



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization

HEARING DATE: JANUARY 5, 2017

Date: December 29, 2016
Case No.: 2015-002604ENX
Project Address: 667 Folsom (aka 120-126 Hawthorne) Street
Zoning: MUR (Mixed Use-Residential) Zoning District
130-G Height and Bulk District
Block/Lots: 3750/078, 081 & 082
Project Sponsor: Mark Loper, 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**

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The proposed project includes demolition of the existing 17,727 sq. ft. office building at 667 Folsom Street and the existing 8,187 sq. ft. industrial building at 126 Hawthorne Street, merger with the parcel at 120 Hawthorne Street and construction of a 192,771 sq. ft., 130-ft. tall, thirteen-story mixed-use building that would front on Folsom and Hawthorne Streets. The new development would include 8,873 sq. ft. of ground floor retail commercial space and 230 dwelling units with a mix of 59 Single Room Occupancy (SRO), 48 studio, 24 one-bedroom, 91 two-bedroom and eight three-bedroom units. The project also includes a total of 14,050 square feet of open space on the first through ninth floors and rooftop, 133 Class 1 bicycle parking spaces at the ground floor and fifteen Class 2 spaces as part of the project's required streetscape plan. No vehicular parking is proposed for this development.

SITE DESCRIPTION AND PRESENT USE

The proposed project is located on a 9,909 sq. ft. parcel with 85.25 ft. of frontage at 667 Folsom Street that is improved with a two-story office building most recently occupied by an office use (dba MedWeb) until 1991, a 5,458 sq. ft. parcel with 53 ft. of frontage at 120 Hawthorne Street that is currently used as a surface parking lot and an adjacent 4,219 sq. ft. parcel with an additional 37.50 ft. of east-facing frontage at 126 Hawthorne Street that is improved with a two-story industrial building currently occupied by a commercial graphics and printing use (dba Red Dog Graphics). The properties combined are L shaped and located within the Mixed Use-Residential (MUR) Zoning District and a 130-G Height and Bulk District.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located in the East SoMa neighborhood, which is characterized by a mixture of light industrial, residential, and commercial uses. The immediate neighborhood along Folsom Street includes one- and two-story commercial properties, five- to thirteen-story office buildings, and a nine-story

residential complex. The immediate neighborhood along Hawthorne Street includes smaller-scale industrial properties mixed with larger residential buildings ranging in height from one to eight stories. The adjacent properties to the west and south are located in the Downtown Office (C-3-O) use, but are improved with a nine-story mixed-use development known as SoMA Square Apartments that includes 411 dwelling units and ground floor neighborhood-serving commercial uses such as restaurants, dry cleaners, small grocery, car rental and shoe repair stores. The adjacent property to the east across Hawthorne Street is located in Downtown Support (C-3-S) Zoning District and improved with a seven-story office building that received a Downtown Project Authorization (DNX) on December 8, 2016 for a four-story addition that will increase the building's height to 176-ft. Within the broader area, Interstate 80 is located two blocks south of the project site, Market Street three blocks to the north, the Moscone Convention Center one block to the west and the Transbay Terminal five blocks to the east. Numerous public transit routes are located near the proposed project, and within a one-quarter mile radius there are thirteen MUNI bus routes, in addition to Golden Gate transit and SamTrans lines.

The MUR Zoning District serves as a buffer between the higher-density, predominantly commercial area of Yerba Buena Center and the lower-scale, mixed use service/industrial and housing area east of 6th Street. This district serves as a major housing opportunity area within the eastern portion of the South of Market area. The district controls are intended to facilitate the development of high-density, mid-rise housing, including family-sized housing and residential hotels. The MUR district is also intended to encourage the expansion of retail, business service and commercial and cultural arts activities. A continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged, and hotels, nighttime entertainment, adult entertainment and heavy industrial uses are not permitted. The subject parcels lie within the northeast boundary of the Central SoMA Area Plan and are anticipated to be re-zoned to Mixed-Use Office (MUO), but would maintain the existing 130-G height and bulk designation.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on December 22, 2016, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	December 16, 2016	December 14, 2016	22 days
Posted Notice	20 days	December 16, 2016	December 15, 2016	21 days
Mailed Notice	20 days	December 16, 2016	December 15, 2016	21 days

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

PUBLIC COMMENT/COMMUNITY OUTREACH

As of December 29, 2016, the Department has not received any public correspondence for this project, and no additional outreach was conducted in addition to the mandatory pre-application meeting that was held on August 25, 2015.

ISSUES AND OTHER CONSIDERATIONS

- The Project includes the removal of 8,187 square feet of PDR use. Under Section 202.8, the Project is exempt from the requirement for the replacement of PDR use because the existing use (dba Red Dog Graphics) is less than 15,000 square feet.
- The subject parcels lie within the northeast boundary of the Central SoMA Area Plan and are anticipated to be re-zoned to Mixed-Use Office (MUO), but would maintain the existing 130-G height and bulk designation.
- As part of the Large Project Authorization (LPA), the Commission may grant modifications from certain Planning Code requirements for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The proposed project requests modifications from the rear yard, open space, dwelling unit exposure, off-street loading and bulk requirements of Planning Code Sections 134, 135, 140, 152.1 and 270, respectively. Department staff is generally in agreement with the proposed modifications given the overall project and its design.
- The Project has elected to pay the Affordable Housing Fee in lieu of providing on-site affordable housing pursuant to Planning Code Sections 415.5, which is equivalent to 33-percent of the total number of units. The Project contains 230 dwellings with a unit mix of 59 Single-Room Occupancy (SRO), 48 studio, 24 one-bedroom, 91 two-bedroom and eight (8) three-bedroom units and will pay a fee of approximately \$23,316,481.95.
- In addition, the Project would be subject to the Eastern Neighborhood Impacts Fees for the construction of a new mixed-use development, which are estimated as follows:

FEE TYPE	PLANNING CODE SECTION / FEE	AMOUNT
Transportation Sustainability Fee (8,187 gsf – PDR to Non-Residential)	411A / \$10.43	\$85,390.41
Transportation Sustainability Fee (17,041 gsf – Non-Residential to Residential)	411A / \$2.54	\$43,284.14
Transportation Sustainability Fee (72,306 gsf – New Residential – Units 1-99)	411A / \$7.74	\$279,823.16

Transportation Sustainability Fee (95,677 gsf – New Residential – Units 100-230)	411A / \$8.74	\$418,109.69
Childcare Fee (167,983 gsf – New Residential)	414A / \$1.83	\$307,408.89
Childcare Fee (8,187 gsf – PDR to Residential)	414A / \$0.26	\$2,128.62
Childcare Fee (17,041 gsf – Non-Residential to Residential)	414A / \$0.26	\$4,430.66
Affordable Housing (19.47 SRO Dwelling Units)	415.5 / \$198,008	\$3,855,215.76
Affordable Housing (15.84 Studio Dwelling Units)	415.5 / \$198,008	\$3,136,446.72
Affordable Housing (7.92 One-BR Dwelling Units)	415.5 / \$268,960	\$2,130,163.20
Affordable Housing (30.03 Two-BR Dwelling Units)	415.5 / \$366,369	\$11,002,061.07
Affordable Housing (2.64 Three-BR Dwelling Units)	415.5 / \$417,799	\$1,102,989.36
Eastern Neighborhoods Impact Fee (167,983 gsf – Tier 1; New Residential)	423.3 / \$10.19	\$1,711,746.77
Eastern Neighborhoods Impact Fee (8,187 gsf – Tier 1; PDR to Non-Residential)	423.3 / \$3.00	\$24,561.00
Eastern Neighborhoods Impact Fee (17,041 gsf – Tier 1; PDR to Non-Residential)	423.3 / \$2.00	\$34,082.00
Eastern Neighborhoods Impact Fee (686 gsf – Tier 1; New Non-Residential)	423.3 / \$7.65	\$5,247.90
	TOTAL	\$23,316,481.95

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

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant a Large Project Authorization pursuant to Planning Code Section 329 to allow demolition of the existing structures and construction of a mixed-use project consisting of an thirteen-story 130-foot tall building fronting Folsom and Hawthorne Streets that would include a up to 230 dwelling units, 8,873 square feet of ground floor commercial space, and to allow modifications to the requirements for rear yard (Planning Code Section 134), dwelling unit exposure (Planning Code Section 140), off-street loading and building bulk pursuant to Planning Code Sections 134, 140, 152.1 and 270, respectively.

BASIS FOR RECOMMENDATION

- The Project is consistent with the Planning Code, Priority Policies, and the General Plan.
- The Project is located in a zoning district where residential use is principally permitted.
- The Project in an appropriate in-fill development that will add 230 new dwelling units to the City's housing stock and 8,873 square feet of commercial space in an area that encourages the development of high-density housing and continuous ground floor commercial frontage with pedestrian-oriented retail activities.
- The Project is compatible with the existing neighborhood character, and provides an appropriate massing and scale for the subject block.
- The Project's design is of high quality and will complement the rapidly changing nature of its location between the Moscone Convention Center and Transbay Terminal.
- The Project will contribute over \$21,226,876 for the construction of affordable housing units off-site.
- The project will convert an underused site into a productive mixed-use development that will help activate the neighborhood.
- The Project will fully utilize the Eastern Neighborhoods Area Plan controls and pay the appropriate development impact fees.
- The Project complies with the First Source Hiring Program.

RECOMMENDATION:	Approval with Conditions
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Attachments:

Draft Large Project Authorization Motion
Block Book Map
Sanborn Map
Zoning Map
Aerial Photographs
Site Photographs
Affordable Housing Affidavit
First Source Hiring Affidavit
Environmental Determination
Sponsor's Letter Submittal
Architectural Drawings and Renderings

Attachment Checklist

- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project Sponsor Submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |

☐ Height & Bulk Map

☒ Parcel Map

☒ Sanborn Map

☒ Aerial Photo

☒ Context Photos

☒ Site Photos

☒ Check for legibility

☐ Health Dept. Review of RF levels

☐ RF Report

☐ Community Meeting Notice

☒ Inclusionary Affordable Housing Program:
Affidavit for Compliance

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

DV
Planner's Initials

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SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
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Planning Commission Draft Motion

HEARING DATE: JANUARY 5, 2017

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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); 3) OFF-STREET LOADING (PLANNING CODE SECTION 152.1); AND 4) BUILDING BULK (PLANNING CODE SECTION 270) TO ALLOW DEMOLITION OF THE EXISTING STRUCTURES AND CONSTRUCTION OF A NEW 130-FOOT TALL, THIRTEEN-STORY AND 192,771 SQUARE FOOT MIXED-USE BUILDING WITH 8,873 SQUARE FEET OF GROUND FLOOR COMMERCIAL SPACE, UP TO 230 DWELLING UNITS, 14,050 SQUARE FEET OF OPEN SPACE, 133 CLASS 1 AND FIFTEEN CLASS 2 BICYCLE PARKING SPACES LOCATED AT 667 FOLSOM AND 120-126 HAWTHORNE STREETS, LOTS 078, 081 & 082 IN ASSESSOR'S BLOCK 3750, WITHIN THE MUR (MIXED USE RESIDENTIAL) ZONING DISTRICT, AND A 130-G HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On October 16, 2015, Mark Loper of Reuben, Junius & Rose, LLP (hereinafter "Project Sponsor") filed Application No. 2015-002604ENX (hereinafter "Application") on behalf of EQR – SOMA II LP (Property Owner) with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new 192,771 square-foot, thirteen-story mixed-use building

with 8,873 gross square feet of ground floor commercial use and 230 dwelling units at 667 Folsom and 120-126 Hawthorne Streets (Block 3750 Lots 078, 081 & 082) in San Francisco, California.

