADE–LEVEL EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORD "EXIT".
2. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE–LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP SHALL BE IDENTIFIED BY A TACTLIE EXIT SIGN WITH THE FOLLOWING WORDS AS APPROPIATE.
   A. "EXIT STAIR DOWN"
   B. "EXIT RAMP DOWN"
   C. "EXIT STAIR UP"
   D. "EXIT STAIR UP"
3. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE–LEVEL EXTERIOR EXIT BY MEANS OF AN EXIT ENCLOSURE OR AN EXIT PASSAGEWAY SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT ROUTE".
4. EACH EXIT ACCESS DOOR FROM AN INTERIOR ROOM OR AREA TO A CORRIDOR OR HALLWAY THAT IS REQUIRED TO HAVE A VISUAL EXIT SIGN, SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT ROUTE".

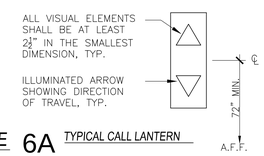


15 TACTILE EXIT SIGN
N.T.S.

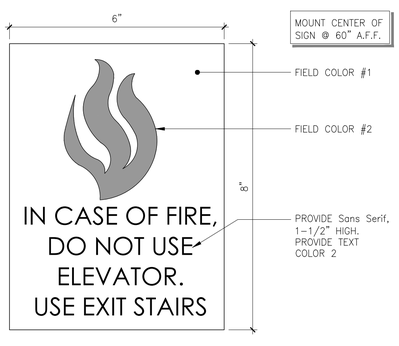


11 INTERIOR STAIR CORNER W/ STANDPIPE
3/4"=1'-0"

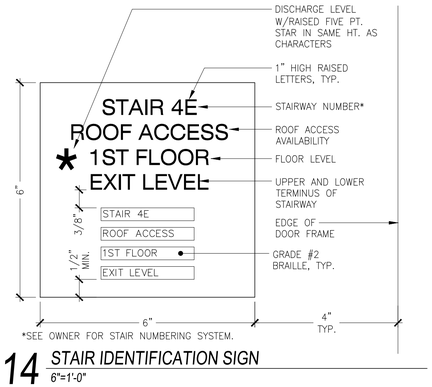
BRACE/GUARDRAIL – PLAN



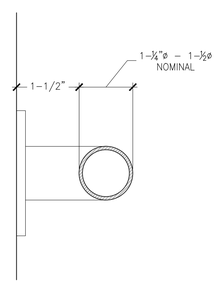
6A TYPICAL CALL LANTERN



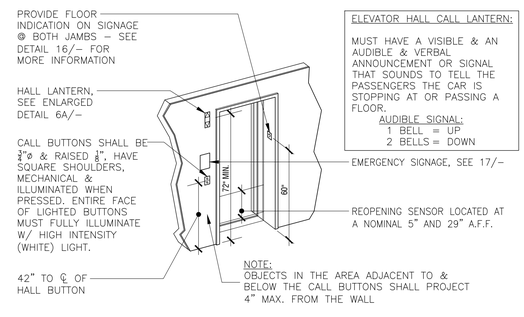
17 ELEVATOR EMERGENCY SIGN
6"=1'-0"



14 STAIR IDENTIFICATION SIGN
6"=1'-0"



10 GRAB RAIL SECTION, TYP.
3"=1'-0"

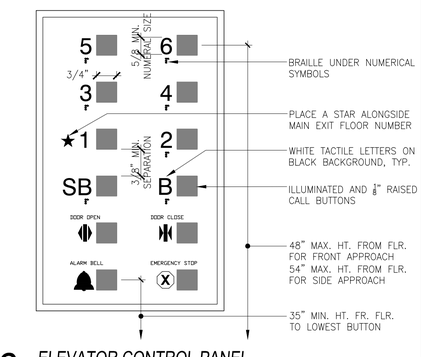


ELEVATOR HALL CALL LANTERN:

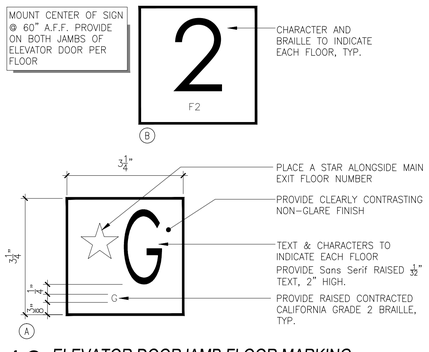
MUST HAVE A VISIBLE & AN AUDIBLE & VERBAL ANNOUNCEMENT OR SIGNAL THAT SOUNDS TO TELL THE PASSENGERS THE CAR IS STOPPING AT OR PASSING A FLOOR.

AUDIBLE SIGNAL:
1 BELL = UP
2 BELLS = DOWN

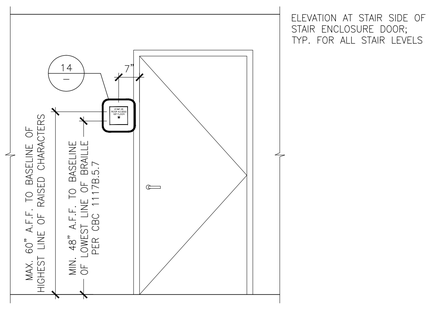
6 ELEVATOR ENTRY SIGNAGE
1/4"=1'-0"



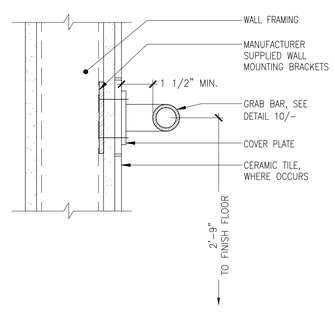
2 ELEVATOR CONTROL PANEL
3"=1'-0"



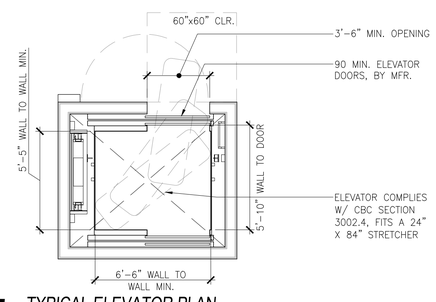
16 ELEVATOR DOORJAMB FLOOR MARKING
6"=1'-0"



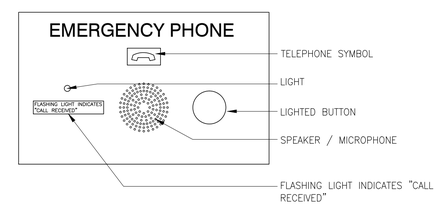
13 STAIR I.D. SIGNAGE ELEVATION
N.T.S.



8 TYP. GRAB BAR
3"=1'-0"



5 TYPICAL ELEVATOR PLAN
1/4"=1'-0"



1 ELEVATOR 2 WAY INTERCOM
3"=1'-0"

LEVY DESIGN PARTNERS ARCHITECTURE
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TOBY STELLA LEVY
C–10527
RENEWAL DATE 6–30–17
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CONTACT: TOBY LEVY

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SCALE: AS NOTED

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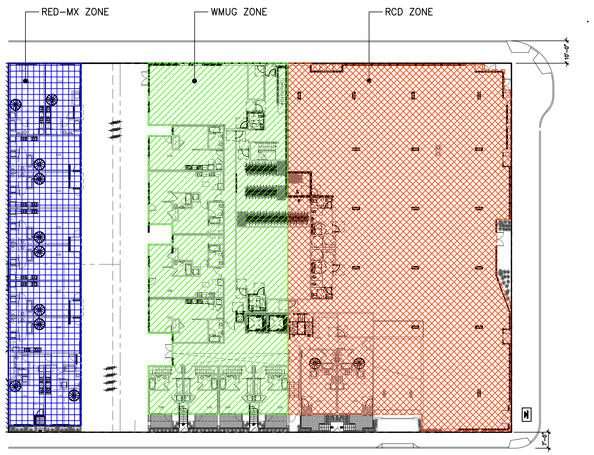
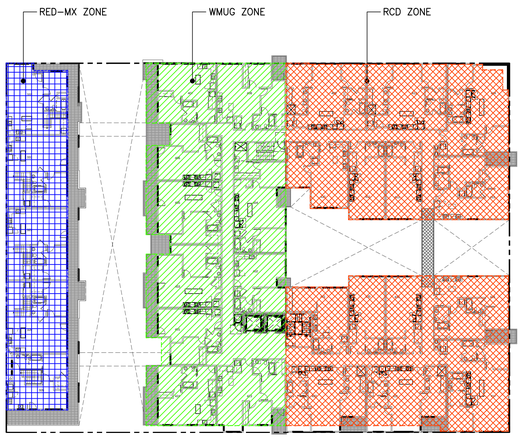
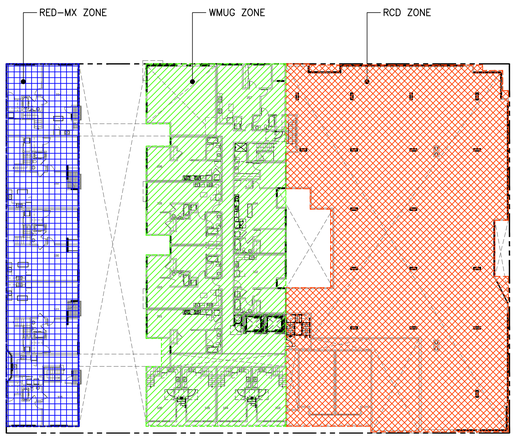
A0.9



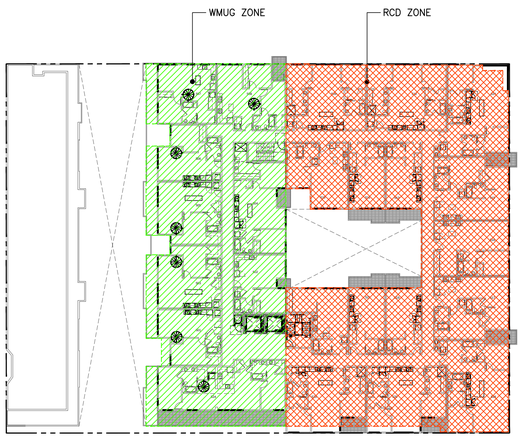
1 PLAN: GROUND FLOOR
1/32"=1'-0"



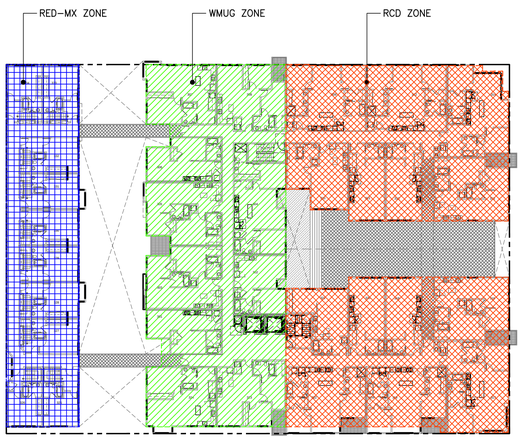
4 PLAN: THIRD FLOOR
1/32"=1'-0"



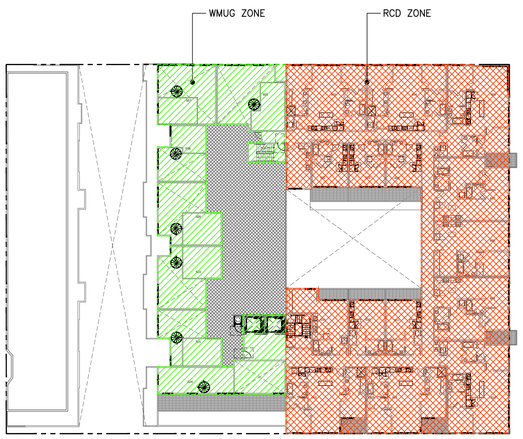
2 PLAN: 1.5 FLOOR
1/32"=1'-0"



5 PLAN: FOURTH FLOOR
1/32"=1'-0"



3 PLAN: SECOND FLOOR
1/32"=1'-0"



6 PLAN: FIFTH FLOOR
1/32"=1'-0"

LEGEND

- RCD ZONE
- WMUG ZONE
- RED-MX ZONE
- PROPERTY LINE

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

1298 Howard Street

12/2/2016

Open space requirement. The project proposes 124 dwelling units. Planning Code Section 135 requires either 80 square feet of private/common open space per unit or 54 square feet of publicly accessible open space per unit in the Eastern Neighborhoods Mixed Use Districts. In the RCD zoning district, 80 square feet of private open space or 100 square feet of common open space is required per dwelling unit.

Inner courts can be used if enclosed space is >20' in every horizontal dimension (section 135 (g)(2))
Alleys count towards open space (section 135(h)(1)(C))

Common Open Space Provided

		Area Provided
Mid-Block Alley		5060
5th Floor Roof Terrace		2520
Courtyard Over Podium		1250
Ground Floor 9th Street Commercial Entry		220
	Total	**9050**

Residential Open Space Requirements:

Zone	total # of units
RED-MX	20
Units that meet 100% private open space requirements	1
Ramaining Units that require common open space	19
WMUG	44
Units that meet 100% private open space requirements	5
Ramaining Units that require common open space	39
RCD	60
Units that meet 100% private open space requirements	19
Ramaining Units that require common open space	41
TOTALS	124

With Regards to the reamining Units that require Common Open Space:

Zone	total # of units	SF Used Calculations
RED-MX: you can apply 54sf per unit from the alley	19	19 x 54 = 1,026sf
		5,060sf (from alley) - 1,026 = 4,034sf
WMUG: you can apply 54sf per unit from the alley	39	39 x 54 = 2,106sf
		4,034sf (leftover from alley) - 2,106 = 1,928sf
		Total of 1,928sf leftover from alley open space
RCD: Requires 100sf of common open space for each remaining unit	41	41 x 100 = 4,100sf
		4,100sf Satisfied by the remaing sum of the leftover common open space
		1,928sf+2520+1250 = 5,698 sf
	TOTALS	**5,698sf - 4,100sf = 1,598sf Remaining of Unused Open Space Provided**

Commercial Open Space Requirements

Commercial Space Area and zone	Ratio of req'd open space	SF required Common Open Space
Retail in WMUG = 1,250sf	1sf/250sf	5
Retail in RCD = 1,000sf	1sf/250sf	4
Office in RCD = 11,300sf	1sf/90sf	126
	Total	**135**
		135sf Satisfied by the 220sf of open space at the Ground Floor 9th Street Commercial entrance
	TOTALS	**220sf - 135sf = 85sf Remaining of Unused Open Space Provided**

2 OPEN SPACE TABLE

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2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:

TOBY LEVY

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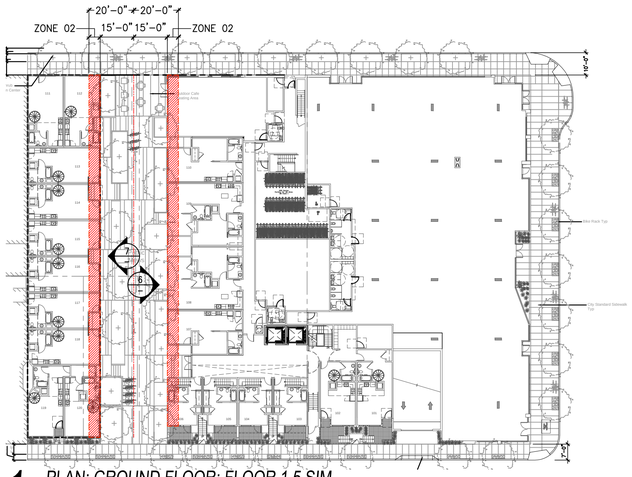
(415) 777-5117 F

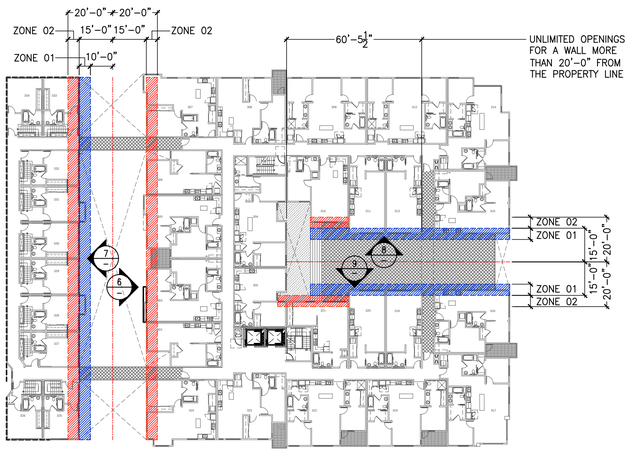
SCALE: AS NOTED

BUILDING AREA CALCULATIONS

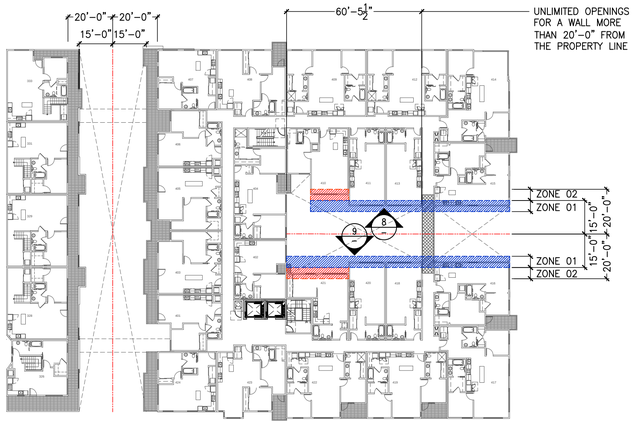
A0.10



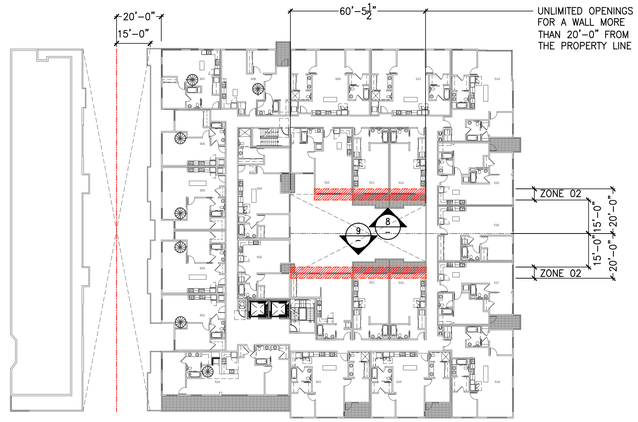
1 PLAN: GROUND FLOOR; FLOOR 1.5 SIM.
1/32"=1'-0"



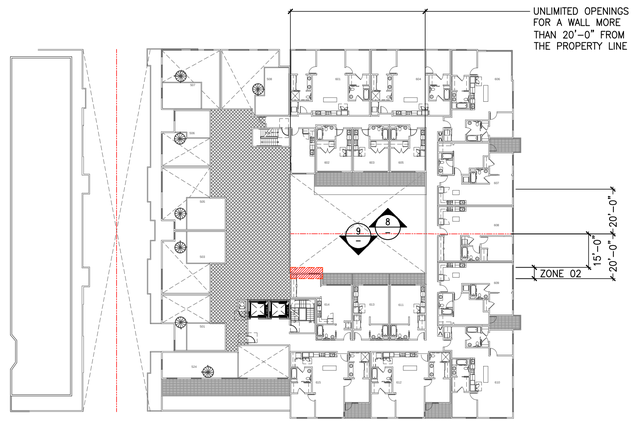
2 2ND FLOOR
1/32"=1'-0"



3 3RD FLOOR
1/32"=1'-0"

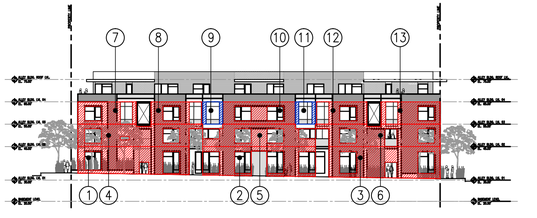


4 4RD FLOOR
1/32"=1'-0"

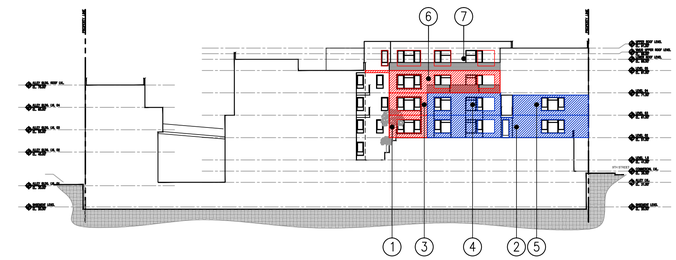


5 5TH FLOOR
1/32"=1'-0"

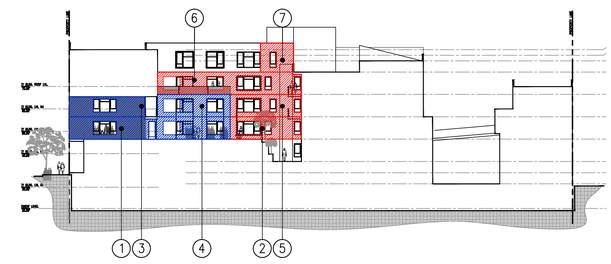
6 ELEVATION: ALLEY (MAIN BUILDING) NORTH/EAST ELEVATION
1/32"=1'-0"



7 ELEVATION: ALLEY (ALLEY BUILDING) SOUTH/WEST ELEVATION
1/32"=1'-0"



8 ELEVATION: COURTYARD NORTH ELEVATION
1/32"=1'-0"



9 ELEVATION: COURTYARD SOUTH ELEVATION
1/32"=1'-0"

ELEVATION	NUMBER	ZONE	TOTAL WALL AREA(SF)	TOTAL OPENING AREA(SF)	OPENING PERCENTAGE
6. ALLEY (NORTH/EAST) ELEVATION	1	02	268	172	64.18%
	2	02	399	114	28.57%
	3	02	344	114	33.14%
	4	02	228	0	0.00%
	5	02	267	137	51.31%
	6	02	399	114	28.57%
	7	02	373	114	30.56%
	8	02	267	81	30.34%
	9	02	263	81	30.80%
	10	02	398	178	44.72%
	11	02	373	178	47.72%
	12	02	263	81	30.80%
7. ALLEY SOUTH/WEST ELEVATION	1	02	609	156	25.62%
	2	02	584	292	50.00%
	3	02	694	184	26.51%
	4	02	503	102	20.28%
	5	02	468	162	34.62%
	6	02	502	139	27.69%
	7	02	260	102	39.23%
	8	02	230	48	20.87%
	9	01	90	60	66.67%
	10	02	324	96	29.63%
	11	01	90	60	66.67%
	12	02	229	102	44.54%
	13	02	264	102	38.64%
8.COURTYARD NORTH ELEVATION	1	02	171	63	36.84%
	2	01	714	177	24.79%
	3	02	171	63	36.84%
	4	01	327	90	27.52%
	5	01	303	63	20.79%
	6	02	506	153	30.24%
	7	02	790	198	25.06%
9.COURTYARD SOUTH ELEVATION	1	01	714	177	24.79%
	2	02	317	99	31.23%
	3	01	303	63	20.79%
	4	01	325	90	27.69%
	5	02	317	99	31.23%
	6	02	638	189	29.62%
	7	02	790	198	25.06%

NOTES:

1. PROPOSED BUILDING: SPRINKLERED WITH UNPROTECTED OPENINGS

ALLOWED PERCENT WALL OPENING PER CBC

TABLE 705.8
MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION

FIRE SEPARATION DISTANCE (feet)	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA[a]	
0 to less than 3[h,c]	Unprotected, Nonsprinklered (UP, NS)	Not Permitted	
	Unprotected, Sprinklered (UP, S)[f]	Not Permitted	
	Protected (P)	Not Permitted	
3 to less than 5[d,e]	Unprotected, Nonsprinklered (UP, NS)	Not Permitted	
	Unprotected, Sprinklered (UP, S)[f]	15%	
	Protected (P)	15%	
5 to less than 10[e,f,j]	Unprotected, Nonsprinklered (UP, NS)	10%[b]	
	Unprotected, Sprinklered (UP, S)[f]	25%	
	Protected (P)	25%	
10 to less than 15[e,f,g]	Unprotected, Nonsprinklered (UP, NS)	15%	
	Unprotected, Sprinklered (UP, S)[f]	45%	ZONE 01
	Protected (P)	45%	
15 to less than 20[f,g]	Unprotected, Nonsprinklered (UP, NS)	25%	
	Unprotected, Sprinklered (UP, S)[f]	75%	ZONE 02
	Protected (P)	75%	
20 to less than 25[f,g]	Unprotected, Nonsprinklered (UP, NS)	45%	
	Unprotected, Sprinklered (UP, S)[f]	No Limit	
	Protected (P)	No Limit	
25 to less than 30[f,g]	Unprotected, Nonsprinklered (UP, NS)	70%	
	Unprotected, Sprinklered (UP, S)[f]	No Limit	
	Protected (P)	No Limit	
30 or greater	Unprotected, Nonsprinklered (UP, NS)	No Limit	
	Unprotected, Sprinklered (UP, S)[f]	Not Required	
	Protected (P)	Not Required	

For SI: 1 foot = 304.8 mm.
UP, NS = Unprotected openings in buildings not equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1.
UP, S = Unprotected openings in buildings equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1.
P = Openings protected with an opening protective assembly in accordance with Section 705.8.2.
a. Values indicated are the percentage of the area of the exterior wall, per story.
b. For the requirements for fire walls of buildings with differing heights, see Section 706.6.1.
c. For openings in a fire wall for buildings on the same lot, see Section 706.8.
d. The maximum percentage of unprotected and protected openings shall be 25 percent for Group R-3 occupancies.
e. Unprotected openings shall not be permitted for openings with a fire separation distance of less than 15 feet for Group H-2 and H-3 occupancies.
f. The area of unprotected and protected openings shall not be limited for Group R-3 occupancies, with a fire separation distance of 5 feet or greater.
g. The area of openings in an open parking structure with a fire separation distance of 10 feet or greater shall not be limited.
h. Includes buildings accessory to Group R-3.
i. Not applicable to Group H-1, H-2 and H-3 occupancies.
j. For special requirements for Group U occupancies, see Section 406.3.2.

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C–10527
RENEWAL DATE 6–30–17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
01-26-16	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:

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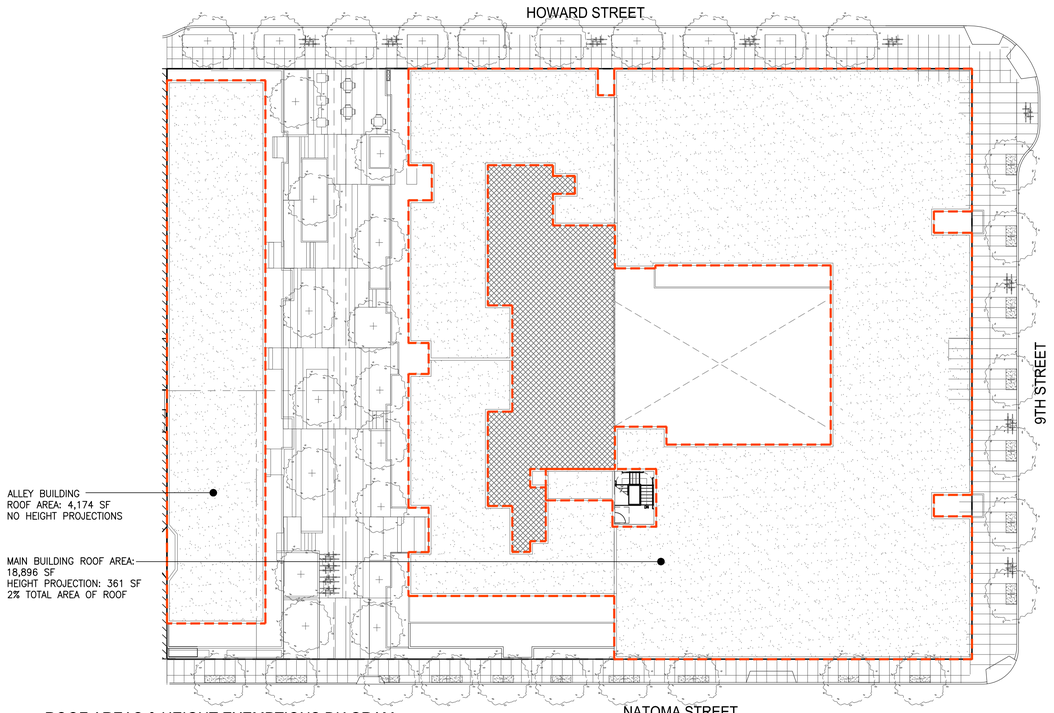
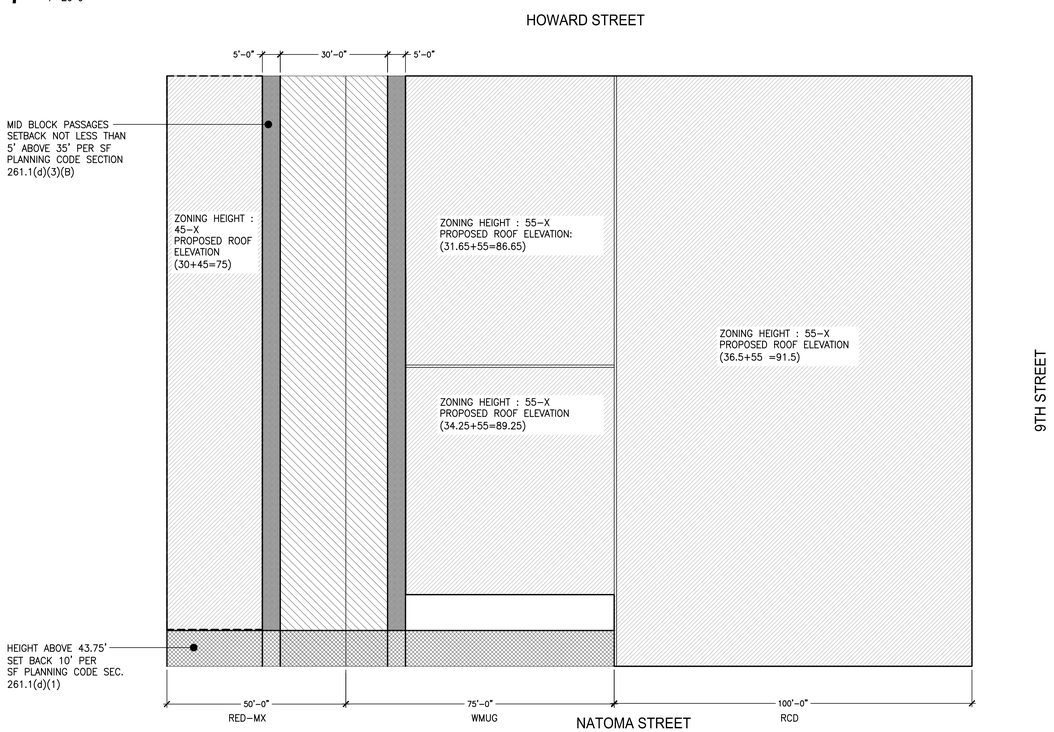
SCALE: AS NOTED

EXTERIOR WALL OPENING DIAGRAMS

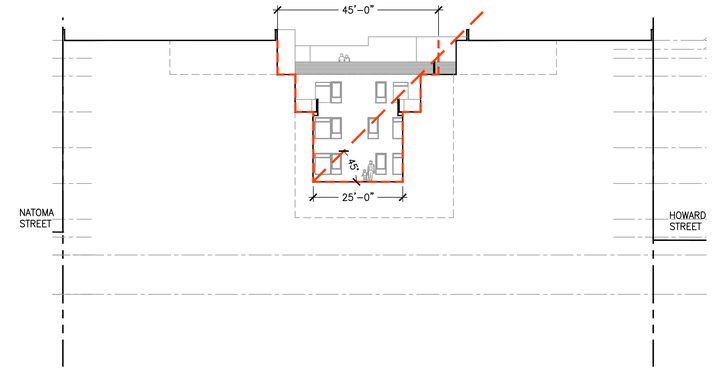
A0.11



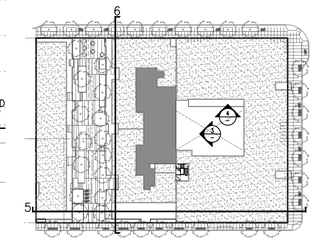
1 ROOF AREAS & HEIGHT EXEMPTIONS DIAGRAM
1"=20'-0"



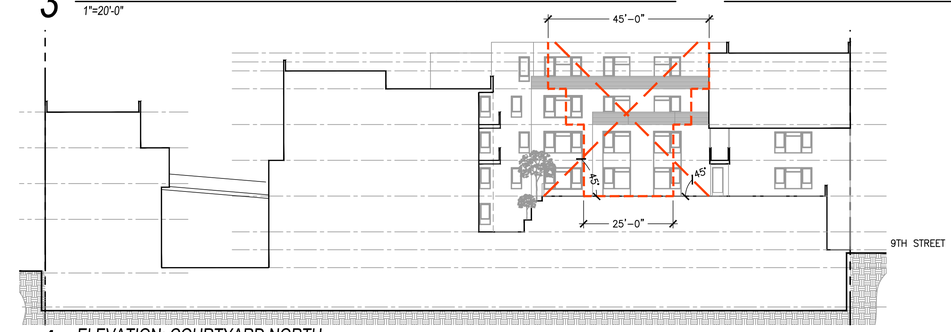
2 BUILDING PLAN HEIGHT & SET BACK DIAGRAM
1"=20'-0"



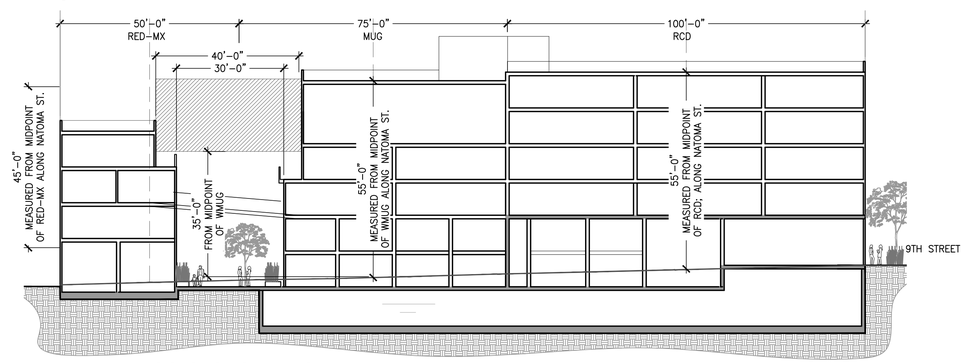
3 ELEVATION: COURTYARD WEST
1"=20'-0"



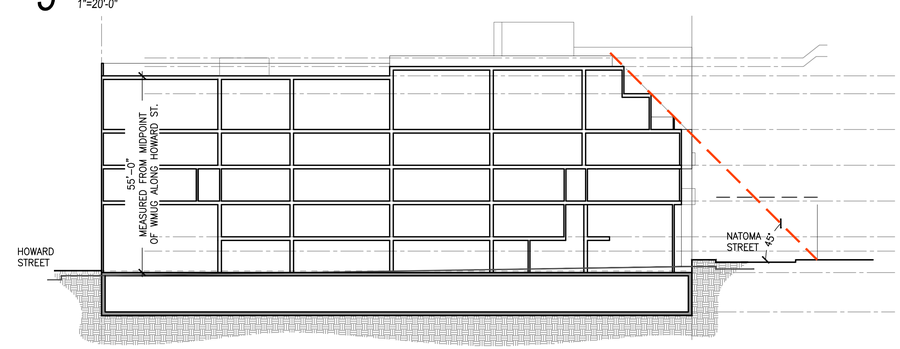
LEGEND



4 ELEVATION: COURTYARD NORTH
1"=20'-0"



5 BUILDING SECTION OFF NATOMA
1"=20'-0"



6 BUILDING SECTION THROUGH MAIN BUILDING ADJACENT TO ALLEY
1"=20'-0"

LEVY DESIGN PARTNERS
90 South Park
San Francisco
CA 94107

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SAN FRANCISCO, CA

LICENSED ARCHITECT
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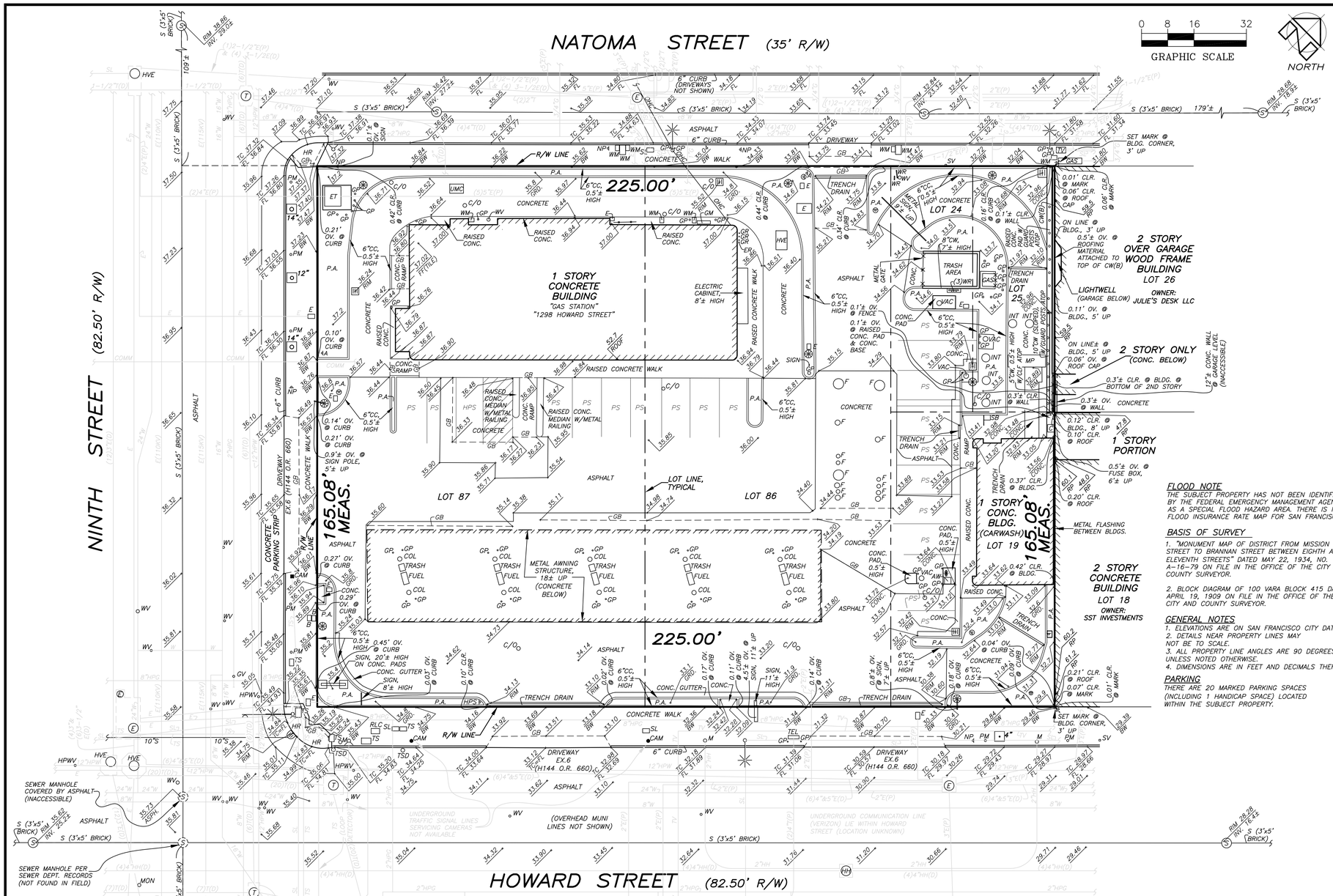
SCALE: AS NOTED

BUILDING
HEIGHT & SET
BACK DIAGRAMS

A0.12



LEGEND

CLR.	CLEAR OF PROPERTY LINE
OV.	OVER PROPERTY LINE
BLDG.	BUILDING
MEAS.	MEASURED
R/W	RIGHT OF WAY
TC	TOP OF CURB
FL	FLOW LINE
BW	BACK OF WALK
GB	GRADE BREAK
INV.	INVERT
RP	ROOF PARAPET
CONC.	CONCRETE
GRD.	GROUND
ASPH.	ASPHALT
P.A.	PLANTED AREA
PS	PARKING SPACE
HPS	HANDICAP PARKING SPACE
HR	HANDICAP RAMP
CC	CONCRETE CURB
CW	CONCRETE WALL
P.	PARCEL
P.O.B.	POINT OF BEGINNING
CW(B)	CONCRETE WALL (BATTERED) 6" WIDE @ TOP
	CATCH BASIN
	CATCH BASIN
E	ELECTRIC PULLBOX
E	ELECTRIC PULLBOX
SL	STREET LIGHT PULLBOX
TS	TRAFFIC SIGNAL PULLBOX
RLC	"RLC" PULLBOX
B	BUS SHELTER PULLBOX
GAS	(5) GAS BOXES
TV	TELEVISION PULLBOX
TEL	TELEPHONE CABINET, 6' HIGH
S	SEWER MANHOLE
E	ELECTRIC MANHOLE
HVE	HIGH VOLTAGE ELECTRIC MANHOLE
HH	HETCH HETCHY (MUNI) MANHOLE
T	TELEPHONE MANHOLE
U	UNKNOWN COVER
TSD	TRAFFIC SIGNAL DETECTOR SENSOR COVER
WM	WATER METER
WV	WATER VALVE
HPWV	HIGH PRESSURE WATER VALVE
GV	GAS VALVE
SV	SEWER VENT
	TRAFFIC SIGNAL & ELECTROLIER
	ELECTROLIER
M	MUNI POLE
CAM	CAMERA POLE
CAM	CAMERA POLE
	FIRE HYDRANT
	TREE PIT W/TREE
MON	MONUMENT COVER
GP	GUARD POST
GP	GUARD POST
PM	PARKING METER
	LIGHT ON CONCRETE BASE
	LIGHT
AW	AIR/WATER PUMPS
VAC	VACUUM
C/O	CLEANOUT
F	FILLER CAP
INT	"INTERCEPTOR" MANHOLE
COL	COLUMN
TRASH	TRASH CONTAINER
FUEL	FUEL PUMP
HPS	HANDICAP PARKING SIGN
	SIGN
	SIGN ON CONCRETE BASE
NP	NO PARKING SIGN
MP	METAL PLATE
GAS	GAS ENCLOSURE (8" CONCRETE WALLS, 12'± HIGH & METAL FENCE)
WR	WATER RISER
(3)WR	(3) WATER RISERS, 14'± HIGH W/SUPPORT RAIL ON CONCRETE PAD
A_4	ABANDONED SIGN
HVE	HIGH VOLTAGE ELECTRIC PULLBOX
ET	ELECTRIC TRANSFORMER ON CONCRETE PAD
UMC	UNKNOWN METAL COVER
	FOOD MENU & INTERCOM
GM	GAS METERS
GR	GAS RISER
ER	ELECTRIC RISER
SB	STORAGE BOX, 5'± HIGH & BIKE RACK
C	CAR WASH CONTROL BOX, 5'± HIGH W/CONDUIT ATTACHED TO LOT 18 BLDG.
OHC	OVERHEAD COMMUNICATION WIRES
E	ELECTRIC LINE
G	GAS LINE
HPG	HIGH PRESSURE GAS LINE
HH	HETCH HETCHY LINE
S	SEWER LINE
T	TELEPHONE LINE
TV	TELEVISION LINE
TS	TRAFFIC SIGNAL LINE
SL	STREET LIGHT LINE
COMM	COMMUNICATION (VERIZON) LINE
W	WATER LINE
HPW	HIGH PRESSURE WATER LINE
(P)	PIPE
(D)	DUCT

LEGAL DESCRIPTION

ALL THAT REAL PROPERTY SITUATED IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL ONE:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHWESTERLY LINE OF HOWARD STREET WITH THE NORTHEASTERLY LINE OF NINTH STREET; RUNNING THENCE NORTHEASTERLY ALONG SAID LINE OF HOWARD STREET 175 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 165 FEET TO THE SOUTHEASTERLY LINE OF NATOMA STREET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY ALONG SAID LINE OF NATOMA STREET, 175 FEET TO THE NORTHEASTERLY LINE OF NINTH STREET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY ALONG SAID LINE OF NINTH STREET, 165 FEET TO THE POINT OF BEGINNING.