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

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

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

On December 22, 2016, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2015-002604ENX at 1650 Mission Street, Fourth Floor, San Francisco, California.

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

On January 5, 2017 the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2015-002604ENX.

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. 2015-002604ENX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The proposed project is located on a 9,909 sq. ft. parcel with 85.25 ft. of north-facing frontage at 667 Folsom Street that is improved with a two-story office building most recently occupied by an office use (dba MedWeb) until 1991, a 5,458 sq. ft. parcel with 53 ft. of east-facing frontage at 120 Hawthorne Street that is currently used as a surface parking lot and an adjacent 4,219 sq. ft. parcel with an additional 37.50 ft. of east-facing frontage at 126 Hawthorne Street that is improved with a two-story industrial building currently occupied by a commercial graphics and printing use (dba Red Dog Graphics). The properties are located within the Mixed Use-Residential (MUR) Zoning District and a 130-G Height and Bulk District.
3. **Surrounding Properties and Neighborhood.** The project site is located in the East SoMa neighborhood, which is characterized by a mixture of light industrial, residential, and commercial uses. The immediate neighborhood along Folsom Street includes one- and two-story commercial properties, five- to thirteen-story office buildings, and a nine-story residential complex. The immediate neighborhood along Hawthorne Street includes smaller-scale industrial properties mixed with larger residential buildings ranging in height from one to eight stories. The adjacent properties to the west and south are zoned

for Downtown Office (C-3-O) use, but are improved with a nine-story mixed-use development known as SoMA Square Apartments that includes 411 dwelling units and ground floor neighborhood-serving commercial uses such as restaurants, dry cleaners, small grocery, car rental and shoe repair stores. The adjacent property to the east across Hawthorne Street is zoned for Downtown Support (C-3-S) use and is improved with a seven-story office building that received a Downtown Project Authorization (DNX) on December 8, 2016 for a four-story addition that will increase the building's height to 176-ft. Within the broader area, Interstate 80 is located two blocks south of the project site, Market Street three blocks to the north, the Moscone Convention Center one block to the west and the Transbay Terminal five blocks to the east. Numerous public transit routes are located near the proposed project, and within a one-quarter mile radius there are thirteen MUNI bus routes, in addition to Golden Gate transit and SamTrans lines.

The MUR district serves as a buffer between the higher-density, predominantly commercial area of Yerba Buena Center and the lower-scale, mixed use service/industrial and housing area east of 6th Street. This district serves as a major housing opportunity area within the eastern portion of the South of Market area. The district controls are intended to facilitate the development of high-density, mid-rise housing, including family-sized housing and residential hotels. The MUR district is also intended to encourage the expansion of retail, business service and commercial and cultural arts activities. A continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged, and hotels, nighttime entertainment, adult entertainment and heavy industrial uses are not permitted. The subject parcels lie within the northeast boundary of the Central SOMA Area Plan and are anticipated to be re-zoned to Mixed-Use Office (MUO), but maintain the existing 130-G height and bulk designation.

4. **Project Description.** The proposed project includes demolition of the existing 17,727 sq. ft. office building at 667 Folsom Street and the existing 8,187 sq. ft. industrial building at 126 Hawthorne Street, merger with the parcel at 120 Hawthorne Street and construction of a 192,771 sq. ft., 130-ft. tall, thirteen-story mixed-use building that would front Folsom and Hawthorne Streets. The new development would include 8,873 sq. ft. of ground floor retail commercial space and 230 dwelling units with a mix of 59 Single Room Occupancy (SRO), 48 studio, 24 one-bedroom, 91 two-bedroom and eight three-bedroom units. The project also includes a total of 14,050 square feet of open space on the first through ninth floors and rooftop, 133 Class 1 bicycle parking spaces at the ground floor and fifteen Class 2 spaces as part of the project's required streetscape plan. No vehicular parking is proposed for this development.
5. **Public Comment.** The Project Sponsor has conducted the required Pre-Application meeting and an additional outreach meeting on August 25, 2015, and the Planning Department has not received any public comments for the proposed project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Permitted Uses in MUR Zoning Districts.** Per Planning Code Section 841.20 and 841.45, retail and residential uses are principally permitted uses within the MUR Zoning District. Under Section 890.88, an SRO dwelling unit shall consist of no more than one occupied room with a maximum gross floor area of 350 square feet and meeting the Housing Code's minimum floor area standards. The unit may have a bathroom in addition to the occupied room. As a dwelling unit, it would have a cooking facility and bathroom.

The proposed project would construct a new development with 8,873 sq. ft. of ground floor commercial use and 185, 710 sq. ft. of residential use for 230 dwelling units within the MUR Zoning District, which complies with Planning Code Sections 841.20 and 841.45.

- 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. Therefore, the Project would have to provide a rear yard, which measures approximately 4,897 square feet, located along the rear property line. 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 includes the merger of three separate parcels that would create an irregular shaped lot that would not provide a Code-complying rear yard. Therefore, the Project is seeking a modification of the rear yard requirement as part of the Large Project Authorization (see below).

- C. **Usable Open Space.** Planning Code Section 135 requires a minimum of 80 sq. ft. of either private or common open space per dwelling unit, which is reduced to 54 sq. ft. if the open space is publicly accessible. For Single Room Occupancy (SRO) dwelling units, the required amount is reduced to one-third, or 26.6 sq. ft. per unit. The Project is also required to provide one square feet of publicly accessible open space for every 250 square feet of non-residential space. Private useable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 sq. ft. 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 sq. ft. if located on open ground, a terrace or the surface of an inner or outer court. Common useable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum of 300 sq. ft. Further, inner courts may be credited as common useable 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's unit mix includes 59 SRO, 48 studio, 24 one-bedroom, 91 two-bedroom and eight three-bedroom dwelling unit and complies through a combination of the area

requirements stated above. The Project proposes 1,121 sq. ft. of publicly accessible open space at the ground and mezzanine levels that would fulfill the requirement for twenty units and the 8,873 sq. ft. of commercial retail use. These areas would increase the public realm adjacent to the sidewalks along Folsom and Hawthorne Streets. Also proposed are 2,400 sq. ft. of private open space through decks at all floors of the building that fulfill the requirement for 30 units. Finally, 11,650 sq. ft. of common open space through a rooftop terrace that fulfills the requirement for the remaining 180 units, which includes a reduced requirement of 26.6 sq. ft. per SRO unit. Therefore, the Project complies with the open space requirement.

- D. **Permitted Obstructions.** Planning Code Section 136 outlines the requirements for features, which may be permitted over street, alleys, setbacks, yards or useable open space.

The Project proposes a bay window feature that extends from the second through thirteenth floors of the building that is approximately 9-ft. wide and projects approximately 3-ft. over the property line, which complies with Planning Code Section 136(c)(2).

- E. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires a new building constructed in the MUR District to provide street trees and sidewalk paving in accordance with Article 16 and Sections 805(a) and (d) and 806(d) of the Public Works Code. One 24-inch box tree is required for every 20 feet of property frontage along each street or alley, with any remaining fraction of ten feet or more of frontage requiring an additional tree. The species and locations of trees installed in the public right-of-way shall be subject to approval by the Department of Public Works (DPW). An in-lieu must be paid for any required street tree that cannot be feasibly planted. Feasibility of tree planting will be determined by DPW.

The Project was reviewed by the City's Streetscape Design Advisory Team (SDAT) on September 9, 2015, who recommended the planting of new street trees and installation of the fifteen required Class 2 bicycle parking spaces. No additional streetscape improvements are required due to the existing underground utility infrastructure. The City is currently in the streetscape design process for improvements that would be funded through future impact fees for the Central SoMA Area Plan. However, SDAT did recommend the Sponsor consider improving the public realm adjacent to the narrow sidewalks by providing building setbacks at the ground floor and mezzanine level. The Sponsor has agreed to this and the Project includes a 5-ft. setback along Folsom Street and 4-ft. along Hawthorne Street to effectively increase the sidewalk widths to 15-ft. along Folsom and 12-ft. along Hawthorne Streets. Therefore, the proposed project complies with Planning Code Section 138.1.

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

The subject lot is not located in close proximity to an Urban Bird Refuge. The proposed project meets the requirements of feature-related standards and does not include any

unbroken glazed segments 24-sq ft and larger in size. Therefore, the proposed Project complies with Planning Code Section 139.

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

Due to site's irregular shape, depth, and the intervening lot at the corner of Folsom and Hawthorne Streets (aka 655 Folsom Street), the Project is seeking a modification of the exposure requirement for 77 dwelling units as part of the Large Project Authorization (see below).

- H. **Street Frontage in Mixed Use Districts.** Planning Code Section 145.1 requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new structure parallel to and facing a street shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 14 feet (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 features active uses that are at least 25-feet in depth on the ground floor including a 3,216 sq. ft. retail commercial space on Folsom Street and because of the upsloping topography from north, a 5,657 sq. ft. retail commercial space on the mezzanine level at Hawthorne Street. There is also a 1,492 sq. ft. residential lobby on Hawthorne Street. These street-facing spaces have a floor-to-ceiling height of fourteen feet and are primarily clad with clear glazing. The Project does not include any off-street vehicular parking. Therefore the Project meets the requirements of Planning Code Section 145.1.

- I. **Off-Street Freight Loading.** Planning Section 152.1 of the Planning Code requires one off-street freight loading space for residential uses between 100,001 and 200,000 gross square feet. The Project includes approximately 185,710 gross sq. ft. of residential use that requires one off-street loading space.

New curb cuts are prohibited along Folsom Street under Section 155(r)(1) of the Planning Code, and the Project's ground floor along Folsom Street is nearly completely occupied by a

retail space. Therefore, the Project is seeking an exception to the off-street loading requirement as part of the Large Project Authorization (see below).

- J. **Bicycle Parking.** Planning Section 155.2 of the Planning Code requires at least one Class 1 bicycle parking spaces for each dwelling unit and one Class 2 bicycle parking space for every 20 dwelling units. For the retail use, one Class 1 bicycle parking space is required for every 7,500 square feet of occupied floor area and one Class 2 space for every 2,500 square feet of occupied floor area. The Project includes 230 dwelling units, and is required to provide 133 Class 1 and fifteen Class 2 bicycle parking spaces.

The Project proposes 133 Class 1 and fifteen Class 2 bicycle parking spaces, which complies with Planning Code Section 155.2.

- K. **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 230 dwellings with a unit mix of 59 Single-Room Occupancy (SRO), 48 studio, 24 one-bedroom, 91 two-bedroom and eight three-bedroom units which exceeds the minimum required 92 units. Therefore, the Project meets and exceeds the requirements for dwelling unit mix.

- L. **Bulk.** Planning Code Section 270 outlines the maximum building height allowed and requirements for the maximum plan dimensions for building bulk. The subject site is located within a 130-G Height and Bulk district, which permits a maximum horizontal length of 170 feet and a diagonal length of 200 feet for any portion above 80 feet in height.

The Project proposes a maximum horizontal length of 175-feet and a maximum diagonal length of 238-feet 4-inches for any portion of the building above 80 feet in height, which exceeds that permitted by Section 270. Therefore, the Project is seeking an exception to the bulk requirement as part of the Large Project Authorization (see below).