BEING A PART OF 100 VARA BLOCK NO. 415.

PARCEL TWO:

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF NATOMA STREET, DISTANT THEREON 200 FEET NORTHEASTERLY FROM THE NORTHEASTERLY LINE OF NINTH STREET; RUNNING THENCE NORTHEASTERLY ALONG SAID LINE OF NATOMA STREET 25 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY 75 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 25 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 75 FEET TO THE POINT OF BEGINNING.

BEING PART OF 100 VARA BLOCK NO. 415.

PARCEL THREE:

BEGINNING AT A POINT ON THE NORTHWESTERLY LINE OF HOWARD STREET, DISTANT THEREON 175 FEET NORTHEASTERLY FROM THE NORTHEASTERLY LINE OF NINTH STREET; RUNNING THENCE NORTHEASTERLY ALONG SAID LINE OF HOWARD STREET 50 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 90 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 50 FEET; AND THENCE AT A RIGHT ANGLE SOUTHEASTERLY 90 FEET TO THE POINT OF BEGINNING.

BEING PART OF 100 VARA BLOCK NO. 415.

PARCEL FOUR:

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF NATOMA STREET, DISTANT THEREON 175 NORTHEASTERLY FROM THE NORTHEASTERLY LINE OF NINTH STREET; RUNNING THENCE NORTHEASTERLY ALONG SAID LINE OF NATOMA STREET 25 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY 75 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 25 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 75 FEET TO THE POINT OF BEGINNING.

BEING PORTION OF 100 VARA BLOCK NO. 415.

LOTS 019, 024, 025, 086 AND 087, BLOCK 3728

SURVEY REFERENCE

CHICAGO TITLE COMPANY PRELIMINARY REPORT NO. 13-36916168-JM DATED JULY 29, 2013.

THE FOLLOWING ARE EXCEPTIONS TO TITLE WITHIN THE ABOVE REFERENCED PRELIMINARY REPORT:

4. "PARAPET AGREEMENT" RECORDED JULY 12, 1990, IN BOOK F166, PAGE 1463, OFFICIAL RECORDS. NOTE: BUILDING REFERENCED IN DOCUMENT NO LONGER EXISTS. NOT PLOTTABLE. AFFECTS PARCEL ONE.

5. "NOTICE – SEISMIC BUILDING HAZARD" RECORDED JANUARY 6, 1995, IN BOOK G292, PAGE 433, OFFICIAL RECORDS. NOTE: BUILDING REFERENCED IN DOCUMENT NO LONGER EXISTS. NOT PLOTTABLE. AFFECTS PARCEL ONE.

6. "DECLARATION OF USE" – OVERWIDE DRIVEWAY PERMIT FOR 3 OVERWIDE DRIVEWAYS RECORDED JUNE 1, 1998, IN REEL H144, IMAGE 660, OFFICIAL RECORDS. PLOTTED HEREON.

ZONING (PER SAN FRANCISCO PROPERTY INFORMATION MAP)

PARCEL ONE (LOT 087): RCD – REGIONAL COMMERCIAL DISTRICT
WESTERN SOMA SPECIAL USE DISTRICT
HEIGHT AND BULK DISTRICT: 55–X 55 FOOT HEIGHT LIMIT

PARCEL ONE (LOT 086): WSOMA – WSOMA MIXED USE–GENERAL DISTRICT
WESTERN SOMA SPECIAL USE DISTRICT
HEIGHT AND BULK DISTRICT: 55–X 55 FOOT HEIGHT LIMIT

PARCELS TWO, THREE AND FOUR: RED–MX – RESIDENTIAL ENCLAVE–MIXED DISTRICT
WESTERN SOMA SPECIAL USE DISTRICT
HEIGHT AND BULK DISTRICT: 45–X 45 FOOT HEIGHT LIMIT

ALL ONSITE BUILDINGS ARE BELOW THE PRESCRIBED HEIGHT LIMITS.

FLOOD NOTE

THE SUBJECT PROPERTY HAS NOT BEEN IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY AS A SPECIAL FLOOD HAZARD AREA. THERE IS NO FLOOD INSURANCE RATE MAP FOR SAN FRANCISCO.

BASIS OF SURVEY

1. "MONUMENT MAP OF DISTRICT FROM MISSION STREET TO BRANNAN STREET BETWEEN EIGHTH AND ELEVENTH STREETS" DATED MAY 22, 1934, NO. A-16-79 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.

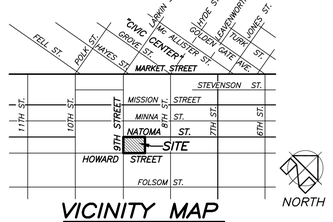
2. BLOCK DIAGRAM OF 100 VARA BLOCK 415 DATED APRIL 19, 1909 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.

GENERAL NOTES

1. ELEVATIONS ARE ON SAN FRANCISCO CITY DATUM.
2. DETAILS NEAR PROPERTY LINES MAY NOT BE TO SCALE.
3. ALL PROPERTY LINE ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.
4. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

PARKING

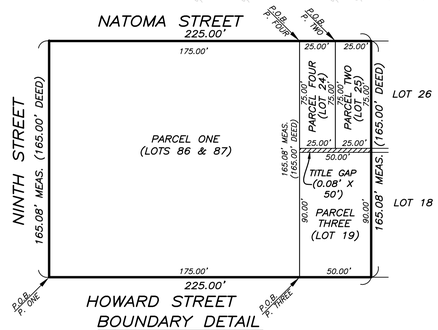
THERE ARE 20 MARKED PARKING SPACES (INCLUDING 1 HANDICAP SPACE) LOCATED WITHIN THE SUBJECT PROPERTY.



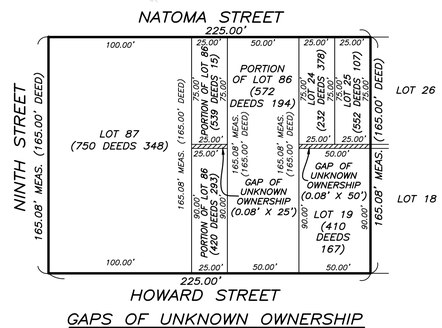
VICINITY MAP
NO SCALE

UTILITY NOTE

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS, INDICATED LOCATION OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY. DUE TO THE PROLIFERATION OF TELECOMMUNICATION COMPANIES, NOT ALL UNDERGROUND RECORDS ARE AVAILABLE. THEREFORE, THERE MAY BE TELECOMMUNICATION LINES NOT SHOWN HEREON.



HOWARD STREET
BOUNDARY DETAIL
(PER TITLE REPORT PARCELS)



GAPS OF UNKNOWN OWNERSHIP
(PER PLOTTED MCENERNY DEEDS)

SITE AREA = 37,143 SQ.FT.

SITE SURVEY

OF A PORTION OF ASSESSOR'S BLOCK NO. 3728

FOR

WORLDCO COMPANY, LLC

SAN FRANCISCO CALIFORNIA

SCALE: 1" = 16'	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 (415) 543-4500	SURV: RS
DATE: 1/10/14		DES.
SHEET: 1		DRW: JP/DR
OF: 1		CHK: BR/DR
JOB NO. S-8509		REV NO.

CLIFF LOWE ASSOCIATES

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1298 HOWARD STREET

SAN FRANCISCO, CA

1298 HOWARD STREET

BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
09-28-15	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
01-04-17	PLANNING RE-SUBMITTAL

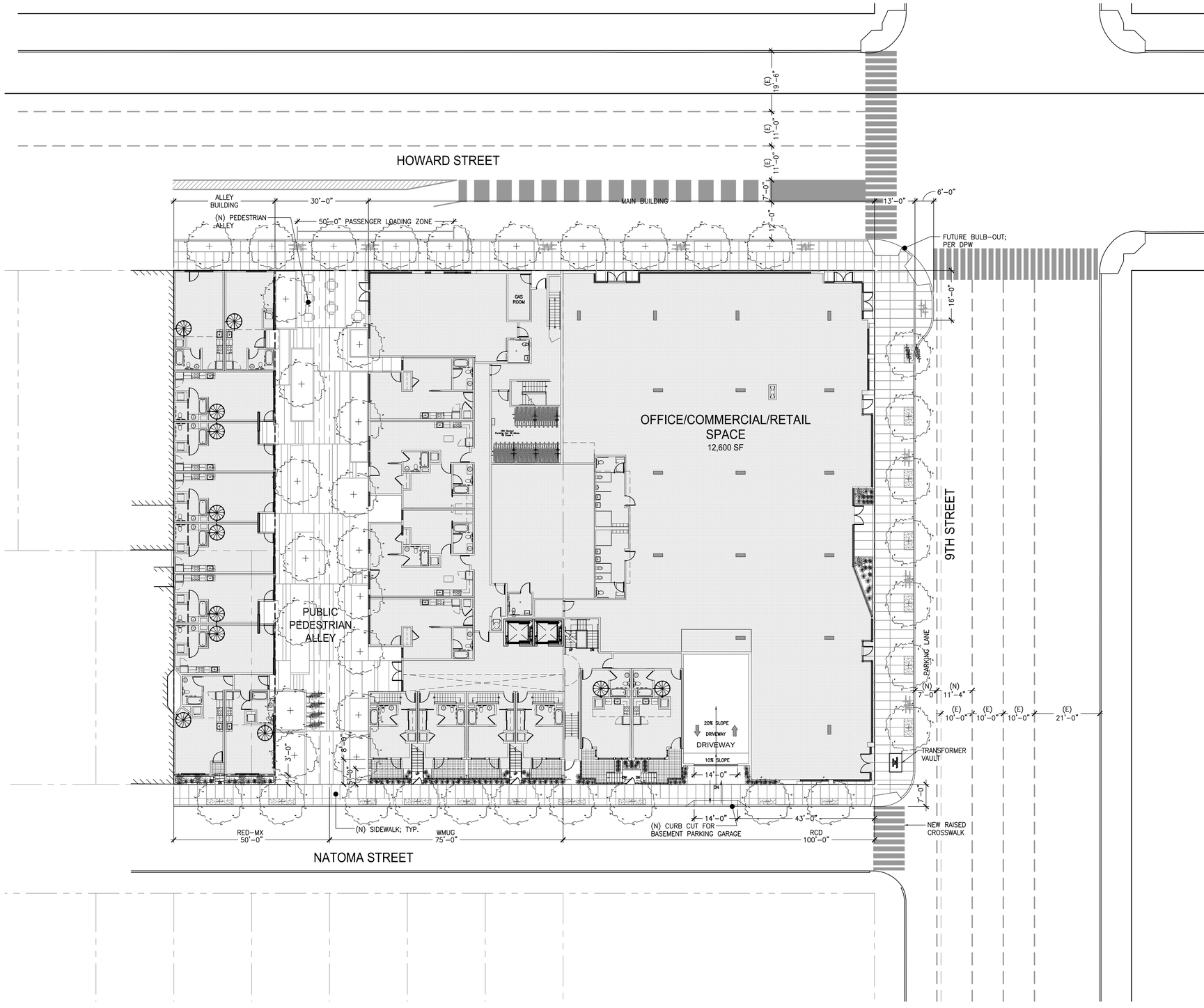
CONTACT:

(415) 777-0561 P
(415) 777-5117 F

SCALE:

Landscape Site Plan

L1.00



1 PLOT PLAN
1/16" = 1'-0"

GENERAL NOTES

1. SEE SURVEY FOR EXISTING CONDITIONS.
2. SEE A0.7, A0.8 AND A0.9 FOR ADDITIONAL CLEARANCES AND DETAIL NOT SHOWN
3. SEE A0.4 AND A0.5 FOR CODE AND EGRESS INFORMATION.
4. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
5. ALL PENETRATIONS SHALL CONFORM PER CBC SECTION 713; SEE SHEET TBD FOR MORE INFORMATION
6. ROOF AND OVERFLOW DRAINS @ ROOF AND DECK AREAS SHALL CONNECT/FLOW TO PLANTERS TO CITY SEWER, S.C.D.
7. DIMENSIONS SHOWN HERE ARE PROVIDED TO SHOW SETBACK INFORMATION ONLY. SEE FLOOR PLANS FOR COMPLETE BUILDING DIMENSIONS.

SITE LEGEND

PROPERTY LINE

(N) PROPOSED STREET TREE

WALL RATING LEGEND

1–HR. WALL
2–HR. WALL
3–HR. WALL
X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C–10527
RENEWAL DATE 6–30–17
STATE OF CALIFORNIA

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CONTACT:

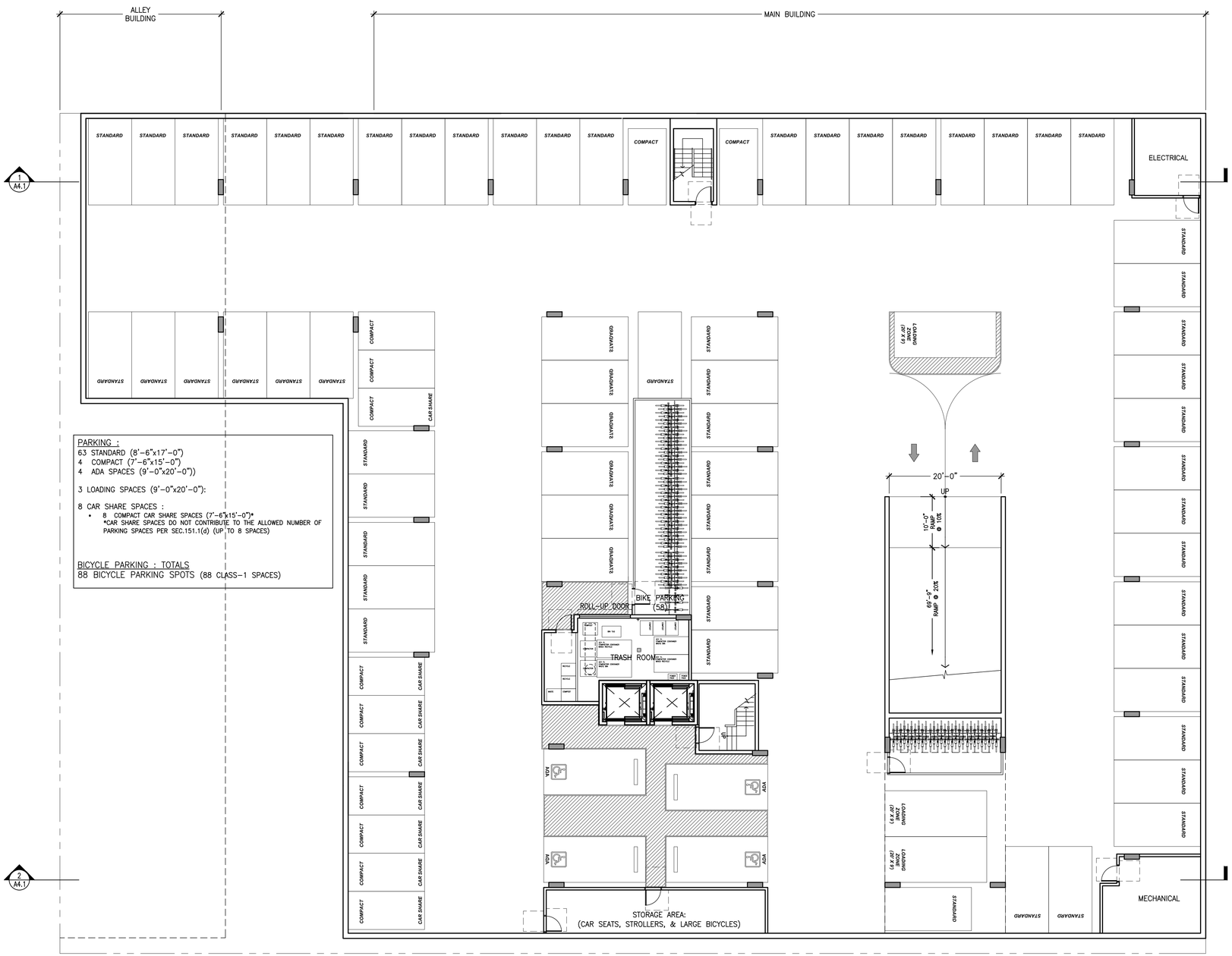
TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: 1/16" = 1'-0"

PLOT PLAN/
SITE PLAN

A1.1



PARKING :
63 STANDARD (8'–6"x17'–0")
4 COMPACT (7'–6"x15'–0")
4 ADA SPACES (9'–0"x20'–0"))

3 LOADING SPACES (9'–0"x20'–0"):

8 CAR SHARE SPACES :
- 8 COMPACT CAR SHARE SPACES (7'–6"x15'–0")*
  *CAR SHARE SPACES DO NOT CONTRIBUTE TO THE ALLOWED NUMBER OF PARKING SPACES PER SEC.151.1(d) (UP TO 8 SPACES)

BICYCLE PARKING : TOTALS
88 BICYCLE PARKING SPOTS (88 CLASS–1 SPACES)

1 FLOOR PLAN - LEVEL 00
3/32" = 1'-0"

1298 Howard Street
Parking per section 151.1
12/5/2016
Parking Regulations

Residential Parking

Zone	Permitted	CU	# of Units/ SF	Req'd SF of parking	sf/space	Spaces As of Right	Spaces As of Right	CU Spaces Permitted	CU Spaces Permitted	Parking Spaces Provided	Comments
WMUG	1:4	3:4	42			*11*	11	*31.5*	32		
WMUG w/ 2BR (1000 SF MIN)	1:4	1:1	2			*1*	1	*2*	2		
RCD	1:2	3:4	60			*30*	30	45	45		
RED-MX	3:4	1:1	20			*15*	15	*20*	20		
			124	**Residential Total:**		***57.00***	**57.00**	*98.50*	**99.00**	**57.00**	Parking provided in the basement

RCD Office & RCD Retail - Parking

1/1,500 SF RCD OFFICE	RCD OFFICE			12,600	882	160	*8.40*	8.00	*8.40*	8.00	8.00	Parking provided in the basement

WMUG Retail - Parking

1SPACE/200 sf	Mixed Use district Retail			1,250			*6.25*	6.00			6.00	Parking provided in the basement
				Total # of spaces w/retail, office & residential			*71.0*	**71.0**	*107.0*	**107.0**	**71.0**	

Residential Loading

1/RESIDENTIAL	LOADING ZONES										
100,000-200,000sf							*1.00*	1.00			3.00	

RCD Office & Retail - Loading

1/100,000 SF OFFICE/Retail	Loading Zone - office			12,600			*0.13*	NA			0.00	

WMUG Retail - Loading

1/10000-30000 SF RETAL	Loading zone - retail			1,000			*0.00*	NA			0.00	
											3.00	Provided in the basement
Total # of Loading Spaces:							*1.13*	1.00	*0.00*	0.00	**3.00**	

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR ADDITIONAL SCOPE OF WORK.
2. SEE A0.7, A0.8 AND A0.9 FOR ADDITIONAL CLEARANCES AND DETAIL NOT SHOWN
3. ALL PENETRATIONS SHALL CONFORM PER CBC SECTION 713; SEE SHEET TBD FOR MORE INFORMATION
4. SEE A0.4 AND A0.5 FOR CODE AND EGRESS INFORMATION.
5. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
6. PROVIDE FLOOR DRAINS; SLOPE $\frac{1}{4}$"/FOOT.
7. AT PARKING LEVELS: CONTRACTOR SHALL ENSURE THAT A MINIMUM OVERHEAD CLEARANCE OF 8'–2" IS PROVIDED IN THE PATH OF TRAVEL TO THE ACCESSIBLE PARKING SPACE.
8. ALL STUD WALLS SHALL BE BUILT ON A MIN. 6" RAISED CONC. CURBS.
9. FIRE EXTINGUISHER CABINETS ARE TO BE LOCATED ON ALL FLOORS. MAX. 150' SEPARATION (MOUNT AT COLUMNS IN GARAGE). RECESSED FIRE EXTINGUISHER CABINETS ARE TO BE PROVIDED AT FLOOR LEVELS 1–6, TYP.
10. PROVIDE FLOOR DRAINS AT SLOPE OF $\frac{1}{4}$" PER FOOT.

BICYCLE PARKING

CLASS 1 – RESIDENTIAL
1 FOR 1 PER UNIT UPTO 100 UNITS, PUBLICLY ACCESSIBLE
124 UNITS = 100 + 24/4 = 106 SPACES REQUIRED

188 SPACES PROVIDED:
- 88 CLASS 1 SPACES PROVIDED AT BASEMENT PARKING LEVEL
- 100 CLASS 1 SPACES AT GROUND FLOOR BIKE ROOM

CLASS 2 – RESIDENTIAL
1 FOR EVERY 20 UNITS, PUBLICLY ACCESSIBLE
124 UNITS / 20 = 6.2 SPACES REQUIRED
= 7 SPACES REQUIRED

CLASS 2 – COMMERCIAL
1 PER 2,500 SF RETAIL = 3 SPACES
1 PER 5,000 SF OFFICE SPACE = 1.3 SPACES
= 5 SPACES REQUIRED

32 CLASS 2 SPACES PROVIDED:
- 14 CLASS 2 SPACES PROVIDED IN PROJECT ALLEY
- 18 CLASS 2 SPACES ALONG SIDEWALK, HOWARD, 9TH, & NATOMA

DIMENSION NOTES

1. STUD WALL FRAMING: ALL DIMENSIONS ARE TO FACE OF STUD, U.N.O.
2. SEE ENLARGED PLANS/DETAILS FOR DIMENSIONS NOT SHOWN HERE.

WALL RATING LEGEND

- 1–HR. WALL
- 2–HR. WALL
- 3–HR. WALL
- X–HR WALL RATING

PROJECT NORTH

NORTH

TRUE NORTH

NORTH

LEVY DESIGN PARTNERS ARCHITECTURE
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San Francisco
CA 94107

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CONTACT:

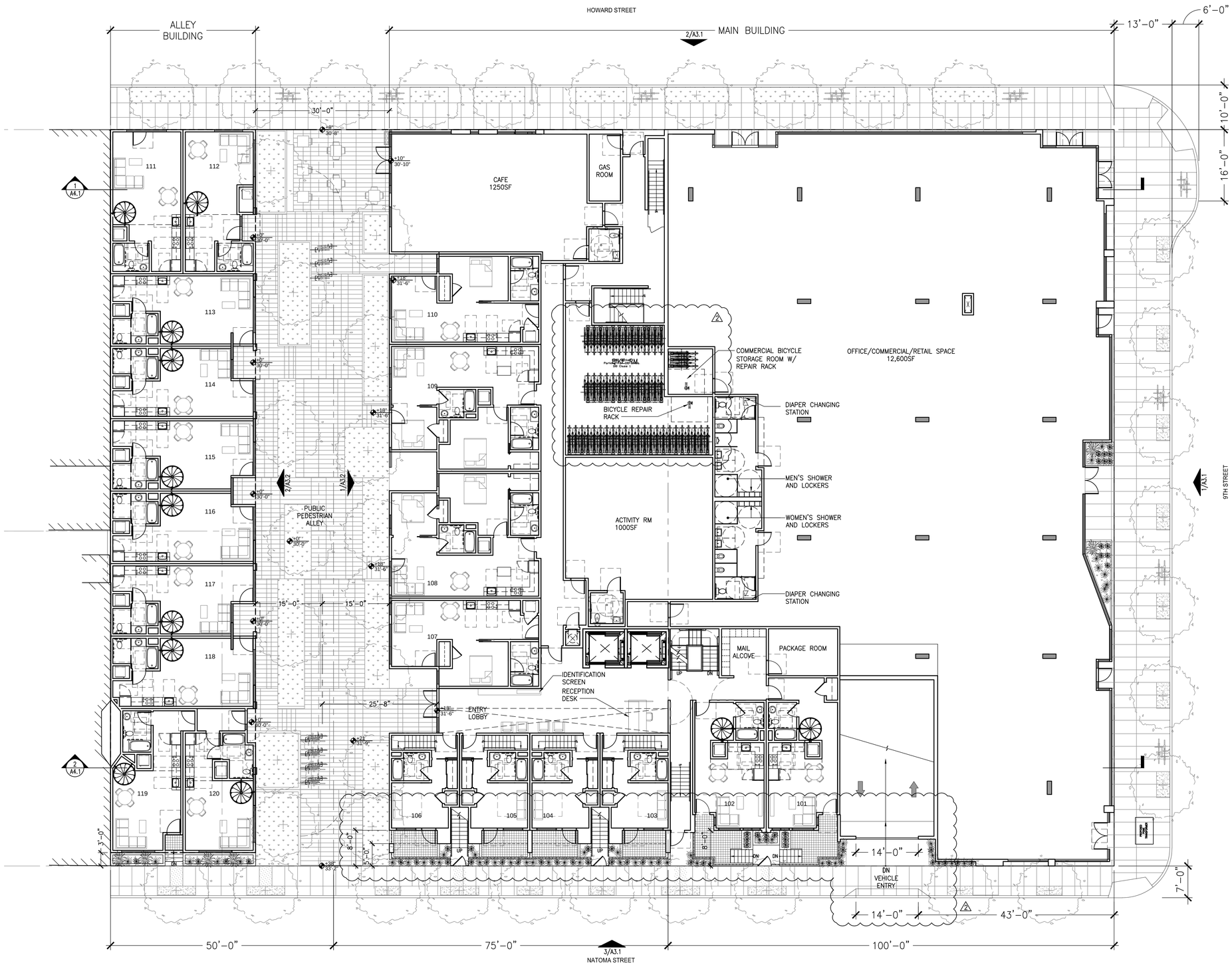
TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: 3/32" = 1'-0"

BASEMENT PLAN
2

A2.0



1 FLOOR PLAN - LEVEL 01
3/32" = 1'-0"

GENERAL NOTES

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4. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
8. PROVIDE 1 HOUR CONSTRUCTION WITH SOUND INSULATION BETWEEN RESIDENTIAL UNITS AND BETWEEN RESIDENTIAL UNITS AND PUBLIC AREAS (50 STC MIN.) PER CBC SECTION 1207.
9. PROVIDE CLASS 'A' 4 PLY BUILT–UP ROOFING SYSTEM.
10. EXHAUST SHAFTS SHALL COMPLY WITH CBC SECTION 708.11, PROTECTED BY APPROVED FIRE DAMPERS. S.M.D. FOR MORE INFORMATION.
11. CONTRACTOR TO PROVIDE SOLID & CONTINUOUS BACKING FOR ALL WALL MTD. FIXTURES, ACCESSORIES, MILLWORK, EQUIPMENT RACKS, SHELVING, ETC. ALL BLOCKING TO BE SAME GAUGE AS FRAMING OR GREATER.
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14. FIRE EXTINGUISHER CABINETS TO BE LOCATED ON ALL FLOORS, MAX. 150'–0" SEPARATION. RECESSED FIRE EXTINGUISHER CABINETS ON ALL RESIDENTIAL FLOORS, TYP.
15. ALL HABITABLE ROOMS SHALL BE HEATED PER CBC 1204.1
16. ALL UNITS TO HAVE UNIT ENTRY SIGNAGE
17. PROVIDE FLOOR DRAINS; SLOPE 1/4"/FOOT.
18. PAINT ALL EXPOSED MECHANICAL, PLUMBING, ELECTRICAL AND FIRE LINES THROUGHOUT

BICYCLE PARKING

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= 7 SPACES REQUIRED

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DIMENSION NOTES

1. STUD WALL FRAMING: ALL DIMENSIONS ARE TO FACE OF STUD, U.N.O.
2. SEE ENLARGED PLANS/DETAILS FOR DIMENSIONS NOT SHOWN HERE.

WALL RATING LEGEND

- 1–HR. WALL
- 2–HR. WALL
- 3–HR. WALL
- X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

LEVY DESIGN PARTNERS ARCHITECTURE
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San Francisco
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C–10527
RENEWAL DATE 6–30–17
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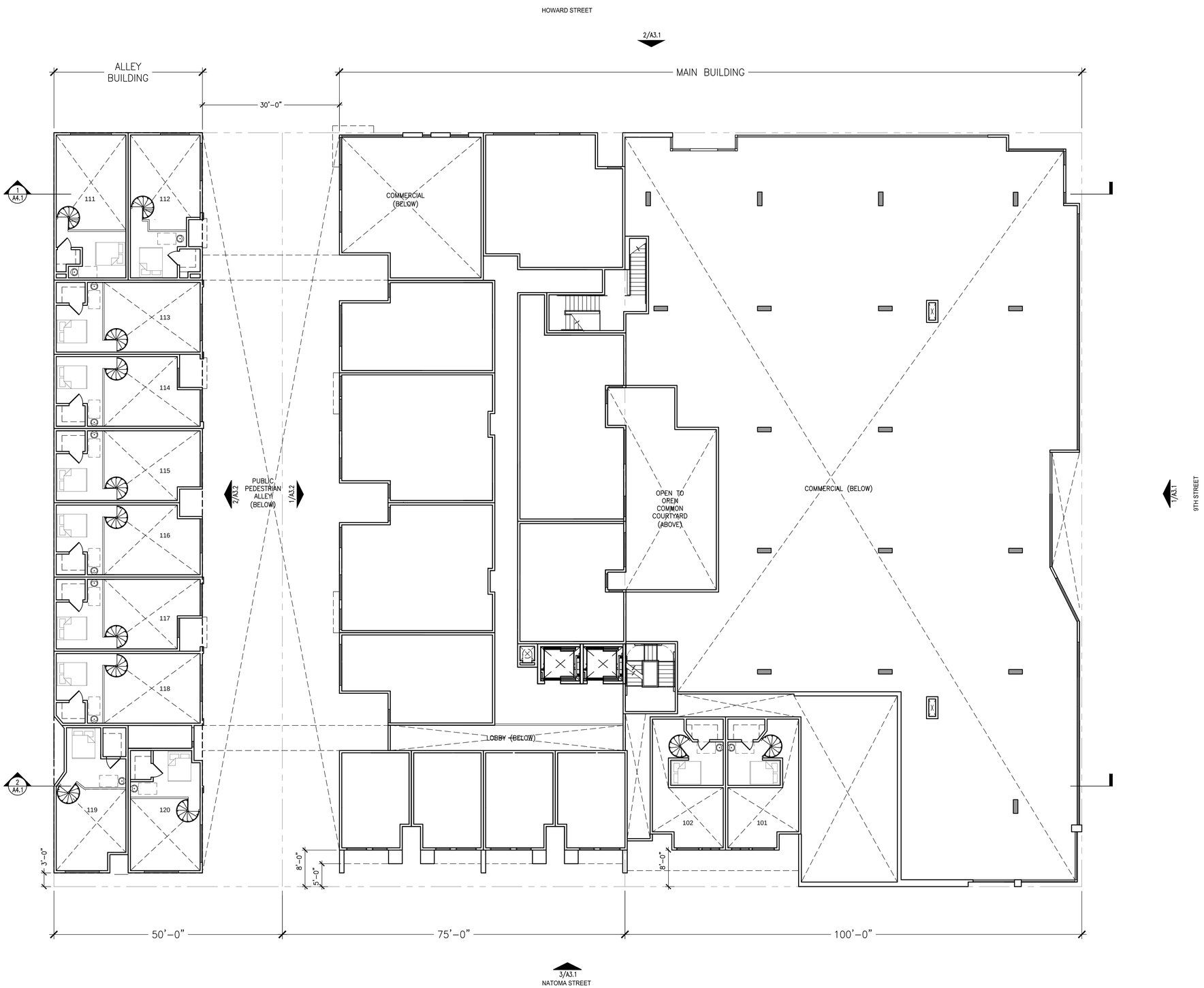
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:
TOBY LEVY
(415) 777-0561 P
(415) 777-5117 F

SCALE: 3/32" = 1'-0"

GROUND FLOOR PLAN

A2.1A



1 *FLOOR PLAN - MEZZANINE LEVEL FLOOR PLAN*
3/32" = 1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR ADDITIONAL SCOPE OF WORK.
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9. PROVIDE CLASS 'A' 4 PLY BUILT–UP ROOFING SYSTEM.
10. EXHAUST SHAFTS SHALL COMPLY WITH CBC SECTION 708.11, PROTECTED BY APPROVED FIRE DAMPERS. S.M.D. FOR MORE INFORMATION.
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BICYCLE PARKING

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DIMENSION NOTES

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2. SEE ENLARGED PLANS/DETAILS FOR DIMENSIONS NOT SHOWN HERE.

WALL RATING LEGEND

1–HR. WALL
2–HR. WALL
3–HR. WALL
X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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CONTACT:

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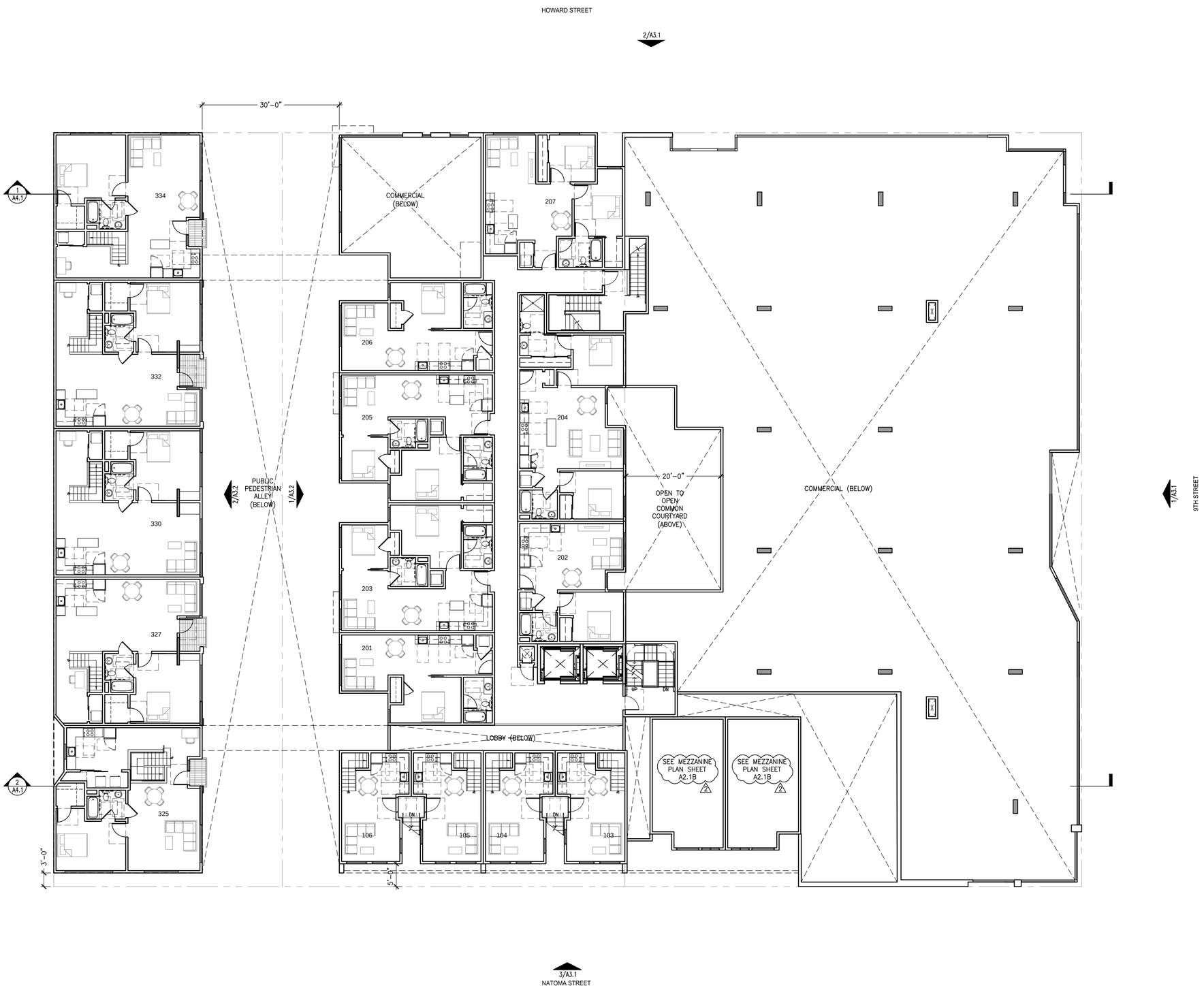
SCALE: 3/32" = 1'-0"

MEZZANINE PLAN
2

A2.1B



1 *FLOOR PLAN - LEVEL 1.5*
3/32" = 1'-0"

GENERAL NOTES

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16. ALL UNITS TO HAVE UNIT ENTRY SIGNAGE
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18. PAINT ALL EXPOSED MECHANICAL, PLUMBING, ELECTRICAL AND FIRE LINES THROUGHOUT

DIMENSION NOTES

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PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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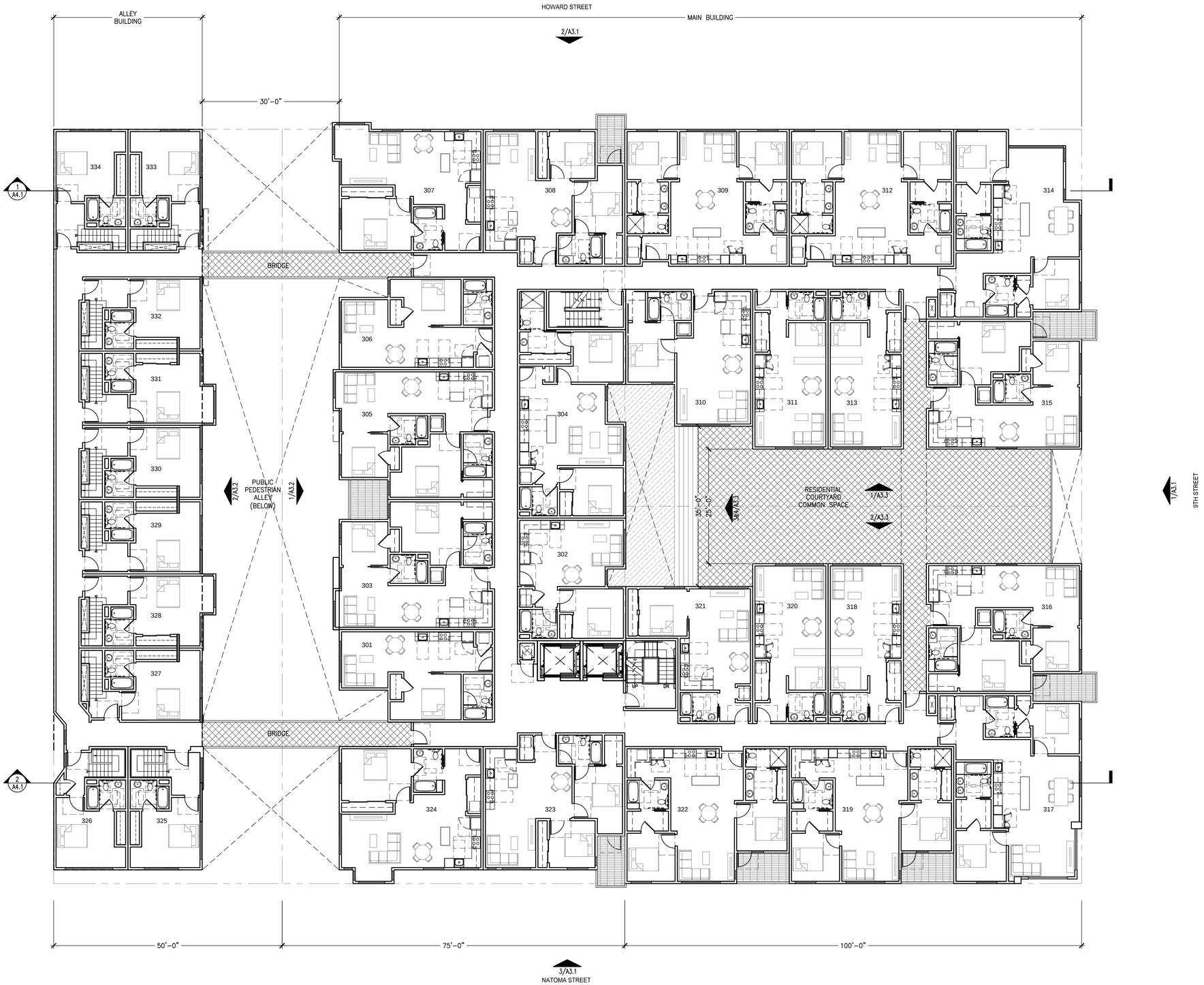
SCALE: 3/32" = 1'-0"

FLOOR 1.5
PLAN

A2.2



1 FLOOR PLAN - LEVEL 02
3/32" = 1'-0"

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DIMENSION NOTES

1. STUD WALL FRAMING: ALL DIMENSIONS ARE TO FACE OF STUD, U.N.O.
2. SEE ENLARGED PLANS/DETAILS FOR DIMENSIONS NOT SHOWN HERE.