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

Planning Code Section 147 restricts net new shadow, cast by structures exceeding a height of 50 feet, upon public plazas. Similar to Planning Code Section 295, any

project found to cast a net new shadow on a public plaza would be required to reduce the shadow impacts through modifications to the building form.

Based upon a detailed shadow analysis, the Project does not cast any net new shadow upon property under the jurisdiction of the Recreation and Parks Commission. However, the preliminary shadow fan indicated that the Project would cast shadows on Moscone Plaza, 611 Folsom Street Plaza, and 303 Second Street Plaza. The Shadow Fan does not take into account existing buildings and their effects on shadows. Based on further analysis of the proposed Project and the existing built environment, the Project would not result in any net new shadows on the public plazas mentioned above.

- N. **Transportation Sustainability Fees.** Planning Code Section 411A is applicable to new development over 800 square feet.

The Project includes 185,710 gross square feet of residential use and 8,837 gross square feet of commercial retail use. However, the existing site contains approximately 17,727 gross square feet of office use and 8,187 square feet of Production, Distribution and Repair (PDR) use that will receive a prior use credit. Under Section 411A.4(b), the Project is subject to residential TSF at one half the cost and will therefore pay a total TSF fee of approximately \$826,607.

- O. **Inclusionary Affordable Housing Program.** Under Planning Code Section 415.6, the Project is currently required to provide 33% of the proposed dwelling units as affordable to qualifying households, but is subject to change under a proposed Charter amendment and pending legislation if the voters approve the Charter Amendment at the June 7, 2016 election. Recently adopted Ordinance No. 76-16 (File No. 160255) will become effective after the election is certified and includes grandfathering provisions for projects that were submitted to the Planning Department prior to January 12, 2016. The Project contains 230 units; therefore, the Project Sponsor will fulfill this requirement by paying the In-Lieu Fee. If the Project is subject to a different requirement if the Charter Amendment is approved and new legislative requirements take effect, the Project will comply with the applicable requirements at the time of compliance. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

The Project Sponsor has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program through payment of the Fee, in an amount to be established by the Mayor's Office of Housing and Community Development at a rate equivalent to an off-site requirement of 33% that is equal to 19.47 SRO, 15.84 studio, 7.92 one-bedroom, 30.03 two-bedroom and 2.64 three-bedroom units. The Sponsor has elected to pay of the fee of approximately \$21,316,481.95.

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

The proposed Project includes approximately 185,710 gross square feet of new residential use and the fee must be paid prior to the issuance of the building permit application.

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

The proposed Project includes approximately 185,710 gross square feet of new residential use and 8,873 gross square feet of commercial retail use, which are subject to Eastern Neighborhood Infrastructure Impact Fees as outlined in Planning Code Section 423. The Project will receive a credit for the 17,727 gross square feet of office use and 8,187 square feet of Production, Distribution and Repair (PDR) use. This fee of approximately \$1,775,637.67 must be paid prior to the issuance of the building permit application.

7. **Large Project Authorization in Eastern Neighborhoods Mixed Use Districts.** 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 has two street frontages separated by the intervening structure at 655 Folsom. This creates an opportunity for two complimentary yet slightly different architectural expressions reflecting the character of each street. Consistent with nearby buildings along Folsom Street, the Project features a relatively light and delicate window wall façade on this frontage. At Hawthorne, the design proposes a more solid wall with staggered window openings on the base and a lighter touch on the upper stories level above the 15-foot setback. This design reflects the conditions along Hawthorne in the podium, ties the upper stories to the Folsom Street façade, and has the effect of emphasizing the apparent mass reduction.

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

The proposed Project's architectural treatments, façade design and building materials include a pre-cast cement panel exterior on the street facades, gradient composite metal panels on the rear elevations of the building, cement plaster with reveals on the sides, stone clad pilasters and bulkhead, and aluminum-sash windows. The Project provides for a unique and contemporary expression along the street frontage through the use of alternating square bay elements for the main body of the structure, providing movement and interest. The Project also uses a darker grey recessed element with punched windows providing a frame for the center body of the structure. Along Folsom Street, the building features two commercial spaces providing active uses along the frontage. Along Hawthorne Street, the commercial

space carries around to this frontage which is also adjacent to the main lobby for the residential units. There are minor areas used for mechanical equipment for the building, which leaves well more than 60% of the frontage as active spaces. Overall, the Project offers a high quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.

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

Along the lower floors, the Project provides two commercial spaces of approximately 8,837 square feet space that is oriented along Folsom Street and wraps around to Hawthorne Street. The residential lobby entry has been placed on Hawthorne Street to enhance the residential feel that is being established on Hawthorne Street. The commercial space and residential lobby comprise a majority of the building ground floor frontage with mechanical and garage openings taking up minimal space. T

- 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;

In total, the Project provides open space through private balconies and common open space via a rear court, and roof deck. The rear court is appropriately located at the rear of the project site and is designed at the podium level. Although the rear yard does not qualify as open space, it assists in establishing a mid-block pattern for the surrounding area.

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

The Project is not subject to the mid-block alley requirements of Planning Code Section 270.2 due to the limited frontage of the site (under 160 feet total). In addition it is not located over the central half of the subject block; therefore, this requirement does not apply to the project site.

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

In compliance with Planning Code Section 138.1, the Project provides eight new street trees along the street frontages on Hawthorne and Folsom Streets, and would pay an in-lieu fee for any required street trees not provided due to proximity of underground utilities, etc., as specified by the Department of Public Works. In addition, the Project includes streetscape elements, including a corner bulb out, sidewalk planters and site furnishings along Hawthorne Street. The Planning Commission finds that these improvements would improve the public realm.

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

The Project provides ample circulation in and around the project site through the sidewalk improvements along both frontages. The primary focal point for retail visitors would occur along Folsom Street, while the residents have an entrance along Hawthorne Street through a main lobby. Automobile access is limited to the one entry/exit on Hawthorne Street.

H. Bulk limits;

The building façade features several design strategies that reduce the appearance of building massing. The building street façades features a vertical crystalline element that function both as a distinctive compositional element and as way to divide the façade into parts. The facade fenestration system is articulated in a manner that the building appears as an assemblage of parts in multiple scales. Dividing the building horizontally, a strong floor spandrel elements emphasis the floors in grouping of two, three and four. In further emphasizing the distinctive horizontal zones, profiled vertical fins are in a staggered pattern.

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

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

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

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

Modification of Requirements in the Eastern Neighborhoods Mixed Use Districts. The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified or waived by the Planning Commission pursuant to Section 329.

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

The Project's unit mix includes 59 SRO, 48 studio, 24 one-bedroom, 91 two-bedroom and eight three-bedroom dwelling units. The proposed usable open space includes 1,121 sq. ft. of publicly accessible open space at the ground and mezzanine levels that would fulfill the requirement for twenty units and the 8,873 sq. ft. of commercial retail use. These areas would increase the public realm adjacent to the sidewalks along Folsom and Hawthorne Streets. Also proposed are 2,400 sq. ft. of private open space through decks at all floors of the building that fulfill the requirement for 30 units. Finally, 11,650 sq. ft. of common open space through a rooftop terrace that fulfills the requirement for the remaining 180 units, which includes a reduced requirement of 26.6 sq. ft. per SRO unit..

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

Although the Project fronts on two streets, many of the units cannot face directly onto Folsom or Hawthorne Streets due to site's irregular shape, depth, and the intervening lot at the corner of Folsom and Hawthorne Streets (aka 655 Folsom Street). The Project proposes interior-facing units that look out onto the podium-level open space at the second floor and that of the adjacent SoMA Square Apartments, but a total of 41 units do not meet the exposure requirements. The purpose of the outer courtyard is to expand upon the existing mid-block open space onto which these interior-facing units would face without any obstructions or fences to function as a contiguous yard area. As demonstrated in the plans submitted with this application, the occupants of these units will look out over a combined rear yard that far exceeds the 25-foot minimum width. In fact, even taking into account the graduated 5-foot increase at each successive story, nearly all of the project's interior-facing units would meet the requirement were the courtyards to be considered one single rear yard.

Four SRO units on levels one through nine face an approximately 20-ft. by 30-ft. interior courtyard will also look out onto an adjacent 45-ft. by 30-ft. courtyard for the new fourteen-story building at 655 Folsom Street that received a Large Project Authorization on March 10, 2016. Although these 36 units do not face a Code-complying courtyard within the boundaries of the subject property, when combined with the adjacent courtyard these units would effectively have light and air that are equivalent to a courtyard that meets the exposure requirement. Therefore, the Project is seeking a modification of the exposure requirement for 77 dwelling units as part of the Large Project Authorization.

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

The Project's unit mix includes 59 SRO, 48 studio, 24 one-bedroom, 91 two-bedroom and eight three-bedroom dwelling units. The proposed usable open space includes 1,121 sq. ft. of publicly accessible open space at the ground and mezzanine levels that would fulfill the requirement for twenty units and the 8,873 sq. ft. of commercial retail use. These areas would increase the public realm adjacent to the sidewalks along Folsom and Hawthorne Streets. Also proposed are 2,400 sq. ft. of private open space through decks at all floors of the building that fulfill the requirement for 30 units. Finally, 11,650 sq. ft. of common open space through a rooftop terrace that fulfills the requirement for the remaining 180 units, which includes a reduced requirement of 26.6 sq. ft. per SRO unit.

B. Exception for exposure, pursuant to the requirements of Section 140;

Although the Project fronts on two streets, many of the units cannot face directly onto Folsom or Hawthorne Streets due to site's irregular shape, depth, and the intervening lot at the

corner of Folsom and Hawthorne Streets (aka 655 Folsom Street). The Project proposes 41 interior-facing units that look out onto the podium-level open space at the second floor and that of the adjacent SoMA Square Apartments, which do not meet the exposure requirements. In addition, 36 SRO dwelling units do not face a Code-complying courtyard on levels one through nine, but look onto an approximately 20-ft. by 30-ft. interior courtyard that would be connected to an adjacent 45-ft. by 30-ft. courtyard for the new fourteen-story building at 655 Folsom Street that received a Large Project Authorization on March 10, 2016. Therefore, the Project is seeking a modification of the exposure requirement for 77 dwelling units as part of the Large Project Authorization.

C. Exception for off-street loading, pursuant to the requirements of Section 152.1;

Under Planning Code Section 152.1, one off-street freight loading space is required for residential uses between 100,001 and 200,000 gross square feet. The Project includes approximately 185,710 gross sq. ft. of residential use that requires one off-street loading space. New curb cuts are prohibited along Folsom Street under Section 155(r)(1) of the Planning Code, and the Project's ground floor along Folsom Street is nearly completely occupied by a retail space, with a small entrance for exiting and bike storage. The building's lobby and larger retail space would occupy the entire Hawthorne Street frontage. The requirement of an off-street loading space would require removing a significant portion of either of these spaces, which would interrupt the proposed streetwall and remove an active use that would minimize the pedestrian experience. Hawthorne Street has a width of 50-feet which is relatively narrow, would make turning into and out of any off-street loading space challenging. The Project also provides no off-street parking, removing the option of a joint off-street parking and loading location. Since loading can be sufficiently accommodated on both Folsom and Hawthorne Streets, the Project proposes an on-street loading zone on Hawthorne Street in front of the retail space, with easy and direct access to the residential lobby. Loading activities for the retail space along Folsom Street can use the existing loading zone just west of the Project site that is shared with the SoMA Square Apartment retailers along this frontage. Therefore, the Project is seeking a modification of off-street loading requirement as part of the Large Project Authorization

D. Exception for maximum building bulk, pursuant to the requirements of Section 270:

Under Planning Code Section 270, the proposed Project is permitted a maximum horizontal length of 170 feet and a diagonal length of 200 feet for any portion above 80 feet in height. The Project proposes a maximum horizontal length of 175-feet and a maximum diagonal length of 238-feet 4-inches for any portion of the building above 80 feet in height, which exceeds that permitted by Section 270. However, the Planning Commission can allow buildings that exceed the principally permitted dimensions, taking into account the following standards and criteria:

1. The appearance of bulk in the building, structure or development shall be reduced by means of at least one and preferably a combination of the following

factors, so as to produce the impression of an aggregate of parts rather than a single building mass:

- A. Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass;

Due to the unique "L" shaped site configuration, it is unlikely the building massing in its overall length or diagonal will be perceivable as a whole from a pedestrian level. Instead, the apparent massing of proposed building is much smaller in scale as two separate elements from each street frontage.