WALL RATING LEGEND

- 1–HR. WALL
- 2–HR. WALL
- 3–HR. WALL
- X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C–10527
RENEWAL DATE 6–30–17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

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2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:
TOBY LEVY
(415) 777-0561 P
(415) 777-5117 F

SCALE: 3/32" = 1'-0"

FLOOR 2 PLAN

A2.3

1 FLOOR PLAN - LEVEL 03
3/32" = 1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR ADDITIONAL SCOPE OF WORK.
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WALL RATING LEGEND

- 1–HR. WALL
- 2–HR. WALL
- 3–HR. WALL
- X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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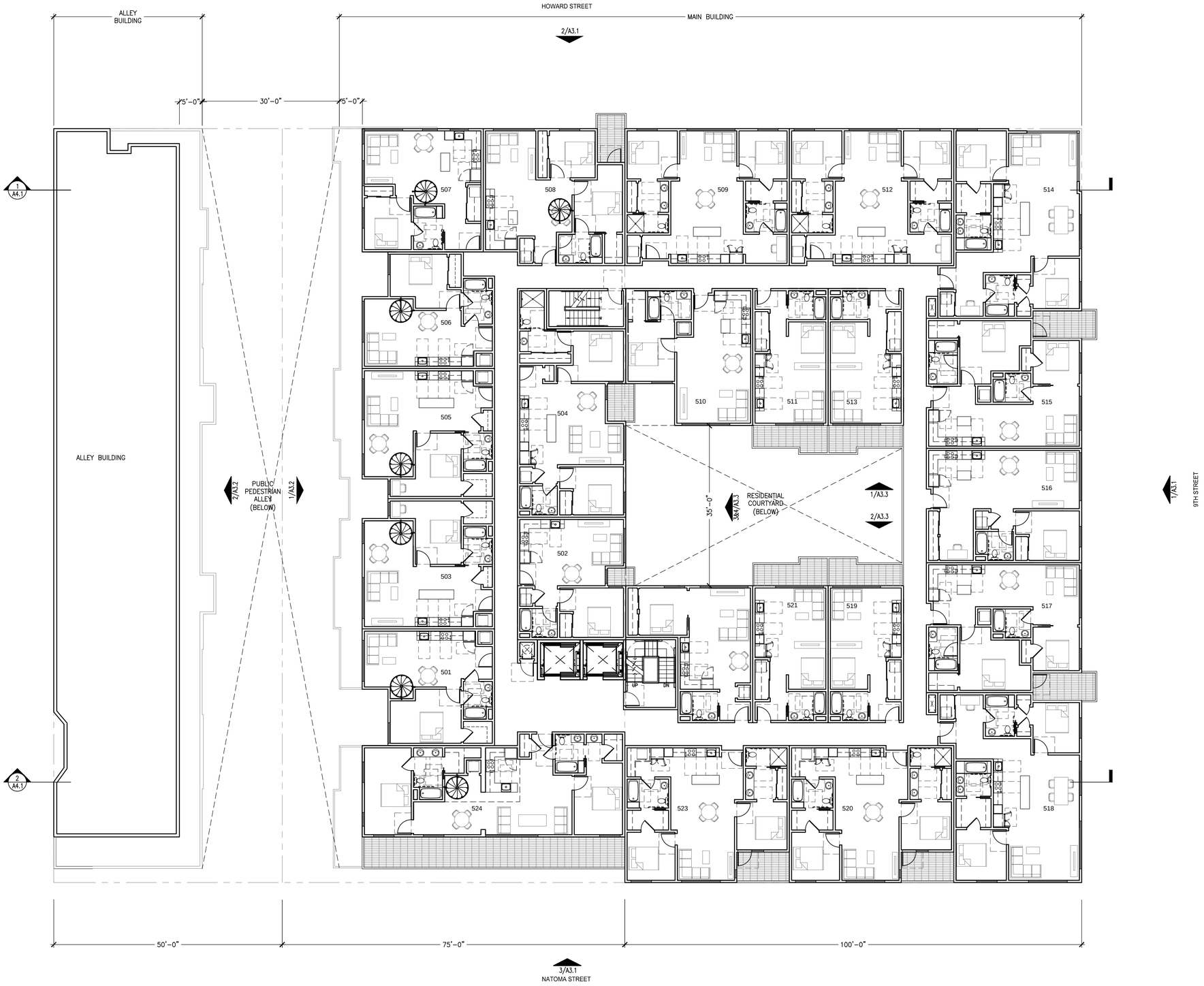
CONTACT:
TOBY LEVY
(415) 777-0561 P
(415) 777-5117 F

SCALE: 3/32" = 1'-0"

FLOOR 3 PLAN

A2.4



1 FLOOR PLAN - LEVEL 04
3/32" = 1'-0"

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- 2–HR. WALL
- 3–HR. WALL
- X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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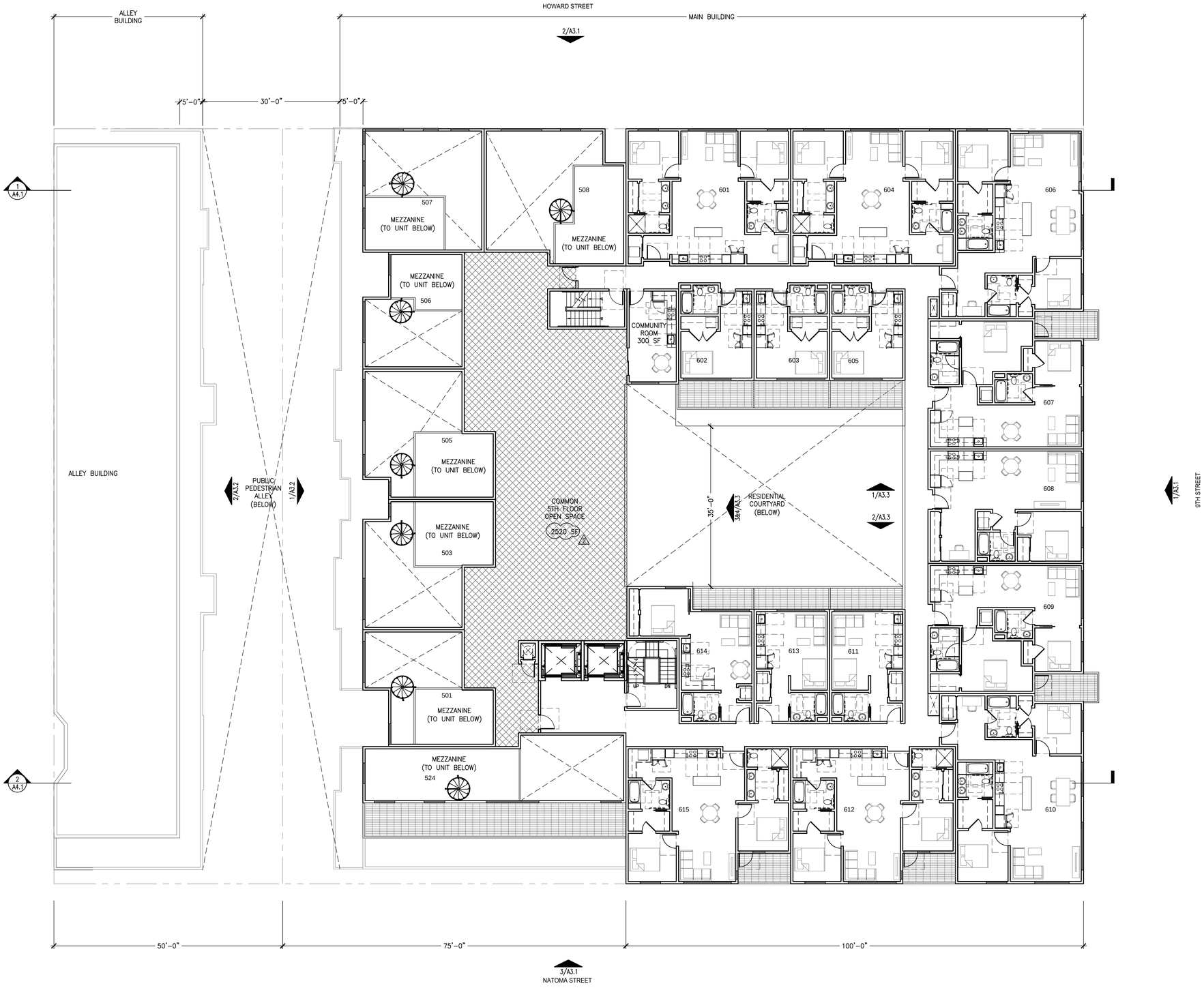
(415) 777-5117 F

SCALE: 3/32" = 1'-0"

FLOOR 4 PLAN

A2.5



1 FLOOR PLAN - LEVEL 05
3/32" = 1'-0"

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WALL RATING LEGEND

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- 2–HR. WALL
- 3–HR. WALL
- X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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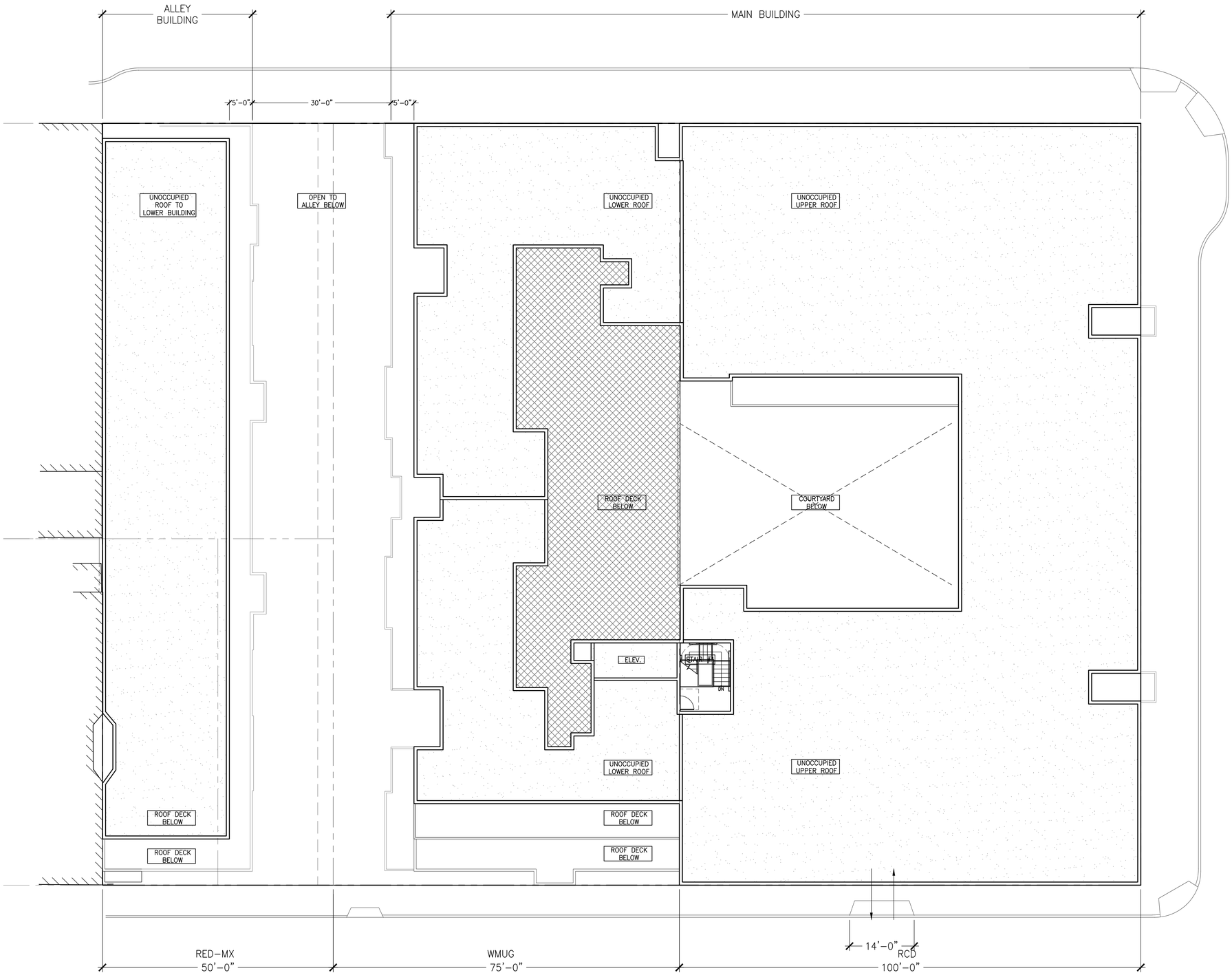
SCALE: 3/32" = 1'-0"

FLOOR 5 PLAN

A2.6



1 ROOF PLAN
3/32" = 1'-0"

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9. PROVIDE FLOOR DRAINS' SLOPE $\frac{1}{4}$" PER FOOT.

DIMENSION NOTES

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- X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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SCALE: 3/32" = 1'-0"

ROOF PLAN

A2.7

1 PERSPECTIVE RENDERING : CORNER OF 9TH & HOWARD

2 PERSPECTIVE RENDERING : LOOKING FROM HOWARD THROUGH NEW ALLEY

3 PERSPECTIVE RENDERING : CORNER OF 9TH & NATOMA STREET

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SCALE: N/A

RENDERINGS

A3.0a

1 *PERSPECTIVE RENDERING : NATOMA STREET*

2 *PERSPECTIVE RENDERING : NATOMA STREET*

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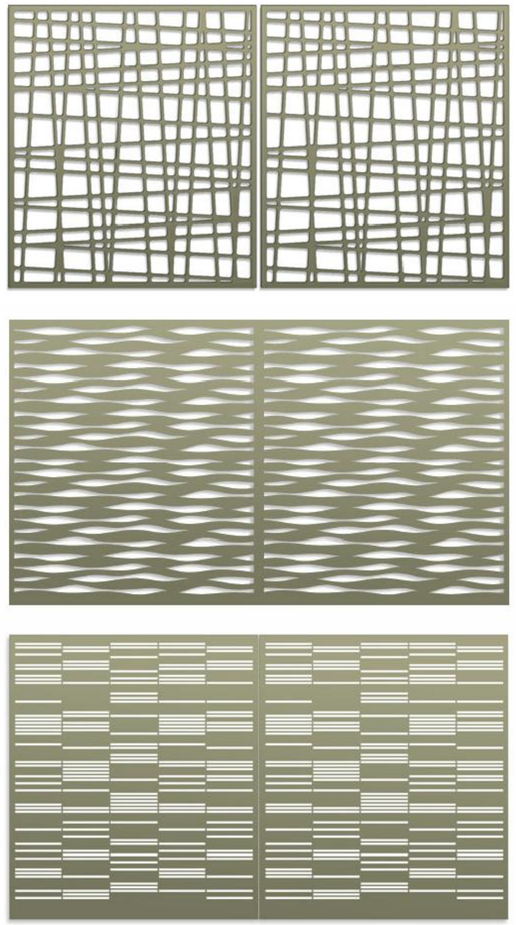
SCALE: N/A

RENDERINGS

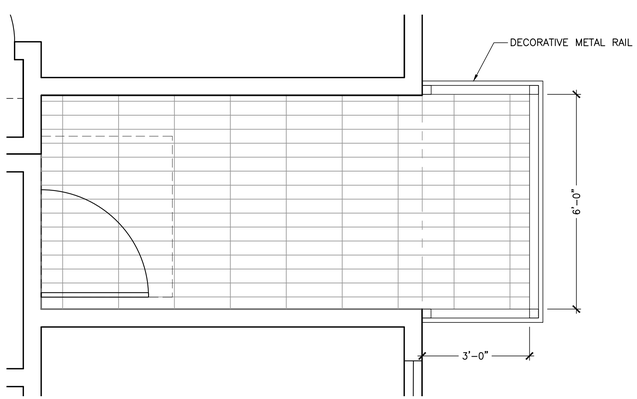
2

A3.0b



4 POTENTIAL BOK PANEL DESIGNS

2 ENLARGED TYPICAL DECK



3 ENLARGED PLAN: TYPICAL DECK
1/2" = 1'-0"

1 PERSPECTIVE RENDERING

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SCALE: N/A

RENDERINGS

A3.0c 3

1 ELEVATION : 9TH STREET
3/32" = 1'-0"

2 ELEVATION : HOWARD STREET
3/32" = 1'-0"

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SHEET NOTES

1. PROPERTY LINE
2. METAL PANELS
3. FIBER CEMENT PANELS
4. CEMENT PLASTER
5. ALUMINUM CLAD WINDOWS
6. ALUMINUM STOREFRONT
7. GUARD RAIL
8. METAL CLAD ARCHITECTURAL BUILDING PROJECTION
9. METAL ROLL–UP GARAGE DOOR
10. EXTERIOR COURTYARD BRIDGE
11. CONCRETE CURB
12. LANDSCAPE PLANTER

DIMENSION NOTES

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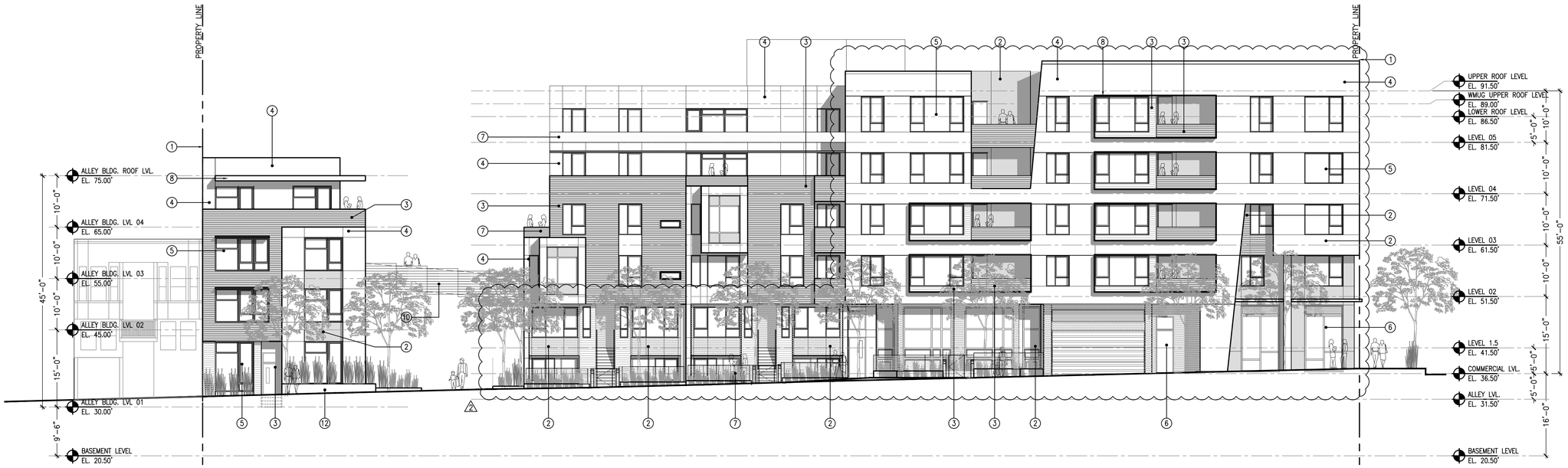
SCALE: AS NOTED

EXTERIOR ELEVATIONS

A3.1



1 *ELEVATION : NATOMA STREET*
3/32" = 1'-0"

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ARCHITECTURE
LEVY DESIGN PARTNERS
90 South Park
San Francisco
CA 94107

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1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C–10527
RENEWAL DATE
6–30–17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

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06-05-14	SITE PERMIT SUBMITTAL
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11-04-16	PLANNING RE-SUBMITTAL
2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:
TOBY LEVY
(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

EXTERIOR ELEVATIONS

A3.2

1 *ENLARGED ELEVATION : NATOMA STREET UNIT ENTRY*
1/4" = 1'-0"

2 *NATOMA STREET UNIT ENTRY RENDERING*

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SCALE: AS NOTED

EXTERIOR ELEVATIONS

A3.2a 3

1 ELEVATION : ALLEY (MAIN BUILDING) NORTH/EAST ELEVATION
3/32" = 1'-0"

2 ELEVATION : ALLEY (ALLEY BUILDING) SOUTH/WEST ELEVATION
3/32" = 1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR ADDITIONAL SCOPE OF WORK.
2. SEE A0.7, A0.8 AND A0.9 FOR ADDITIONAL CLEARANCES AND DETAIL NOT SHOWN
3. SEE A0.4 AND A0.5 FOR CODE & EGRESS INFORMATION
4. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
5. PROVIDE CLASS 'A' 4 PLY BUILT–UP ROOFING SYSTEM.
6. EXHAUST SHAFTS SHALL COMPLY WITH CBC SECTION 708.11, PROTECTED BY APPROVED FIRE DAMPERS. S.M.D. FOR MORE INFORMATION.
7. ALL PENETRATIONS SHALL CONFORM PER CBC SECTION 713; SEE SHEET TBD FOR MORE INFORMATION
8. ROOF AND OVERFLOW DRAINS @ ROOF AND DECK AREAS SHALL CONNECT/FLOW TO PLANTERS TO CITY SEWER, S.C.D.

SHEET NOTES

1. PROPERTY LINE
2. METAL PANELS
3. FIBER CEMENT PANELS
4. CEMENT PLASTER
5. ALUMINUM CLAD WINDOWS
6. ALUMINUM STOREFRONT
7. GUARD RAIL
8. METAL CLAD ARCHITECTURAL BUILDING PROJECTION
9. METAL ROLL–UP GARAGE DOOR
10. EXTERIOR COURTYARD BRIDGE
11. CONCRETE CURB
12. LANDSCAPE PLANTER

DIMENSION NOTES

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CONTACT:
TOBY LEVY
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(415) 777-5117 F

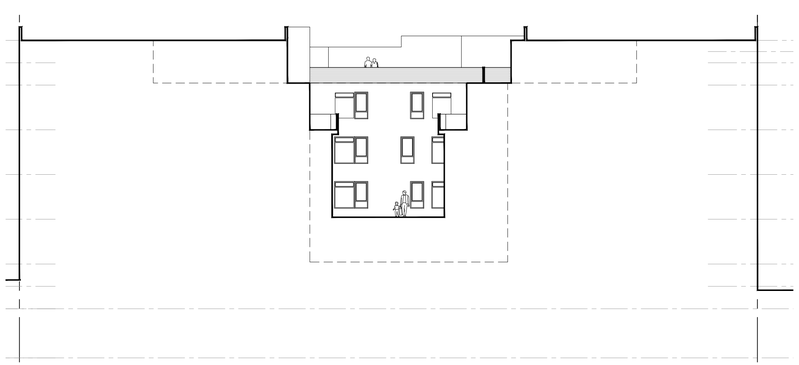
SCALE: AS NOTED

EXTERIOR ELEVATIONS

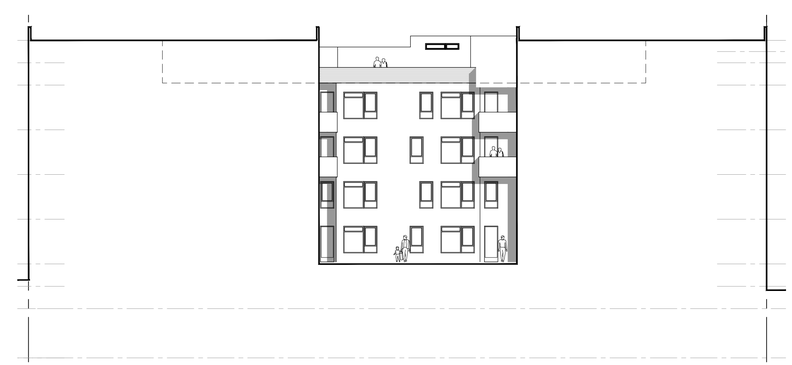
A3.3

1 ELEVATION : COURTYARD NORTH
1/16"=1'-0"

2 ELEVATION : COURTYARD SOUTH
1/16"=1'-0"



4 ELEVATION : COURTYARD
3/32"=1'-0"



3 ELEVATION : COURTYARD WEST
1/16"=1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR ADDITIONAL SCOPE OF WORK.
2. SEE A0.7, A0.8 AND A0.9 FOR ADDITIONAL CLEARANCES AND DETAIL NOT SHOWN
3. SEE A0.4 AND A0.5 FOR CODE & EGRESS INFORMATION
4. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
5. PROVIDE CLASS 'A' 4 PLY BUILT–UP ROOFING SYSTEM.
6. EXHAUST SHAFTS SHALL COMPLY WITH CBC SECTION 708.11, PROTECTED BY APPROVED FIRE DAMPERS. S.M.D. FOR MORE INFORMATION.
7. ALL PENETRATIONS SHALL CONFORM PER CBC SECTION 713; SEE SHEET TBD FOR MORE INFORMATION
8. ROOF AND OVERFLOW DRAINS @ ROOF AND DECK AREAS SHALL CONNECT/FLOW TO PLANTERS TO CITY SEWER, S.C.D.

SHEET NOTES

1. PROPERTY LINE
2. METAL PANELS
3. FIBER CEMENT PANELS
4. CEMENT PLASTER
5. ALUMINUM CLAD WINDOWS
6. ALUMINUM STOREFRONT
7. GUARD RAIL
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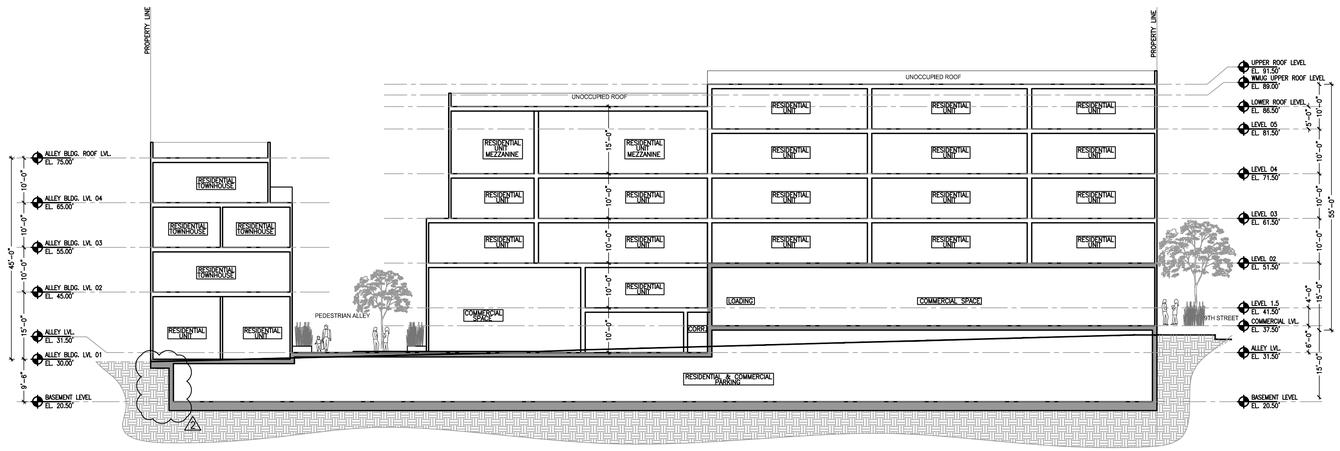
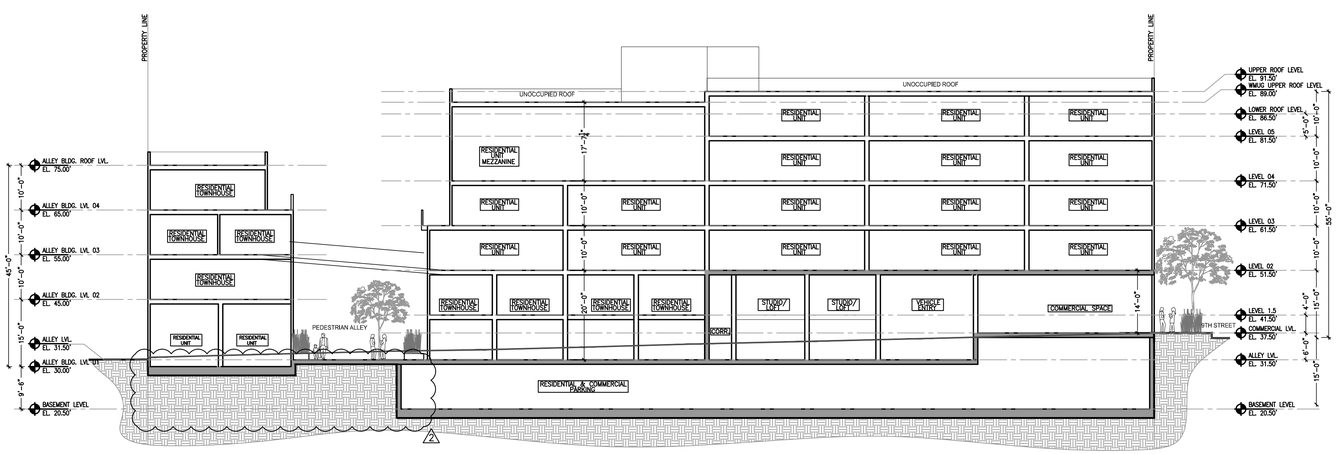
SCALE: 1/16" = 1'-0"

EXTERIOR ELEVATIONS

A3.4



1 SECTION 1
1/16" = 1'-0"



2 SECTION 2
1/16" = 1'-0"

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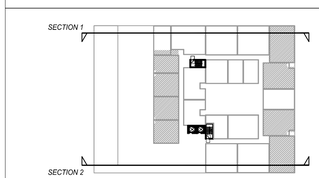
3. SEE A0.4 AND A0.5 FOR CODE & EGRESS INFORMATION
4. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
5. PROVIDE 1 HOUR CONSTRUCTION WITH SOUND INSULATION BETWEEN RESIDENTIAL UNITS AND BETWEEN RESIDENTIAL UNITS AND PUBLIC AREAS (50 STC MIN.) PER CBC SECTION 1207.
6. PROVIDE CLASS 'A' 4 PLY BUILT–UP ROOFING SYSTEM.
7. EXHAUST SHAFTS SHALL COMPLY WITH CBC SECTION 708.11, PROTECTED BY APPROVED FIRE DAMPERS. S.M.D. FOR MORE INFORMATION.
8. CONTRACTOR TO PROVIDE SOLID & CONTINUOUS BACKING FOR ALL WALL MTD. FIXTURES, ACCESSORIES, MILLWORK, EQUIPMENT RACKS, SHELVING, ETC. ALL BLOCKING TO BE SAME GAUGE AS FRAMING OR GREATER.
9. ALL PENETRATIONS SHALL CONFORM PER CBC SECTION 713; SEE SHEET TBD FOR MORE INFORMATION
10. ROOF AND OVERFLOW DRAINS @ ROOF AND DECK AREAS SHALL CONNECT/FLOW TO PLANTERS TO CITY SEWER, S.C.D.
11. FIRE EXTINGUISHER CABINETS TO BE LOCATED ON ALL FLOORS, MAX. 150'–0" SEPARATION. RECESSED FIRE EXTINGUISHER CABINETS ON ALL RESIDENTIAL FLOORS, TYP.
12. ALL HABITABLE ROOMS SHALL BE HEATED PER CBC 1204.1
13. ALL UNITS TO HAVE UNIT ENTRY SIGNAGE.
14. PROVIDE FLOOR DRAINS; SLOPE $\frac{1}{4}$"/FOOT.

DIMENSION NOTES

1. STUD WALL FRAMING: ALL DIMENSIONS ARE TO FACE OF STUD, U.N.O.
2. SEE ENLARGED PLANS/DETAILS FOR DIMENSIONS NOT SHOWN HERE.

KEY PLAN



ARCHITECTS LEVY DESIGN PARTNERS
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San Francisco
CA 94107

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CONTACT:

TOBY LEVY

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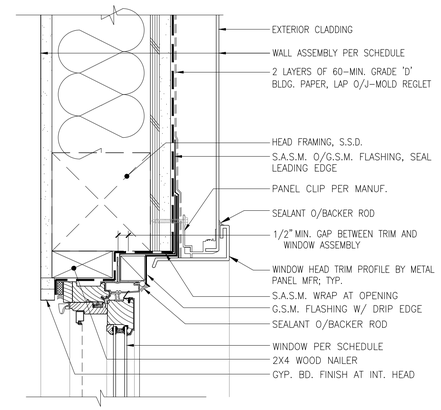
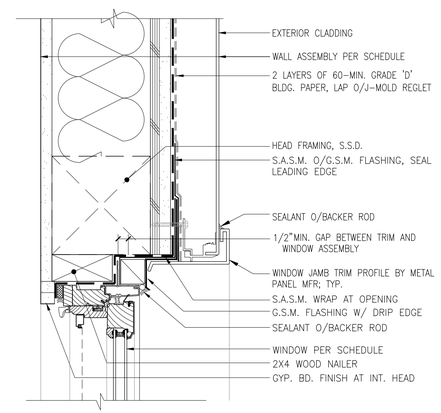
SCALE: 1/16" = 1'-0"

SECTIONS

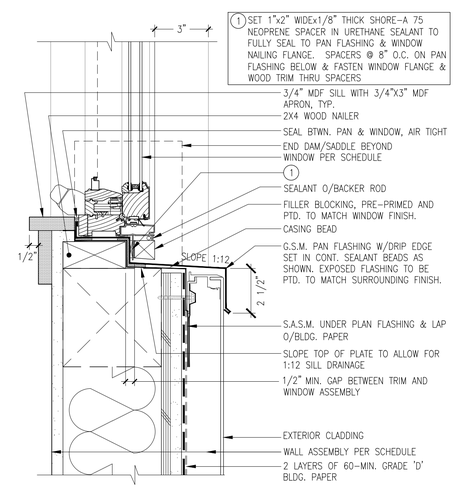
A4.1



3 *HEAD DETAIL*
3"=1'-0"



2 *JAMB DETAIL*
3"=1'-0"



1 *SILL DETAIL*
3"=1'-0"

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CONTACT: TOBY LEVY

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(415) 777-5117 F

SCALE: AS NOTED

DETAILS:
TYPICAL
WINDOWS

A10.1

From: Goldsmith, Ronnyjane
To: Vu, Doug (CPC)
Subject: chevron 1298 howard
Date: Tuesday, October 27, 2015 11:35:02 AM

---

1) As previously stated, our wish is to make Natoma a quieter alley with more quaint feel that includes additional landscaping and residential entrances. This is based on the overwhelming feedback we got from you at our neighborhood meetings and is consistent with the Western SOMA plan. Putting a garage entrance on Natoma would take away from this.

2) A garage entrance on Natoma would not only increase traffic on Natoma, but also increase traffic on all the surrounding streets as motorists circle the the one-way streets to get to and from Natoma. This will create unsafe conditions, particularly for pedestrians on Natoma and 8th Streets, where the current intersection is already a challenge.

3) This change will significantly delay the development. We've spent the last year working on a transportation study evaluating the traffic impacts of a garage entrance on Howard. This study is on its third draft and has already been reviewed by the Planning Department two times. Moving the garage entrance to Natoma will require us to redo almost the entire study and delay the project an additional year.

Ronnyjane Goldsmith
Senior Vice President-Wealth Management
Senior Portfolio Management Director
Financial Advisor

Morgan Stanley Wealth Management
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F: 415.984.6596
E: ronny.goldsmith@morganstanley.com

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From: Susanna Singer
To: Vu, Doug (CPC); Jones, Heather (CPC)
Subject: Howard and 9th Development
Date: Tuesday, October 20, 2015 7:16:43 PM

Dear Mr Vu and Ms Jones,

I am writing to you about the application currently before you to build a large condominium development on the site of the Chevron station at the corner of Howard and 9th Streets. I live at 1233 Howard, within a block of the proposed development. The developer, Alvin Chan, has been exemplary in consulting and involving the neighborhood in the design process for this development, which will have much-needed below market rate housing included on site. He has held meetings and kept us all informed.

His plans include a garage entrance on Howard Street. I understand that you are considering requiring him to move the entrance to Natoma Street. This is a terrible idea, in my opinion, for a number of reasons:

- Natoma is already a "circle round" street for drivers trying to negotiate the SOMA one-way system, and a garage entrance to a project of this size on Natoma would greatly increase traffic and pose a threat to public safety. People already get impatient with cars trying to exit from the gas station there, and there are frequent near-misses, not to mention the extreme difficulty of negotiating the right turn from Natoma onto 8th Street. We do not need even more drivers trying to do that..
- The current gas station has used entrances on Howard Street safely and effectively, with minimal impact on traffic, for years, even though there is a bike lane and a right turn lane involved in the configuration. A single garage entrance there would in fact represent an improvement in driver and pedestrian safety on Howard Street.
- The necessary studies for changing the position of the garage entrance, which has already been agreed upon in numerous meetings with your office, will set the timing of the project back significantly. Our neighborhood and our city need this kind of housing as soon as possible.
- Finally, Mr Chan's development seeks to preserve the character of Natoma as one of the quaint alleys in the neighrborhod. Increasing the traffic flow on that small street would do great harm to the quiet character it currently struggles to maintain as a largely residential street. My own home faces the Tehama Street alley, and I know exactly what kind of impact a substantial increase in traffic would have on a residential street of this kind – it's not pretty.

Please allow this project to move forward with the garage entrance as planned, on Howard Street. This neighborhood needs the housing it will provide, and the design is sensitive and well-conceived.

Thank you for your attention.

Susanna Singer, PhD
Associate Professor of Ministry Development,
Director, Doctor of Ministry Programs
Church Divinity School of the Pacific

Berkeley, CA
sjsinger@mac.com

REUBEN, JUNIUS & ROSE, LLP

January 18, 2016

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

Re: 1298 Howard Street
Planning Case No. 2014.0011
Hearing Date: January 26, 2016
Our File No.: 5418.05

Dear President Fong and Commissioners,

This office represents Tony and Alvin Chan, the Project Sponsors of a new residential project at 1298 Howard Street (the "Property"). The Property is on the east side of 9th Street, spanning between Natoma Street and Howard Street and is currently occupied by a gas station and two fast food restaurants. The Project Sponsor is proposing the construction of two new buildings at the Property: (1) a five-story residential building with ground floor commercial uses and a below grade parking garage at the intersection and (2) a four-story residential building at the boundary of the Property, with both buildings being separated by a new public, mid-block alley connecting Howard and Natoma Streets, featuring:

- 124 new rental dwelling units, including 17 below-market rate units;
- 12,600 square feet of office/retail flex space on the ground floor of the larger building;
- A 1,250 square foot cafe directly opening onto the mid-block alley;
- Removal of a large, auto-intensive gas station, and the elimination of four curb cuts equal to 145 linear feet in total.

Project Benefits

The Project will transform a large, auto-oriented gas station site to a high-density mixed use project that will reduce traffic and create a new mid-block alley not accessible to

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin | John Kevlin
Tuija I. Catalano | Jay F. Drake | Lindsay M. Petrone | Sheryl Reuben[1] | Thomas Tunny
David Silverman | Melinda A. Sarjapur | Mark H. Loper | Jody Knight | Stephanie L. Haughey
Chloe V. Angelis | Louis J. Sarmiento | Jared Eigerman[2,3] | John McInerney III[2]
1. Also admitted in New York 2. Of Counsel 3. Also admitted in Massachusetts

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827 Broadway, Suite 205, Oakland, CA 94607
tel: 510-257-5589

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automobiles. We respectfully request the Planning Commission approve the Project for the following reasons:

- **The Project will significantly improve the pedestrian experience.** The Project eliminates a major auto-intensive use and replaces it with a new mixed-use development. A mid-block alley creates a new, safe connection between Howard Street and Natoma Street. Numerous new "eyes on the street" along the alley and Natoma Street will naturally maintain security in the area. A cafe will increase public use of the alley, and ground floor commercial space along Howard, 9th and Natoma Streets will provide an interesting pedestrian experience along those facades. Pedestrian safety will be greatly improved by the elimination of 145 linear feet of curb cuts.

- **The design is compatible with the historic warehouse district.** The proposed project has embraced the architecture of the Western SoMa Light Industrial and Residential Historic District and reinterpreting it in a modern expression. With so many styles in our immediate neighborhood, from deco, to classical and Spanish revival, a modern building with less adornment and more conscious of its scale and massing is appropriate. In the larger overall simple, unadorned square mass recalls has a pattern of simple windows in an implied grid. There are no bays that would suggest a residential building. The proposed exterior cement plaster material, is the same that would typically adorn a concrete warehouse. Like many of the warehouses, it adopts a classical tripartite approach with a base, middle and implied cornice. The base is largely glass that has been raised above the ground, alluding to a plinth and concrete foundations. At the street corners as an expression of entry, which reads as two stories, is similar to neighboring warehouses 132 9th Street and 1490 Howard Street. The window patterns are assembled into horizontal expression, to emphasize the mass and recall ribbon windows.

- **The Project will provide 17 below-market-rate rental units.** The Project is subject to a 13.5% on-site BMR rate, which the Project Sponsor will provide as rental units.

<u>Project Outreach</u>

The Project Sponsor has conducted significant community outreach, summarized as follows:

- Four community meetings with invites mailed to notification area;
- Individual meetings with:
    - United Playaz,

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- Asia SF,
- Tank18,
- 1252 Howard Street owners,
- 155 9th Street owners,
- and numerous residents on Natoma Street.

We have heard near unanimous support for the Project and are unaware of any opposition.

In sum, the Project will transform this Property from a auto-intensive gas station use with a high-density residential project with on-site BMR units. A new mid-block alley will create a significant new pedestrian and bicycle through connection. It has been thoughtfully designed and is will contribute and enhance the existing warehouse historic district. For these reasons, we urge you to support this project.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP

John Kevlin

cc: Vice-President Dennis Richards
Commissioner Rich Hillis
Commissioner Christine Johnson
Commissioner Joel Koppel
Commissioner Myrna Melgar
Commissioner Kathrin Moore
Doug Vu – Project Planner

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AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

San Francisco Planning

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

Date: August 16, 2016

To: Applicants subject to Planning Code Section 415 and 419: *Inclusionary Affordable Housing Program*

From: San Francisco Planning Department

Re: **Compliance with the Inclusionary Affordable Housing Program**

All projects that include 10 or more dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Planning Code Sections 415 and 419. Every project subject to the requirements of Planning Code Section 415 or 419 is required to pay the Affordable Housing Fee. A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new residential units rather than offer them as rental units. Projects may be eligible to provide rental affordable units if it demonstrates 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 necessary documentation to the Planning Department and Mayor's Office of Housing.

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. Please note that this affidavit is required to be included in Planning Commission packets and therefore, must comply with packet submittal guidelines.

The Affidavit is divided into two sections. This first section is devoted to projects that are subject to Planning Code Section 415. The second section covers projects that are located in the Urban Mixed Use (UMU) Zoning District and certain projects within the Mission Neighborhood Commercial Transit District that are subject to Planning Code Section 419. Please use the applicable form and contact Planning staff with any questions.

On June 7, 2016, Proposition C was passed by San Francisco voters to modify Affordable Housing Requirements and trailing legislation was passed by the Board of Supervisors (Ord No. 76-16 and File No. 160255) to implement the increased requirements. Please be aware that the inclusionary requirements may differ for projects depending on when a complete Environmental Evaluation Application (EEA) was submitted with the Department. Please also note that there are different requirements for smaller projects (10-24 units) and larger projects (25+ units). Please use the attached tables to determine the applicable requirement.

For new projects with complete EEA's accepted after January 12, 2016, the Inclusionary Affordable Housing Program includes provisions to allow for mixed income levels. Generally speaking, if the required number of units constructed on-site is 25%, a minimum of 15% of the units must be affordable to low-income households and 10% of the units affordable to low- or moderate/middle-income households. The Average Median Income (AMI) for low income is 55% for rental and 80% for ownership. The AMI for moderate/middle income units is 100% for rental and 120% for ownership.

Summary of requirements. Please determine what percentage is applicable for your project based on the size of the project, the zoning of the property, and the date that a complete Environmental Evaluation Application (EEA) was submitted. Chart A applies throughout San Francisco whereas Chart B addresses UMU (Urban Mixed Use District) Zoning Districts.

The Project contains:	The zoning of the property is:	Complete EEA was submitted on:
125 units	RED-MX, WMUG, RCD	March 19, 2014

CHART A: Inclusionary Requirements for San Francisco, excluding UMU Zoning Districts.

Complete EEA Accepted: →	*Before 1/1/13*	*Before 1/1/14*	*Before 1/1/15*	*Before 1/12/16*	*After 1/12/16*
Fee or Off-site					
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects at or below 120'	20.0%	25.0%	27.5%	30.0%	33.0%
25+ unit projects over 120' in height *	20.0%	33.0%	33.0%	33.0%	33.0%
On-site					
10-24 unit projects	12.0%	12.0%	12.0%	12.0%	12.0%
25+ unit projects	12.0%	13.0%	13.5%	14.5%	25.0%

* except buildings up to 130 feet in height located both within a special use district and within a height and bulk district that allows a maximum building height of 130 feet.

CHART B: Inclusionary Requirements for UMU Districts. Please note that the Middle Income Incentive Alternative regulated in Planning Code Section 419 was not changed by Code amendment (Ord. No. 76-16). Also, certain projects in the SOMA Youth and Family SUD rely upon UMU requirements as stipulated by the Planning Code.

Complete EEA Accepted: →	*Before 1/1/13*	*Before 1/1/14*	*Before 1/1/15*	*Before 1/12/16*	*After 1/12/16*
On-site UMU					
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%
Tier A 25+ unit projects	14.4%	15.4%	15.9%	16.4%	25.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	16.0%	17.0%	17.5%	18.0%	25.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	17.6%	18.6%	19.1%	19.6%	25.0%
Fee or Off-site UMU					
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	23.0%	28.0%	30.5%	33.0%	33.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	25.0%	30.0%	32.5%	33.0%	33.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	27.0%	32.0%	33.0%	33.0%	33.0%
Land Dedication in UMU or Mission NCT					
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	40.0%	42.5%	45.0%	35.0%
Tier A 25+ unit > 30K	30.0%	35.0%	37.5%	40.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	45.0%	47.5%	50.0%	40.0%
Tier B 25+ unit > 30K	35.0%	40.0%	42.5%	45.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	50.0%	52.5%	55.0%	45.0%
Tier C 25+ unit > 30K	40.0%	45.0%	47.5%	50.0%	40.0%

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415 & 419

San Francisco Planning

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

October 10, 2016
Date

I, Alvin Chan,
do hereby declare as follows:

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

1298 Howard Street
Address

3728/019, 024, 025, 086, 087
Block / Lot

B The proposed project at the above address is subject to the *Inclusionary Affordable Housing Program*, Planning Code Section 415 and 419 et seq.

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

2014.0011
Planning Case Number

N/A
Building Permit Number

This project requires the following approval:

- [x] 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 an UMU project within the Eastern Neighborhoods Plan Area?

- [ ] Yes _____
- [x] No

(If yes, please indicate Affordable Housing Tier)

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

- [ ] This project is 100% affordable.
- [ ] This project is 100% student housing.

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

- [ ] Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5).
- [x] On-site Affordable Housing Alternative (Planning Code Sections 415.6).
- [ ] Off-site Affordable Housing Alternative (Planning Code Sections 415.7):
  - [ ] Small Sites Affordable Housing Alternative
- [ ] Land Dedication

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.

☐ **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.[1] 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.

1 California Civil Code Section 1954.50 and following.

F Affordability Levels:

No. of Affordable Units:	% Affordable Units:	AMI Level:
17	13.5%	55%

No. of Affordable Units:	% Affordable Units:	AMI Level:

G 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.

H I am a duly authorized agent 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

10/12/16
Date

Sign Here

Signature

Alvin Chan, Partner
Name (Print), Title

(415) 775-0717
Contact Phone Number

cc: Mayor's Office of Housing and Community Development

Planning Department Case Docket

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:					
TOTAL UNITS: 125	SRO / Group Housing:	Studios: 31	One-Bedroom Units: 35	Two-Bedroom Units: 59	Three (or more) Bedroom Units:

If you selected an On-site or Off-Site Alternative, please fill out the applicable section below. If using more than one AMI to satisfy the requirement, please submit a separate sheet for each AMI level.

☑ **On-site Affordable Housing Alternative** Planning Code Section 415.6): calculated at 13.5 % of the unit total.

Number of Affordable Units to be Located ON-SITE:					
TOTAL UNITS: 17	SRO / Group Housing:	Studios: 4	One-Bedroom Units: 5	Two-Bedroom Units: 8	Three (or more) Bedroom Units:

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

Number of Affordable Units to be Located OFF-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (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 will be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

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

Number of Affordable Units to be Located ON-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

3. Off-Site ____ % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

1288 Howard, LP

Company Name

Alvin Chan

Name (Print) of Contact Person

1388 Sutter Street, Suite 730

Address

San Francisco, CA 94109

City, State, Zip

(415) 775-0717

Phone / Fax

alvin@worldcocompany.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.

Sign Here

Signature:

Alvin Chan, Partner

Name (Print), Title:

Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (*If Different*)

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

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.

Sign Here

Signature:

Name (Print), Title:

SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code Chapter 83

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

Section 1: Project Information

PROJECT ADDRESS	BLOCK/LOT(S)
1298 Howard street	3728/019, 024, 025, 086, 087

BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)
N/A	2014.0011	N/A

PROJECT SPONSOR	MAIN CONTACT	PHONE
1288 Howard, LP	Alvin Chan	(415) 775-0717

ADDRESS
1388 Sutter Street, Suite 730

CITY, STATE, ZIP	EMAIL
San Francisco, CA 94109	alvin@worldcocompany.com

ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
125	13,850 sq. ft.	55 ft/ 5-story and 45 ft/4-story	$35,000,000

ANTICIPATED START DATE

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT

- ☐ Project is wholly Residential
- ☐ Project is wholly Commercial
- ☑ Project is Mixed Use

- ☑ A: The project consists of ten (10) or more residential units;
- ☐ B: The project consists of 25,000 square feet or more gross commercial floor area.
- ☐ C: Neither 1A nor 1B apply.

NOTES:

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

Continued...

Section 3: First Source Hiring Program – Workforce Projection

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

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

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

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	$40.32	N/A	
~~Boilermaker~~	N/A	N/A	
Bricklayer	$66 –	1	5
Carpenter	$72.79	15	89
Cement Mason	$55.46	10	45
Drywaller/ Latherer	$71.39	3	13
Electrician	$91.05	1	10
Elevator Constructor	$92.69	N/A	2
Floor Coverer	$68.32	1	6
Glazier	$68.55	4	21
Heat & Frost Insulator	$82.72	N/A	2
Ironworker	$63.00	5	29
		TOTAL:	222

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Laborer	$50.69	8	66
Operating Engineer	$70.40	2	20
Painter	$62.38		13
~~Pile Driver~~	N/A	N/A	
Plasterer	$64.29	2	10
Plumber and Pipefitter	$110.44	2	14
Roofer/Water proofer	$51.87	2	18
Sheet Metal Worker	$94.64	2	20
Sprinkler Fitter	$84.19	1	4
Taper	$64.04	1	6
Tile Layer/ Finisher	$57.81	1	12
Other:			
		TOTAL:	183

	YES	NO
1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?	☐	☑
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? Apprentices will not be required to work onsite.	☐	☑
3. Will hiring and retention goals for apprentices be established?	☐	☑

4. What is the estimated number of local residents to be hired? 50% of "new hires" per trade will be Local low income residents.

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Alvin Chan, Manager	alvin@worldco.com	(415)775-0717

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

(SIGNATURE OF AUTHORIZED REPRESENTATIVE) 3/4/16 (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*

SUPPLEMENTAL INFORMATION FOR

Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
1288 Howard, LP	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
1388 Sutter St., Suite 730 San Francisco, CA 94109	(415)775-0717
	EMAIL: alvin@worldcocompany.com

APPLICANT'S NAME:	
	Same as Above ☑
APPLICANT'S ADDRESS:	TELEPHONE: ( )
	EMAIL:

CONTACT FOR PROJECT INFORMATION:	
John Kevlin; Reuben, Junius & Rose, LLP	Same as Above ☐
ADDRESS:	TELEPHONE:
One Bush Street, Suite 600 San Francisco, CA 94104	(415) 567-900
	EMAIL: jkevlin@reubenlaw.com

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):	
	Same as Above ☑
ADDRESS:	TELEPHONE: ( )
	EMAIL:

2. Location and Project Description

STREET ADDRESS OF PROJECT:	ZIP CODE:
1298 Howard Street	94103
CROSS STREETS:	
9th Street, between Howard and Natoma Streets	

ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
3278 019,024, 025, 086, 087	RED-MX, WMUG, RCD	45-X, 55-X

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
☑ New Construction ☐ Demolition ☐ Alteration ☐ Other: _____	0	125	+125

Compliance with the Anti-Discriminatory Housing Policy

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

   1a. If yes, in which States? Washington, Hawaii

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

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

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

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

Applicant's Affidavit

Under penalty of perjury the following declarations are made:
a: The undersigned is the owner or authorized agent of the owner of this property.
b: The information presented is true and correct to the best of my knowledge.
c: Other information or applications may be required.

Signature: _____ Date: 10/10/16

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

Alvin Chan

Owner / Authorized Agent (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

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

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

Notification of Incomplete Information made:

To: _____ Date: _____

BUILDING PERMIT NUMBER(S):	DATE FILED:
RECORD NUMBER:	**DATE FILED:**

VERIFIED BY PLANNER:

Signature: _____ Date: _____

Printed Name: _____ Phone: _____

ROUTED TO HRC:	DATE:
☐ Emailed to: _____	

1298 HOWARD STREET

SAN FRANCISCO, CA

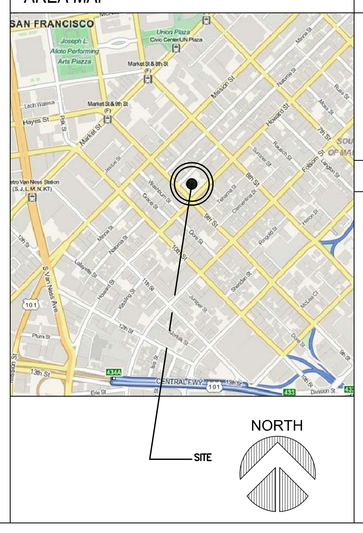
ABBREVIATIONS

A/C	AIR CONDITIONING
ADJ.	ADJUSTABLE
A.F.F.	ABOVE FINISH FLOOR
ALUM.	ALUMINUM
ALT.	ALTERNATE
APPROX.	APPROXIMATELY
ARCH.	ARCHITECT(URAL)
A.C.T.	ACOUSTIC CEILING TILE
B.BD.	TELEPHONE BACK BOARD
BLDG.	BUILDING
BLKG.	BLOCKING
BOT.	BOTTOM
℄ /CL	CENTER LINE
CAB.	CABINET
C.G.	CORNER GUARD
CHG.	CHANGE
CLG.	CEILING
CLOS.	CLOSET
CLR.	CLEAR
C.M.U.	CONCRETE MASONRY UNIT
COL.	COLUMN
CONC.	CONCRETE
CONN.	CONNECTION
CONST.	CONSTRUCTION
CORR.	CORRIDOR
C.T.	CERAMIC TILE
CTR.	CENTER
DET.	DETAIL
DIA/Ø	DIAMETER
DIM.	DIMENSION
DN.	DOWN
DWG.	DRAWING
DS.	DOWN SPOUT
(E)	EXISTING
EA.	EACH
EL.	ELEVATION
ELEC.	ELECTRICAL
ELEV.	ELEVATOR
EQ.	EQUAL
EQUIP.	EQUIPMENT
EXP.	EXPANSION
EXPOS.	EXPOSED
EXT.	EXTERIOR
F.D.	FLOOR DRAIN
FIN.	FINISH
FL.	FLOOR
FLASH.	FLASHING
FLUOR.	FLUORESCENT
F.O.F.	FACE OF FINISH
F.O.S.	FACE OF STUD
FPRF.	FIREPROOF
FURR.	FURRING
GA.	GAGE
GALV.	GALVANIZED
G.C.	GENERAL CONTRACTOR
GL.	GLASS
GR.	GRADE
GYP. BD.	GYPSUM BOARD
H.B.	HOSE BIB
HC	HANDICAPPED
H.C.	HOLLOW CORE
HDWR.	HARDWARE
HGT.	HEIGHT
H.M.	HOLLOW METAL
HP	HIGH POINT
HR.	HOUR
H.W.	HOT WATER
INSUL.	INSULATION/INSULATED
INT.	INTERIOR
JAN.	JANITOR
JT.	JOINT
L.P.	LOW POINT
MAX	MAXIMUM
M.C.	MEDICINE CABINET
M.D.	MOTION DETECTOR
MECH.	MECHANICAL
MIN	MINIMUM
MTD.	MOUNTED
MTL.	METAL
(N)	NEW
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
OFF.	OFFICE
OPNG.	OPENING
OPP.	OPPOSITE
O.T.B.	OPEN TO BELOW
PR.	PAIR
P-LAM.	PLASTIC LAMINATE
PTD.	PAINTED
PLYWD.	PLYWOOD
P.O.	PRIVATE OFFICE
R	RISER
R.D.	ROOF DRAIN
REQ.	REQUIRED
RM.	ROOM
R.O.	ROUGH OPENING
S.C.	SOLID CORE
STOR.	STORAGE
SHT.	SHEET
SIM.	SIMILAR
STRL.	STRUCTURAL
T	TREAD
T&G	TONGUE AND GROOVE
TEL.	TELEPHONE
T.O.	TOP OF
TYP.	TYPICAL
U.O.N.	UNLESS OTHERWISE NOTED
V.I.F.	VERIFY IN FIELD
WD.	WOOD
W.P.	WATERPROOF

LEGEND

- DETAIL REFERENCE NUMBER / SHEET WHERE DETAIL IS LOCATED
- SECTION REFERENCE NUMBER / SHEET WHERE SECTION IS LOCATED
- INTERIOR ELEVATION REFERENCE NUMBER / SHEET WHERE ELEVATION IS LOCATED
- SHEET WHERE ELEVATION IS LOCATED / ELEVATION REFERENCE NUMBER
- REVISION CLOUD
- DOOR SYMBOL
- WINDOW SYMBOL
- CEILING HEIGHT
- KEYNOTE TAG
- WALL/FLOOR TYPE SYMBOL
- ELEVATION DATUM
- SHEET NOTE
- ALIGN, FLUSH
- BUILDING REFERENCE POINT

AREA MAP



GENERAL NOTES

GENERAL CONDITIONS: AIA DOCUMENT A201, GENERAL CONDITIONS FOR THE PERFORMANCE OF THE CONTRACT IS HEREBY INCORPORATED INTO THESE DRAWINGS AND SHALL BE CONSIDERED AS PART OF THE REQUIREMENTS FOR THE COMPLETION OF THE WORK.

EXISTING CONDITIONS: CONDITIONS SHOWN OF THE DRAWINGS ARE AS SHOWN ON THE ORIGINAL DRAWINGS AND AS OBSERVED ON THE SITE, BUT THEIR ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT THE SITE. ANY DISCREPANCIES SHALL BE REPORTED TO ARCHITECT PRIOR TO PROCEEDING WITH THE WORK. NOTE: DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE OF THE DRAWINGS.

PERMITS: THE CONTRACTOR SHALL OBTAIN AND PAY ALL CITY AND/OR COUNTY FEES RELATING TO PROJECT, EXCEPTING THE GENERAL PERMIT, WHICH IS THE RESPONSIBILITY OF THE OWNERS' AND IS REIMBURSABLE TO THE G.C.

CODES: ALL WORK SHALL BE DONE IN COMPLIANCE WITH ALL APPLICABLE CODES, INCLUDING BUT NOT LIMITED TO: UNIFORM BUILDING CODES, NATIONAL ELECTRICAL, MECHANICAL, AND PLUMBING CODES, HEALTH DEPARTMENT REGULATIONS, FIRE AND SAFETY CODES, CITY AND/OR COUNTY ORDINANCES AND REGULATIONS AND OTHER CODES GOVERNING CONSTRUCTION.

SITE RESPONSIBILITY: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING HEALTH AND SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. CONTRACTOR TO LIMIT TRAFFIC AND ACCESS TO THOSE AREAS WHERE WORK IS PERFORMED.

CLEAN UP AND REPAIRS: THE CONSTRUCTION SITE SHALL BE MAINTAINED IN AN ORDERLY MANNER AT ALL TIMES WITH ALL DEBRIS REMOVED AT THE END OF THE EACH DAY. AT THE COMPLETION OF THE CONSTRUCTION REMOVE ALL EXCESS MATERIALS AND REFUSE FROM SITE. LEAVE ALL SURFACES WITHIN CONSTRUCTION SITE FREE FROM DUST, DIRT AND STAINS. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY SURFACES OR ITEMS DAMAGED BY CONSTRUCTION TO THE SATISFACTION OF THE ARCHITECT AND OWNER.

PATCHING: PROPERLY PREPARE SURFACES FOR RECEIVING THE SPECIFIED FINISHES INCLUDING PATCHING OF SURFACES ALTERED BY CONSTRUCTION. ON PATCHED AREAS OR AREAS WHERE A FINISH IS NOT SPECIFIED, THE FINISH SHALL MATCH ADJACENT MATERIAL IN CONSTRUCTION, COLOR AND TEXTURE.

ALL WORK NOTED "N.I.C." OR NOT IN CONTRACT IS TO BE PROVIDED BY A CONTRACTOR OTHER THAN THE GENERAL CONTRACTOR.

"ALIGN" AS USED IN THESE DOCUMENTS SHALL MEAN TO ACCURATELY LOCATE FINISH FACES ON THE SAME PLANE.

"TYPICAL" AS USED IN THESE DOCUMENTS SHALL MEAN THAT THE CONDITION IS THE SAME OR REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, U.O.N.

DETAILS ARE USUALLY KEYED AND NOTED "TYPICAL" ONLY ONCE, WHEN THEY FIRST OCCUR, AND ARE REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, U.O.N.

SCHEDULE: UPON SUBMITTAL OF THE FINAL CONSTRUCTION COSTS, THE CONTRACTOR SHALL ALSO SUBMIT A CONSTRUCTION SCHEDULE INDICATING THE REQUIRED CONSTRUCTION TIME FOR ALL SUBCONTRACTOR'S AND CONTRACTOR'S WORK AND A COST-BY-TRADE BREAKDOWN FOR USE IN SCHEDULING AND EVALUATING PAY REQUESTS.

SUBSTITUTIONS: SUBSTITUTIONS, REVISIONS, OR CHANGES MUST HAVE APPROVAL BY THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.

DAMAGE: THE CONTRACTOR SHALL REPAIR OR REPLACE ANY SURFACES OR ITEMS DAMAGED BY CONSTRUCTION TO THE SATISFACTION OF THE ARCHITECT OR OWNER.

GUARANTEES: THE CONTRACTOR SHALL GUARANTEE THAT THE PROJECT WILL BE FREE OF DEFECTS OF WORKMANSHIP AND MATERIALS FOR A PERIOD OF ONE YEAR FROM THE DATE OF ACCEPTANCE BY THE OWNER. NO WORK DEFECTIVE IN CONSTRUCTION OR QUALITY DEFICIENT IN ANY REQUIREMENT OF THE DRAWINGS OR NOTES WILL BE ACCEPTABLE IN CONSEQUENCE OF THE OWNER'S OR ARCHITECT'S FAILURE TO POINT OUT DEFECTS OR DEFICIENCIES DURING CONSTRUCTION. DEFECTS OF WORKMANSHIP OR MATERIALS REVEALED WITHIN A PERIOD OF ONE YEAR FROM THE ACCEPTANCE SHALL BE REPLACED BY WORK CONFORMING WITH THE INTENT OF THE CONTRACT AT NO COST TO THE OWNER. NO PAYMENT, EITHER PARTIAL OR FINAL, SHALL BE CONSTRUED AS AN ACCEPTANCE OF DEFECTIVE WORK.

COLUMN CENTERLINES (ALSO REFERRED TO AS GRIDLINES) ARE SHOWN FOR DIMENSIONAL PURPOSES. (REFER TO BASE BUILDING DRAWINGS FOR EXACT LOCATIONS.

CONTACT LIST

OWNER

WORLDCO COMPANY, LLC
1388 SUTTER STREET, SUITE 730
SAN FRANCISCO, CA 94109
415/775-0717
415/775-2222 FAX

CONTACT: TONY CHAN
ALVIN CHAN

ARCHITECT

LEVY DESIGN PARTNERS
90 SOUTH PARK
SAN FRANCISCO, CA 94107
415/777-0561
415/777-5117 FAX

CONTACT: TOBY LEVY
FRANCO ZARAGOZA

DRAWING INDEX

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A0.3	GREEN POINT RATED CHECKLIST
A0.4	EGRESS PLANS
A0.5	EGRESS PLANS
A0.6	ACCESS PLANS
A0.7	DETAILS: TYPICAL ADA
A0.8	DETAILS: TYPICAL ADA
A0.9	DETAILS: TYPICAL ADA
A0.10	BUILDING AREA CALCULATIONS
A0.11	EXTERIOR WALL OPENING DIAGRAMS
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CIVIL

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A2.3	FLOOR PLAN: FLOOR 02
A2.4	FLOOR PLAN: FLOOR 03
A2.5	FLOOR PLAN: FLOOR 04
A2.6	FLOOR PLAN: FLOOR 05
A2.7	ROOF PLAN
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A3.0b	PERSPECTIVE RENDERINGS
A3.1	EXTERIOR ELEVATIONS
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A4.1	SECTIONS

PLANNING / BUILDING CODE DATA

ADDRESS:	1298 HOWARD STREET, SAN FRANCISCO, CA 94103
A.P.N. BLOCK/LOT#:	3728/019, 024, 025, 086, 087
TOTAL LOT SIZE:	225' X 165' = 37,125 SF
ZONING DISTRICT:	RCD (REGIONAL COMMERCIAL DISTRICT) WMUG (WSOMA MIXED-USE GENERAL DISTRICT) RED-MX (RESIDENTIAL ENCLAVE-MIXED DISTRICT) WESTERN SOMA SPECIAL USE DISTRICT
AREA PLAN:	EASTERN NEIGHBORHOODS PLAN AREA
SCOPE OF WORK:	NEW CONSTRUCTION OF A BASEMENT PLUS 5-STORY BUILDING: 5 STORIES OF 124 RESIDENTIAL UNITS (APARTMENTS), AND APPROXIMATELY 13,850 SQUARE FEET OF GROUND LEVEL RETAIL/COMMERCIAL SPACE.
SETBACKS:	MEETS ALL OF THE REQUIRED SETBACKS & ALLEY CONTROLS
PARKING:	SEE TABLE ON SHEET A2.0
PARKING ENTRANCES:	14 FT.
BICYCLE PARKING (COMMERCIAL): CLASS 1 REQUIRED: CLASS 2 REQUIRED: (RESIDENTIAL): CLASS 1 REQUIRED: CLASS 2 REQUIRED:	 3 REQUIRED & 4 PROVIDED; SEE SHEET A2.1A 5 REQUIRED & 5 PROVIDED; SEE SHEET A2.1A 106 REQUIRED & 188 PROVIDED; SEE SHEETS A2.0 & A2.1A 7 REQUIRED & 27 PROVIDED; SEE SHEET A2.1A
OPEN SPACE: REQUIRED: PROPOSED:	 SEE TABLE ON SHEET A0.10 SEE TABLE ON SHEET A0.10
STREET TREES:	REQUIRED: 1 TREE PER 20 FT. OF FRONTAGE 615 FT FRONTAGE / 20FT = 31 STREET TREES REQUIRED • 25 PROVIDED DUE TO SFMTA STREET CORNER REQUIREMENTS AND VEHICLE PARKING ENTRANCE
CONSTRUCTION TYPE(S):	TYPE VA W/ AUTOMATIC SPRINKLER SYSTEM THROUGHOUT, TYPE IIIA W/ AUTOMATIC SPRINKLER SYSTEM THROUGHOUT & TYPE IA W/ AUTOMATIC SPRINKLER SYSTEM THROUGHOUT
OCCUPANCIES:	(M) MERCANTILE, (B) BUSINESS, (R-2) RESIDENTIAL, & (S-2) GARAGE
UNIT MIX:	29 STUDIOS 36 1-BED 59 2-BED 124 TOTAL UNITS

BUILDING CODES, REGULATIONS & STANDARDS:

CALIFORNIA CODES

2013 CALIFORNIA BUILDING CODE
2013 CALIFORNIA ELECTRICAL CODE
2013 CALIFORNIA MECHANICAL CODE
2013 CALIFORNIA PLUMBING CODE
2013 CALIFORNIA ENERGY CODE
2010 CALIFORNIA GREEN BUILDING STANDARDS CODE

SAN FRANCISCO CODES

2013 SAN FRANCISCO BUILDING CODE AMENDMENTS
2013 SAN FRANCISCO ELECTRICAL CODE AMENDMENTS
2013 SAN FRANCISCO MECHANICAL CODE AMENDMENTS
2013 SAN FRANCISCO PLUMBING CODE AMENDMENTS
2010 SAN FRANCISCO GREEN BUILDING CODE AMENDMENTS
2013 SAN FRANCISCO HOUSING CODE

CALIFORNIA CODES

ADA STANDARDS FOR ACCESSIBLE DESIGN, 2010 EDITION
ASME A17.1-2013/CSA B44-13: SAFETY CODE FOR ELEVATORS AND GUIDE FOR ELEVATOR SEISMIC DESIGN, 2013 EDITION
NFPA 10: STANDARD FOR PORTABLE FIRE EXTINGUISHERS, 2013 EDITION
NFPA 13: STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS, 2013 EDITION
NFPA 14: STANDARD FOR THE INSTALLATION OF STANDPIPE AND HOSE, 2013 EDITION
NFPA 17: STANDARD FOR DRY CHEMICAL EXTINGUISHING SYSTEMS, 2013 EDITION
NFPA 17A: STANDARD FOR WET CHEMICAL EXTINGUISHING SYSTEMS, 2013 EDITION
NFPA 20: STANDARD FOR THE INSTALLATION OF STATIONARY PUMPS, 2013 EDITION
NFPA 24: STANDARD FOR THE INSTALLATION OF PRIVATE FIRE SERVICE MAINS AND THEIR APPURTENANCES, 2013 EDITION
NFPA 72: NATIONAL FIRE ALARM AND SIGNALING CODE, 2013 EDITION
NFPA 2001: STANDARD ON CLEAN AGENT FIRE EXTINGUISHING SYSTEMS, 2012 EDITION

FIRE RATINGS:

	TYPE 1A CONSTRUCTION	TYPE III-A CONSTRUCTION	TYPE V-A CONSTRUCTION
PRIMARY STRUCTURAL FRAME:	3 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)
BEARING EXTERIOR WALLS:	3 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)
BEARING INTERIOR WALLS:	3 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)
NON-BEARING EXTERIOR WALLS:	NO RATING (CBC TABLE 601)	NO RATING (CBC TABLE 601)	NO RATING (CBC TABLE 601)
NON-BEARING INTERIOR WALLS:	NO RATING (CBC TABLE 601)	NO RATING (CBC TABLE 601)	NO RATING (CBC TABLE 601)
FLOOR CONSTRUCTION:	2 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)
ROOF CONSTRUCTION:	1-1/2 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)	1 HOUR (CBC TABLE 601)
EXIT ENCLOSURES:	1 HOUR (CBC 1022.1) FOR 3 STORY BUILDINGS 2 HOURS (CBC 1022.1) FOR 4 STORY BUILDINGS	1 HOUR (CBC 1022.1) FOR 3 STORY BUILDINGS 2 HOURS (CBC 1022.1) FOR 4 STORY BUILDINGS	1 HOUR (CBC 1022.1) FOR 3 STORY BUILDINGS 2 HOURS (CBC 1022.1) FOR 4 STORY BUILDINGS

LOCATION	BASEMENT + 1ST FLR (BUILDING 0)*	1ST-5TH FLOORS & MEZZANINES (BUILDINGS 1, 2, & 3)		
PROPOSED OCCUPANCY	S-2, R-2, M	M (CAFE AND MERCANTILE), R2 (RESIDENTIAL)		R2 (RESIDENTIAL)
CONSTRUCTION*	TYPE 1A	TYPE V-A	TYPE III-A	TYPE V-A
SRINKLERED	YES	YES	YES	YES
ALLOWABLE AREA PER STORY (CBC TABLE 503)	UNLIMITED	12,000 SF	24,000 SF	12,000 SF
ALLOWABLE AREA MODIFICATION PER STORY (CBC 506.1) ALLOWABLE AREA PER STORY : Aa={At+[AtxIf]+[AtXIs]}	N/A	BUILDING 1** PERIMETER= 530FT Aa=[12000+[12000X.44]+[12000X2]] Aa=41,280 SF (ALLOWABLE AREA PER FLOOR)	BUILDING 2** PERIMETER= 493FT Aa=[24000+[24000X.01]+[24000X2]] Aa=72,240 SF (ALLOWABLE AREA PER FLOOR)	BUILDING 3** PERIMETER= 384FT Aa=[12000+[12000X0]+[12000X2]] Aa=36,000 SF (ALLOWABLE AREA PER FLOOR)
TOTAL ALLOWABLE AREA (CBC 506.4.1)	UNLIMITED	41,280SF X 4 = 165,120	72,240 SF X 4 = 361,200	36,000 SF X 4 = 144,000
PROPOSED AREA	30,395 SF (BASEMENT) (S-2) 15,600 SF (GROUND LEVEL) • 11,600 SF (OFFICE) • 1,000 SF (OFFICE/RETAIL) • 3,000 SF (RESIDENTIAL)	BUILDING 1** Aa RESIDENTIAL = 56,942 SF RATIO = 56,942 / 165,120 = 0.34	BUILDING 2** Aa RESIDENTIAL = 52,108 SF Aa MERCANTILE = 1,250 SF (OFFICE/RETAIL) RATIO = 52,108 / 361,200 = 0.14	BUILDING 3** Aa RESIDENTIAL = 19,616 SF RATIO = 19,616 /144,000 = 0.14
TOTAL PROPOSED AREA	45,995 SF (BASEMENT + 01)	BUILDING 1: 59,942 SF	BUILDING 2: 53,358 SF	BUILDING 3: 19,616 SF
HEIGHT & STORIES				
ALLOWABLE HEIGHT (CBC TABLE 503)	UNLIMITED	45'-0"	55'-0"	45'-0"
PROPOSED HEIGHT	N/A	45'-0"	55'-0"	45'-0"
ALLOWABLE STORIES (CBC TABLE 503)	UNLIMITED	4	5	4
PROPOSED STORIES	1 BELOW GRADE & 1 ABOVE GRADE	4	5	4
ALLOWABLE COMBINED BUILDING AREA	165,120 + 361,200 + 144,000 = 670,320			
PROPOSED COMBINED BUILDING AREA	15,600 + 56,942 + 53,358 + 19,616 = 145,516			

* 3 HR SEPARATION BETWEEN R-2 & S-2 OCCUPANCIES
** SEE SHEET A0.1 AND A2 SERIES FOR FIREWALL LOCATION
*** PER CBC 505.1, MEZZANINES NOT INCLUDED IN THE BUILDING AREA OR NUMBER OF STORIES
SEE A0.5 FOR BUILDING DESIGNATIONS

SCHEMATIC RENDERING

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

NOTICE:
These drawings and specifications are the property and copyright of Levy Design Partners Inc. and shall not be used except by written agreement with Levy Design Partners

1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C-10527
RENEWAL DATE 6-30-17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
01-26-16	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:

TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: N/A

COVER SHEET

G0.0

1 CORNER OF 9TH & HOWARD STREETS

2 HOWARD STREET LOOKING INTO SITE

3 9TH STREET AT NATOMA

4 NATOMA STREET LOOKING INTO SITE

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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1298 HOWARD STREET

SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C-10527
RENEWAL DATE
6-30-17
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1298 HOWARD STREET

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3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:

TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: N/A

EXISTING
SITE
PHOTOS

A0.1

GreenPointRATED
A PROGRAM OF BUILD IT GREEN

NEW HOME RATING SYSTEM, VERSION 6.0

MULTIFAMILY CHECKLIST

The GreenPoint Rated checklist tracks green features incorporated into the home. GreenPoint Rated is administered by Build It Green, a non-profit whose mission is to promote healthy, energy and resource efficient buildings in California.
The minimum requirements of GreenPoint Rated are: verification of 50 or more points; Earn the following minimum points per category: Commuity (3) Energy (22), Indoor Air Quality/Health (6), Resources (6), and Water (8); and meet the prerequisites CALGreen Mandatory, E5.2 , H6.1, J5.1, O1, O7.

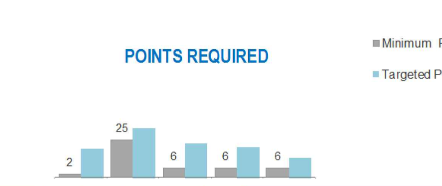
The criteria for the green building practices listed below are described in the GreenPoint Rated Single Family Rating Manual. For more information please visit **www.builditgreen.org/greenpointrated**
Build It Green is not a code enforcement agency.

A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater through Build It Green. This is the public version of the Checklist and cannot be used for certification.

New Home Multifamily Version 6.0

Total Points Targeted: 0

Certfication Level:



1298 Howard Street

Status	Measures	Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
			Possible Points					
CALGreen								
Yes	CALGreen Res (REQUIRED)	4		1	1	1	1	
A. SITE								
TBD	**A1. Construction Footprint**					1		
	A2. Job Site Construction Waste Diversion							
TBD	A2.1 65% C&D Waste Diversion **(Including** Alternative Daily Cover)					2		
TBD	A2.2 65% C&D Waste Diversion **(Excluding** Alternative Daily Cover)					2		
TBD	A2.3 Recycling Rates from Third-Party Verified Mixed-Use Waste Facility					1		
TBD	**A3. Recycled Content Base Material**					1		
Yes	**A4. Heat Island Effect Reduction (Non-Roof)**	1		1				
TBD	**A5. Construction Environmental Quality Management Plan Including Flush-Out**				1			
	A6. Stormwater Control: Prescriptive Path							
Yes	A6.1 Permeable Paving Material	1					1	
Yes	A6.2 Filtration and/or Bio-Retention Features	1					1	
Yes	A6.3 Non-Leaching Roofing Materials	1					1	
Yes	A6.4 Smart Stormwater Street Design	0	1					
TBD	**A7. Stormwater Control: Performance Path**						3	
B. FOUNDATION								
Yes	**B1. Fly Ash and/or Slag in Concrete**	1				1		
TBD	**B2. Radon-Resistant Construction**				2			
Yes	**B3. Foundation Drainage System**	2				2		
TBD	**B4. Moisture Controlled Crawlspace**				1			
	B5. Structural Pest Controls							
TBD	B5.1 Termite Shields and Separated Exterior Wood-to-Concrete Connections					1		
TBD	B5.2 Plant Trunks, Bases, or Stems at Least 36 Inches from the Foundation					1		
C. LANDSCAPE								
14.00%	Enter the landscape area percentage							
TBD	**C1. Plants Grouped by Water Needs (Hydrozoning)**						1	
TBD	**C2. Three Inches of Mulch in Planting Beds**						1	
	C3. Resource Efficient Landscapes							
TBD	C3.1 No Invasive Species Listed by Cal-IPC					1		
TBD	C3.2 Plants Chosen and Located to Grow to Natural Size					1		
TBD	C3.3 Drought Tolerant, California Native, Mediterranean Species, or Other Appropriate Species						3	
	C4. Minimal Turf in Landscape							
TBD	C4.1 No Turf on Slopes Exceeding 10% and No Overhead Sprinklers Installed in Areas Less Than Eight Feet Wide						2	
TBD	C4.2 Turf on a Small Percentage of Landscaped Area						2	
TBD	**C5. Trees to Moderate Building Temperature**		1	1			1	
TBD	**C6. High-Efficiency Irrigation System**						2	
TBD	**C7. One Inch of Compost in the Top Six to Twelve Inches of Soil**						2	
TBD	**C8. Rainwater Harvesting System**						3	
TBD	**C9. Recycled Wastewater Irrigation System**						1	
Yes	**C10. Submeter or Dedicated Meter for Landscape Irrigation**	2					2	
TBD	**C11. Landscape Meets Water Budget**						2	
	C12. Environmentally Preferable Materials for Site							
TBD	C12.1 Environmentally Preferable Materials for 70% of Non-Plant Landscape Elements and Fencing					1		
TBD	C12.2 Play Structures and Surfaces Have an Average Recycled Content ≥20%					1		
Yes	**C13. Reduced Light Pollution**	1	1					
TBD	**C14. Large Stature Tree(s)**		1					
TBD	**C15. Third Party Landscape Program Certification**						1	
TBD	**C16. Maintenance Contract with Certified Professional**						1	
TBD	**C17. Community Garden**		2					

1298 Howard Street

Status	Measures	Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
			Possible Points					
D. STRUCTURAL FRAME AND BUILDING ENVELOPE								
	D1. Optimal Value Engineering							
TBD	D1.1 Joists, Rafters, and Studs at 24 Inches on Center			1		2		
Yes	D1.2 Non-Load Bearing Door and Window Headers Sized for Load	1				1		
TBD	D1.3 Advanced Framing Measures					2		
TBD	**D2. Construction Material Efficiencies**					1		
	D3. Engineered Lumber							
TBD	D3.1 Engineered Beams and Headers					1		
TBD	D3.2 Wood I-Joists or Web Trusses for Floors					1		
TBD	D3.3 Engineered Lumber for Roof Rafters					1		
TBD	D3.4 Engineered or Finger-Jointed Studs for Vertical Applications					1		
TBD	D3.5 OSB for Subfloor					0.5		
TBD	D3.6 OSB for Wall and Roof Sheathing					0.5		
No	**D4. Insulated Headers**	0		1				
	D5. FSC-Certified Wood							
TBD	D5.1 Dimensional Lumber, Studs, and Timber					6		
No	D5.2 Panel Products	0				3		
	D6. Solid Wall Systems							
No	D6.1 At Least 90% of Floors	0				1		
No	D6.2 At Least 90% of Exterior Walls	0		1		1		
No	D6.3 At Least 90% of Roofs	0		1		1		
No	**D7. Energy Heels on Roof Trusses**	0		1				
TBD	**D8. Overhangs and Gutters**			1		1		
	D9. Reduced Pollution Entering the Home from the Garage							
No	D9.1 Detached Garage	0			2			
TBD	D9.2 Mitigation Strategies for Attached Garage				1			
	D10. Structural Pest and Rot Controls							
TBD	D10.1 All Wood Located At Least 12 Inches Above the Soil					1		
TBD	D10.2 Wood Framing Treating With Borates or Factory-Impregnated, or Wall Materials Other Than Wood					1		
Yes	**D11. Moisture-Resistant Materials in Wet Areas (such as Kitchen, Bathrooms, Utility Rooms, and Basements)**	2			1	1		
E. EXTERIOR								
TBD	**E1. Environmentally Preferable Decking**					1		
TBD	**E2. Flashing Installation Third-Party Verified**					2		
Yes	**E3. Rain Screen Wall System**	2				2		
TBD	**E4. Durable and Non-Combustible Cladding Materials**					1		
	E5. Durable Roofing Materials							
Yes	E5.1 Durable and Fire Resistant Roofing Materials or Assembly	1				1		
TBD	E5.2 Roofing Warranty for Shingle Roofing		R	R	R	R	R	
No	**E6. Vegetated Roof**	0	2	2				
F. INSULATION								
	F1. Insulation with 30% Post-Consumer or 60% Post-Industrial Recycled Content							
TBD	F1.1 Walls and Floors					1		
TBD	F1.2 Ceilings					1		
	F2. Insulation that Meets the CDPH Standard Method—Residential for Low Emissions							
TBD	F2.1 Walls and Floors				1			
TBD	F2.2 Ceilings				1			
	F3. Insulation That Does Not Contain Fire Retardants							
TBD	F3.1 Cavity Walls and Floors				1			
TBD	F3.2 Ceilings				1			
TBD	F3.3 Interior and Exterior Insulation				1			
G. PLUMBING								
	G1. Efficient Distribution of Domestic Hot Water							
Yes	G1.1 Insulated Hot Water Pipes	1		1				
TBD	G1.2 WaterSense Volume Limit for Hot Water Distribution						1	
TBD	G1.3 Increased Efficiency in Hot Water Distribution						2	
	G2. Install Water-Efficient Fixtures							
Yes	G2.1 WaterSense Showerheads with Matching Compensation Valve	2					2	
Yes	G2.2 WaterSense Bathroom Faucets	1					1	
Yes	G2.3 WaterSense Toilets with a Maximum Performance (MaP) Threshold of No Less Than 500 Grams	1					1	
TBD	G2.4 Urinals with Flush Rate of ≤ 0.1 Gallons/Flush						1	
TBD	**G3. Pre-Plumbing for Graywater System**						1	
TBD	**G4. Operational Graywater System**						3	
No	**G5. Submeter Water for Tenants**	0					2	

1298 Howard Street

Status	Measures	Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
			Possible Points					
H. HEATING, VENTILATION, AND AIR CONDITIONING								
	H1. Sealed Combustion Units							
TBD	H1.1 Sealed Combustion Furnace				1			
TBD	H1.2 Sealed Combustion Water Heater				2			
TBD	**H2. High Performing Zoned Hydronic Radiant Heating System**			1	1			
	H3. Effective Ductwork							
TBD	H3.1 Duct Mastic on Duct Joints and Seams			1				
TBD	H3.2 Pressure Balance the Ductwork System			1				
Yes	**H4. ENERGY STAR® Bathroom Fans Per HVI Standards with Air Flow Verified**	1			1			
	H5. Advanced Practices for Cooling							
No	H5.1 ENERGY STAR Ceiling Fans in Living Areas and Bedrooms	0		1				
TBD	H5.2 Operable Windows and Skylights Located to Induce Cross Ventilation in At Least One Room in 80% of Units			1				
	H6. Whole House Mechanical Ventilation Practices to Improve Indoor Air Quality							
TBD	H6.1 Meet ASHRAE Standard 62.2-2012 Ventilation Residential Standards		R	R	R	R	R	
TBD	H6.2 Advanced Ventilation Standards				1			
TBD	H6.3 Outdoor Air Ducted to Bedroom and Living Areas				2			map of harmful air
	H7. Effective Range Design and Installation							
Yes	H7.1 Effective Range Hood Ducting and Design	1			1			
TBD	H7.2 Automatic Range Hood Control				1			
I. RENEWABLE ENERGY								
TBD	**I1. Pre-Plumbing for Solar Water Heating**			1				
TBD	**I2. Preparation for Future Photovoltaic Installation**			1				
	I3. Onsite Renewable Generation (Solar PV, Solar Thermal, and Wind)			25				
	I4. Net Zero Energy Home							
TBD	I4.1 Near Zero Energy Home			2				
TBD	I4.2 Net Zero Electric			4				
TBD	**I5. Solar Hot Water Systems to Preheat Domestic Hot Water**			4				
TBD	**I6. Photovoltaic System for Multifamily Projects**			12				
J. BUILDING PERFORMANCE AND TESTING								
TBD	**J1. Third-Party Verification of Quality of Insulation Installation**				1			
TBD	**J2. Supply and Return Air Flow Testing**			1	1			
TBD	**J3. Mechanical Ventilation Testing and Low Leakage**				1			
TBD	**J4. Combustion Appliance Safety Testing**				1			
2008	**J5. Building Performance Exceeds Title 24 Part 6**							
15.0%	J5.1 Home Outperforms Title 24	25		30				
0%	J5.2 Non-Residential Spaces Outperform Title 24	0		15				
Yes	**J6. Title 24 Prepared and Signed by a CABEC Certified Energy Analyst**	1		1				
TBD	**J7. Participation in Utility Program with Third-Party Plan Review**			1				
TBD	**J8. ENERGY STAR for Homes**			1				
No	**J9. EPA Indoor airPlus Certification**				1			
K. FINISHES								
	K1. Entryways Designed to Reduce Tracked-In Contaminants							
TBD	K1.1 Entryways to Individual Units				1			
Yes	K1.2 Entryways to Buildiings	1			1			
Yes	**K2. Zero-VOC Interior Wall and Ceiling Paints**	2			2			
Yes	**K3. Low-VOC Caulks and Adhesives**	1			1			
	K4. Environmentally Preferable Materials for Interior Finish							
≥50%	K4.1 Cabinets	1				2		
≥50%	K4.2 Interior Trim	1				2		
≥50%	K4.3 Shelving	1				2		
No	K4.4 Doors	0				2		
No	K4.5 Countertops	0				1		
	K5. Formaldehyde Emissions in Interior Finish Exceed CARB							
Yes	K5.1 Doors	1			1			
Yes	K5.2 Cabinets and Countertops	2			2			
Yes	K5.3 Interior Trim and Shelving	2			2			
TBD	**K6. Products That Comply With the Health Product Declaration Open Standard**				2			
Yes	**K7. Indoor Air Formaldehyde Level Less Than 27 Parts Per Billion**	2			2			
No	**K8. Comprehensive Inclusion of Low Emitting Finishes**				1			
Yes	**K9. Durable Cabinets**	2			2			
No	**K10. At Least 25% of Interior Furniture Has Environmentally Preferable Attributes**	0			1			
L. FLOORING								
≥25%	**L1. Environmentally Preferable Flooring**	1				3		
≥25%	**L2. Low-Emitting Flooring Meets CDPH 2010 Standard Method—Residential**	1			3			
Yes	**L3. Durable Flooring**	1				1		
TBD	**L4. Thermal Mass Flooring**			1				
M. APPLIANCES AND LIGHTING								
Yes	**M1. ENERGY STAR® Dishwasher**	1					1	
TBD	**M2. CEE-Rated Clothes Washer**			1			2	
<25 cubic feet	**M3. Size-Efficient ENERGY STAR Refrigerator**	1		2				
	M4. Permanent Centers for Waste Reduction Strategies							
Yes	M4.1 Built-In Recycling Center	1				1		
Yes	M4.2 Built-In Composting Center	1				1		
	M5. Lighting Efficiency							
TBD	M5.1 High-Efficacy Lighting			2				
TBD	M5.2 Lighting System Designed to IESNA Footcandle Standards or Designed by Lighting Consultant			2				
No	**M6. Central Laundry**	0					1	
Yes	**M7. Gearless Elevator**	1		1				

1298 Howard Street

Status	Measures	Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
			Possible Points					
N. COMMUNITY								
	N1. Smart Development							
Yes	N1.1 Infill Site	2	1			1		
Yes	N1.2 Designated Brownfield Site	2	1		1			
>20	N1.3 Conserve Resources by Increasing Density	1		2		2		123 units/0.85 acre; (123-15)/5=21.6
TBD	N1.4 Cluster Homes for Land Preservation		1			1		
	N1.5 Home Size Efficiency					9		
	Enter the area of the home, in square feet							
	Enter the number of bedrooms							
Yes	**N2. Home(s)/Development Located Within 1/2 Mile of a Major Transit Stop**	2	2					
	N3. Pedestrian and Bicycle Access							
	N3.1 Pedestrian Access to Services Within 1/2 Mile of Community Services	2	2					
10	Enter the number of Tier 1 services							all included
11	Enter the number of Tier 2 services							all included except full scale super ma
Yes	N3.2 Connection to Pedestrian Pathways	1	1					
TBD	N3.3 Traffic Calming Strategies		2					
Yes	N3.4 Sidewalks Buffered from Roadways and 5-8 Feet Wide	1	1					
Yes	N3.5 Bicycle Storage for Residents	1	1					
Yes	N3.6 Bicycle Storage for Non-Residents	1	1					
TBD	N3.7 Reduced Parking Capacity		2					
	N4. Outdoor Gathering Places							
Yes	N4.1 Public or Semi-Public Outdoor Gathering Places for Residents	1	1					
TBD	N4.2 Public Outdoor Gathering Places with Direct Access to Tier 1 Community Services		1					
	N5. Social Interaction							
TBD	N5.1 Residence Entries with Views to Callers		1					
Yes	N5.2 Entrances Visible from Street and/or Other Front Doors	1	1					
Yes	N5.3 Porches Oriented to Street and Public Space	1	1					
Yes	N5.4 Social Gathering Space	1	1					
	N6. Passive Solar Design							
TBD	N6.1 Heating Load			2				
TBD	N6.2 Cooling Load			2				
	N7. Adaptable Building							
Yes	N7.1 Universal Design Principles in Units	2	1		1			
No	N7.2 Full-Function Independent Rental Unit	0	1					
	N8. Affordability							
TBD	N8.1 Dedicated Units for Households Making 80% of AMI or Less		2					-
TBD	N8.2 Units with Multiple Bedrooms for Households Making 80% of AMI or Less		1					
TBD	N8.3 At Least 20% of Units at 120% AMI or Less are For Sale		1					
	N9. Mixed-Use Developments							
No	N9.1 Live/Work Units Include a Dedicated Commercial Entrance	0	1					
Yes	N9.2 At Least 2% of Development Floor Space Supports Mixed Use	1	1					
No	N9.3 Half of the Non-Residential Floor Space is Dedicated to Community Service	0	1					
O. OTHER								
Yes	**O1. GreenPoint Rated Checklist in Blueprints**	Y	R	R	R	R	R	
Yes	**O2. Pre-Construction Kickoff Meeting with Rater and Subcontractors**	2		0.5		1	0.5	
Yes	**O3. Orientation and Training to Occupants—Conduct Educational Walkthroughs**	2		0.5	0.5	0.5	0.5	
TBD	**O4. Builder's or Developer's Management Staff are Certified Green Building Professionals**			0.5	0.5	0.5	0.5	
TBD	**O5. Home System Monitors**			2			1	
	O6. Green Building Education							
TBD	O6.1 Marketing Green Building		2					-
Yes	O6.2 Green Building Signage	1		0.5			0.5	
Yes	**O7. Green Appraisal Addendum**	Y	R	R	R	R	R	
TBD	**O8. Detailed Durability Plan and Third-Party Verification of Plan Implementation**					1		
TBD	**O9. Residents Are Offered Free or Discounted Transit Passes**		2					
Yes	**O10. Vandalism Deterrence Practices and Vandalism Management Plan**	1				1		
P. DESIGN CONSIDERATIONS								
	P1. Acoustics: Noise and Vibration Control	1	1		1			
4	Enter the number of Tier 1 practices							
3	Enter the number of Tier 2 practices							
	P2. Mixed-Use Design Strategies							
Yes	P2.1 Tenant Improvement Requirements for Build-Outs	2			1		1	
Yes	P2.2 Commercial Loading Area Separated for Residential Area	1			1			
TBD	P2.3 Separate Mechanical and Plumbing Systems				1			
	P3. Commissioning							
TBD	P3.1 Design Phase			1	1			
TBD	P3.2 Construction Phase			1	1			
TBD	P3.3 Post-Construction Phase			1	1			
TBD	**P4. Building Enclosure Testing**			1	1	1		
	Summary							
	Total Available Points in Specific Categories	381	43	138	61	86	53	
	Minimum Points Required in Specific Categories	50	2	25	6	6	6	
	Total Points Achieved	**109.0**	**19.5**	**33.0**	**23.0**	**20.0**	**13.5**	

1 *BUILD-IT GREEN CHECKLIST*

9/1/13

SAN FRANCISCO FIRE DEPARTMENT
BUREAU OF FIRE PREVENTION
PLAN CHECK DIVISION/WATER FLOW
1660 MISSION STREET, 4TH FLOOR
SAN FRANCISCO, CA. 94103
FAX # 415-575-6933

REQUEST FOR WATER FLOW INFORMATION

DATE: 05 / 13 / 14 **REQUEST IS FOR:** ☒ FIRE FLOW ☐ SPRINKLER DESIGN

CONTACT PERSON: FRANCO ZADAGOZA **ADDRESS:** 90 SOUTH PARK, SF

PHONE NO. (415) 777 / 0561 **FAX NO.** (415) 777 / 5117

EMAIL: FRANCO@LEVYDESIGNPARTNERS.COM

OWNER'S NAME: TONY CHAN **PHONE #** (415) 775 / 0717

ADDRESS FOR WATER FLOW INFORMATION: 1298 HOWARD STREET (BLOCK/LOT: 3728/019, 024, 025, 086, 087)

PROVIDE SKETCH HERE: 9TH ST. / NATOMA / HOWARD ST.