- B. Significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements;
- C. Differences in materials, colors or scales of the facades that produce separate major elements;

The building façade features several design strategies that reduce the appearance of building massing. The building street façades features a vertical crystalline element that function both as a distinctive compositional element and as way to divide the façade into parts. The facade fenestration system is articulated in a manner that the building appears as an assemblage of parts in multiple scales. Dividing the building horizontally, a strong floor spandrel elements emphasis the floors in grouping of two, three and four. In further emphasizing the distinctive horizontal zones, profiled vertical fins are in a staggered pattern.

- D. Compensation for those portions of the building, structure or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted.

The building has a number of features that reduce the appearance of bulk in the building. Starting above the 8th floor, at a height of approximately 82 feet, the Project incorporates a 15 foot setback along the entire Hawthorne Street façade. This setback is not required by current zoning. Below the setback area, vertical columns of Juliette balconies located at each side of Hawthorne frame the building and provide a large notch-like setback area. Along Folsom, a similar feature is adjacent to the proposed 655 Folsom project. The ground-floor retail and lobby area's pattern and glazing differentiates it from upper stories, framing the streetwall.

2. In every case the building, structure or development shall be made compatible with the character and development of the surrounding area by means of all of the following factors:

- A. A silhouette harmonious with natural land-forms and building patterns, including the patterns produced by height limits;

- B. Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character;
- C. Use of materials, colors and scales either similar to or harmonizing with those of nearby development; and
- D. Preservation or enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest.

The Project's design is meant to harmonize with existing and proposed development adjacent to the Property. At 130 feet in height, it will match the height of the building proposed at 655 Folsom, and transition appropriately towards the tower buildings in SoMa Square, which are approximately 10 stories tall. The podium rear courtyard extends over a significant portion of the lot fronting SoMa Square, providing a compensating recess that allows more light and air to access this open space. Similarly, the interior courtyard at the first floor mezzanine level fronting the 655 Folsom site is designed to align with that project's proposed open space.

The building façade features several design strategies that reduce the appearance of building massing. The building street façades features a vertical crystalline element that function both as a distinctive compositional element and as way to divide the façade into parts. The facade fenestration system is articulated in a manner that the building appears as an assemblage of parts in multiple scales. Dividing the building horizontally, a strong floor spandrel elements emphasis the floors in grouping of two, three and four. In further emphasizing the distinctive horizontal zones, profiled vertical fins are in a staggered pattern.

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

HOUSING

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

The Project is a higher density residential development in a transitioning area. The Project is located in a residential buffer area intended to transition from the C-3 area to residential. The

Project site is an ideal infill site, since the existing site is improved with a two-story commercial office building and a two-story industrial building. The project includes the payment of the Affordable Housing Fee, which complies with the City's affordable housing goals.

OBJECTIVE 4

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

Policy 4.1

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

Policy 4.5

Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

The Project will pay the In Lieu Fee, thus meeting the affordable housing requirements. In addition, the two- and three-bedroom units will provide housing opportunities for families.

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 responds to the site's location as a transition between the mixed-character of Folsom Street and the residential character of Hawthorne Street. The Project appropriately responds to the varied character of the larger neighborhood. The Project's facades provide a unique expression not commonly found within the surrounding area, while providing for a material palette, which draws from the surrounding context.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 6:

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

The Project provides new opportunity for new ground floor retail use, which is consistent with the goals for Folsom Street.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.5:

Require private usable outdoor open space in new residential development.

Policy 4.6:

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

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

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 11

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

Policy 11.1

Maintain and improve the Transit Preferential Streets program to make transit more attractive and viable as a primary means of travel

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project will install new street trees along Folsom and Hawthorne Streets and the sidewalks will be widened within the boundaries of the subject property to improve pedestrian circulation.

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 133 Class 1 bicycle parking spaces and fifteen Class 2 bicycle parking spaces in secure, convenient locations.

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 does not propose any off-street parking.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.7:

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

OBJECTIVE 2:

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

Policy 2.6:

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

The Project is located within the East SoMa neighborhood, which is characterized by the mix of uses. As such, the Project provides expressive street façades, which respond to form, scale and material palette of the existing neighborhood, while also providing a new contemporary architectural vocabulary.

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 will install new street trees, furniture and widened sidewalks within the boundaries of the subject property to improve pedestrian circulation.

EAST SOMA AREA PLAN

Objectives and Policies

LAND USE

OBJECTIVE 1.1

ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER.

Policy 1.1.6

Retain East SoMa's existing residential alleys for residential uses.

OBJECTIVE 1.2

MAXIMIZE HOUSING DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.

Policy 1.2.1

Encourage development of new housing throughout East SoMa.

Policy 1.2.2

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

Policy 1.2.3

For new construction, and as part of major expansion of existing buildings, encourage housing development over commercial.

Policy 1.2.4

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

The Project is located within an area that is identified to transition from the nearby C-3 area to residential. The Project is designed within the allowable height and bulk regulations for the area and the architecture provides context and transition with the use of quality materials, architectural movement, glazing and an active ground floor.

HOUSING

OBJECTIVE 2.3

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

POLICY 2.3.2

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

POLICY 2.3.3

Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments unless all Below Market Rate Units are two or more bedrooms.

OBJECTIVE 2.4

LOWER THE COST OF THE PRODUCTION OF HOUSING.

POLICY 2.4.1

Require developers to separate the cost of parking from the cost of housing in both for sale and rental developments.

The Project provides over 40% of the units as two-bedroom units. The project Sponsor will be paying the Affordable Housing Fee at 33% of the total unit count and mix. These funds will go toward the development of additional affordable housing within the City.

BUILT FORM

OBJECTIVE 3.1

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

POLICY 3.1.1

Adopt heights that are appropriate for SoMa's location in the city, the prevailing street and block pattern, and the anticipated land uses, while preserving the character of its neighborhood enclaves.

POLICY 3.1.3

Relate the prevailing heights of buildings to street and alley width throughout the plan area.

POLICY 3.1.8

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

OBJECTIVE 3.2

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

POLICY 3.2.1

Require high quality design of street-facing building exteriors.

POLICY 3.2.3

Minimize the visual impact of parking.

POLICY 3.2.5

Building form should celebrate corner locations.

POLICY 3.2.6

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

The Project proposes a building consistent with the allowable of 130 feet in height that will contribute to the rapidly changing neighborhood, provide active commercial space along the Folsom and Hawthorne Street frontages to activate the space. The Project architecture is of a high quality that provides interest, movement and a transition between office development in the C-3 district to the existing adjacent residential developments.

TRANSPORTATION

OBJECTIVE 4.1

IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE SOUTH OF MARKET.

POLICY 4.1.4

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

OBJECTIVE 4.3

ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES.

POLICY 4.3.1

For new residential development, provide flexibility by eliminating minimum off-street parking requirements and establishing reasonable parking caps.

POLICY 4.3.3

Make the cost of parking visible to users, by requiring parking to be rented, leased or sold separately from residential and commercial space for all new major development.

OBJECTIVE 4.6

SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN EAST SOMA AND TO OTHER PARTS OF THE CITY.

POLICY 4.6.1

Use established street design standards and guidelines to make the pedestrian environment safer and more comfortable for walk trips.

POLICY 4.6.2

Prioritize pedestrian safety improvements in areas and at intersections with historically high frequencies of pedestrian injury collisions.

OBJECTIVE 4.8

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

POLICY 4.8.1

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

The Project does not propose any off-street parking but provides a total of 133 Class 1 and fifteen Class 2 bicycle parking spaces to promote alternatives to car ownership.

STREETS AND OPEN SPACE

OBJECTIVE 5.2

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE.

POLICY 5.2.1

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

POLICY 5.2.2

Strengthen requirements for commercial development to provide on-site open space.

POLICY 5.2.3

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

OBJECTIVE 5.3

CREATE A NETWORK OF GREEN STREETS THAT CONNECT OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD.

POLICY 5.3.1

Redesign underutilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs, “living streets” or green connector streets.

POLICY 5.3.2

Maximize sidewalk landscaping, street trees and pedestrian scale street furnishing to the greatest extent feasible.

POLICY 5.3.4

Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the plan area.

As noted above, the project will be widening existing sidewalks and enhance the sidewalk treatment on Folsom and Hawthorne Streets to provide public open space and street furniture. The treatment will enhance the residential uses along this block of Hawthorne Street. Additionally, the Project will also pay the appropriate development impact fees, including the Eastern Neighborhoods Impact Fees, which will go towards improvements in the area.

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

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

Currently, the project site contains an existing light industrial use and a vacant commercial office. The Project improves the urban form of the neighborhood by retaining ground floor retail. The retention of retail use will provide goods and services to area workers, residents and visitors, while creating new ownership and employment opportunities for residents. The Project would add new residents, visitors, and employees to the neighborhood, which would assist in strengthening nearby retail uses.

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

No housing exists on the project site. The project will provide up to 230 new dwelling units, thus resulting in an increase in the neighborhood housing stock. The Project is expressive in design, and relates to the scale and form of the surrounding neighborhood by anchoring the street corner and providing relationships to the newer, larger-scale nearby residential and

office developments. For these reasons, the proposed project would protect and preserve the cultural and economic diversity of the neighborhood.

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

The Project will not displace any affordable housing because there is currently no housing on the site. The Project will comply with the City's Inclusionary Housing Program, therefore increasing the stock of affordable housing units in the City.

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

The project site is served by nearby public transportation options. The Project is located within one block of thirteen MUNI bus lines. Future residents would be afforded close proximity to bus. The Project also provides off-street parking allowed by code and sufficient bicycle parking for residents and their guests.

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

The Project does not include commercial office development and does not displace the City's industrial and services sectors. The Project retains ground floor retail, which is a top priority in the City. The retail use will provide new opportunities for a different type of commercial space for the service sector. The existing industrial use will be removed and replaced with ground floor commercial space.

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

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

- G. That landmarks and historic buildings be preserved.

Currently, the project site does not contain any City Landmarks or historic buildings.

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

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

9. **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.

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
11. The Commission hereby finds that approval of the Large Project Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2015-002604ENX** under Planning Code Section 329 to allow the demolition of the existing structures, merger of three lots and new construction of a 130-foot tall, thirteen-story mixed-use building with 230 dwelling units and a total of 8,837 gsf of ground floor retail use, and a modification to the requirements for: 1) rear yard (Planning Code Section 134); 2) dwelling unit exposure (Planning Code Section 140); 3) off-street loading (Planning Code Section 152.1); and 4) building bulk (Planning Code Section 270), within the MUR (Mixed Use Residential) Zoning District, and a 130-G Height and Bulk District. The project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated December 16, 2016, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on January 5, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: January 5, 2017

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow for the demolition of the existing structures, merger of three lots and new construction of a 130-foot tall, thirteen-story mixed-use building with 230 dwelling units and a total of 8,837 gsf of ground floor retail use pursuant to Planning Code Section 329, and a modification to the requirements for: 1) rear yard (Planning Code Section 134); 2) dwelling unit exposure (Planning Code Section 140); 3) off-street loading (Planning Code Section 152.1); and 4) building bulk (Planning Code Section 270), within the MUR (Mixed Use Residential) Zoning District, and a 130-G Height and Bulk District, located at 667 Folsom and 120-126 Hawthorne Streets, Lots 078, 081 & 082 in Assessor's Block 3750 within the MUR (Mixed Use Residential) Zoning Districts, and a 130-G Height and Bulk District; in general conformance with plans, dated November 10, 2014, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0253ENX and subject to conditions of approval reviewed and approved by the Commission on January 5, 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 January 5, 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

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

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

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

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

Diligent Pursuit. Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.

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

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

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

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

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

Mitigation Measures. Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2013.0253E) attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor.

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

DESIGN – COMPLIANCE AT PLAN STAGE

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

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

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

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>

Rooftop Mechanical Equipment. Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application for each building. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

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

PARKING AND TRAFFIC

Bicycle Parking. Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 133 Class 1 bicycle parking spaces and fifteen Class 2 bicycle parking spaces.

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

Managing Traffic During Construction. The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

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

PROVISIONS

First Source Hiring. The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.

For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

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

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

Transportation Sustainability Fee. The project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.

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

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

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

MONITORING

Enforcement. Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

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

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

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

OPERATION

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

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

Sidewalk Maintenance. The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

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

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

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

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

INCLUSIONARY HOUSING

Affordable Units

Requirement. Pursuant to Planning Code Section 415.6, the Project is currently required to provide 33% of the proposed dwelling units as affordable to qualifying households, but is subject to change under a proposed Charter amendment and pending legislation if the voters approve the Charter Amendment at the June 7, 2016 election. Recently adopted Ordinance No. 76-16 (File No. 160255) will become effective after the election is certified and includes grandfathering provisions for projects that were submitted to the Planning Department prior to January 12, 2016. The Project contains 230 units; therefore, the Project Sponsor will fulfill this requirement by paying the In-Lieu Fee. If the Project is subject to a different requirement if the Charter Amendment is approved and new legislative requirements take effect, the Project will comply with the applicable requirements at the time of compliance. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

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

EXHIBIT B

EXHIBIT C

Block Book Map



Large Project Authorization
Case No. 2015-002604ENX
667 Folsom (120-126 Hawthorne) Street

Sanborn Map*

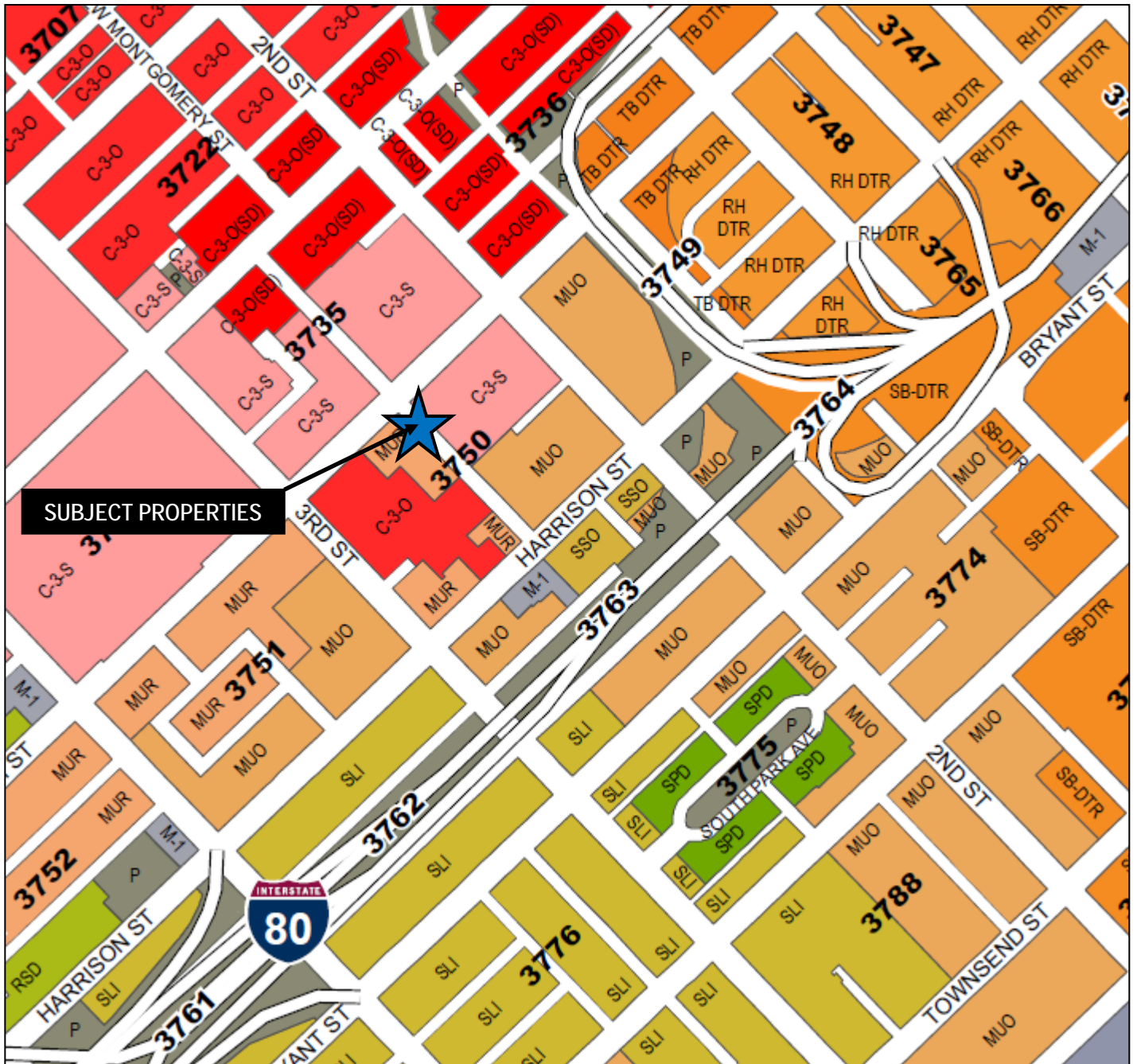


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Large Project Authorization
Case No. 2015-002604ENX
667 Folsom (120-126 Hawthorne) Street

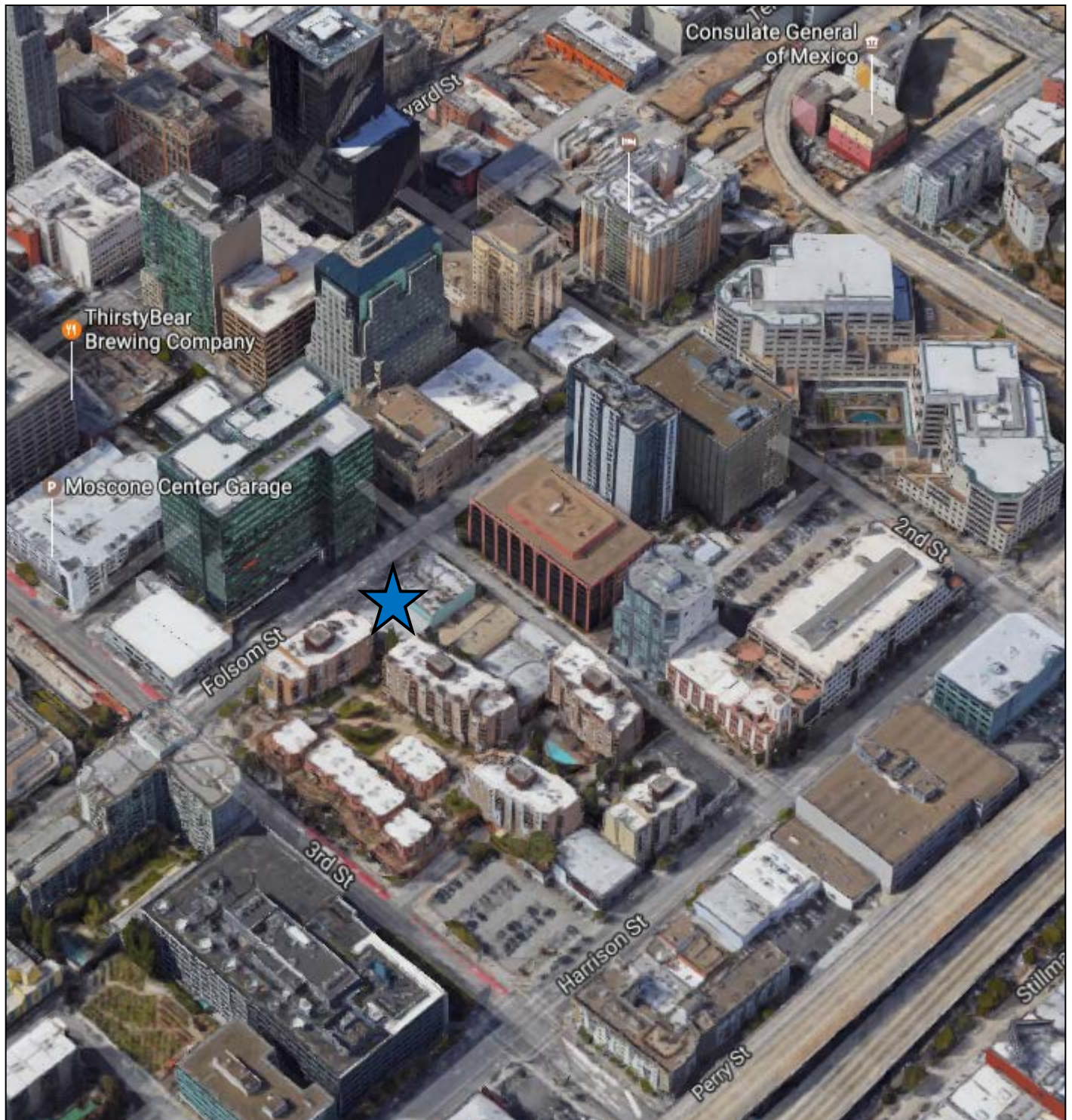
Zoning Map



Large Project Authorization
Case No. 2015-002604ENX
667 Folsom (120-126 Hawthorne) Street