CROSS STREETS (BOTH ARE REQUIRED): 9TH STREET / HOWARD STREET

SPECIFY STREET FOR POINT OF CONNECTION: HOWARD STREET

OCCUPANCY (CIRCLE ONE): R3 (R2) LIVE/WORK COMMERCIAL OTHER____

HAZARD CLASSIFICATION: LIGHT ORD 1 ORD 2 EXT 1 EXT 2 OTHER RESIDENTIAL + COMMERCIAL

CAR-STACKER: YES (NO)

NUMBER OF STORIES: 5 **HEIGHT OF BLDG.:** 55' **FT.**

- SUBMIT FORM WITH A **$115.00** CHECK MADE PAYABLE TO 'S.F.F.D.'
- REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX OR EMAIL, AND AN ADDITIONAL FEE OF **$230.00** WILL BE NECESSARY.
- WATER FLOW INFORMATION WILL BE RETURNED BY FAX, MAIL, OR EMAIL.
- INCOMPLETE FORMS **WILL NOT** BE PROCESSED.
- PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING.

E-MAILED 5-22-14

*********************************Official use only*********************************

Flow data provided by: Tracy O'Keeffe Date Forwarded 5/22/14

Flow data: **FIELD FLOW TEST** ✓ **STATIC** 53 **PSI**
RECORDS ANALYSIS____ **RESIDUAL** 49 **PSI**
FLOW 1020 **GPM**
Gate Page 110, 111 8 " **MAIN on** Howard

IF YOU HAVE ANY QUESTIONS PLEASE CONTACT INSPECTOR BROWN @ 415-558-6114

2 *FIRE FLOW DATA*

REQUIREMENTS

1298 HOWARD STREET
Project Name
#3728/019, 024, 025, 086, 0878
Block/Lot
1298 HOWARD STREET, SAN FRANCISCO CA 94103
Address
RESIDENTIAL
Primary Occupancy
125
# of Dwelling Units
55'–0"
Height to highest occupied floor

Summary of Green Building Requirements:	
Rating Requirement: 50 GreenPoints	☐
GreenPoint Rated (i.e. meets all prerequisites)	☐
Stormwater Control Plan: Projects distrubing >5,000 square feet must implement a Stormwater Control Plan meeting SFPUC Stormwater Design Guidelines	☐

VERIFICATION

SELECT OPTION 1 *OR* OPTION 2:

Option 1:

Verification of compliance for this project will be provided by a GreenPoint Rater under the GreenPoint Rated system. No Green Building Compliance Professional of Record is required.

Green Point Rater – Name Contact Phone No:

Green Point Rater – Sign & Date

Permit Applicant – Sign & Date

OR

Option 2:

This project will not be GreenPoint Rated. The Green Building Compliance Professional of Record for this project is:

TBD
Name

Firm

Architectural or Engineering License

☐ I am a Certified GreenPoint Rater
☐ I am NOT a Certified GreenPoint Rater
GreenPoint Rated Projects Completed: ____

If the above licensed professional is not a Certified GreenPoint Rater, additional signature by a Certified GreenPoint Rater is required:

Green Point Rater – Name (Print) & Contact Phone No

Sign & Date

To the best of my knowledge, it is my professional opinion the Green Building requirements of the City of San Francisco will be met for the above referenced project. I have been retained by the project sponsor to review all submittal documents and assure that approved construction documents and construction properly reflect the Green Building requirements of Chapter 13C. I will notify the Department of Building Inspection if I believe to the best of my knowledge that the project will, for any reason, not substantially comply with these green building requirements, or if I am no longer the Green Building Compliance Professional of Record for this project.

Licensed Professional: Sign & Date

Affix professional stamp:

GENERAL NOTES

THIS A PROPOSED "GREEN" PROJECT.

ALL TRADES ARE REQUIRED TO COMPLY WITH THE GREEN POINTS CHECKLIST LOCATED ON THIS SHEET.

LEVY DESIGN PARTNERS
ARCHITECTURE
90 South Park
San Francisco
CA 94107

NOTICE:
These drawings and specifications are the property and copyright of Levy Design Partners Inc. and shall not be used except by written agreement with Levy Design Partners

1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C–10527
RENEWAL DATE 6–30–17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

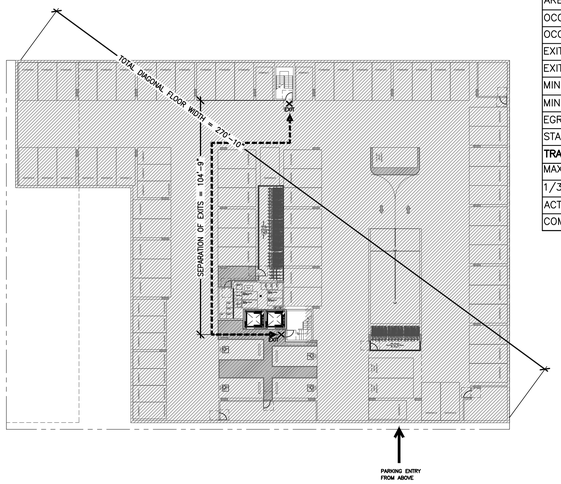
DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
01-26-16	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:
TOBY LEVY
(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

GREEN POINT RATED CHECKLIST

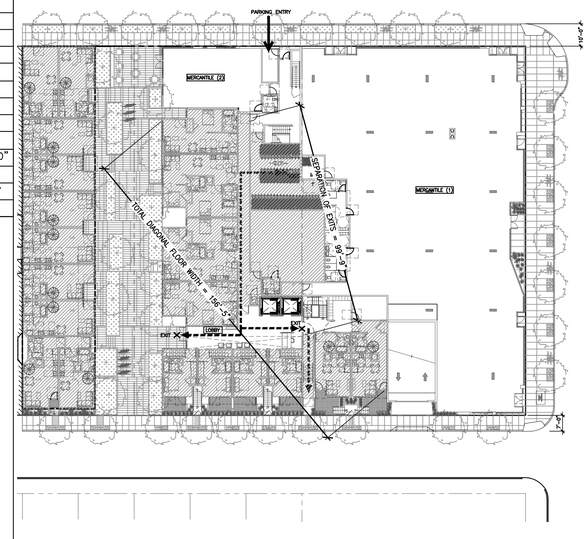
A0.3



BASEMENT: GARAGE	
OCCUPANCY TYPE/USE	S2
AREA (S.F.)	29,133
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	146
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	29.2"
MIN. STAIR WIDTH**	43.8"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	270'–10"
1/3 MAX. DIAGONAL	90'–3"
ACTUAL SEPARATION	104'–9"
COMPLIES WITH CODE	YES

NORTH

BASEMENT

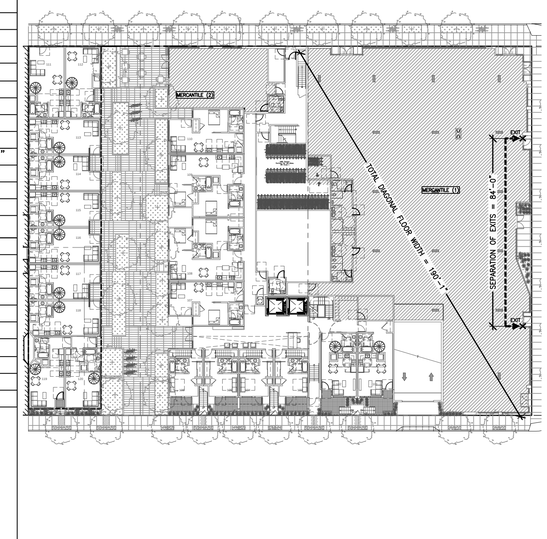


GROUND FLOOR: RESIDENTIAL	
OCCUPANCY TYPE/USE	R–2
AREA (S.F.)	13,596
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	68
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	6.8"
MIN. STAIR WIDTH**	10.2"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	156'–5"
1/3 MAX. DIAGONAL	52'–2"
ACTUAL SEPARATION	99'–9"
COMPLIES WITH CODE	YES

GROUND FLOOR: LOBBY	
OCCUPANCY TYPE/USE	A3
AREA (S.F.)	680
OCCUPANT LOAD FACTOR	15
OCCUPANT LOAD*	45
EXITS REQUIRED***	1
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	4.7"
MIN. STAIR WIDTH**	7.05"
EGRESS WIDTH PROVIDED	72"
STAIR WIDTH PROVIDED	N/A

NORTH

GROUND FLOOR

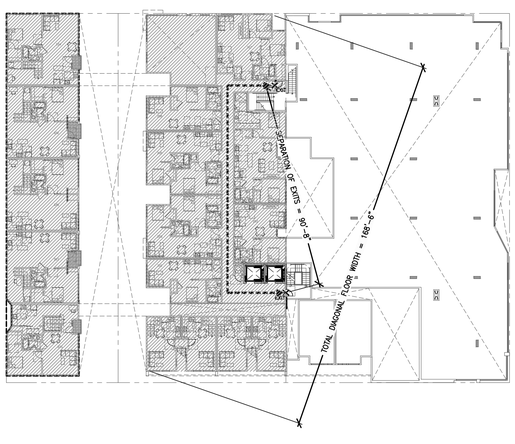


GROUND FLOOR: MERCANTILE (1)	
OCCUPANCY TYPE/USE	M
AREA (S.F.)	12,600
OCCUPANT LOAD FACTOR	30
OCCUPANT LOAD*	434
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	43.4"
MIN. STAIR WIDTH**	65.1"
EGRESS WIDTH PROVIDED	72"
STAIR WIDTH PROVIDED	N/A
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	190'–1"
1/3 MAX. DIAGONAL	63'–4"
ACTUAL SEPARATION	84'–0"
COMPLIES WITH CODE	YES

GROUND FLOOR: MERCANTILE (2)	
OCCUPANCY TYPE/USE	M
AREA (S.F.)	1250
OCCUPANT LOAD FACTOR	30
OCCUPANT LOAD*	42
EXITS REQUIRED***	1
EXITS PROVIDED	1
MIN. EGRESS WIDTH**	8.4"
MIN. STAIR WIDTH**	12.6"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	N/A

NORTH

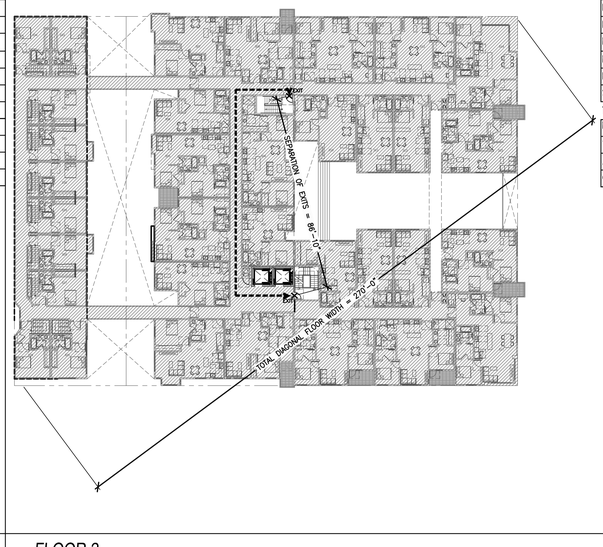
GROUND FLOOR : MERCANTILE



FLOOR 1.5: RESIDENTIAL	
OCCUPANCY TYPE/USE	R–2
AREA (S.F.)	10,167
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	58
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	11.6"
MIN. STAIR WIDTH**	17.4"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	168'–6"
1/3 MAX. DIAGONAL	53'–9"
ACTUAL SEPARATION	90'–0"
COMPLIES WITH CODE	YES

NORTH

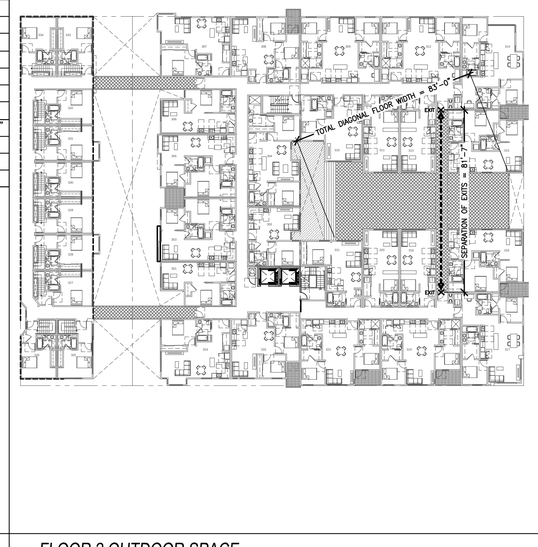
FLOOR 1.5



FLOOR 2: RESIDENTIAL	
OCCUPANCY TYPE/USE	R–2
AREA (S.F.)	12,168
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	61
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	12.2"
MIN. STAIR WIDTH**	18.3"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	270'–0"
1/3 MAX. DIAGONAL	90'–0"
ACTUAL SEPARATION	90'–0"
COMPLIES WITH CODE	YES

NORTH

FLOOR 2



FLOOR 2: RESIDENTIAL	
OCCUPANCY TYPE/USE	A
AREA (S.F.)	2,114
OCCUPANT LOAD FACTOR	15
OCCUPANT LOAD*	141
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	14.1"
MIN. STAIR WIDTH**	21.2"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	83'–0"
1/3 MAX. DIAGONAL	25'–11"
ACTUAL SEPARATION	81'–7"
COMPLIES WITH CODE	YES

NORTH

FLOOR 2 OUTDOOR SPACE

EXITING NOTES

1. PROVIDE TACTILE EXIT SIGNAGE AS REQUIRED BY CBC SECTION 1011.3.
2. EXCEPT AS PERMITTED UNDER THE EXCEPTION TO SECTION 1008.1.9, EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. MANUALLY OPERATED EDGE OR SURFACE MOUNTED FLUSH BOLTS AND SURFACE BOLTS SHALL NOT BE USED ON EXIT DOORS.
3. WINDOWS FOR EMERGENCY ESCAPE OR RESCUE PURPOSES SHALL COMPLY WITH SECTION 1029, 4TH FLOOR AND BELOW

LEGEND

* PER CBC TABLE 1004.1.1

** EGRESS WIDTH TO APPLY TO STAIRS AND CORRIDORS PER CBC SECTION CHAPTER 10 AND 1005.1

*** PER CDC TABLE 1021.1

LEVY DESIGN PARTNERS ARCHITECTURE
901 South Park
San Francisco
CA 94107

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1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C–10527
RENEWAL DATE 6–30–17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

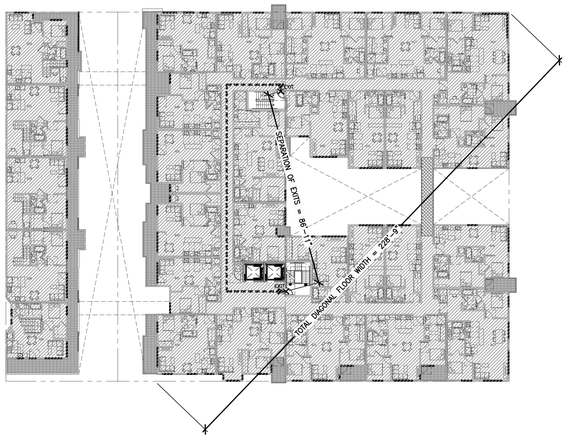
DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
01-26-16	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:
TOBY LEVY
(415) 777-0561 P
(415) 777-5117 F

SCALE: 1/32" = 1'-0"

CODE & EGRESS PLAN

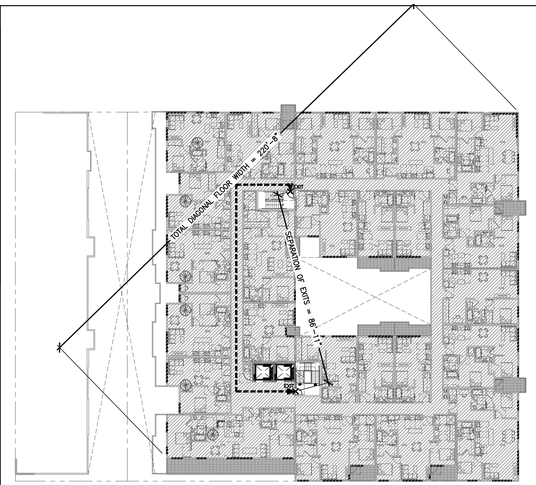
A0.4



FLOOR 3: RESIDENTIAL	
OCCUPANCY TYPE/USE	R-2
AREA (S.F.)	23,438
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	118
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	11.8"
MIN. STAIR WIDTH**	17.7"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	228'-9"
1/3 MAX. DIAGONAL	76'-3"
ACTUAL SEPARATION	90'-0"
COMPLIES WITH CODE	YES

NORTH

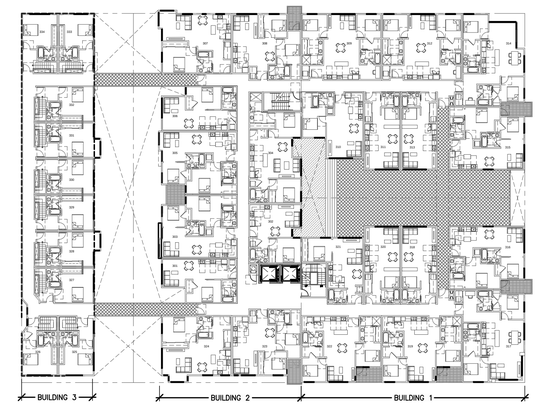
FLOOR 3



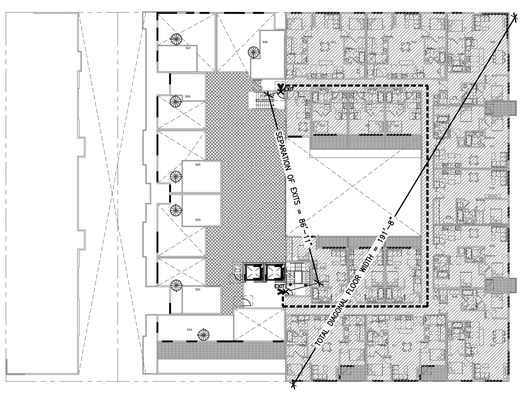
FLOOR 4: RESIDENTIAL	
OCCUPANCY TYPE/USE	R-2
AREA (S.F.)	23,235
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	117
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	11.6"
MIN. STAIR WIDTH**	17.4"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	220'-8"
1/3 MAX. DIAGONAL	73'-6"
ACTUAL SEPARATION	90'-0"
COMPLIES WITH CODE	YES

NORTH

FLOOR 4



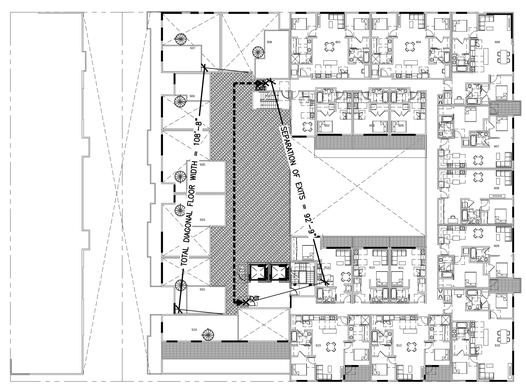
BUILDING DESIGNATIONS



FLOOR 5: RESIDENTIAL	
OCCUPANCY TYPE/USE	R-2
AREA (S.F.)	13,262
OCCUPANT LOAD FACTOR	200
OCCUPANT LOAD*	67
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	6.7"
MIN. STAIR WIDTH**	10.1"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	191'-8"
1/3 MAX. DIAGONAL	63'-10"
ACTUAL SEPARATION	90'-0"
COMPLIES WITH CODE	YES

NORTH

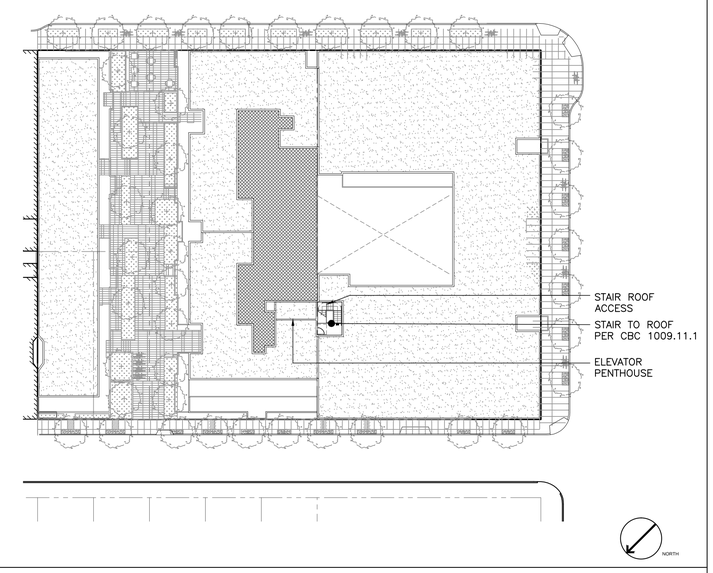
FLOOR 5



FLOOR: ROOF	
OCCUPANCY TYPE/USE	A
AREA (S.F.)	2,805
OCCUPANT LOAD FACTOR	15
OCCUPANT LOAD*	187
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	18.7"
MIN. STAIR WIDTH**	28.1"
EGRESS WIDTH PROVIDED	36"
STAIR WIDTH PROVIDED	44"
TRAVEL DISTANCE	
MAX DIAGONAL DISTANCE	99'-9"
1/3 MAX. DIAGONAL	33'-3"
ACTUAL SEPARATION	91'-4"
COMPLIES WITH CODE	YES

NORTH

FLOOR 5 OUTDOOR SPACE



ROOF PLAN

EXITING NOTES

1. PROVIDE TACTILE EXIT SIGNAGE AS REQUIRED BY CBC SECTION 1011.3.
2. EXCEPT AS PERMITTED UNDER THE EXCEPTION TO SECTION 1008.1.9, EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. MANUALLY OPERATED EDGE OR SURFACE MOUNTED FLUSH BOLTS AND SURFACE BOLTS SHALL NOT BE USED ON EXIT DOORS.
3. WINDOWS FOR EMERGENCY ESCAPE OR RESCUE PURPOSES SHALL COMPLY WITH SECTION 1029, 4TH FLOOR AND BELOW

LEGEND

* PER CBC TABLE 1004.1.1

** EGRESS WIDTH TO APPLY TO STAIRS AND CORRIDORS PER CBC SECTION CHAPTER 10 AND 1005.1

*** PER CDC TABLE 1021.1

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C-10527
RENEWAL DATE 6-30-17
STATE OF CALIFORNIA

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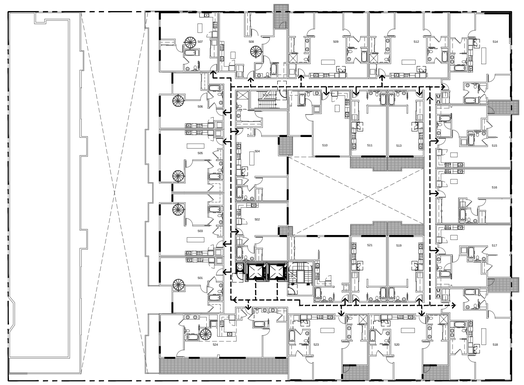
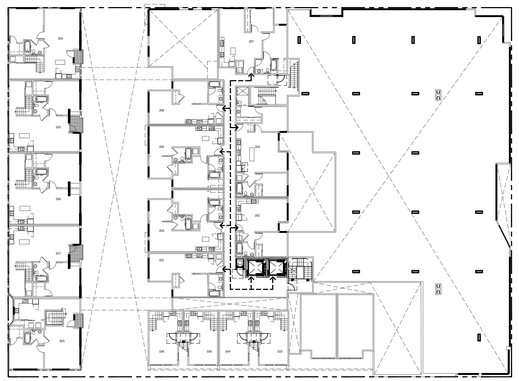
SCALE: 1/32" = 1'-0"

CODE & EGRESS PLAN

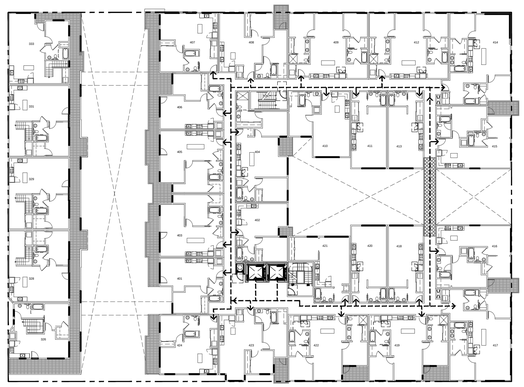
A0.5



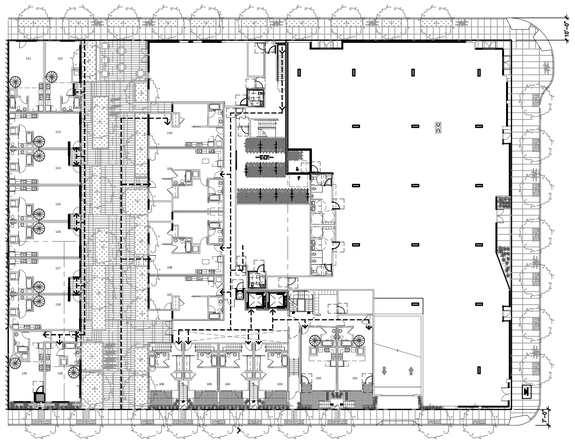
6 ACCESS PLAN: FOURTH FLOOR
1/32"=1'-0"



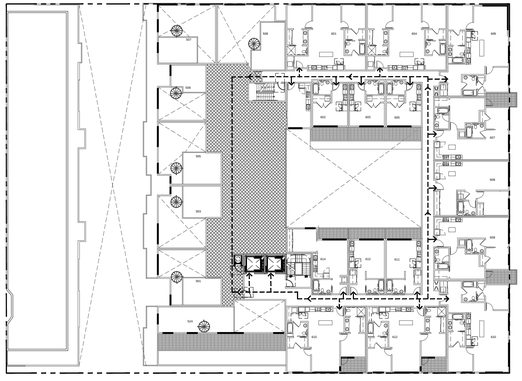
3 ACCESS PLAN: 1.5 FLOOR
1/32"=1'-0"



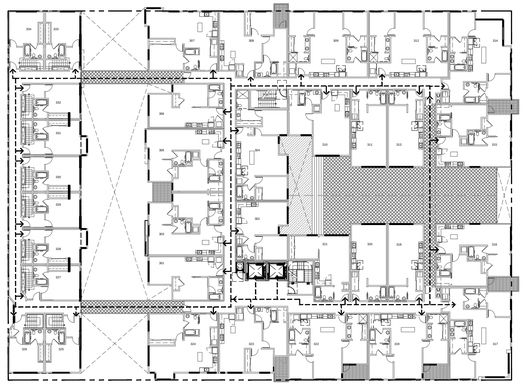
5 ACCESS PLAN: THIRD FLOOR
1/32"=1'-0"



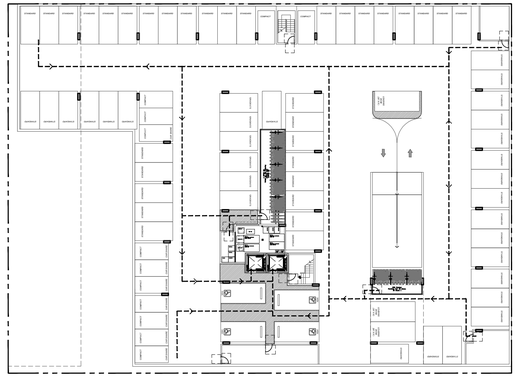
2 ACCESS PLAN: FIRST FLOOR (AT GRADE)
1/32"=1'-0"



7 ACCESS PLAN: FIFTH FLOOR
1/32"=1'-0"



4 ACCESS PLAN: SECOND FLOOR
1/32"=1'-0"



1 ACCESS PLAN: GARAGE
1/32"=1'-0"

ACCESSIBILITY NOTES

1. ACCESSIBLE PATH OF TRAVEL (P.O.T.) AS INDICATED ON PLANS IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT LEVEL CHANGES EXCEEDING 1/2" IF BEVELED AT 1:2 MAX. SLOPE, OR VERTICAL LEVEL CHANGES NOT EXCEEDING 1/4" MAX.. ALL ACCESSIBLE ROUTES OF TRAVEL TO BE AT LEAST 44" WIDE. SURFACE IS STABLE, FIRM & SLIP RESISTANT, CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS LESS THAN 5% U.O.N.
2. WHEN THE SLOPE IN THE DIRECTION OF TRAVEL OF ANY WALK EXCEED 1:20, IT SHALL COMPLY WITH THE PROVISIONS FOR PEDESTRIAN RAMPS.
3. WALKS, SIDEWALKS AND PEDESTRIAN WAYS SHALL BE FREE OF GRATINGS WHERE EVER POSSIBLE. FOR GRATINGS LOCATED IN THE SURFACE OF THESE AREAS, GRID OPENINGS SHALL BE LIMITED TO 1/2" IN THE DIRECTION OF TRAVEL FLOW.
4. SURFACES WITH A SLOPE OF LESS THAN 6% GRADIENT SHALL BE AT LEAST AS SLIP-RESISTANT AS THAT DESCRIBED AS A MEDIUM SALT FINISH AND HEAVY BROOM FINISH FOR SLOPES GREATER THAN 6%.
5. ACCESSIBLE ROUTES OF TRAVEL SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTIONS TO 80" MINIMUM AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTION FROM WALL AND ABOVE 27" AND LESS THAN 80".
6. SEE SHEETS A0.7, A0.8 AND A0.9 FOR TYPICAL ACCESSIBILITY DETAILS.
7. ALL REQUIRED ACCESSIBLE DOORS TO HAVE A 32" CLEAR OPENING MEASURED WITH THE DOOR POSITIONED AT AN ANGLE OF 90 DEGREES FROM ITS CLOSED POSITION.

LEGEND

PROPERTY LINE

ACCESSIBLE PATH OF TRAVEL (P.O.T.)

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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CA 94107

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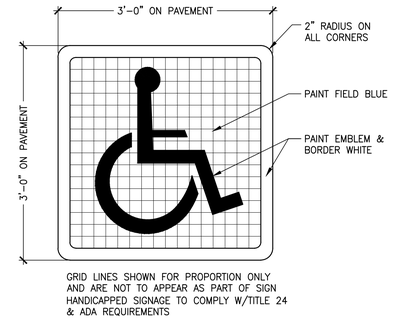
SCALE: AS NOTED

ACCESS PLAN

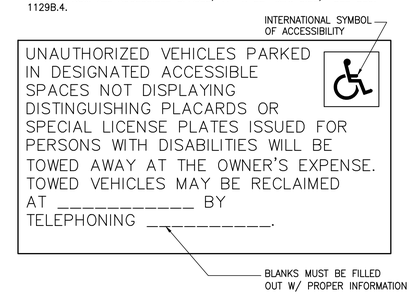
A0.6



8 PAINTED ACCESSIBLE SIGN - ON GROUND @ PARK. STALL

1"=1'-0"

NOTE: ADDITIONAL "UNAUTHORIZED LOT" SIGNAGE MUST BE POSTED AT ENTRANCES TO OFF STREET PARKING FACILITIES OR ADJACENT TO OR VISIBLE FROM ALL ACCESSIBLE SPACES, 17" X 22" MIN. SIZE; SEE SEC. 1129B.4.



7 TYP. UNAUTHORIZED VEHICLES SIGNAGE

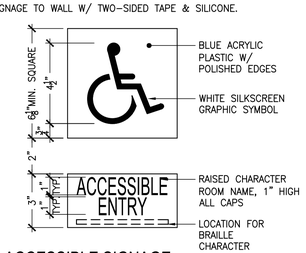
3"=1'-0"

NOTE:

1. ROOM NAME TO BE RAISED 1/32" SANS SERIF, COLOR WHITE. BRAILLE TO BE GRADE 2 BRAILLE, COLOR WHITE.

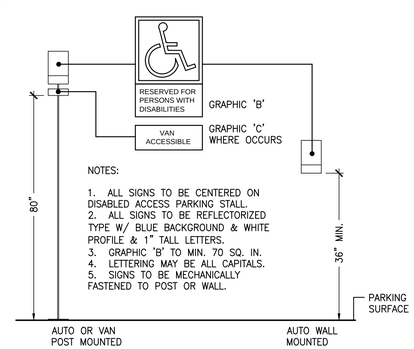
2. SIGNAGE TO BE 1/4" THICK BLUE ACRYLIC PLASTIC TO MATCH FED. STND. 595b, COLOR #15090. SYMBOL TO BE SILK-SCREEN EPOXY OR VINYL, COLOR WHITE.

3. ATTACH SIGNAGE TO WALL W/ TWO-SIDED TAPE & SILICONE.



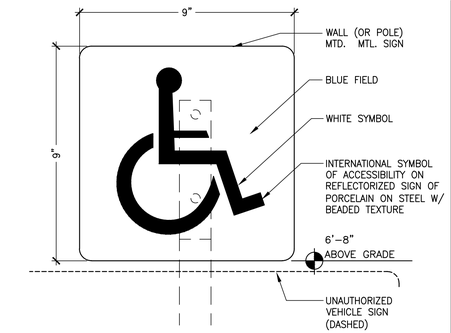
6 TYP. ACCESSIBLE SIGNAGE

3"=1'-0"



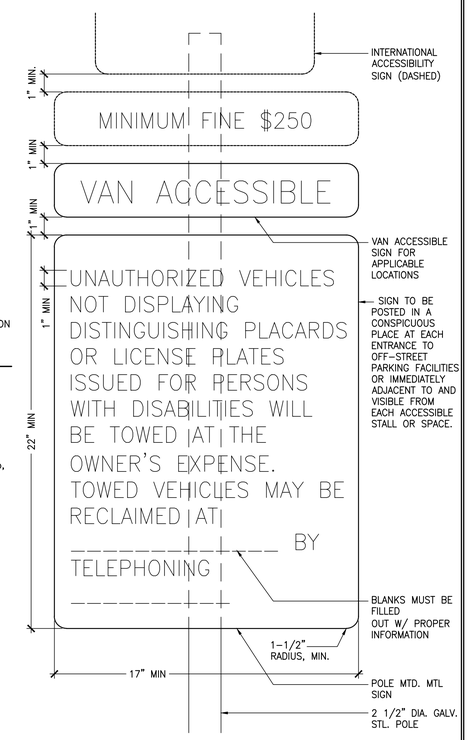
5 TYP. ACCESSIBLE PARKING STALL SIGN

3"=1'-0"



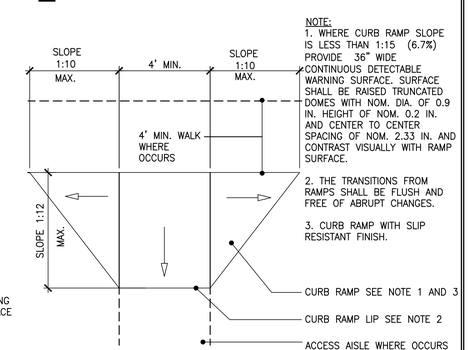
4 PAINTED ACCESSIBLE SIGN - WALL MOUNTED

1"=1'-0"



2 VAN ACCESSIBLE PARKING SIGN

3"=1'-0"



NOTE:
1. WHERE CURB RAMP SLOPE IS LESS THAN 1:15 (6.7%) PROVIDE 36" WIDE CONTINUOUS DETECTABLE WARNING SURFACE. SURFACE SHALL BE RAISED TRUNCATED DOMES WITH NOM. DIA. OF 0.9 IN. HEIGHT OF NOM. 0.2 IN. AND CENTER TO CENTER SPACING OF NOM. 2.33 IN. AND CONTRAST VISUALLY WITH RAMP SURFACE.