Aerial Photo

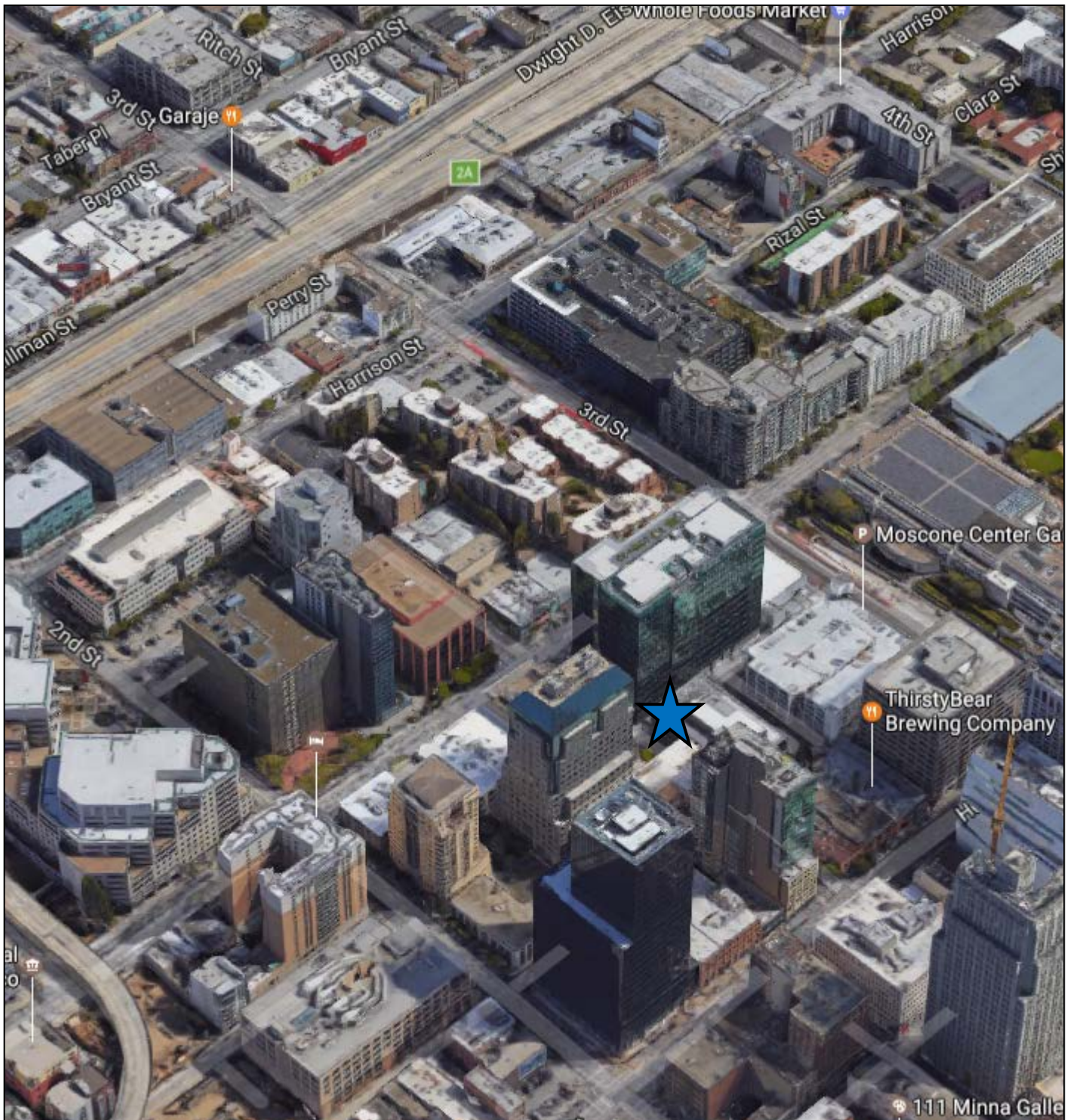
facing north



Large Project Authorization
Case No. 2015-002604ENX
667 Folsom (120-126 Hawthorne) Street

Aerial Photo

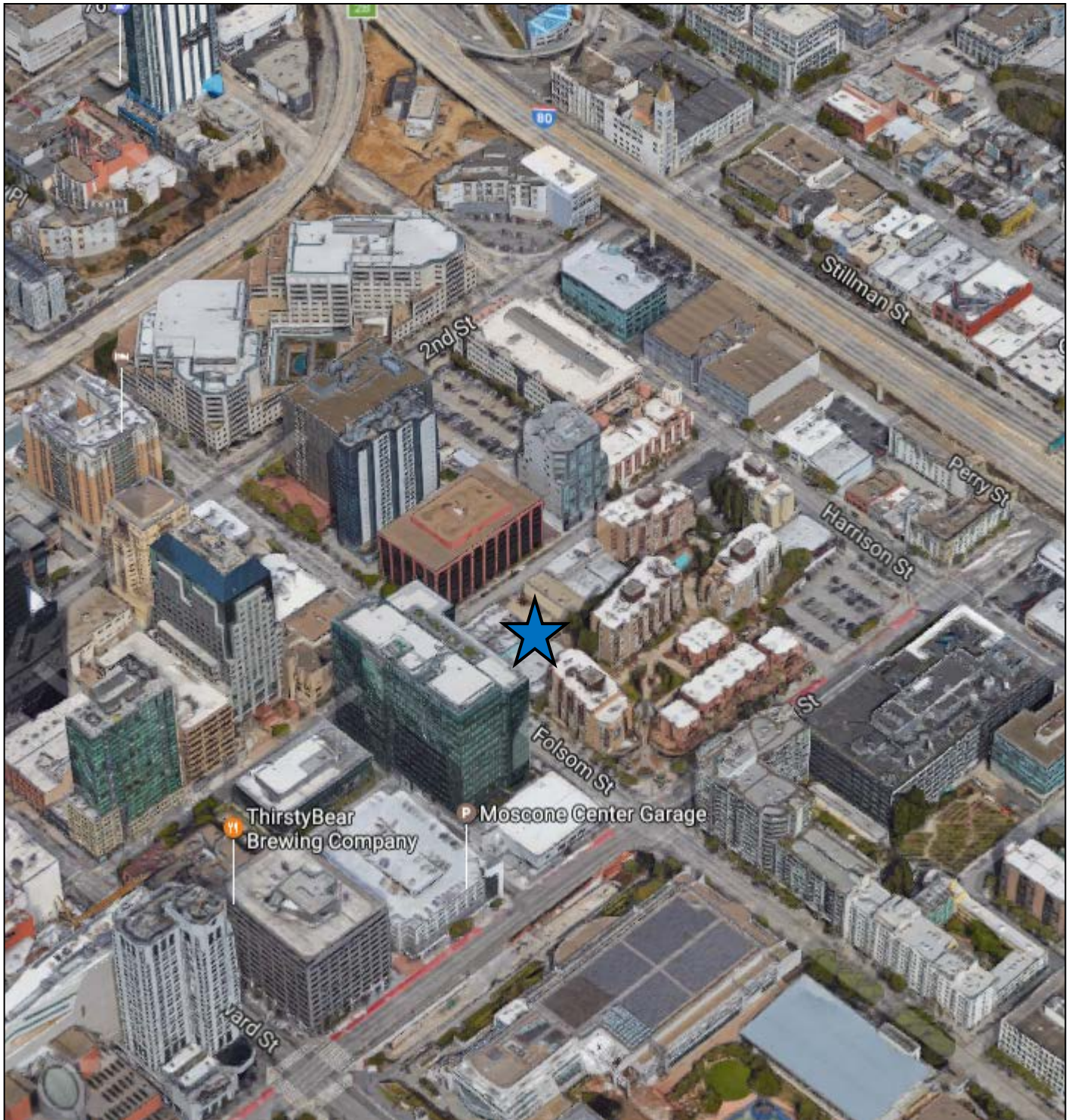
facing south



Large Project Authorization
Case No. 2015-002604ENX
667 Folsom (120-126 Hawthorne) Street

Aerial Photo

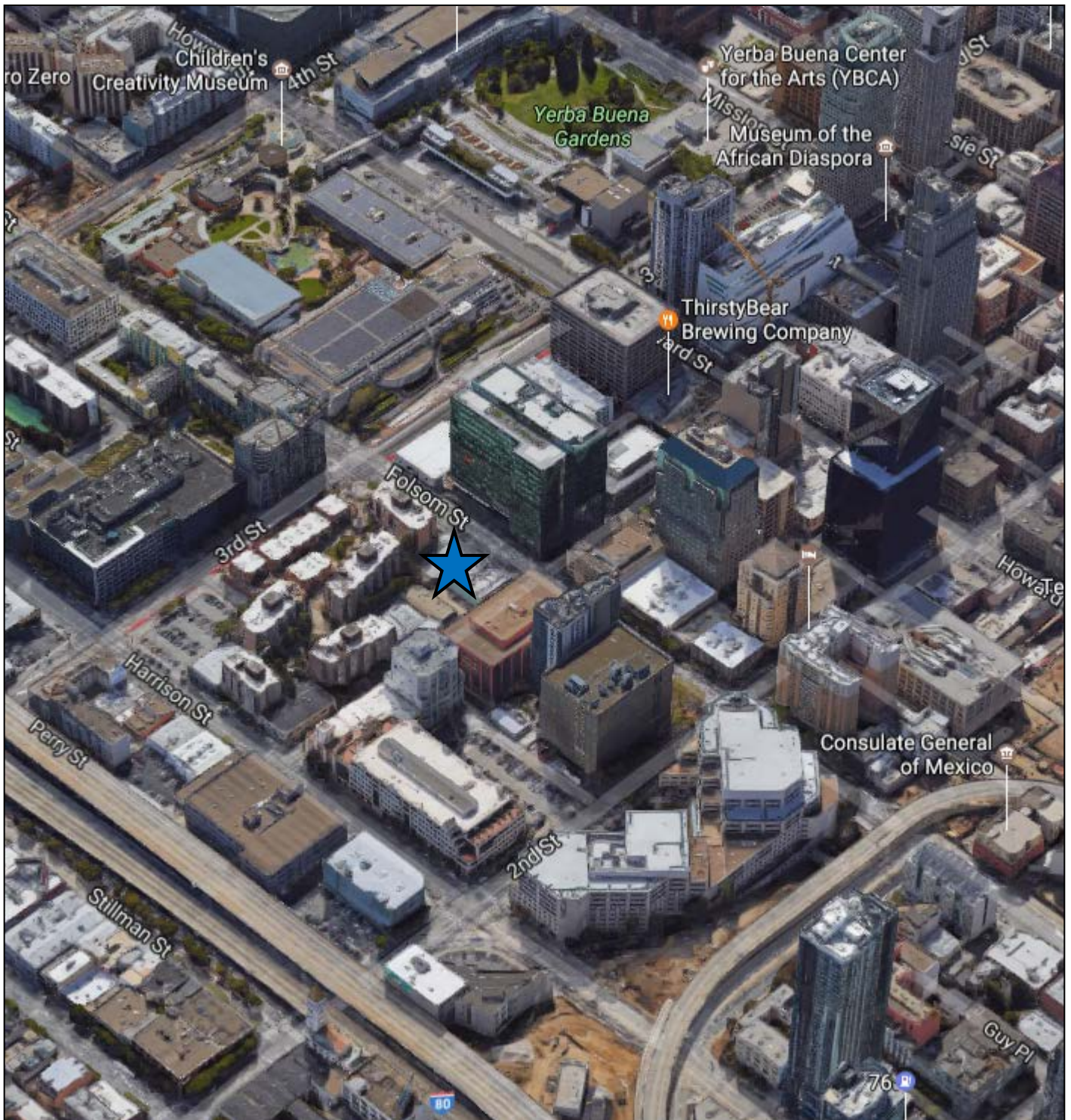
facing east



Large Project Authorization
Case No. 2015-002604ENX
667 Folsom (120-126 Hawthorne) Street

Aerial Photo

facing west



Large Project Authorization
Case No. 2015-002604ENX
667 Folsom (120-126 Hawthorne) Street

Site Photo

Hawthorne Street frontage



Large Project Authorization
Case No. 2015-002604ENX
667 Folsom (120-126 Hawthorne) Street

Site Photo

Folsom Street frontage



Large Project Authorization
Case No. 2015-002604ENX
667 Folsom (120-126 Hawthorne) Street



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination COMMUNITY PLAN EVALUATION

Case No.: 2015-002604ENV
Project Address: 667 Folsom Street, 120 Hawthorne Street, 126 Hawthorne Street
Zoning: Mixed Use Residential (MUR) Zoning District
130-G Height and Bulk District
Block/Lot: 3750/078, 081, and 082
Lot Size: 19,586 square feet
Plan Area: Eastern Neighborhoods Area Plan, East SoMa Sub Area
Project Sponsor: Jim Kelly, EQR-Soma II LP, 415-767-7188
Staff Contact: Justin Horner, 415-575-9023, Justin.horner@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The 19,590-square-foot (sf) project site is made up of three parcels located on the southeast corner of the intersection of Folsom Street and Hawthorne Street in the South of Market neighborhood. The project site is currently occupied by a two-story, 20-foot-tall, 17,727-sf office building built in 1923 at 667 Folsom Street, a 5,460-sf surface parking lot at 120 Hawthorne Street, and a two-story, 20-foot-tall, 8,190-sf industrial building with a PDR use built in 1963 at 126 Hawthorne Street. The project site is located in the MUR (Mixed-Use Residential) Zoning District and a 130-G Height and Bulk District.

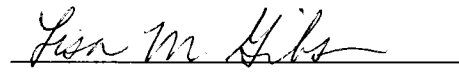
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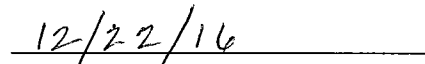
CEQA DETERMINATION

This project is eligible for streamlined environmental review 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


Date

cc: Jim Kelly, Project Sponsor; Supervisor Jane Kim, District 6; Doug Vu, Current Planning Division;
Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued)

The proposed project would include: 1) combining three parcels (Assessor's Parcel Numbers 3750/078, 081 and 082) to form a singular irregularly-shaped, approximately 19,590 square foot lot, 2) demolition and removal of the two buildings and the surface parking lot on the site; and 3) construction of a 13-story, 130-foot-tall mixed use residential building with approximately 8,875 square feet of retail space on the ground floor and mezzanine levels and 229 residential units above. Of the 229 residential units, there will be 63 micro-units, 43 studio, 24 one-bedroom, 87 two-bedroom and 12 three-bedroom units. The proposed building would include an approximately 10,500 square foot rooftop terrace for residents' use. The residential lobby entrance would be located on Hawthorne Street. One retail space entrance would be along Folsom Street and one retail space entrance would be on Hawthorne Street. The proposed project would provide 133 Class 1 bicycle parking spaces, 15 Class 2 bicycle parking spaces, and no on-site vehicle parking. A loading zone would be located on Hawthorne Street. The proposed project would remove a curb cut on Folsom Street and a curb cut on Hawthorne Street. Construction of the project would require approximately 3,630 cubic yards of excavation to a depth of approximately five feet and would last approximately twenty-four months.

PROJECT APPROVAL

A **Large Project Authorization** (LPA) from the Planning Commission is required per Planning Code Section 329 for new construction of a building greater than 75 feet in height and greater than 25,000 gross square feet. The LPA is the Approval Action for this project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA 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 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 667 Folsom Street project described above, and incorporates by reference information contained in the Programmatic EIR

for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)¹. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 667 Folsom and 120 and 126 Hawthorne Street.

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

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

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.⁴

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the

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

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

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

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

rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to MUR (Mixed Use Residential) District. The MUR District is intended to serve as a major housing opportunity area, and MUR District controls are intended to facilitate the development of high-density, mid-rise housing. It is also intended to serve as a buffer between the higher-density, predominantly commercial area of Yerba Buena Center to the east and the lower-scale, mixed use service/industrial and housing area west of Sixth Street. The proposed project is discussed further in the Community Plan Evaluation (CPE) Initial Study. The 667 Folsom Street site, which is located in the East SoMa District of the Eastern Neighborhoods, was designated as a site with building up to 130 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 667 Folsom Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 667 Folsom Street project, and identified the mitigation measures applicable to the 667 Folsom Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{5,6} Therefore, no further CEQA evaluation for the 667 Folsom Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Determination for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is located on a block bounded by Harrison Street to the south, 3rd Street to the west, Hawthorne Street to the east and Folsom Street to the north. The project area along Folsom Street is characterized primarily by mid-rise residential land uses on the south side of Folsom Street with a 15-story commercial building across from the project site on the west side. The project area along Hawthorne Street is characterized by a mix of industrial and commercial one- to five-story buildings. Buildings immediately adjacent to the project site include a 2-story restaurant on the corner of Folsom Street and Hawthorne Street, a 9-story residential building to the west and a 2-story commercial building to the south. Parcels surrounding the project site are within the MUR (Mixed Use Residential) and C-3-O (Downtown Office) Zoning districts, and within the 130-G, 200-S and 320-I Height and Bulk districts, with existing buildings ranging from one to fifteen stories.

The closest Bay Area Rapid Transit District (BART) stop is at Montgomery Street, approximately 0.3 miles northeast of the site. The project site is within a quarter mile of several local transit lines, including Muni

⁵ Diana Sokolove, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 667 Folsom Street, December 22, 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. 2015-002604ENV.

⁶ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 667 Folsom Street, August 3, 2016.

Metro lines 8-Bayshore, 10-Townsend, 12-Folsom/Pacific, 14R-Mission Rapid, 41-Union, 45-Union/Stockton/48-Quintara/24th Street and 81X-Caltrain Express.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 667 Folsom Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 667 Folsom Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would contribute considerably to the significant and unavoidable land use impact due to the loss of PDR space.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. The PEIR did not identify feasible mitigation measures to address the significant impact to land use. **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving not proposed	N/A
F-2: Construction Noise	Not Applicable: no particularly noisy construction methods would be anticipated during the project's construction phase.	N/A
F-3: Interior Noise Levels	Not Applicable: CEQA generally no longer requires the consideration of the effects of the existing environment on a proposed project's future users or residents.	N/A

Mitigation Measure	Applicability	Compliance
F-4: Siting of Noise-Sensitive Uses	Not Applicable: CEQA generally no longer requires the consideration of the effects of the existing environment on a proposed project's future users or residents.	N/A
F-5: Siting of Noise-Generating Uses	Not Applicable: the project does not include any noise-generating uses.	N/A
F-6: Open Space in Noisy Environments	Not Applicable: CEQA generally no longer requires the consideration of the effects of the existing environment on a proposed project's future users or residents	N/A
G. Air Quality		
G-1: Construction Air Quality	Applicable: project involves construction activity	Compliance with San Francisco Dust Control Ordinance
G-2: Air Quality for Sensitive Land Uses	Not Applicable: superseded by applicable Article 38 requirements	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: the proposed residential use is not expected to emit substantial levels of DPMs	N/A
G-4: Siting of Uses that Emit other TACs	Applicable: proposed project would include a backup diesel generator	Project Mitigation Measure 2 (Best Available Control technology for Diesel Generators) agreed to by sponsor.
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: no archeological research design and treatment plan on file	N/A
J-2: Properties with no Previous Studies	Applicable: project site has no archeological assessment on file	Preliminary Archeological Sensitivity Study completed; Project Mitigation Measure 1 (Accidental Discovery) agreed to by sponsor

Mitigation Measure	Applicability	Compliance
J-3: Mission Dolores Archeological District	Not Applicable: project site not in Mission Dolores Archeological District	N/A
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: project includes demolition of existing structures	Project Mitigation Measure 3 (Hazardous Building Materials) agreed to by sponsor
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA	N/A
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA	N/A

Mitigation Measure	Applicability	Compliance
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA	N/A
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA	N/A
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA	N/A
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA	N/A

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

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on July 11, 2016 to adjacent occupants and owners of properties within 300 feet of the project site. One comment was received, which expressed concerns regarding potential noise impacts of construction. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the project-specific initial study⁷:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;

⁷ The Initial Study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2015.002604ENV.

4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

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

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
MEASURES DEEMED FEASIBLE				
G. Air Quality				
<p><i>Mitigation Measure G-4: Best Available Control Technology for Diesel Generators</i></p> <p>The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>	Project sponsor	Prior to approval of permit for diesel generator	Project sponsor and Planning Department	Upon determination that backup diesel generator complies with BAAQMD New Source Review permitting process
J. Archeological Resources				
<p><i>Mitigation Measure J-2: Accidental Discovery</i></p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> <p>Should any indication of an archeological resource be encountered during</p>	Project Sponsor/project archeologist	Upon discovery of a buried or submerged historical resource	Project sponsor and ERO	Upon determination of the ERO that resource is not present or adversely impacted; or upon certification of Final Archeological Resources Report (FARR)

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>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.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the 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.</p> <p>Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division</p>				

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
of the Planning Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.				
L. Hazardous Materials				
<p><i>Mitigation Measure L-1—Hazardous Building Materials</i></p> <p>The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	Project Sponsor/project archeologist of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Areas Plans and Rezoning	Prior to approval of each subsequent project, through Mitigation Plan.	Planning Department, in consultation with DPH; where Site Mitigation Plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction.	Considered complete upon approval of each subsequent project.



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study - Community Plan Evaluation

Case No.: **2015-002604ENV**
Project Address: **667 Folsom Street, 120 Hawthorne Street, 126 Hawthorne Street**
Zoning: **Mixed Use Residential (MUR) Zoning District**
130-G Height and Bulk District
Block/Lot: **3750/078, 081, and 082**
Lot Size: **19,586 square feet**
Plan Area: **Eastern Neighborhoods Area Plan, East SoMa Sub Area**
Project Sponsor: **Jim Kelly, EQR-Soma II LP, 415-767-7188**
Staff Contact: **Justin Horner, 415-575-9023, Justin.horner@sfgov.org**

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The 19,590-square-foot (sf) project site is made up of three parcels located on the southeast corner of the intersection of Folsom Street and Hawthorne Street in the South of Market neighborhood. The project site is currently occupied by a two-story, 20-foot-tall, 17,727-sf office building built in 1923 at 667 Folsom Street, a 5,460-sf surface parking lot at 120 Hawthorne Street, and a two-story, 20-foot-tall, 8,190-sf industrial building with a PDR use built in 1963 at 126 Hawthorne Street. The project site is located in the MUR (Mixed-Use Residential) Zoning District and a 130-G Height and Bulk District.

The proposed project would include: 1) combining three parcels (Assessor's Parcel Numbers 3750/078, 081 and 082) to form a singular irregularly-shaped, approximately 19,590 square foot lot; 2) demolition and removal of the two buildings and the surface parking lot on the site; and 3) construction of a 13-story, 130-foot-tall mixed use residential building with approximately 8,875 square feet of retail space on the ground floor and mezzanine levels and 229 residential units above. Of the 229 residential units, there will be 63 micro-units, 43 studio, 24 one-bedroom, 87 two-bedroom and 12 three-bedroom units. The proposed building would include an approximately 10,500 square foot rooftop terrace for residents' use. The residential lobby entrance would be located on Hawthorne Street. One retail space entrance would be along Folsom Street and one retail space entrance would be on Hawthorne Street. The proposed project would provide 133 Class 1 bicycle parking spaces, 15 Class 2 bicycle parking spaces, and no on-site vehicle parking. A loading zone would be located on Hawthorne Street. The proposed project would remove a curb cut on Folsom Street and a curb cut on Hawthorne Street. Construction of the project would require approximately 3,630 cubic yards of excavation to a depth of approximately five feet and would last approximately twenty-four months.