2. THE TRANSITIONS FROM RAMPS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.

3. CURB RAMP WITH SLIP RESISTANT FINISH.

1 CURB CUT - ACCESSIBLE

1/4"=1'-0"

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CONTACT: TOBY LEVY

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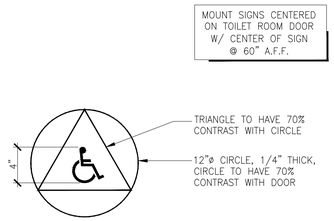
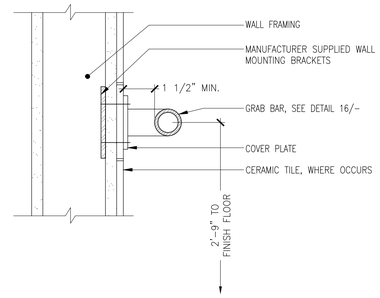
SCALE: AS NOTED

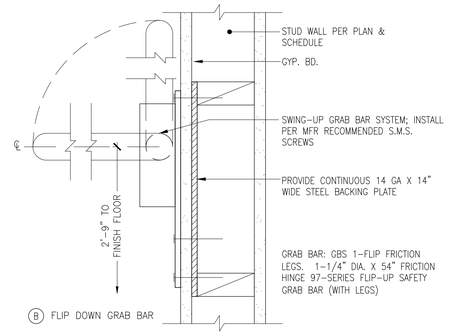
DETAILS:
TYPICAL
ACCESSIBILITY

A0.7

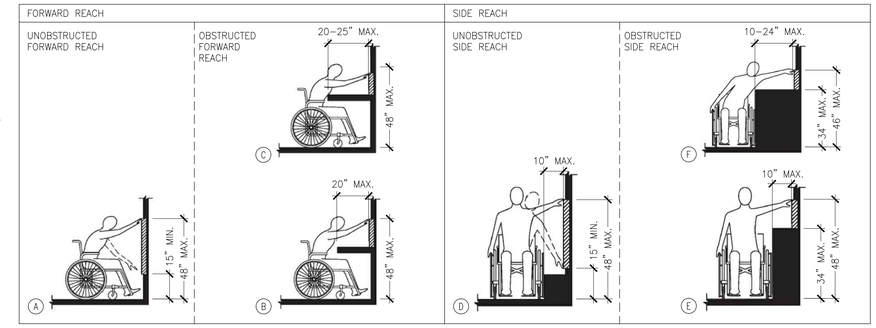


20 ACCESSIBLE PUBLIC TOILET DOOR SIGNAGE
N.T.S.

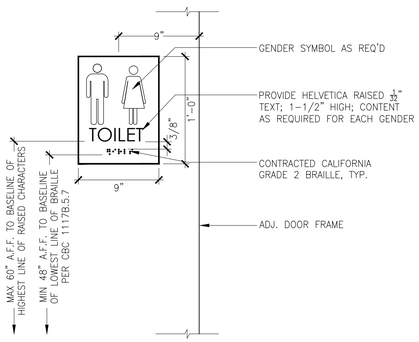




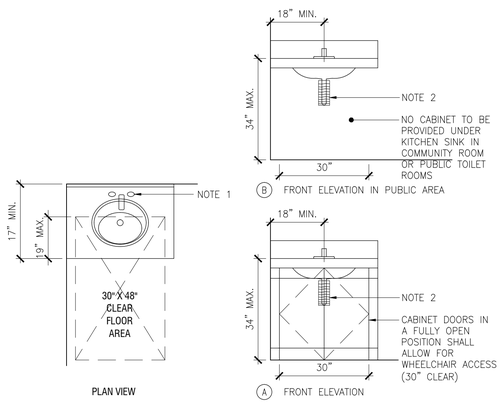
16 GRAB BAR MOUNTING/BLOCKING DETAILS
3"=1'-0"

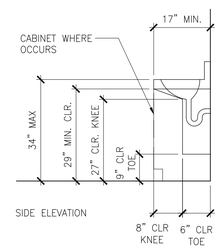


7 FORWARD AND SIDE REACH
NOT TO SCALE



19 ACCESSIBLE PUBLIC TOILET SIGNAGE
N.T.S.





NOTES:

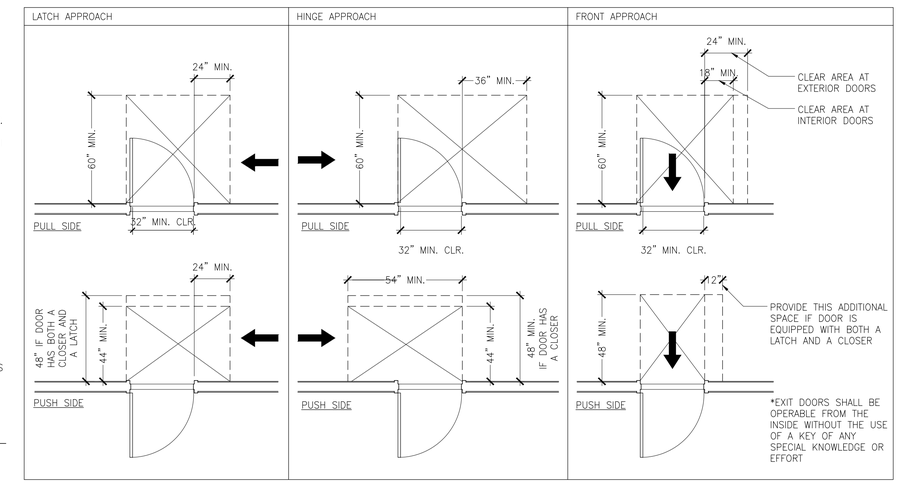
1. PROVIDE LEVER TYPE FAUCET CONTROLS FOR ACCESSIBLE LAVS.

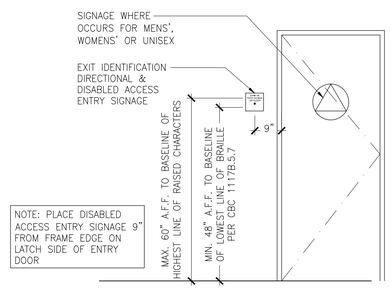
2. PROVIDE INSULATION PADS ON ALL WATER SUPPLY & DRAIN PIPES FOR ACCESSIBLE LAVS.

3. FAUCET CONTROLS & OPERATING MECHANISMS FOR KITCHEN SINKS SHALL BE OPERABLE W/ ONE HAND & SHALL NOT REQUIRE GRASPING, PINCHING OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE FAUCET CONTROLS & OPERATING MECHANISMS FOR KITCHEN SINKS SHALL BE NO GREATER THAN 5 LF. LEVER OPERATED, PUSH TYPE & ELECTRONICALLY CONTROLLED MECHANISMS ARE EXAMPLES OF ACCEPTABLE DESIGNS. SELF-CLOSING VALVES ARE ALLOWED IF THE FAUCET REMAINS OPEN FOR AT LEAST 10 SECONDS.

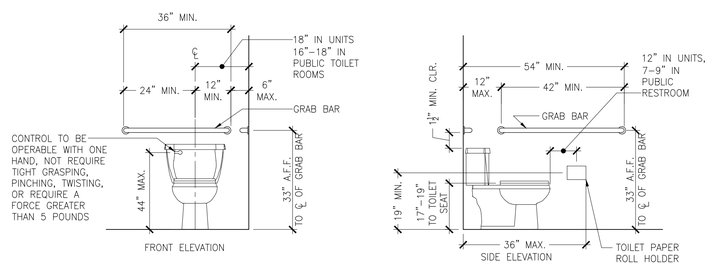
4. SEE MILLWORK DETAILS FOR REMOVABLE DOORS FOR ACCESS BELOW SINK

15 ACCESSIBLE CLEARANCES AT VANITY AND KITCHEN SINK
1/2"=1'-0"

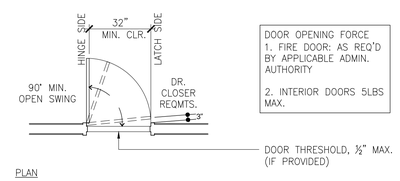




18 TYP. ACCESSIBLE SIGN MOUNTING HEIGHTS
1/2"=1'-0"

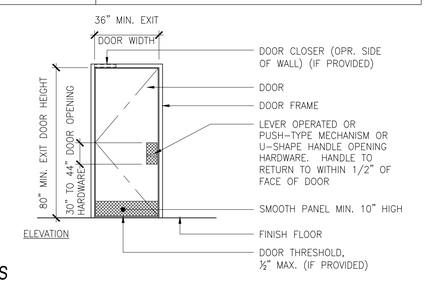


14 TYP. ACCESSIBLE TOILET CLEARANCES
1/2"=1'-0"



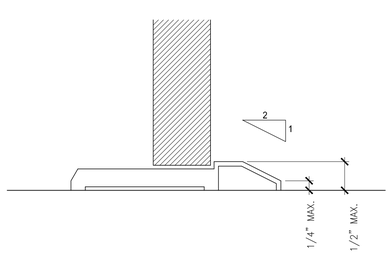
DOOR OPENING FORCE
1. FIRE DOOR: AS REQ'D BY APPLICABLE ADMIN. AUTHORITY

2. INTERIOR DOORS 5LBS MAX.



6 TYP. DOOR ACCESSIBILITY AND CLEARANCES DETAILS
1/4"=1'-0"

EXIT DOORS SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OF ANY SPECIAL KNOWLEDGE OR EFFORT



17 DOOR THRESHOLD
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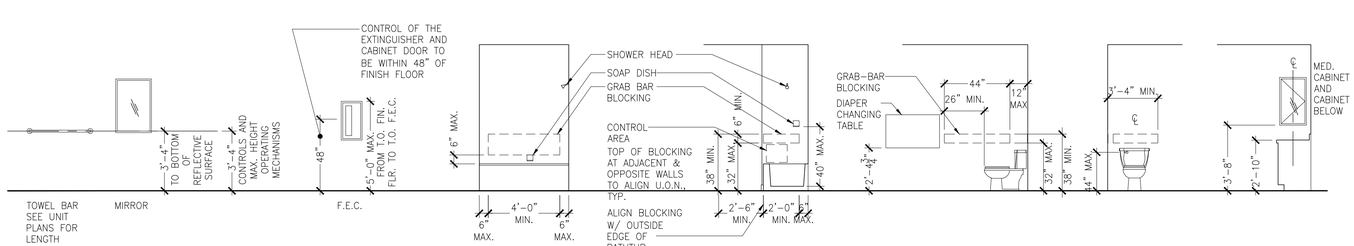
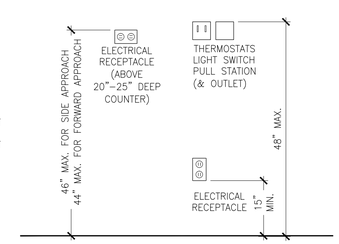


13 TYP. ACCESSIBLE / ADAPTABLE FIXTURE MOUNTING HEIGHT REQUIREMENTS
1/4"=1'-0"



13B ELECTRICAL OUTLET MOUNTING HEIGHT
3/4"=1'-0"

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT TOBY STELLA LEVY C-10527 RENEWAL DATE 6-30-17 STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
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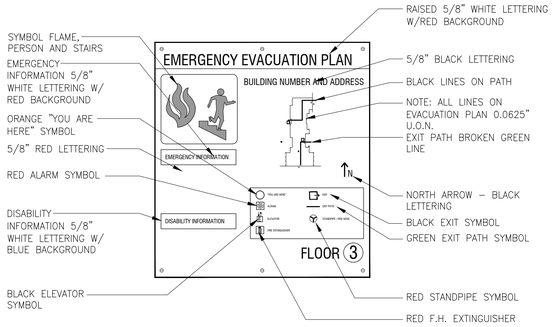
(415) 777-5117 F

SCALE: AS NOTED

DETAILS:
TYPICAL
ACCESSIBILITY

A0.8



19 EVACUATION PLAN
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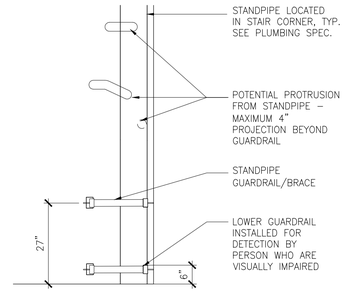
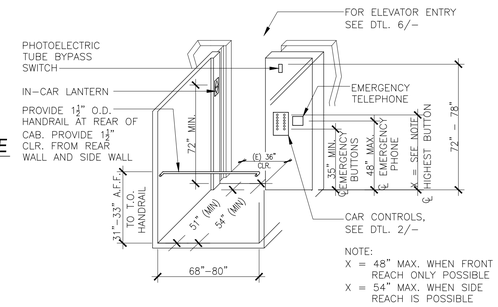


12 INTERIOR STAIR CORNER W/ STANDPIPE
3/4"=1'-0"

BRACE/GUARDRAIL – ELEVATION

ELEVATOR NOTES:

1. IF TWO–WAY INTERCOMMUNICATION DEVICE IS IN CLOSED COMPARTMENT THEN DOOR MUST HAVE LEVER OR LOOP HARDWARE PER CBC 1118.6.4
2. EMERGENCY INTERCOMMUNICATIONS SHALL NOT REQ. VOICE COMMUNICATION.
3. ELEVATOR MUST BE EQUIPPED W/ A DOOR REOPENING DEVICE THAT REOPENS DOOR WHEN OBSTRUCTED DURING CLOSING.
4. DOORS SHALL REMAIN FULLY OPEN WHEN ANSWERING A CALL FOR A MIN. OF 5 SECONDS.
5. MUST HAVE AN AUDIBLE & VERBAL ANNOUNCEMENT OR SIGNAL THAT SOUNDS TO TELL THE PASSENGERS THE CAR IS STOPPING AT OR PASSING A FLOOR.
6. AUDIBLE SIGNAL:
   1 BELL = UP
   2 BELLS = DOWN



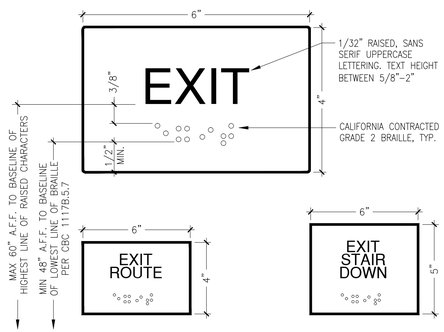
7 ELEVATOR CAB - ADA NOTES AND DIMENSIONS
1/4"=1'-0"

GENERAL ADA NOTES:

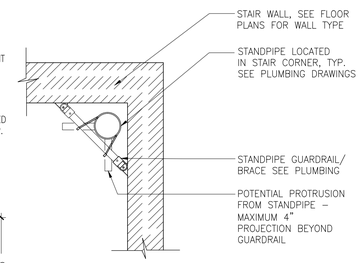
1. ACCESSIBILITY STATEMENT:
2. THE BOTTOM 10 INCHES OF ALL DOORS ARE TO HAVE A SMOOTH, UNINTERRUPTED SURFACE TO ALLOW THE DOOR TO BE OPENED BY A WHEELCHAIR FOOTREST PER CBC SECTION 1133B.2.6.
3. 2" CONTRASTING STRIPING TO BE PROVIDED AT TOP AND BOTTOM STEPS OF STAIRS PER CBC SECTION 1133B.4.4
4. TACTILE IDENTIFICATION SIGNS SHALL COMPLY WITH 1117B.5.1.
5. HANDGRIP PORTION OF HANDRAILS TO BE FREE OF SHARP CORNERS WITH NOT LESS THAN 1–1/4" OR MORE THAN 1–1/2" IN CROSS–SECTIONAL DIMENSION PER CBC SECTION 1133B.4.2.6.
6. CONTRACTOR VERIFY THE EXISTING ACCESSIBLE COMPLIANCE AND/OR ALERT THE TENANT AS NEEDED. CONTRACTOR TO COORDINATE CONSTRUCTION TO MAINTAIN A CONSTANT ACCESSIBLE PATH OF TRAVEL DURING OPERATIONAL HOURS.

EXIT SIGNAGE NOTES:

1. EACH GRADE–LEVEL EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORD "EXIT".
2. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE–LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP SHALL BE IDENTIFIED BY A TACTLIE EXIT SIGN WITH THE FOLLOWING WORDS AS APPROPIATE.
   A. "EXIT STAIR DOWN"
   B. "EXIT RAMP DOWN"
   C. "EXIT STAIR UP"
   D. "EXIT STAIR UP"
3. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE–LEVEL EXTERIOR EXIT BY MEANS OF AN EXIT ENCLOSURE OR AN EXIT PASSAGEWAY SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT ROUTE".
4. EACH EXIT ACCESS DOOR FROM AN INTERIOR ROOM OR AREA TO A CORRIDOR OR HALLWAY THAT IS REQUIRED TO HAVE A VISUAL EXIT SIGN, SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT ROUTE".

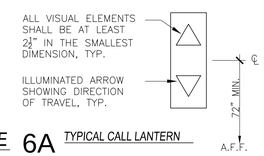


15 TACTILE EXIT SIGN
N.T.S.

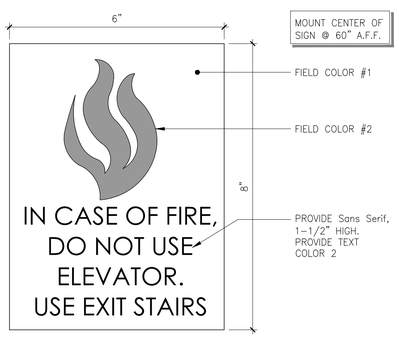


11 INTERIOR STAIR CORNER W/ STANDPIPE
3/4"=1'-0"

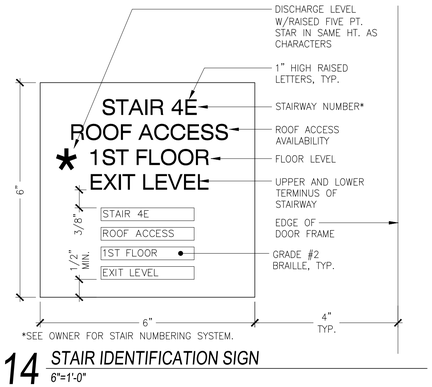
BRACE/GUARDRAIL – PLAN



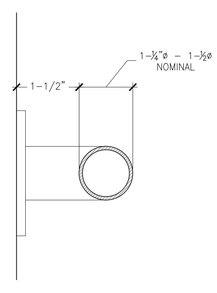
6A TYPICAL CALL LANTERN



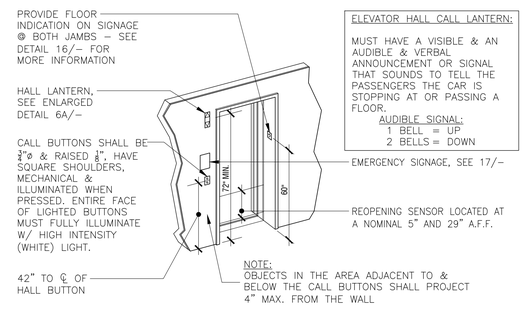
17 ELEVATOR EMERGENCY SIGN
6"=1'-0"



14 STAIR IDENTIFICATION SIGN
6"=1'-0"



10 GRAB RAIL SECTION, TYP.
3"=1'-0"

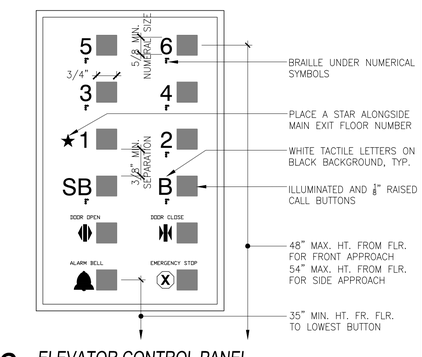


ELEVATOR HALL CALL LANTERN:

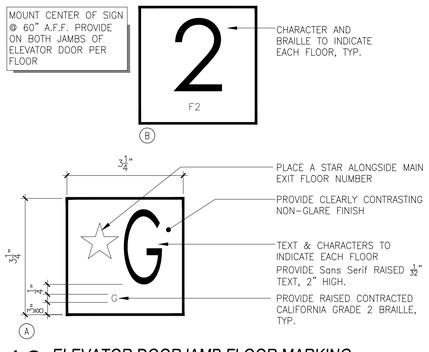
MUST HAVE A VISIBLE & AN AUDIBLE & VERBAL ANNOUNCEMENT OR SIGNAL THAT SOUNDS TO TELL THE PASSENGERS THE CAR IS STOPPING AT OR PASSING A FLOOR.

AUDIBLE SIGNAL:
1 BELL = UP
2 BELLS = DOWN

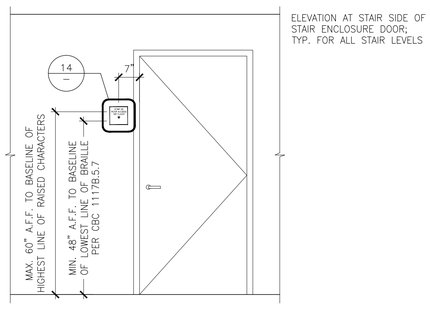
6 ELEVATOR ENTRY SIGNAGE
1/4"=1'-0"



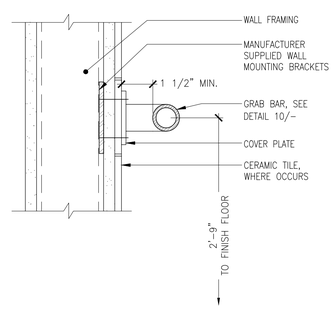
2 ELEVATOR CONTROL PANEL
3"=1'-0"



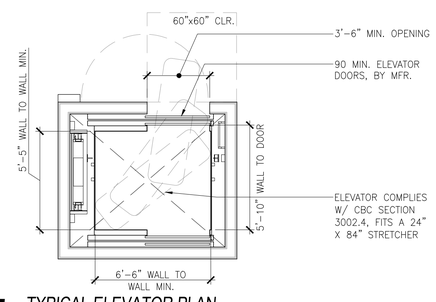
16 ELEVATOR DOORJAMB FLOOR MARKING
6"=1'-0"



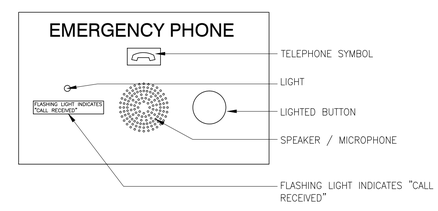
13 STAIR I.D. SIGNAGE ELEVATION
N.T.S.



8 TYP. GRAB BAR
3"=1'-0"



5 TYPICAL ELEVATOR PLAN
1/4"=1'-0"



1 ELEVATOR 2 WAY INTERCOM
3"=1'-0"

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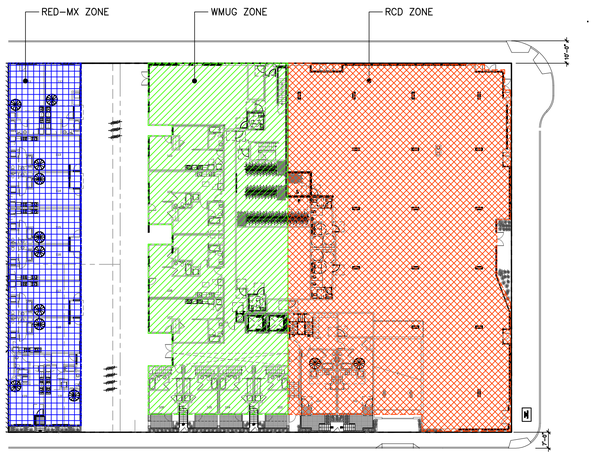
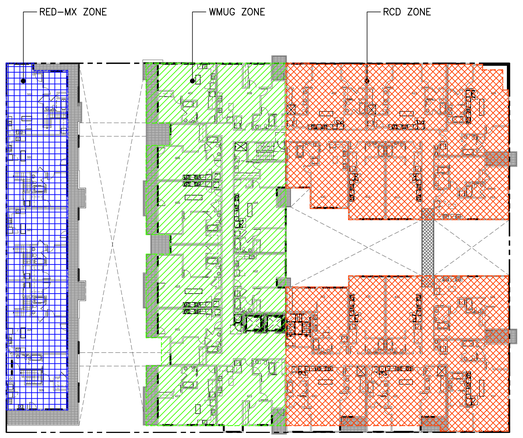
SCALE: AS NOTED

DETAILS: TYPICAL ACCESSIBILITY

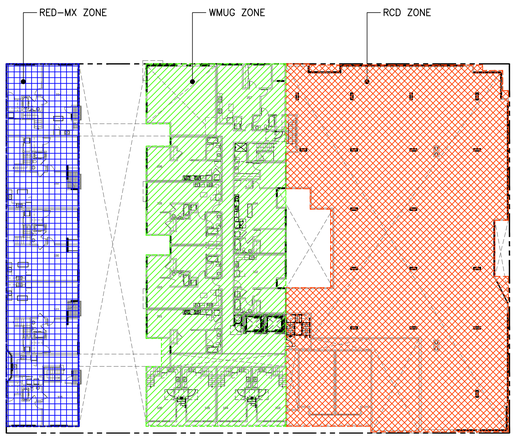
A0.9



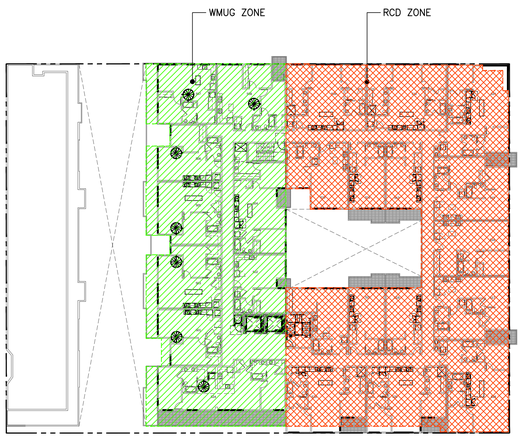
1 PLAN: GROUND FLOOR
1/32"=1'-0"



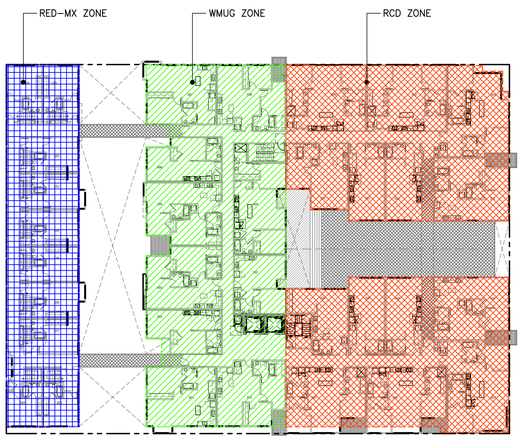
4 PLAN: THIRD FLOOR
1/32"=1'-0"



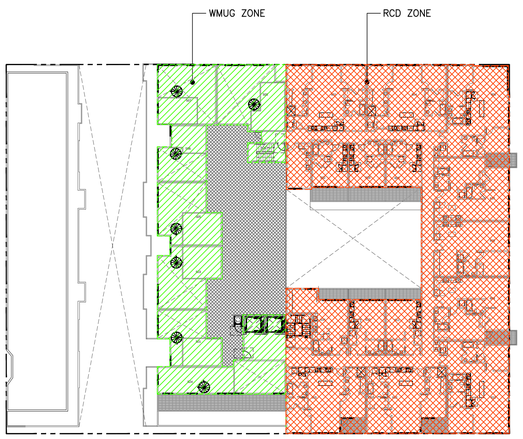
2 PLAN: 1.5 FLOOR
1/32"=1'-0"



5 PLAN: FOURTH FLOOR
1/32"=1'-0"



3 PLAN: SECOND FLOOR
1/32"=1'-0"



6 PLAN: FIFTH FLOOR
1/32"=1'-0"

LEGEND

- RCD ZONE
- WMUG ZONE
- RED-MX ZONE
- PROPERTY LINE

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

1298 Howard Street

12/2/2016

Open space requirement. The project proposes 124 dwelling units. Planning Code Section 135 requires either 80 square feet of private/common open space per unit or 54 square feet of publicly accessible open space per unit in the Eastern Neighborhoods Mixed Use Districts. In the RCD zoning district, 80 square feet of private open space or 100 square feet of common open space is required per dwelling unit.

Inner courts can be used if enclosed space is >20' in every horizontal dimension (section 135 (g)(2))
Alleys count towards open space (section 135(h)(1)(C))

Common Open Space Provided

		Area Provided
Mid-Block Alley		5060
5th Floor Roof Terrace		2520
Courtyard Over Podium		1250
Ground Floor 9th Street Commercial Entry		220
	Total	**9050**

Residential Open Space Requirements:

Zone	total # of units
RED-MX	20
Units that meet 100% private open space requirements	1
Ramaining Units that require common open space	19
WMUG	44
Units that meet 100% private open space requirements	5
Ramaining Units that require common open space	39
RCD	60
Units that meet 100% private open space requirements	19
Ramaining Units that require common open space	41
TOTALS	124

With Regards to the reamining Units that require Common Open Space:

Zone	total # of units	SF Used Calculations
RED-MX: you can apply 54sf per unit from the alley	19	19 x 54 = 1,026sf
		5,060sf (from alley) - 1,026 = 4,034sf
WMUG: you can apply 54sf per unit from the alley	39	39 x 54 = 2,106sf
		4,034sf (leftover from alley) - 2,106 = 1,928sf
		Total of 1,928sf leftover from alley open space
RCD: Requires 100sf of common open space for each remaining unit	41	41 x 100 = 4,100sf
		4,100sf Satisfied by the remaing sum of the leftover common open space
		1,928sf+2520+1250 = 5,698 sf
	TOTALS	**5,698sf - 4,100sf = 1,598sf Remaining of Unused Open Space Provided**

Commercial Open Space Requirements

Commercial Space Area and zone	Ratio of req'd open space	SF required Common Open Space
Retail in WMUG = 1,250sf	1sf/250sf	5
Retail in RCD = 1,000sf	1sf/250sf	4
Office in RCD = 11,300sf	1sf/90sf	126
	Total	**135**
		135sf Satisfied by the 220sf of open space at the Ground Floor 9th Street Commercial entrance
	TOTALS	**220sf - 135sf = 85sf Remaining of Unused Open Space Provided**

2 OPEN SPACE TABLE

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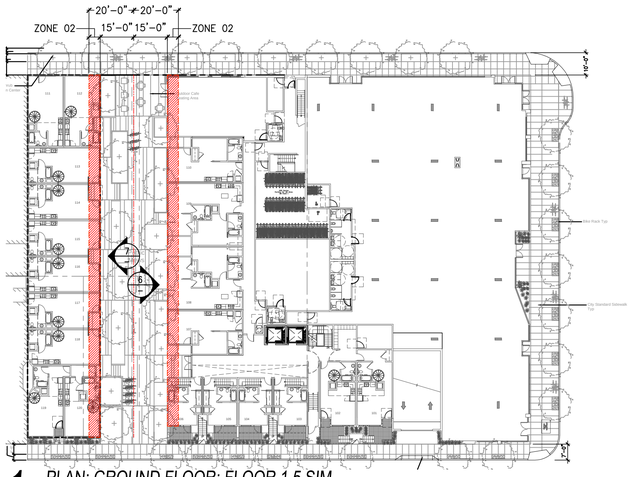
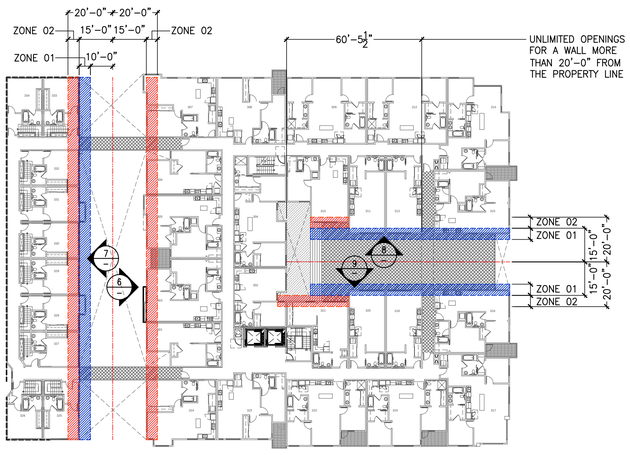
SCALE: AS NOTED

BUILDING AREA CALCULATIONS

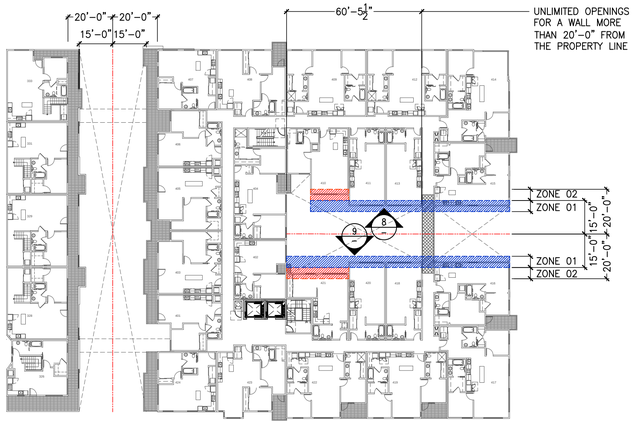
A0.10



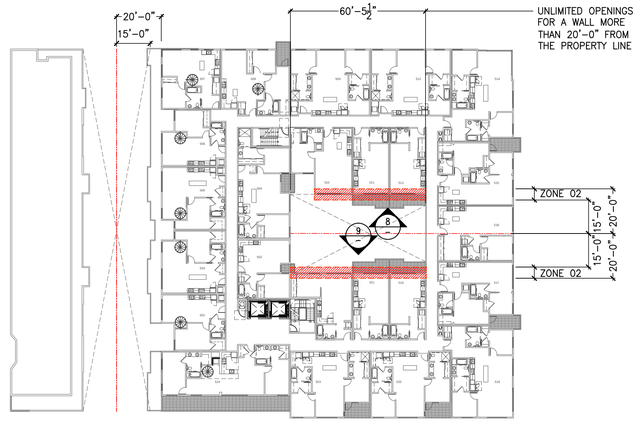
1 PLAN: GROUND FLOOR; FLOOR 1.5 SIM.
1/32"=1'-0"



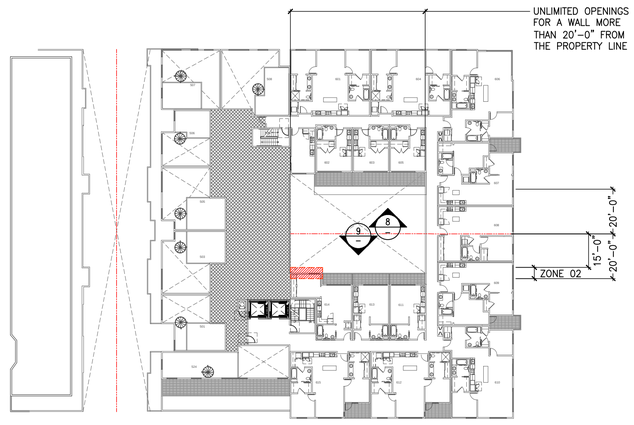
2 2ND FLOOR
1/32"=1'-0"



3 3RD FLOOR
1/32"=1'-0"

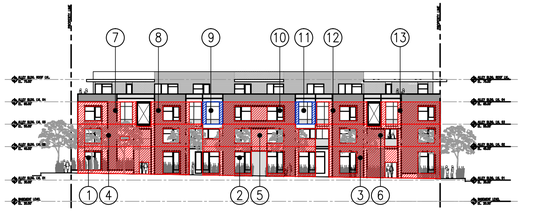


4 4RD FLOOR
1/32"=1'-0"

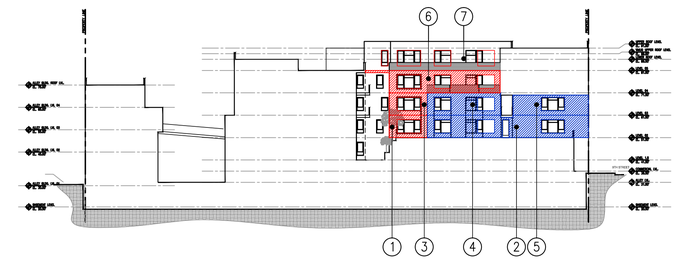


5 5TH FLOOR
1/32"=1'-0"

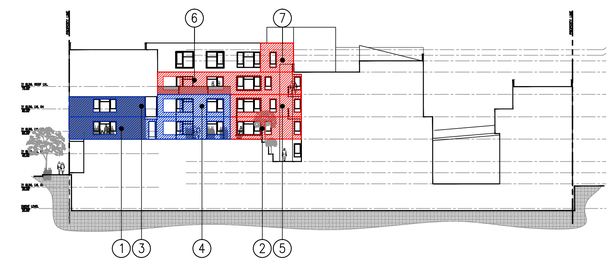
6 ELEVATION: ALLEY (MAIN BUILDING) NORTH/EAST ELEVATION
1/32"=1'-0"



7 ELEVATION: ALLEY (ALLEY BUILDING) SOUTH/WEST ELEVATION
1/32"=1'-0"



8 ELEVATION: COURTYARD NORTH ELEVATION
1/32"=1'-0"



9 ELEVATION: COURTYARD SOUTH ELEVATION
1/32"=1'-0"

ELEVATION	NUMBER	ZONE	TOTAL WALL AREA(SF)	TOTAL OPENING AREA(SF)	OPENING PERCENTAGE
6. ALLEY (NORTH/EAST) ELEVATION	1	02	268	172	64.18%
	2	02	399	114	28.57%
	3	02	344	114	33.14%
	4	02	228	0	0.00%
	5	02	267	137	51.31%
	6	02	399	114	28.57%
	7	02	373	114	30.56%
	8	02	267	81	30.34%
	9	02	263	81	30.80%
	10	02	398	178	44.72%
	11	02	373	178	47.72%
	12	02	263	81	30.80%
7. ALLEY SOUTH/WEST ELEVATION	1	02	609	156	25.62%
	2	02	584	292	50.00%
	3	02	694	184	26.51%
	4	02	503	102	20.28%
	5	02	468	162	34.62%
	6	02	502	139	27.69%
	7	02	260	102	39.23%
	8	02	230	48	20.87%
	9	01	90	60	66.67%
	10	02	324	96	29.63%
	11	01	90	60	66.67%
	12	02	229	102	44.54%
	13	02	264	102	38.64%
8.COURTYARD NORTH ELEVATION	1	02	171	63	36.84%
	2	01	714	177	24.79%
	3	02	171	63	36.84%
	4	01	327	90	27.52%
	5	01	303	63	20.79%
	6	02	506	153	30.24%
	7	02	790	198	25.06%
9.COURTYARD SOUTH ELEVATION	1	01	714	177	24.79%
	2	02	317	99	31.23%
	3	01	303	63	20.79%
	4	01	325	90	27.69%
	5	02	317	99	31.23%
	6	02	638	189	29.62%
	7	02	790	198	25.06%

NOTES:

1. PROPOSED BUILDING: SPRINKLERED WITH UNPROTECTED OPENINGS

ALLOWED PERCENT WALL OPENING PER CBC

TABLE 705.8
MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION

FIRE SEPARATION DISTANCE (feet)	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA[a]	
0 to less than 3[h,c]	Unprotected, Nonsprinklered (UP, NS)	Not Permitted	
	Unprotected, Sprinklered (UP, S)[f]	Not Permitted	
	Protected (P)	Not Permitted	
3 to less than 5[d,e]	Unprotected, Nonsprinklered (UP, NS)	Not Permitted	
	Unprotected, Sprinklered (UP, S)[f]	15%	
	Protected (P)	15%	
5 to less than 10[e,f,j]	Unprotected, Nonsprinklered (UP, NS)	10%[b]	
	Unprotected, Sprinklered (UP, S)[f]	25%	
	Protected (P)	25%	
10 to less than 15[e,f,g]	Unprotected, Nonsprinklered (UP, NS)	15%	
	Unprotected, Sprinklered (UP, S)[f]	45%	ZONE 01
	Protected (P)	45%	
15 to less than 20[f,g]	Unprotected, Nonsprinklered (UP, NS)	25%	
	Unprotected, Sprinklered (UP, S)[f]	75%	ZONE 02
	Protected (P)	75%	
20 to less than 25[f,g]	Unprotected, Nonsprinklered (UP, NS)	45%	
	Unprotected, Sprinklered (UP, S)[f]	No Limit	
	Protected (P)	No Limit	
25 to less than 30[f,g]	Unprotected, Nonsprinklered (UP, NS)	70%	
	Unprotected, Sprinklered (UP, S)[f]	No Limit	
	Protected (P)	No Limit	
30 or greater	Unprotected, Nonsprinklered (UP, NS)	No Limit	
	Unprotected, Sprinklered (UP, S)[f]	Not Required	
	Protected (P)	Not Required	

For SI: 1 foot = 304.8 mm.
UP, NS = Unprotected openings in buildings not equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1.
UP, S = Unprotected openings in buildings equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1.
P = Openings protected with an opening protective assembly in accordance with Section 705.8.2.
a. Values indicated are the percentage of the area of the exterior wall, per story.
b. For the requirements for fire walls of buildings with differing heights, see Section 706.6.1.
c. For openings in a fire wall for buildings on the same lot, see Section 706.8.
d. The maximum percentage of unprotected and protected openings shall be 25 percent for Group R-3 occupancies.
e. Unprotected openings shall not be permitted for openings with a fire separation distance of less than 15 feet for Group H-2 and H-3 occupancies.
f. The area of unprotected and protected openings shall not be limited for Group R-3 occupancies, with a fire separation distance of 5 feet or greater.
g. The area of openings in an open parking structure with a fire separation distance of 10 feet or greater shall not be limited.
h. Includes buildings accessory to Group R-3.
i. Not applicable to Group H-1, H-2 and H-3 occupancies.
j. For special requirements for Group U occupancies, see Section 406.3.2.

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C–10527
RENEWAL DATE 6–30–17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
01-26-16	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:

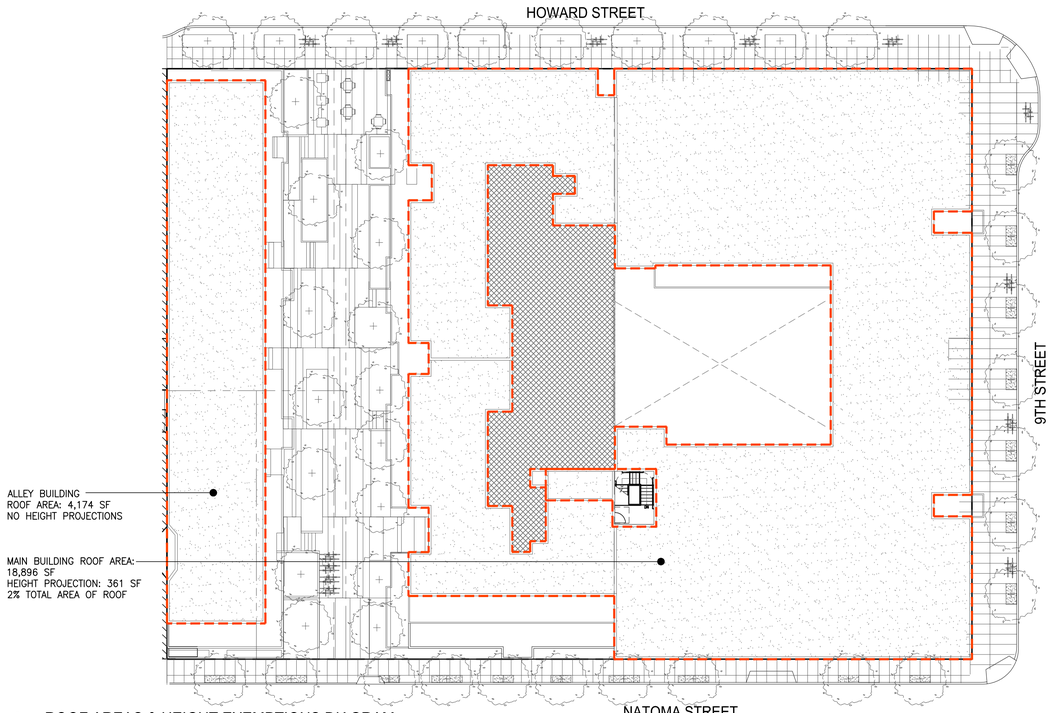
TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

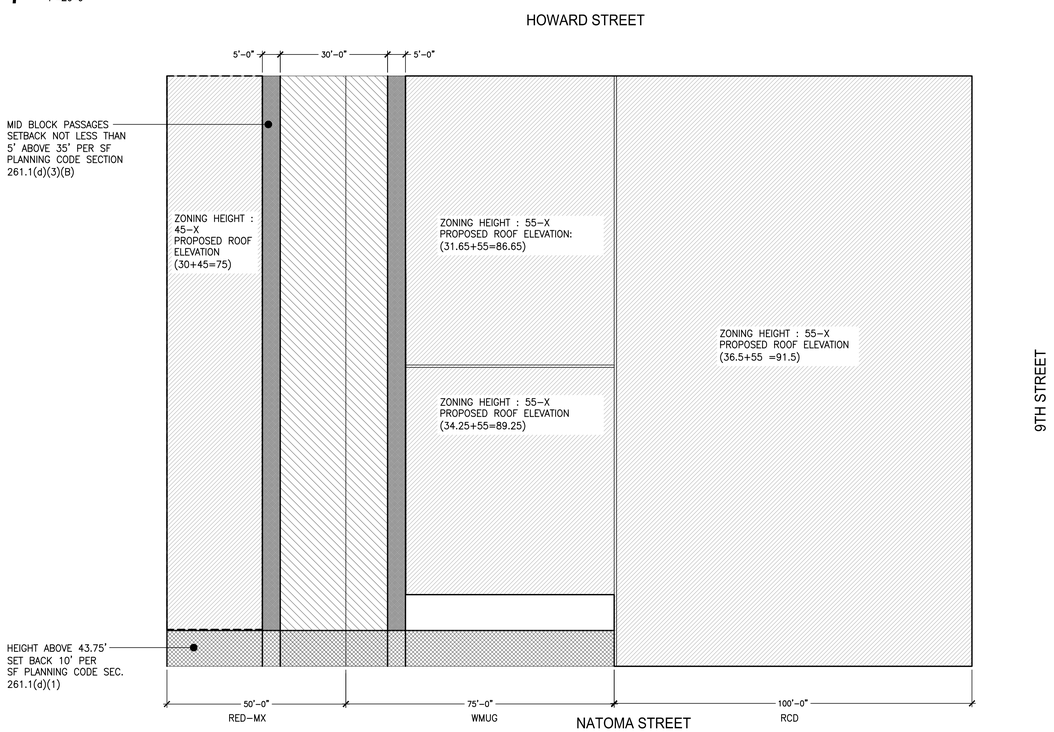
SCALE: AS NOTED

EXTERIOR WALL OPENING DIAGRAMS

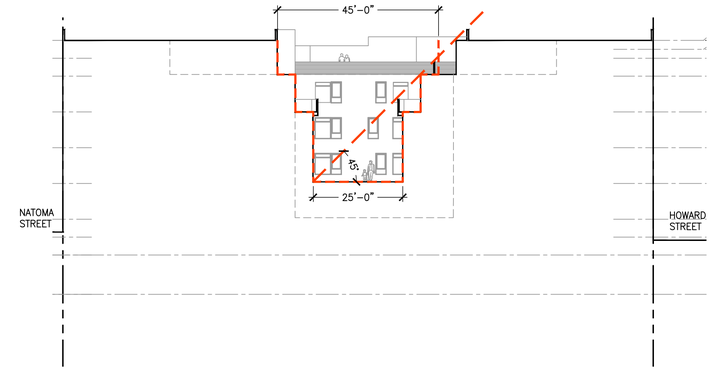
A0.11



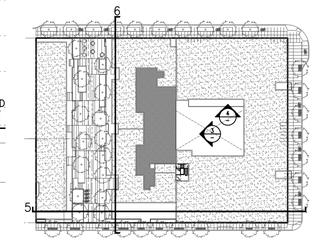
1 ROOF AREAS & HEIGHT EXEMPTIONS DIAGRAM
1"=20'-0"



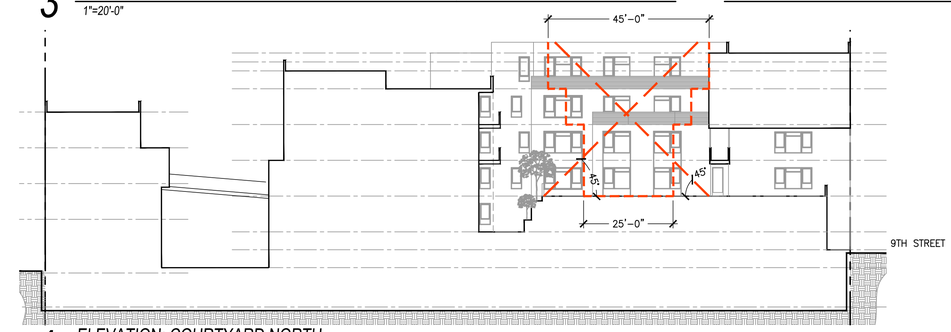
2 BUILDING PLAN HEIGHT & SET BACK DIAGRAM
1"=20'-0"



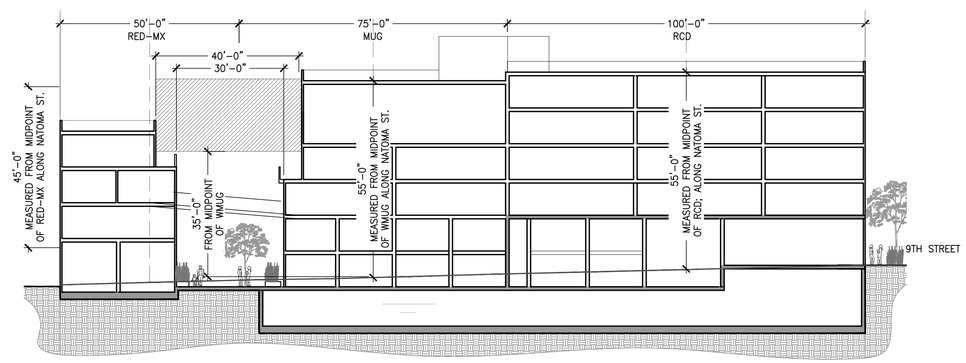
3 ELEVATION: COURTYARD WEST
1"=20'-0"



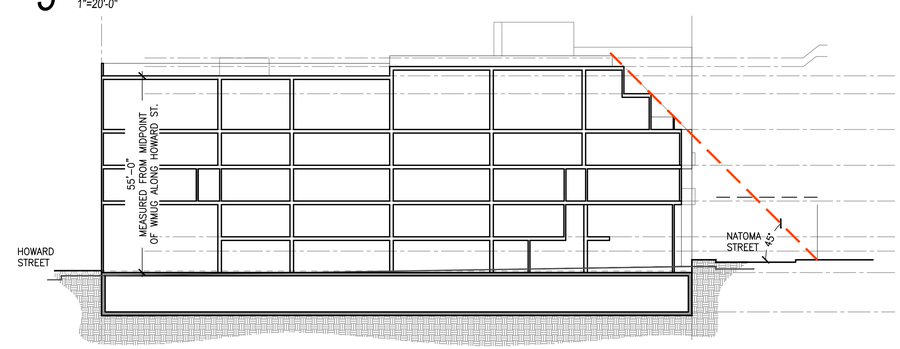
LEGEND



4 ELEVATION: COURTYARD NORTH
1"=20'-0"



5 BUILDING SECTION OFF NATOMA
1"=20'-0"



6 BUILDING SECTION THROUGH MAIN BUILDING ADJACENT TO ALLEY
1"=20'-0"

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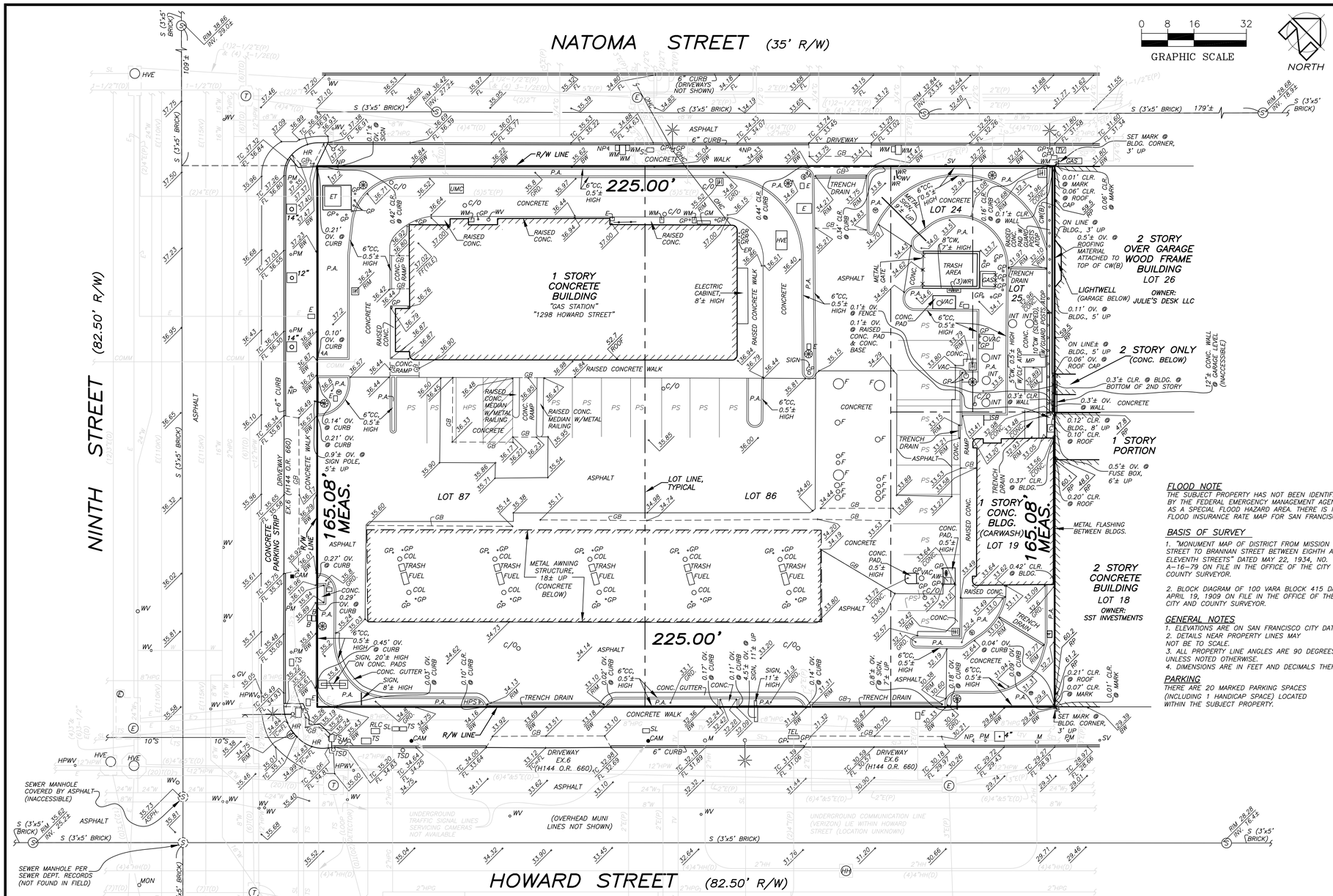
SCALE: AS NOTED

BUILDING
HEIGHT & SET
BACK DIAGRAMS

A0.12



LEGEND

CLR.	CLEAR OF PROPERTY LINE
OV.	OVER PROPERTY LINE
BLDG.	BUILDING
MEAS.	MEASURED
R/W	RIGHT OF WAY
TC	TOP OF CURB
FL	FLOW LINE
BW	BACK OF WALK
GB	GRADE BREAK
INV.	INVERT
RP	ROOF PARAPET
CONC.	CONCRETE
GRD.	GROUND
ASPH.	ASPHALT
P.A.	PLANTED AREA
PS	PARKING SPACE
HPS	HANDICAP PARKING SPACE
HR	HANDICAP RAMP
CC	CONCRETE CURB
CW	CONCRETE WALL
P.	PARCEL
P.O.B.	POINT OF BEGINNING
CW(B)	CONCRETE WALL (BATTERED) 6" WIDE @ TOP
	CATCH BASIN
	CATCH BASIN
E	ELECTRIC PULLBOX
E	ELECTRIC PULLBOX
SL	STREET LIGHT PULLBOX
TS	TRAFFIC SIGNAL PULLBOX
RLC	"RLC" PULLBOX
B	BUS SHELTER PULLBOX
GAS	(5) GAS BOXES
TV	TELEVISION PULLBOX
TEL	TELEPHONE CABINET, 6' HIGH
S	SEWER MANHOLE
E	ELECTRIC MANHOLE
HVE	HIGH VOLTAGE ELECTRIC MANHOLE
HH	HETCH HETCHY (MUNI) MANHOLE
T	TELEPHONE MANHOLE
U	UNKNOWN COVER
TSD	TRAFFIC SIGNAL DETECTOR SENSOR COVER
WM	WATER METER
WV	WATER VALVE
HPWV	HIGH PRESSURE WATER VALVE
GV	GAS VALVE
SV	SEWER VENT
	TRAFFIC SIGNAL & ELECTROLIER
	ELECTROLIER
M	MUNI POLE
CAM	CAMERA POLE
CAM	CAMERA POLE
	FIRE HYDRANT
	TREE PIT W/TREE
MON	MONUMENT COVER
GP	GUARD POST
GP	GUARD POST
PM	PARKING METER
	LIGHT ON CONCRETE BASE
	LIGHT
AW	AIR/WATER PUMPS
VAC	VACUUM
C/O	CLEANOUT
F	FILLER CAP
INT	"INTERCEPTOR" MANHOLE
COL	COLUMN
TRASH	TRASH CONTAINER
FUEL	FUEL PUMP
HPS	HANDICAP PARKING SIGN
	SIGN
	SIGN ON CONCRETE BASE
NP	NO PARKING SIGN
MP	METAL PLATE
GAS	GAS ENCLOSURE (8" CONCRETE WALLS, 12'± HIGH & METAL FENCE)
WR	WATER RISER
(3)WR	(3) WATER RISERS, 14'± HIGH W/SUPPORT RAIL ON CONCRETE PAD
A_4	ABANDONED SIGN
HVE	HIGH VOLTAGE ELECTRIC PULLBOX
ET	ELECTRIC TRANSFORMER ON CONCRETE PAD
UMC	UNKNOWN METAL COVER
	FOOD MENU & INTERCOM
GM	GAS METERS
GR	GAS RISER
ER	ELECTRIC RISER
SB	STORAGE BOX, 5'± HIGH & BIKE RACK
C	CAR WASH CONTROL BOX, 5'± HIGH W/CONDUIT ATTACHED TO LOT 18 BLDG.
OHC	OVERHEAD COMMUNICATION WIRES
E	ELECTRIC LINE
G	GAS LINE
HPG	HIGH PRESSURE GAS LINE
HH	HETCH HETCHY LINE
S	SEWER LINE
T	TELEPHONE LINE
TV	TELEVISION LINE
TS	TRAFFIC SIGNAL LINE
SL	STREET LIGHT LINE
COMM	COMMUNICATION (VERIZON) LINE
W	WATER LINE
HPW	HIGH PRESSURE WATER LINE
(P)	PIPE
(D)	DUCT

LEGAL DESCRIPTION

ALL THAT REAL PROPERTY SITUATED IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL ONE:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHWESTERLY LINE OF HOWARD STREET WITH THE NORTHEASTERLY LINE OF NINTH STREET; RUNNING THENCE NORTHEASTERLY ALONG SAID LINE OF HOWARD STREET 175 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 165 FEET TO THE SOUTHEASTERLY LINE OF NATOMA STREET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY ALONG SAID LINE OF NATOMA STREET, 175 FEET TO THE NORTHEASTERLY LINE OF NINTH STREET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY ALONG SAID LINE OF NINTH STREET, 165 FEET TO THE POINT OF BEGINNING.

BEING A PART OF 100 VARA BLOCK NO. 415.

PARCEL TWO:

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF NATOMA STREET, DISTANT THEREON 200 FEET NORTHEASTERLY FROM THE NORTHEASTERLY LINE OF NINTH STREET; RUNNING THENCE NORTHEASTERLY ALONG SAID LINE OF NATOMA STREET 25 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY 75 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 25 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 75 FEET TO THE POINT OF BEGINNING.

BEING PART OF 100 VARA BLOCK NO. 415.

PARCEL THREE:

BEGINNING AT A POINT ON THE NORTHWESTERLY LINE OF HOWARD STREET, DISTANT THEREON 175 FEET NORTHEASTERLY FROM THE NORTHEASTERLY LINE OF NINTH STREET; RUNNING THENCE NORTHEASTERLY ALONG SAID LINE OF HOWARD STREET 50 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 90 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 50 FEET; AND THENCE AT A RIGHT ANGLE SOUTHEASTERLY 90 FEET TO THE POINT OF BEGINNING.

BEING PART OF 100 VARA BLOCK NO. 415.

PARCEL FOUR:

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF NATOMA STREET, DISTANT THEREON 175 NORTHEASTERLY FROM THE NORTHEASTERLY LINE OF NINTH STREET; RUNNING THENCE NORTHEASTERLY ALONG SAID LINE OF NATOMA STREET 25 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY 75 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 25 FEET; THENCE AT A RIGHT ANGLE NORTHWESTERLY 75 FEET TO THE POINT OF BEGINNING.

BEING PORTION OF 100 VARA BLOCK NO. 415.

LOTS 019, 024, 025, 086 AND 087, BLOCK 3728

SURVEY REFERENCE

CHICAGO TITLE COMPANY PRELIMINARY REPORT NO. 13-36916168-JM DATED JULY 29, 2013.

THE FOLLOWING ARE EXCEPTIONS TO TITLE WITHIN THE ABOVE REFERENCED PRELIMINARY REPORT:

4. "PARAPET AGREEMENT" RECORDED JULY 12, 1990, IN BOOK F166, PAGE 1463, OFFICIAL RECORDS. NOTE: BUILDING REFERENCED IN DOCUMENT NO LONGER EXISTS. NOT PLOTTABLE. AFFECTS PARCEL ONE.

5. "NOTICE – SEISMIC BUILDING HAZARD" RECORDED JANUARY 6, 1995, IN BOOK G292, PAGE 433, OFFICIAL RECORDS. NOTE: BUILDING REFERENCED IN DOCUMENT NO LONGER EXISTS. NOT PLOTTABLE. AFFECTS PARCEL ONE.

6. "DECLARATION OF USE" – OVERWIDE DRIVEWAY PERMIT FOR 3 OVERWIDE DRIVEWAYS RECORDED JUNE 1, 1998, IN REEL H144, IMAGE 660, OFFICIAL RECORDS. PLOTTED HEREON.

ZONING (PER SAN FRANCISCO PROPERTY INFORMATION MAP)

PARCEL ONE (LOT 087): RCD – REGIONAL COMMERCIAL DISTRICT
WESTERN SOMA SPECIAL USE DISTRICT
HEIGHT AND BULK DISTRICT: 55–X 55 FOOT HEIGHT LIMIT

PARCEL ONE (LOT 086): WSOMA – WSOMA MIXED USE–GENERAL DISTRICT
WESTERN SOMA SPECIAL USE DISTRICT
HEIGHT AND BULK DISTRICT: 55–X 55 FOOT HEIGHT LIMIT

PARCELS TWO, THREE AND FOUR: RED–MX – RESIDENTIAL ENCLAVE–MIXED DISTRICT
WESTERN SOMA SPECIAL USE DISTRICT
HEIGHT AND BULK DISTRICT: 45–X 45 FOOT HEIGHT LIMIT

ALL ONSITE BUILDINGS ARE BELOW THE PRESCRIBED HEIGHT LIMITS.

FLOOD NOTE

THE SUBJECT PROPERTY HAS NOT BEEN IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY AS A SPECIAL FLOOD HAZARD AREA. THERE IS NO FLOOD INSURANCE RATE MAP FOR SAN FRANCISCO.

BASIS OF SURVEY

1. "MONUMENT MAP OF DISTRICT FROM MISSION STREET TO BRANNAN STREET BETWEEN EIGHTH AND ELEVENTH STREETS" DATED MAY 22, 1934, NO. A-16-79 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.

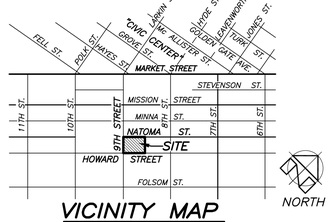
2. BLOCK DIAGRAM OF 100 VARA BLOCK 415 DATED APRIL 19, 1909 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.

GENERAL NOTES

1. ELEVATIONS ARE ON SAN FRANCISCO CITY DATUM.
2. DETAILS NEAR PROPERTY LINES MAY NOT BE TO SCALE.
3. ALL PROPERTY LINE ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.
4. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

PARKING

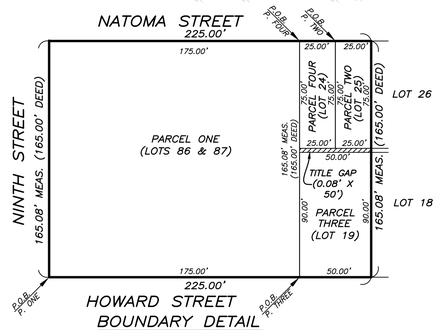
THERE ARE 20 MARKED PARKING SPACES (INCLUDING 1 HANDICAP SPACE) LOCATED WITHIN THE SUBJECT PROPERTY.



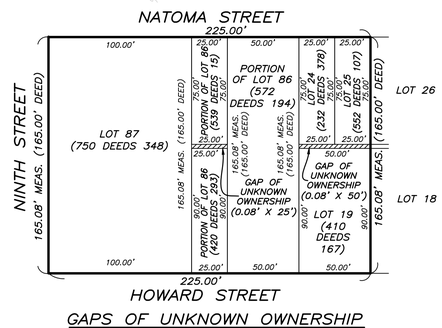
VICINITY MAP
NO SCALE

UTILITY NOTE

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS, INDICATED LOCATION OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY. DUE TO THE PROLIFERATION OF TELECOMMUNICATION COMPANIES, NOT ALL UNDERGROUND RECORDS ARE AVAILABLE. THEREFORE, THERE MAY BE TELECOMMUNICATION LINES NOT SHOWN HEREON.



HOWARD STREET
BOUNDARY DETAIL
(PER TITLE REPORT PARCELS)



GAPS OF UNKNOWN OWNERSHIP
(PER PLOTTED MCENERNY DEEDS)

SITE AREA = 37,143 SQ.FT.

SITE SURVEY

OF A PORTION OF ASSESSOR'S BLOCK NO. 3728

FOR

WORLDCO COMPANY, LLC

SAN FRANCISCO CALIFORNIA

SCALE: 1" = 16'	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 (415) 543-4500	SURV: RS
DATE: 1/10/14		DES.
SHEET: 1		DRW: JP/DR
OF: 1		CHK: BR/DR
JOB NO. S-8509		REV NO.

CLIFF LOWE ASSOCIATES

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06-05-14	SITE PERMIT SUBMITTAL
09-28-15	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
01-04-17	PLANNING RE-SUBMITTAL

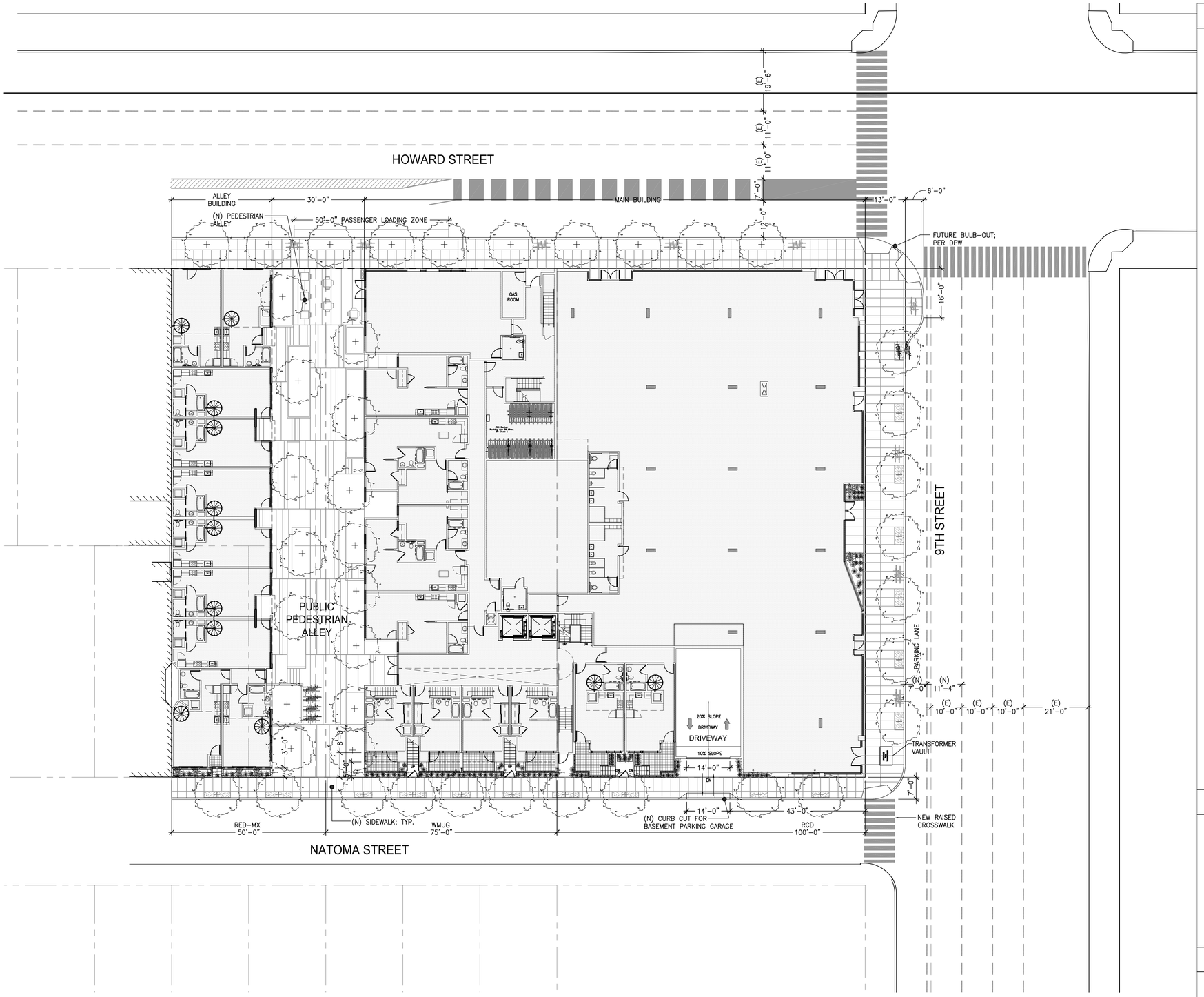
CONTACT:

(415) 777-0561 P
(415) 777-5117 F

SCALE:

Landscape Site Plan

L1.00



1 PLOT PLAN
1/16" = 1'-0"

GENERAL NOTES

1. SEE SURVEY FOR EXISTING CONDITIONS.
2. SEE A0.7, A0.8 AND A0.9 FOR ADDITIONAL CLEARANCES AND DETAIL NOT SHOWN
3. SEE A0.4 AND A0.5 FOR CODE AND EGRESS INFORMATION.
4. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
5. ALL PENETRATIONS SHALL CONFORM PER CBC SECTION 713; SEE SHEET TBD FOR MORE INFORMATION
6. ROOF AND OVERFLOW DRAINS @ ROOF AND DECK AREAS SHALL CONNECT/FLOW TO PLANTERS TO CITY SEWER, S.C.D.
7. DIMENSIONS SHOWN HERE ARE PROVIDED TO SHOW SETBACK INFORMATION ONLY. SEE FLOOR PLANS FOR COMPLETE BUILDING DIMENSIONS.

SITE LEGEND

PROPERTY LINE

(N) PROPOSED STREET TREE

WALL RATING LEGEND

1–HR. WALL
2–HR. WALL
3–HR. WALL
X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
01-26-16	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:

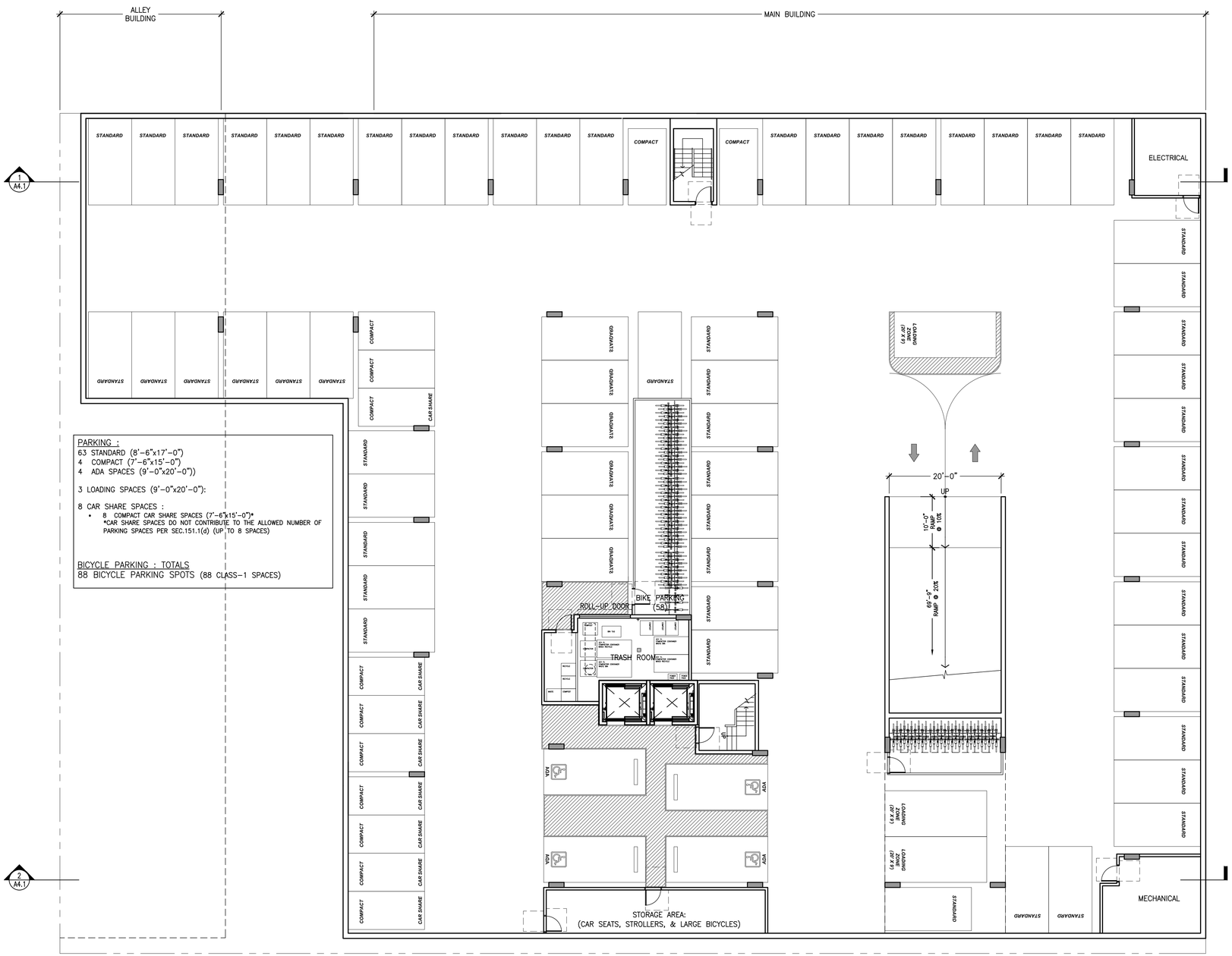
TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: 1/16" = 1'-0"

PLOT PLAN/
SITE PLAN

A1.1



PARKING :
63 STANDARD (8'–6"x17'–0")
4 COMPACT (7'–6"x15'–0")
4 ADA SPACES (9'–0"x20'–0"))

3 LOADING SPACES (9'–0"x20'–0"):

8 CAR SHARE SPACES :
- 8 COMPACT CAR SHARE SPACES (7'–6"x15'–0")*
  *CAR SHARE SPACES DO NOT CONTRIBUTE TO THE ALLOWED NUMBER OF PARKING SPACES PER SEC.151.1(d) (UP TO 8 SPACES)

BICYCLE PARKING : TOTALS
88 BICYCLE PARKING SPOTS (88 CLASS–1 SPACES)

1 FLOOR PLAN - LEVEL 00
3/32" = 1'-0"

1298 Howard Street
Parking per section 151.1
12/5/2016
Parking Regulations

Residential Parking

Zone	Permitted	CU	# of Units/ SF	Req'd SF of parking	sf/space	Spaces As of Right	Spaces As of Right	CU Spaces Permitted	CU Spaces Permitted	Parking Spaces Provided	Comments
WMUG	1:4	3:4	42			*11*	11	*31.5*	32		
WMUG w/ 2BR (1000 SF MIN)	1:4	1:1	2			*1*	1	*2*	2		
RCD	1:2	3:4	60			*30*	30	45	45		
RED-MX	3:4	1:1	20			*15*	15	*20*	20		
			124	**Residential Total:**		***57.00***	**57.00**	*98.50*	**99.00**	**57.00**	Parking provided in the basement

RCD Office & RCD Retail - Parking

1/1,500 SF RCD OFFICE	RCD OFFICE			12,600	882	160	*8.40*	8.00	*8.40*	8.00	8.00	Parking provided in the basement

WMUG Retail - Parking

1SPACE/200 sf	Mixed Use district Retail			1,250			*6.25*	6.00			6.00	Parking provided in the basement
				Total # of spaces w/retail, office & residential			*71.0*	**71.0**	*107.0*	**107.0**	**71.0**	

Residential Loading

1/RESIDENTIAL	LOADING ZONES										
100,000-200,000sf							*1.00*	1.00			3.00	

RCD Office & Retail - Loading

1/100,000 SF OFFICE/Retail	Loading Zone - office			12,600			*0.13*	NA			0.00	

WMUG Retail - Loading

1/10000-30000 SF RETAL	Loading zone - retail			1,000			*0.00*	NA			0.00	
											3.00	Provided in the basement
Total # of Loading Spaces:							*1.13*	1.00	*0.00*	0.00	**3.00**	

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR ADDITIONAL SCOPE OF WORK.
2. SEE A0.7, A0.8 AND A0.9 FOR ADDITIONAL CLEARANCES AND DETAIL NOT SHOWN
3. ALL PENETRATIONS SHALL CONFORM PER CBC SECTION 713; SEE SHEET TBD FOR MORE INFORMATION
4. SEE A0.4 AND A0.5 FOR CODE AND EGRESS INFORMATION.
5. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
6. PROVIDE FLOOR DRAINS; SLOPE $\frac{1}{4}$"/FOOT.
7. AT PARKING LEVELS: CONTRACTOR SHALL ENSURE THAT A MINIMUM OVERHEAD CLEARANCE OF 8'–2" IS PROVIDED IN THE PATH OF TRAVEL TO THE ACCESSIBLE PARKING SPACE.
8. ALL STUD WALLS SHALL BE BUILT ON A MIN. 6" RAISED CONC. CURBS.
9. FIRE EXTINGUISHER CABINETS ARE TO BE LOCATED ON ALL FLOORS. MAX. 150' SEPARATION (MOUNT AT COLUMNS IN GARAGE). RECESSED FIRE EXTINGUISHER CABINETS ARE TO BE PROVIDED AT FLOOR LEVELS 1–6, TYP.
10. PROVIDE FLOOR DRAINS AT SLOPE OF $\frac{1}{4}$" PER FOOT.

BICYCLE PARKING

CLASS 1 – RESIDENTIAL
1 FOR 1 PER UNIT UPTO 100 UNITS, PUBLICLY ACCESSIBLE
124 UNITS = 100 + 24/4 = 106 SPACES REQUIRED

188 SPACES PROVIDED:
- 88 CLASS 1 SPACES PROVIDED AT BASEMENT PARKING LEVEL
- 100 CLASS 1 SPACES AT GROUND FLOOR BIKE ROOM

CLASS 2 – RESIDENTIAL
1 FOR EVERY 20 UNITS, PUBLICLY ACCESSIBLE
124 UNITS / 20 = 6.2 SPACES REQUIRED
= 7 SPACES REQUIRED

CLASS 2 – COMMERCIAL
1 PER 2,500 SF RETAIL = 3 SPACES
1 PER 5,000 SF OFFICE SPACE = 1.3 SPACES
= 5 SPACES REQUIRED

32 CLASS 2 SPACES PROVIDED:
- 14 CLASS 2 SPACES PROVIDED IN PROJECT ALLEY
- 18 CLASS 2 SPACES ALONG SIDEWALK, HOWARD, 9TH, & NATOMA

DIMENSION NOTES

1. STUD WALL FRAMING: ALL DIMENSIONS ARE TO FACE OF STUD, U.N.O.
2. SEE ENLARGED PLANS/DETAILS FOR DIMENSIONS NOT SHOWN HERE.

WALL RATING LEGEND

- 1–HR. WALL
- 2–HR. WALL
- 3–HR. WALL
- X–HR WALL RATING

PROJECT NORTH

NORTH

TRUE NORTH

NORTH

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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TOBY STELLA LEVY
C–10527
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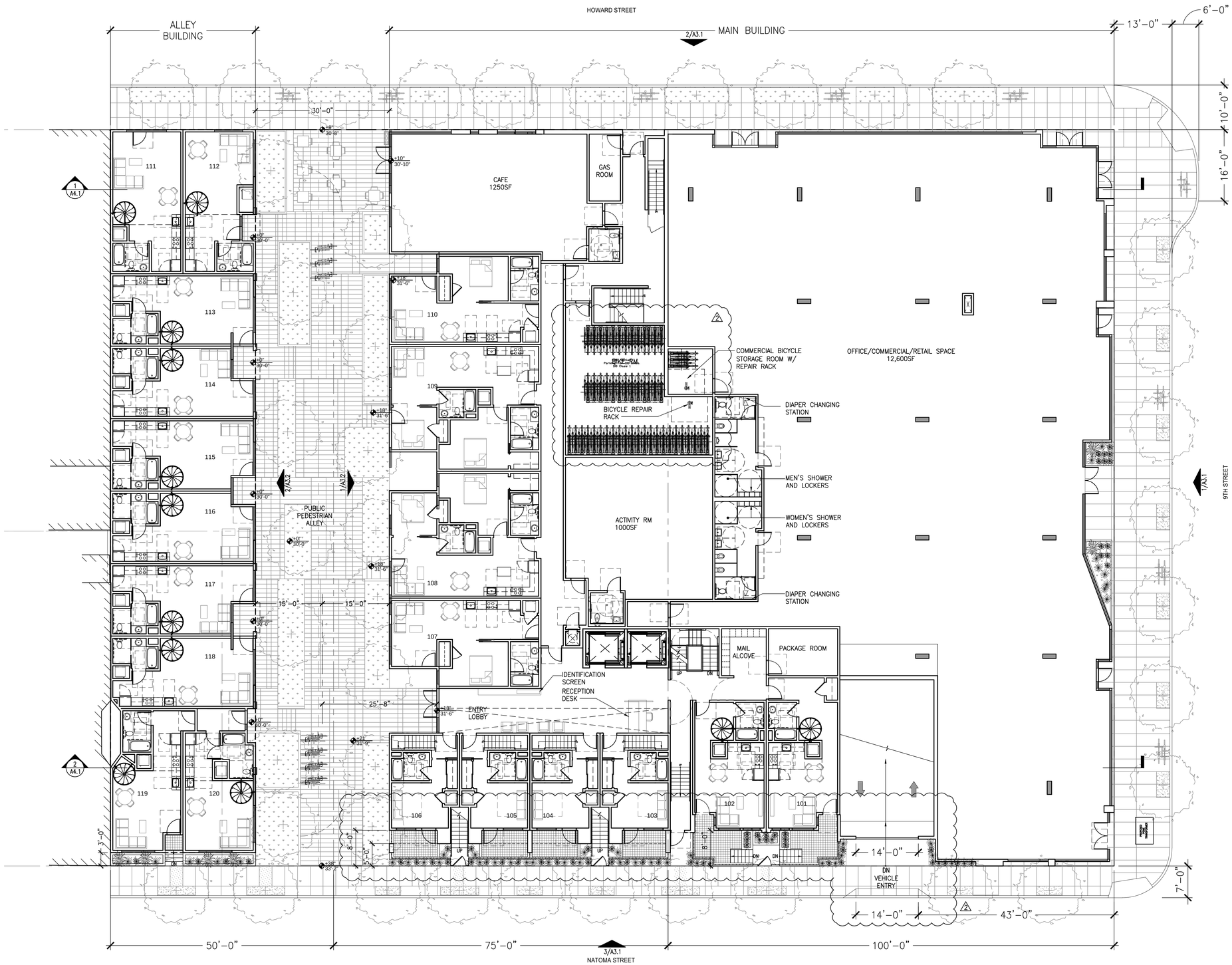
SCALE: 3/32" = 1'-0"

BASEMENT PLAN
2

A2.0



1 FLOOR PLAN - LEVEL 01
3/32" = 1'-0"

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10. EXHAUST SHAFTS SHALL COMPLY WITH CBC SECTION 708.11, PROTECTED BY APPROVED FIRE DAMPERS. S.M.D. FOR MORE INFORMATION.
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PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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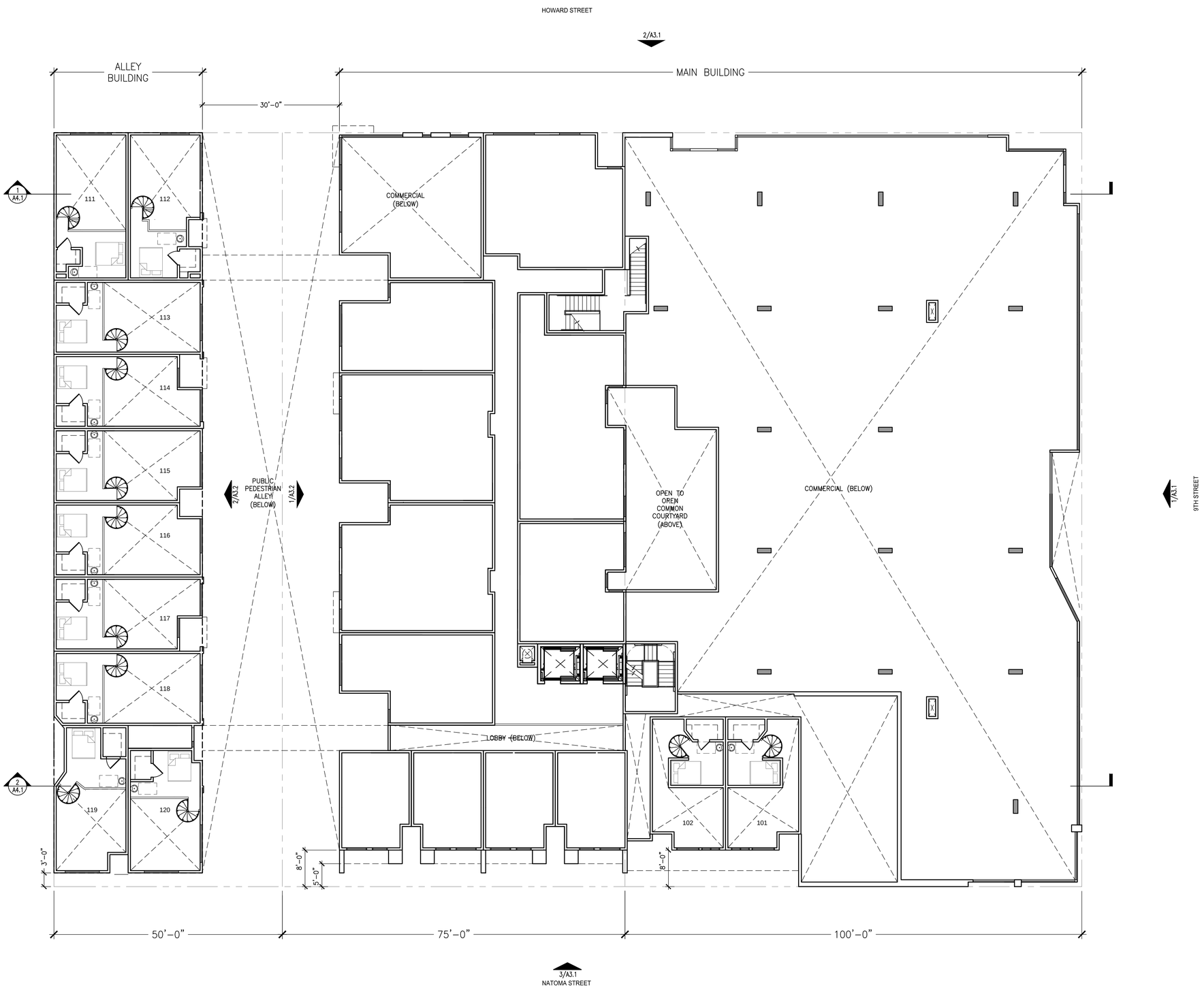
SCALE: 3/32" = 1'-0"

GROUND FLOOR PLAN

A2.1A



1 *FLOOR PLAN - MEZZANINE LEVEL FLOOR PLAN*
3/32" = 1'-0"

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PROJECT NORTH	TRUE NORTH
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CONTACT:

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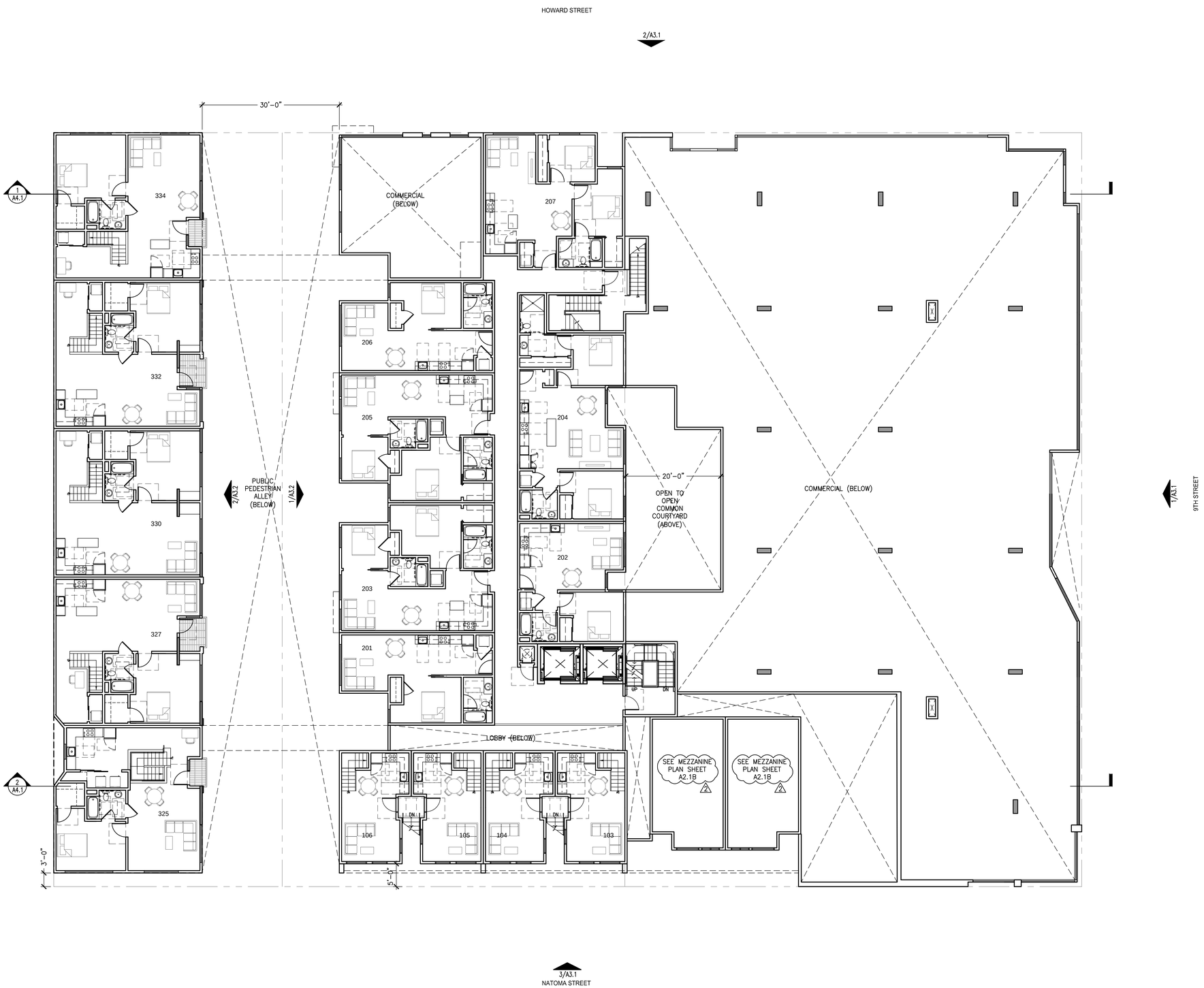
SCALE: 3/32" = 1'-0"

MEZZANINE PLAN
2

A2.1B



1 *FLOOR PLAN - LEVEL 1.5*
3/32" = 1'-0"

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16. ALL UNITS TO HAVE UNIT ENTRY SIGNAGE
17. PROVIDE FLOOR DRAINS; SLOPE 1/4"/FOOT.
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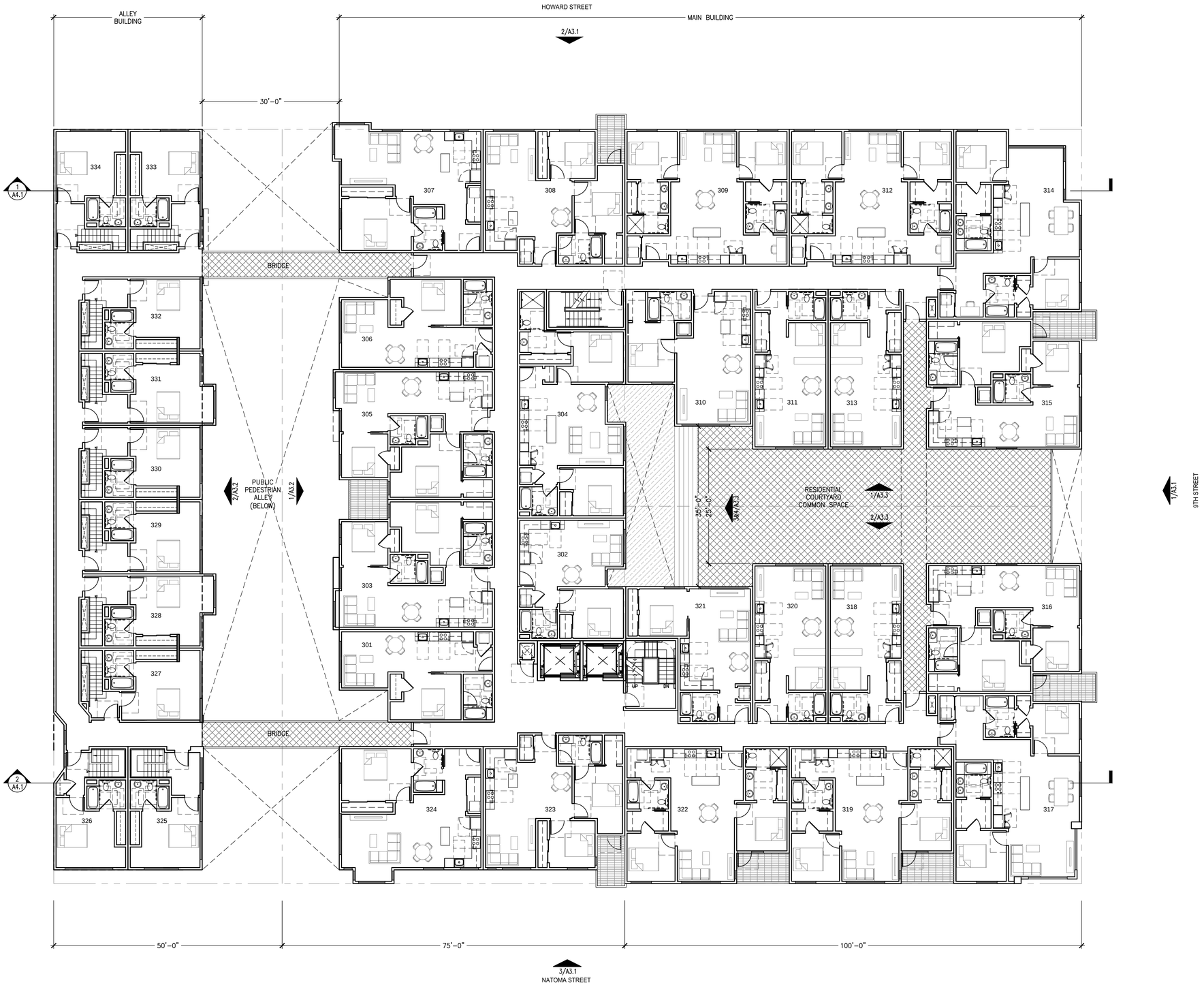
SCALE: 3/32" = 1'-0"

FLOOR 1.5
PLAN

A2.2



1 FLOOR PLAN - LEVEL 02
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SCALE: 3/32" = 1'-0"

FLOOR 2 PLAN

A2.3

1 FLOOR PLAN - LEVEL 03
3/32" = 1'-0"

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LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C–10527
RENEWAL DATE 6–30–17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

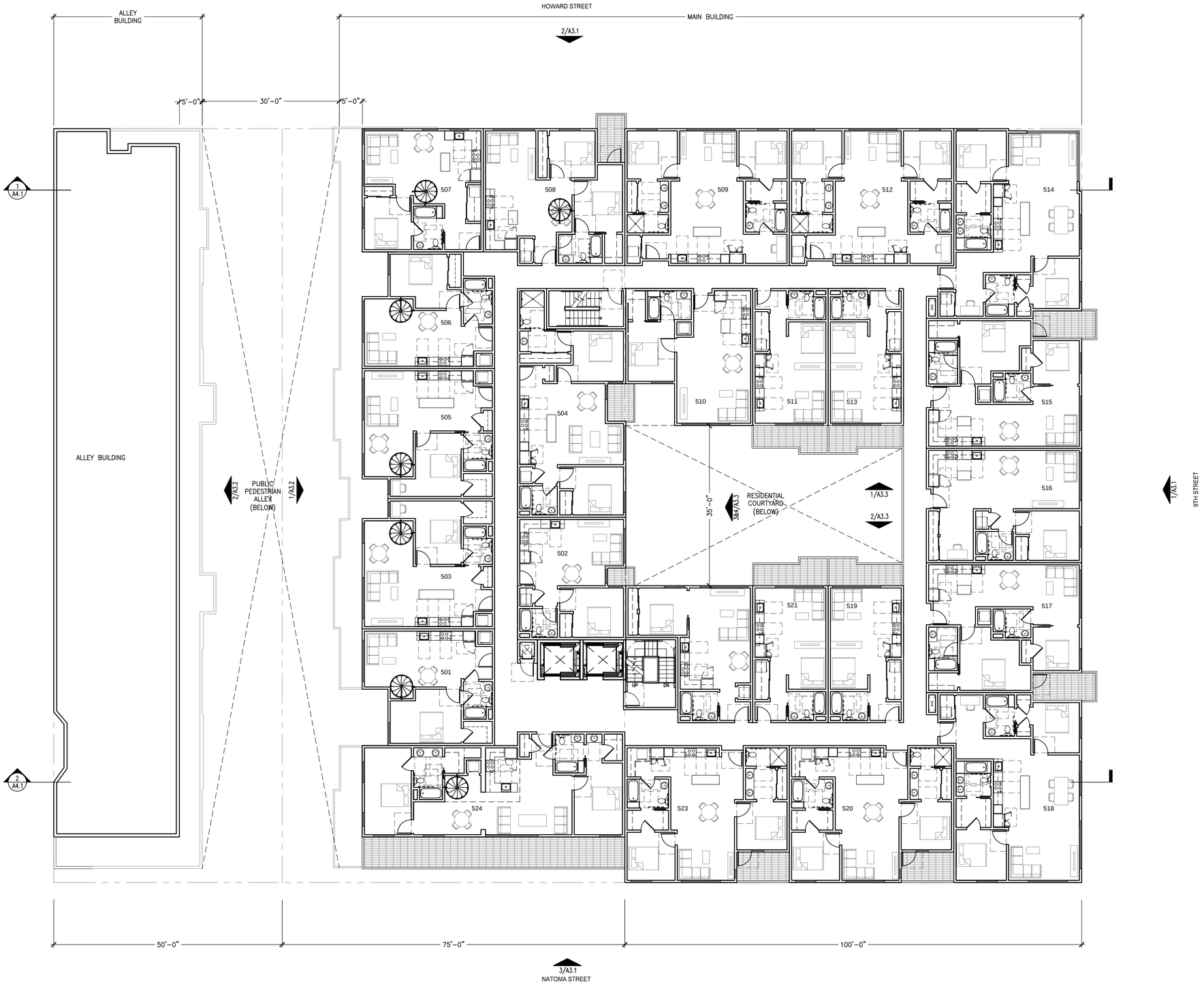
DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
01-26-16	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

CONTACT:
TOBY LEVY
(415) 777-0561 P
(415) 777-5117 F

SCALE: 3/32" = 1'-0"

FLOOR 3 PLAN

A2.4



1 FLOOR PLAN - LEVEL 04
3/32" = 1'-0"

GENERAL NOTES

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2. SEE A0.7, A0.8 AND A0.9 FOR ADDITIONAL CLEARANCES AND DETAIL NOT SHOWN
3. SEE A0.4 AND A0.5 FOR CODE AND EGRESS INFORMATION.
4. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
8. PROVIDE 1 HOUR CONSTRUCTION WITH SOUND INSULATION BETWEEN RESIDENTIAL UNITS AND BETWEEN RESIDENTIAL UNITS AND PUBLIC AREAS (50 STC MIN.) PER CBC SECTION 1207.
9. PROVIDE CLASS 'A' 4 PLY BUILT–UP ROOFING SYSTEM.
10. EXHAUST SHAFTS SHALL COMPLY WITH CBC SECTION 708.11, PROTECTED BY APPROVED FIRE DAMPERS. S.M.D. FOR MORE INFORMATION.
11. CONTRACTOR TO PROVIDE SOLID & CONTINUOUS BACKING FOR ALL WALL MTD. FIXTURES, ACCESSORIES, MILLWORK, EQUIPMENT RACKS, SHELVING, ETC. ALL BLOCKING TO BE SAME GAUGE AS FRAMING OR GREATER.
12. ALL PENETRATIONS SHALL CONFORM PER CBC SECTION 713; SEE SHEET TBD FOR MORE INFORMATION
13. ROOF AND OVERFLOW DRAINS @ ROOF AND DECK AREAS SHALL CONNECT/FLOW TO PLANTERS TO CITY SEWER, S.C.D.
14. FIRE EXTINGUISHER CABINETS TO BE LOCATED ON ALL FLOORS, MAX. 150'–0" SEPARATION. RECESSED FIRE EXTINGUISHER CABINETS ON ALL RESIDENTIAL FLOORS, TYP.
15. ALL HABITABLE ROOMS SHALL BE HEATED PER CBC 1204.1
16. ALL UNITS TO HAVE UNIT ENTRY SIGNAGE
17. PROVIDE FLOOR DRAINS; SLOPE 1/4"/FOOT.
18. PAINT ALL EXPOSED MECHANICAL, PLUMBING, ELECTRICAL AND FIRE LINES THROUGHOUT

DIMENSION NOTES

1. STUD WALL FRAMING: ALL DIMENSIONS ARE TO FACE OF STUD, U.N.O.
2. SEE ENLARGED PLANS/DETAILS FOR DIMENSIONS NOT SHOWN HERE.

WALL RATING LEGEND

- 1–HR. WALL
- 2–HR. WALL
- 3–HR. WALL
- X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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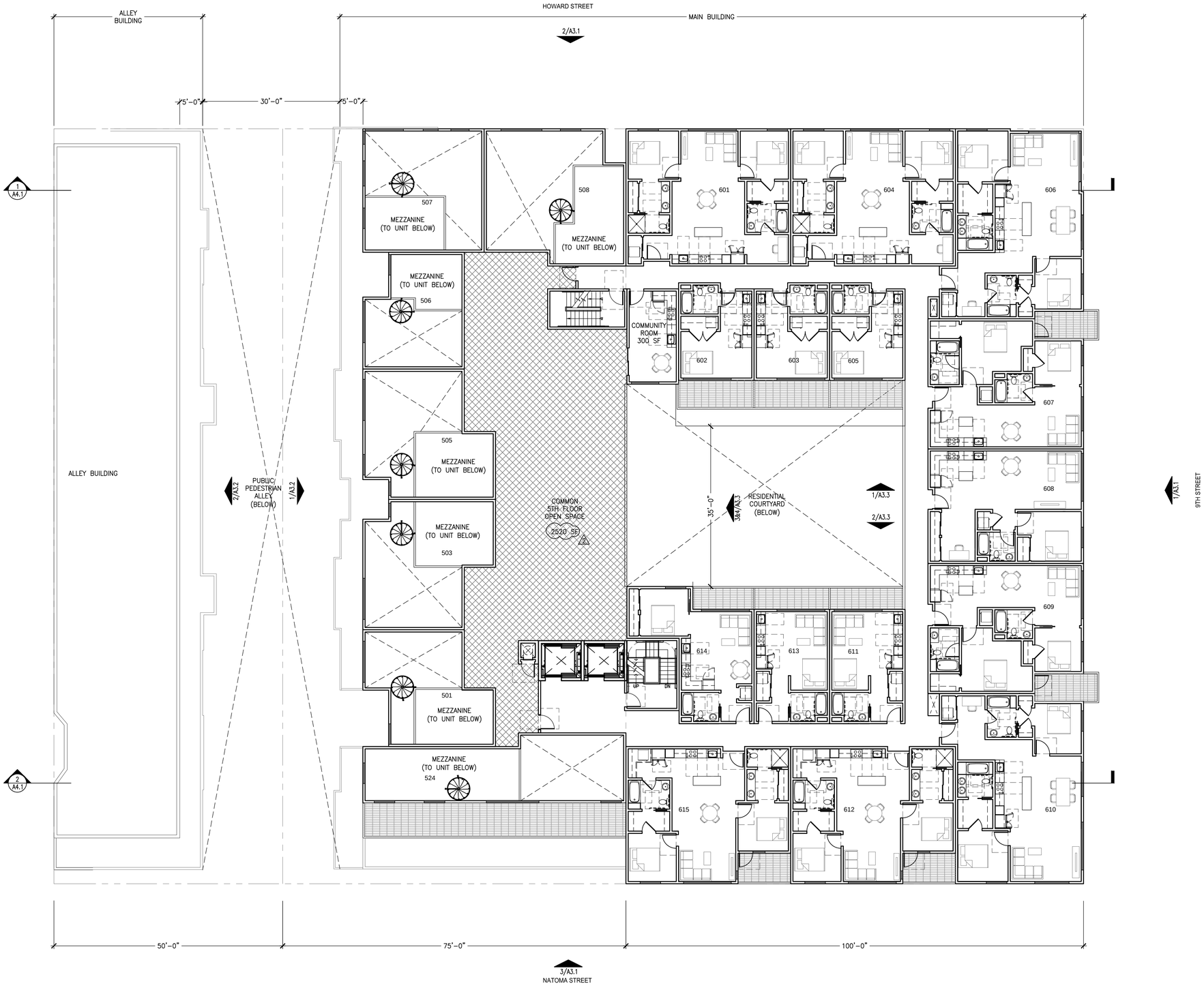
SCALE: 3/32" = 1'-0"

FLOOR 4 PLAN

A2.5



1 FLOOR PLAN - LEVEL 05
3/32" = 1'-0"

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WALL RATING LEGEND

- 1–HR. WALL
- 2–HR. WALL
- 3–HR. WALL
- X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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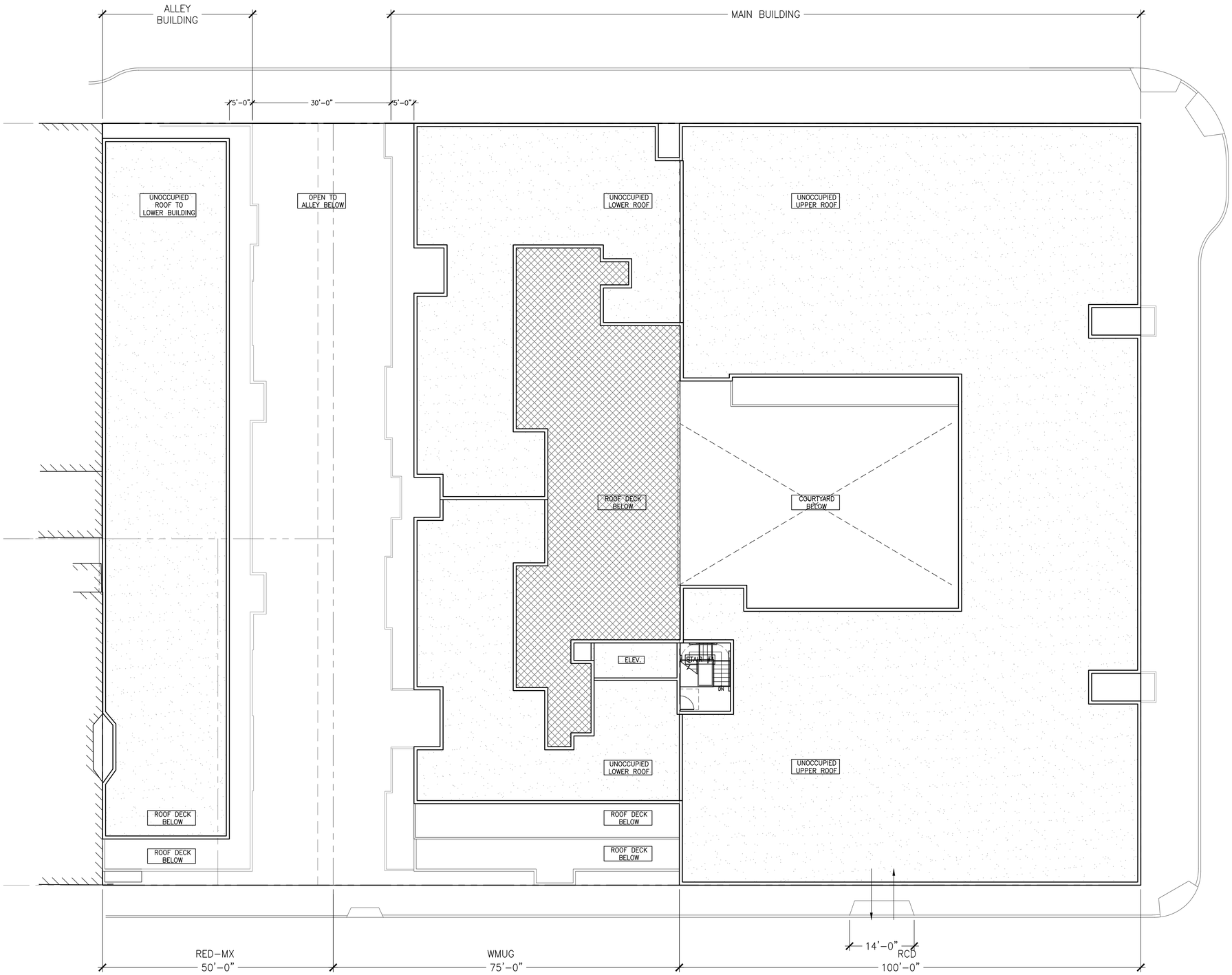
SCALE: 3/32" = 1'-0"

FLOOR 5 PLAN

A2.6



1 ROOF PLAN
3/32" = 1'-0"

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8. ROOF AND OVERFLOW DRAINS @ ROOF AND DECK AREAS SHALL CONNTECT/FLOW TO PLANTERS TO CITY SEWER; S.C.D.
9. PROVIDE FLOOR DRAINS' SLOPE $\frac{1}{4}$" PER FOOT.

DIMENSION NOTES

1. STUD WALL FRAMING: ALL DIMENSIONS ARE TO FACE OF STUD, U.N.O.
2. SEE ENLARGED PLANS/DETAILS FOR DIMENSIONS NOT SHOWN HERE.

WALL RATING LEGEND

- 1–HR. WALL
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- 3–HR. WALL
- X–HR WALL RATING

PROJECT NORTH	TRUE NORTH
NORTH	NORTH

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SCALE: 3/32" = 1'-0"

ROOF PLAN

A2.7

1 PERSPECTIVE RENDERING : CORNER OF 9TH & HOWARD

2 PERSPECTIVE RENDERING : LOOKING FROM HOWARD THROUGH NEW ALLEY

3 PERSPECTIVE RENDERING : CORNER OF 9TH & NATOMA STREET

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SCALE: N/A

RENDERINGS

A3.0a

1 *PERSPECTIVE RENDERING : NATOMA STREET*

2 *PERSPECTIVE RENDERING : NATOMA STREET*

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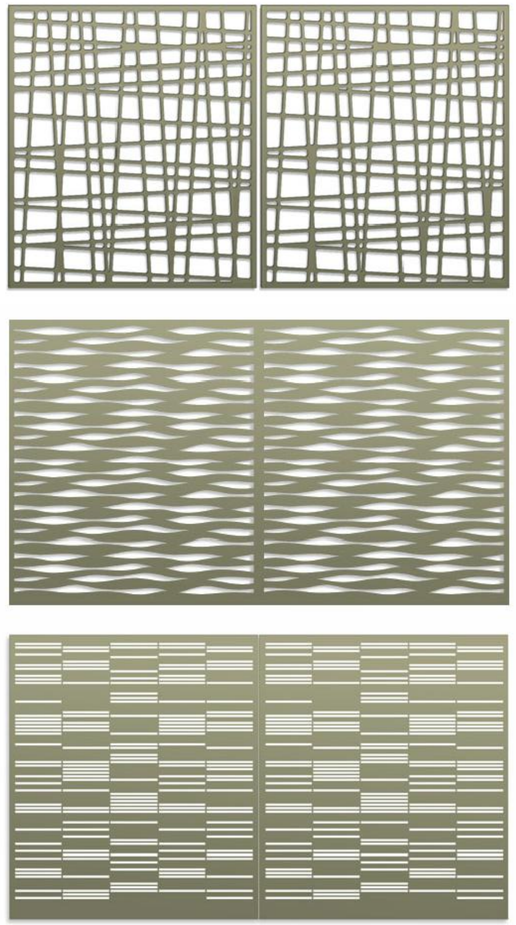
SCALE: N/A

RENDERINGS

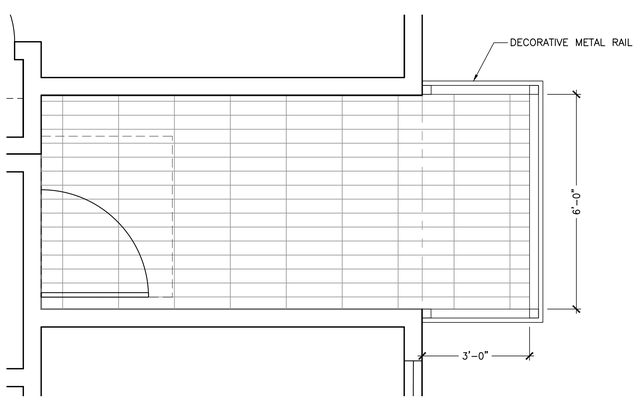
2

A3.0b



4 POTENTIAL BOK PANEL DESIGNS

2 ENLARGED TYPICAL DECK



3 ENLARGED PLAN: TYPICAL DECK
1/2" = 1'-0"

1 PERSPECTIVE RENDERING

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SCALE: N/A

RENDERINGS

A3.0c 3

1 ELEVATION : 9TH STREET
3/32" = 1'-0"

2 ELEVATION : HOWARD STREET
3/32" = 1'-0"

GENERAL NOTES

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SHEET NOTES

1. PROPERTY LINE
2. METAL PANELS
3. FIBER CEMENT PANELS
4. CEMENT PLASTER
5. ALUMINUM CLAD WINDOWS
6. ALUMINUM STOREFRONT
7. GUARD RAIL
8. METAL CLAD ARCHITECTURAL BUILDING PROJECTION
9. METAL ROLL–UP GARAGE DOOR
10. EXTERIOR COURTYARD BRIDGE
11. CONCRETE CURB
12. LANDSCAPE PLANTER

DIMENSION NOTES

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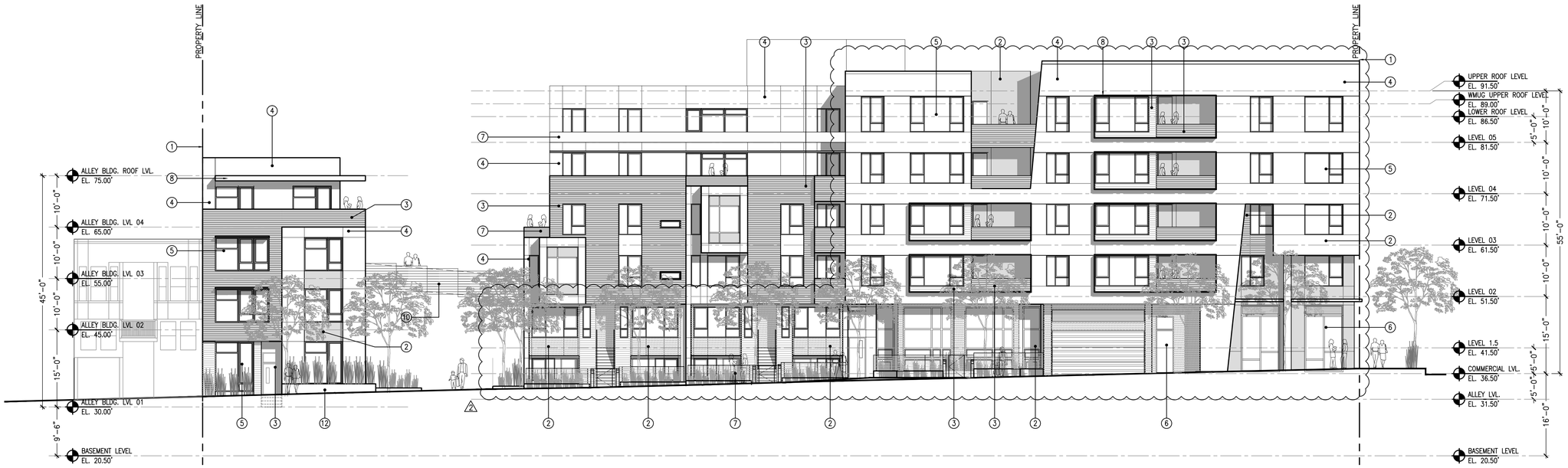
SCALE: AS NOTED

EXTERIOR ELEVATIONS

A3.1



1 *ELEVATION : NATOMA STREET*
3/32" = 1'-0"

GENERAL NOTES

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SCALE: AS NOTED

EXTERIOR ELEVATIONS

A3.2

1 *ENLARGED ELEVATION : NATOMA STREET UNIT ENTRY*
1/4" = 1'-0"

2 *NATOMA STREET UNIT ENTRY RENDERING*

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SCALE: AS NOTED

EXTERIOR ELEVATIONS

A3.2a 3

1 ELEVATION : ALLEY (MAIN BUILDING) NORTH/EAST ELEVATION
3/32" = 1'-0"

2 ELEVATION : ALLEY (ALLEY BUILDING) SOUTH/WEST ELEVATION
3/32" = 1'-0"

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SHEET NOTES

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TOBY LEVY
(415) 777-0561 P
(415) 777-5117 F

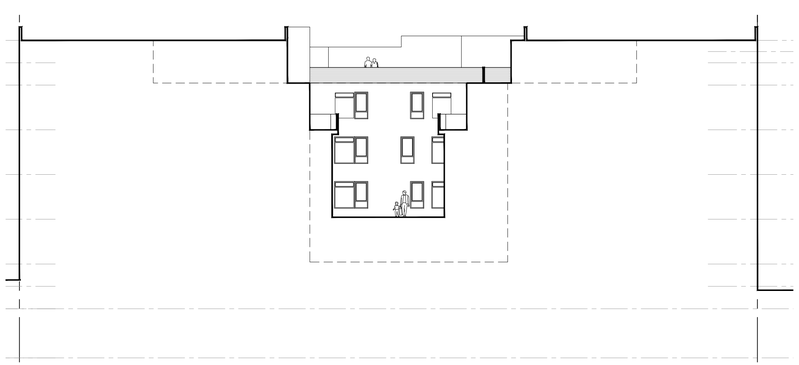
SCALE: AS NOTED

EXTERIOR ELEVATIONS

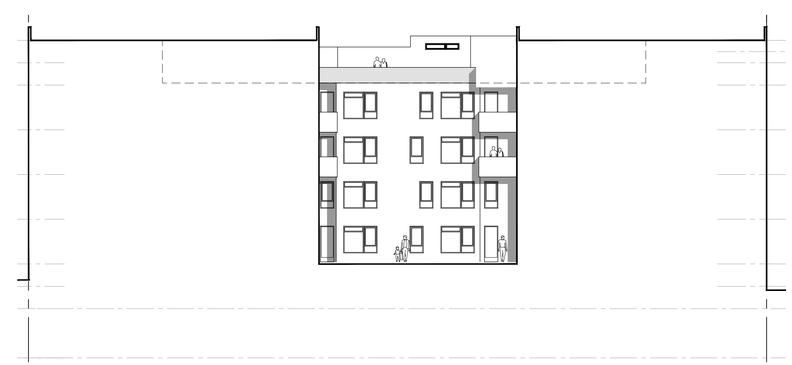
A3.3

1 ELEVATION : COURTYARD NORTH
1/16"=1'-0"

2 ELEVATION : COURTYARD SOUTH
1/16"=1'-0"



4 ELEVATION : COURTYARD
3/32"=1'-0"



3 ELEVATION : COURTYARD WEST
1/16"=1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR ADDITIONAL SCOPE OF WORK.
2. SEE A0.7, A0.8 AND A0.9 FOR ADDITIONAL CLEARANCES AND DETAIL NOT SHOWN
3. SEE A0.4 AND A0.5 FOR CODE & EGRESS INFORMATION
4. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
5. PROVIDE CLASS 'A' 4 PLY BUILT–UP ROOFING SYSTEM.
6. EXHAUST SHAFTS SHALL COMPLY WITH CBC SECTION 708.11, PROTECTED BY APPROVED FIRE DAMPERS. S.M.D. FOR MORE INFORMATION.
7. ALL PENETRATIONS SHALL CONFORM PER CBC SECTION 713; SEE SHEET TBD FOR MORE INFORMATION
8. ROOF AND OVERFLOW DRAINS @ ROOF AND DECK AREAS SHALL CONNECT/FLOW TO PLANTERS TO CITY SEWER, S.C.D.

SHEET NOTES

1. PROPERTY LINE
2. METAL PANELS
3. FIBER CEMENT PANELS
4. CEMENT PLASTER
5. ALUMINUM CLAD WINDOWS
6. ALUMINUM STOREFRONT
7. GUARD RAIL
8. METAL CLAD ARCHITECTURAL BUILDING PROJECTION
9. METAL ROLL–UP GARAGE DOOR
10. EXTERIOR COURTYARD BRIDGE
11. CONCRETE CURB
12. LANDSCAPE PLANTER

DIMENSION NOTES

1. STUD WALL FRAMING: ALL DIMENSIONS ARE TO FACE OF STUD, U.N.O.
2. SEE ENLARGED PLANS/DETAILS FOR DIMENSIONS NOT SHOWN HERE.

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

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1298 HOWARD STREET
SAN FRANCISCO, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C–10527
RENEWAL DATE
6–30–17
STATE OF CALIFORNIA

1298 HOWARD STREET
BLOCK/PARCEL/LOT:
#3728/019, 024, 025, 086, 087
SAN FRANCISCO, CA
PROJECT NO. 2013-13

DATE	SET ISSUE
03-10-14	EE SUBMITTAL
06-05-14	SITE PERMIT SUBMITTAL
01-26-16	PLANNING RE-SUBMITTAL
11-04-16	PLANNING RE-SUBMITTAL
2 12-20-16	PLANNING RE-SUBMITTAL
3 02-13-17	PLANNING RE-SUBMITTAL

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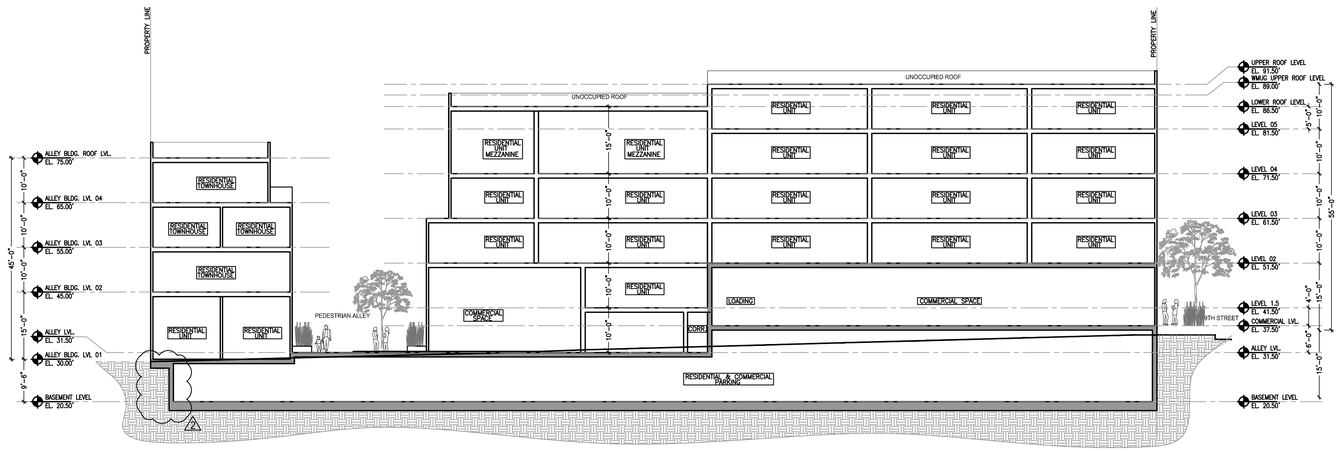
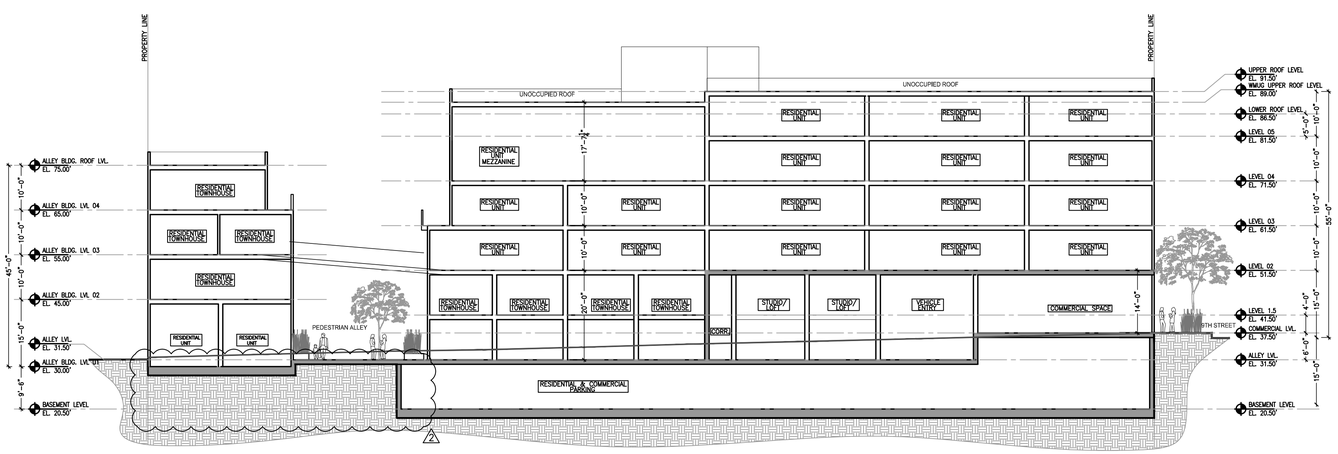
SCALE: 1/16" = 1'-0"

EXTERIOR ELEVATIONS

A3.4



1 SECTION 1
1/16" = 1'-0"



2 SECTION 2
1/16" = 1'-0"

GENERAL NOTES

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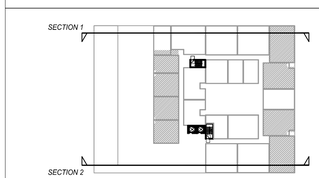
2. SEE A0.7, A0.8 AND A0.9 FOR ADDITIONAL CLEARANCES AND DETAIL NOT SHOWN
3. SEE A0.4 AND A0.5 FOR CODE & EGRESS INFORMATION
4. SEE FLOOR PLANS ON SHEETS A2.0–A2.7
5. PROVIDE 1 HOUR CONSTRUCTION WITH SOUND INSULATION BETWEEN RESIDENTIAL UNITS AND BETWEEN RESIDENTIAL UNITS AND PUBLIC AREAS (50 STC MIN.) PER CBC SECTION 1207.
6. PROVIDE CLASS 'A' 4 PLY BUILT–UP ROOFING SYSTEM.
7. EXHAUST SHAFTS SHALL COMPLY WITH CBC SECTION 708.11, PROTECTED BY APPROVED FIRE DAMPERS. S.M.D. FOR MORE INFORMATION.
8. CONTRACTOR TO PROVIDE SOLID & CONTINUOUS BACKING FOR ALL WALL MTD. FIXTURES, ACCESSORIES, MILLWORK, EQUIPMENT RACKS, SHELVING, ETC. ALL BLOCKING TO BE SAME GAUGE AS FRAMING OR GREATER.
9. ALL PENETRATIONS SHALL CONFORM PER CBC SECTION 713; SEE SHEET TBD FOR MORE INFORMATION
10. ROOF AND OVERFLOW DRAINS @ ROOF AND DECK AREAS SHALL CONNECT/FLOW TO PLANTERS TO CITY SEWER, S.C.D.
11. FIRE EXTINGUISHER CABINETS TO BE LOCATED ON ALL FLOORS, MAX. 150'–0" SEPARATION. RECESSED FIRE EXTINGUISHER CABINETS ON ALL RESIDENTIAL FLOORS, TYP.
12. ALL HABITABLE ROOMS SHALL BE HEATED PER CBC 1204.1
13. ALL UNITS TO HAVE UNIT ENTRY SIGNAGE.
14. PROVIDE FLOOR DRAINS; SLOPE $\frac{1}{4}$"/FOOT.

DIMENSION NOTES

1. STUD WALL FRAMING: ALL DIMENSIONS ARE TO FACE OF STUD, U.N.O.
2. SEE ENLARGED PLANS/DETAILS FOR DIMENSIONS NOT SHOWN HERE.

KEY PLAN



ARCHITECTS LEVY DESIGN PARTNERS
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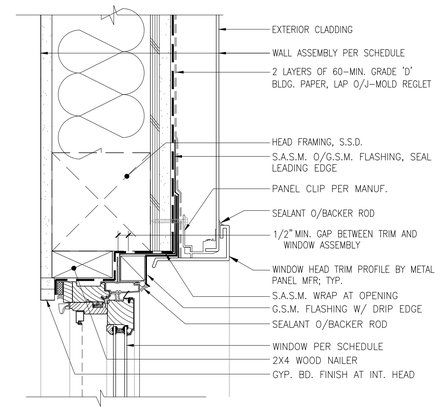
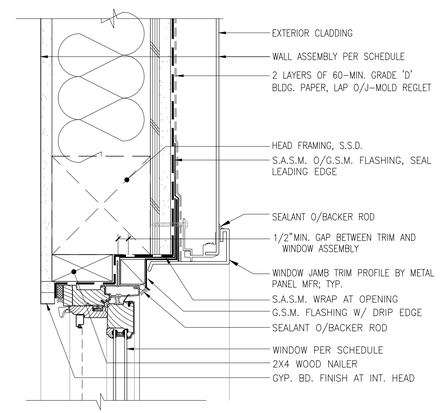
SCALE: 1/16" = 1'-0"

SECTIONS

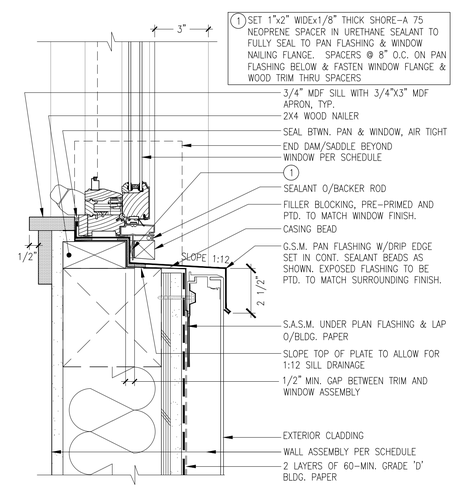
A4.1



3 *HEAD DETAIL*
3"=1'-0"



2 *JAMB DETAIL*
3"=1'-0"



1 *SILL DETAIL*
3"=1'-0"

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SCALE: AS NOTED

DETAILS:
TYPICAL
WINDOWS

A10.1