The proposed 667 Folsom Street project would require the following approvals:

Actions by the Planning Commission

- **Large Project Authorization** from the Planning Commission is required per Planning Code Section 329 for the new construction of a building greater than 75 feet in height and greater than 25,000 gross square feet. In addition, you may request modification from strict compliance with certain Planning Code requirements through the Large Project Authorization process.

Actions by other City Departments

- Approval of Dust Control Plan, Department of Public Health
- Approval of Building Permits from the San Francisco Department of Building Inspection for new construction.
- Approval of Stormwater Management Plan by the San Francisco Public Utilities Commission.

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).¹ The initial study considers whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

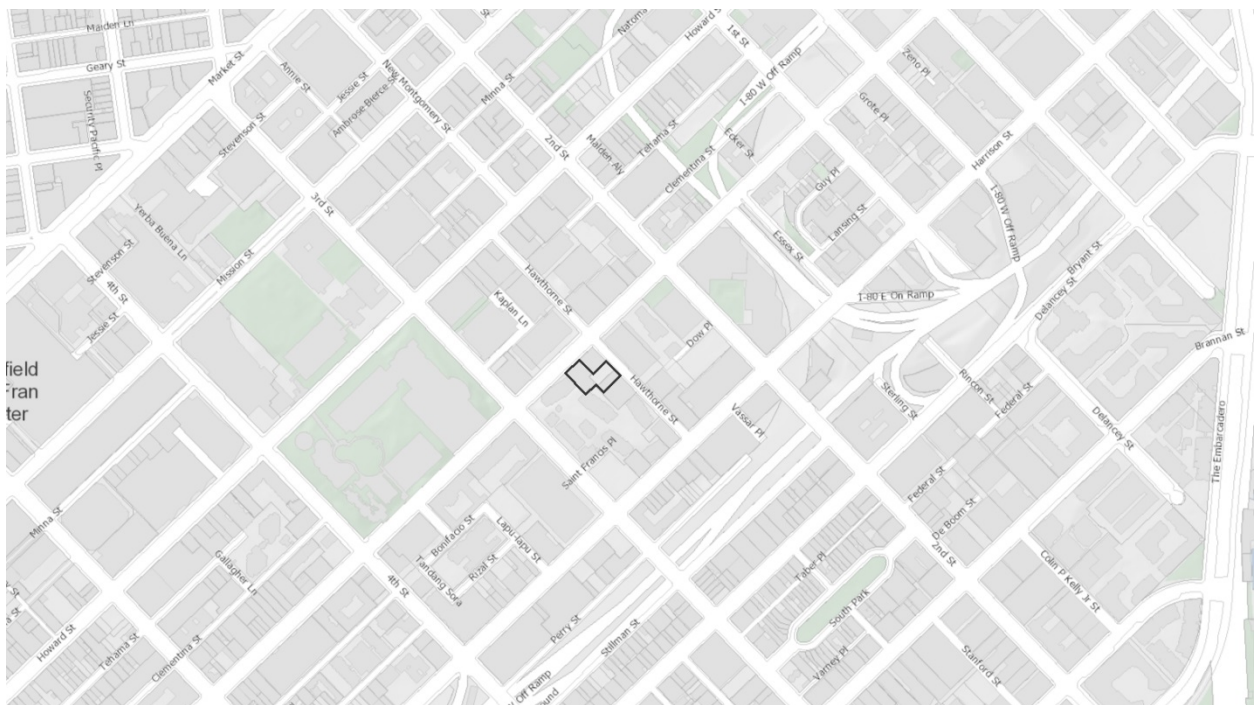
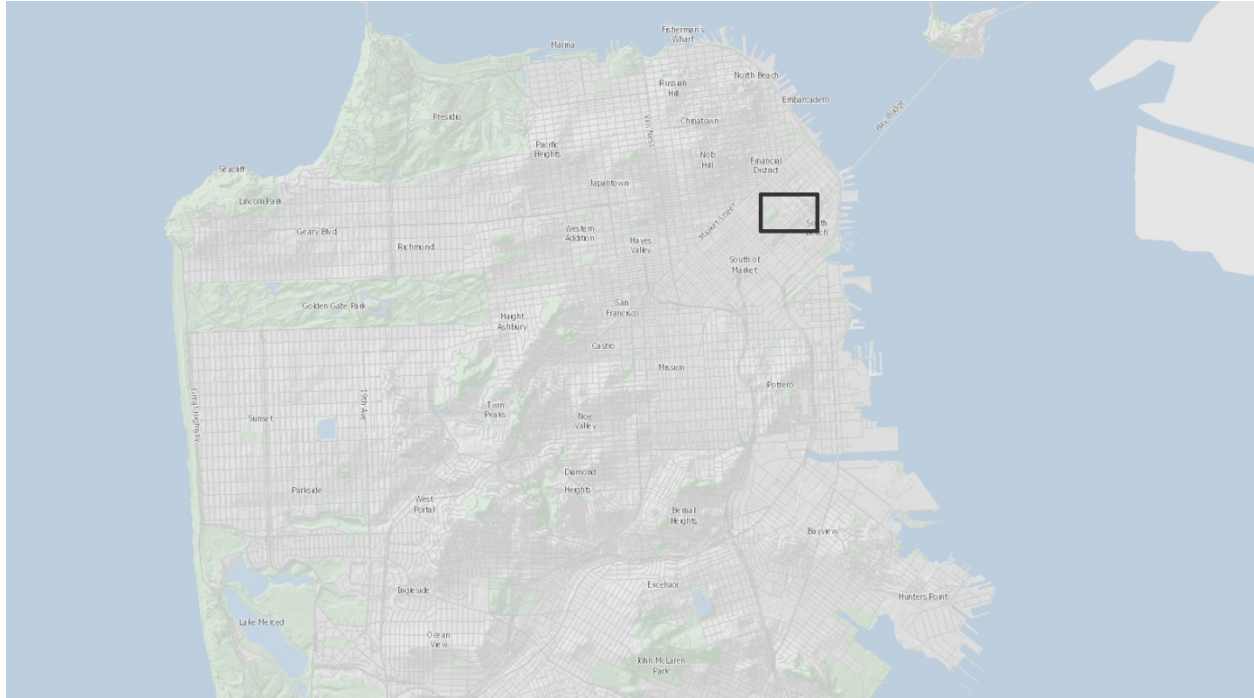
Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures Section at the end of this checklist.

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

The proposed project would include construction of a residential building with ground floor retail uses. As discussed below in this initial study, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

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

Figure 1. Project Location



Source: San Francisco Planning Department

Figure 2. Proposed Level 1 and Mezzanine Plans



The image displays two floor plan diagrams for a proposed 130' multi-family residential building at 655 Folsom. The top diagram shows the ground floor, and the bottom diagram shows the 9th floor.

Ground Floor (Top Diagram):

- Dimensions:** 85'-3" (width), 82'-6" (width), 29'-98" (depth).
- Units:** 2B, 1B, 3B, 2B, 1B, 2B.
- Other Features:** ST (Stairs), S (Storage), M (Mechanical), Open Space Below, Podium Open Space 3,400 sf.
- Setbacks:** 15' x 3' Bay Window Projection, 15' x 3' Bay Window Projection.
- Surrounding Context:** SOMA SQ., 132 HAWTHORNE, 655 Folsom PROPOSED 130' MULTI-FAMILY RESIDENTIAL BUILDING, BY OTHERS.

9th Floor (Bottom Diagram):

- Dimensions:** 85'-3" (width), 82'-6" (width), 29'-98" (depth).
- Units:** 2B, 1B, 3B, 2B, 1B, 2B.
- Other Features:** ST (Stairs), S (Storage), M (Mechanical), Open Space Below, Open Space @ 9th Floor (1,350 sf).
- Setbacks:** 15' Setback.
- Surrounding Context:** SOMA SQ., 132 HAWTHORNE, 655 Folsom PROPOSED 130' MULTI-FAMILY RESIDENTIAL BUILDING, BY OTHERS.

Figure 4. Roof and Terrace Plan



Figure 5. Hawthorne Street (East) Elevation



Figure 6. Folsom Street (North) Elevation



CHANGES IN THE REGULATORY ENVIRONMENT

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

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January, 2014;
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “CEQA Section 21099” heading below).
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see initial study Transportation section);
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section);
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section);
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section);
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see initial study “Utilities and Service Systems” section); and
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

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.² Project elevations are included in the project description.

Automobile Delay and Vehicle Miles Traveled

In addition, 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 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*](#)³ 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 Eastern Neighborhoods 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 analysis is provided in the Transportation section.

² San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 667 Folsom Street, December 8, 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. 2015.002604.

³ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

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

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the plan area throughout the lifetime of the plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the plan area under the No Project scenario. Within the Eastern SoMa subarea, the Eastern Neighborhoods PEIR considered the effects of losing up to approximately 770,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a *statement of overriding considerations* with CEQA findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

Development of the proposed project would result in the net loss of approximately 8,200 square feet of PDR building space and thus would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The project site is located in the Mixed Use Residential (MUR) District, which serves as a buffer between the higher-density, predominantly commercial area of Yerba Buena Center to the east and the lower-scale, mixed use service/industrial and housing area west of Sixth Street. The MUR serves as a major housing opportunity area within the eastern portion of the South of Market. The district controls are intended to facilitate the development of high-density, mid-rise housing, including family-sized housing and residential hotels. The proposed project will replace an office space, a PDR use and a surface parking lot with a mixed-use residential project, and the proposed project is consistent with the development density established for the site under the Eastern Neighborhoods Rezoning and Area Plans. As stated above, the PEIR acknowledges that the loss of PDR space resulting from development under the adopted rezoning and area plans would have a significant and unavoidable cumulative impact on land use. The proposed loss of 8,200 square feet of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in new or more severe impacts than were disclosed in the PEIR. As the PEIR did not identify any feasible mitigation measures for this impact, none apply to the proposed project. As such, the project's contribution to this cumulative impact does not require any additional environmental review beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study.

The Eastern Neighborhoods PEIR determined that implementation of the area plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and area plans do not provide

for any new major roadways, such as freeways that would disrupt or divide the plan area or individual neighborhoods or subareas.

The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the MUR District and is consistent with the East SoMa Area Plan. The proposed project does not exceed the applicable height limit, and contains a unit mix that complies with the specific requirements of the MUR District.⁴⁵

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

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

One of the objectives of the Eastern Neighborhoods area plans is to identify appropriate locations for housing in the City's industrially zoned land to meet the citywide demand for additional housing. The PEIR assessed how the rezoning actions would affect housing supply and location options for businesses in the Eastern Neighborhoods and compared these outcomes to what would otherwise be expected without the rezoning, assuming a continuation of development trends and ad hoc land use changes (such as allowing housing within industrial zones through conditional use authorization on a case-by-case basis, site-specific rezoning to permit housing, and other similar case-by-case approaches). The PEIR concluded that adoption of the rezoning and adoption of the area plans "would induce substantial growth and concentration of population in San Francisco." The PEIR states that the increase in population expected to occur as a result of the proposed rezoning and adoption of the area plans would not, in itself, result in adverse physical effects, and would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and

⁴ Diana Sokolove, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 667 Folsom Street, December 22, 2016.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 667 Folsom, 120 & 126 Hawthorne Street, August 3, 2016.

furthering the City's transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the area plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not directly result in significant adverse physical effects on the environment. However, the PEIR identifies significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, traffic and transportation, air quality, noise, public services, utilities, and recreational resources. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics, and identifies mitigation measures to address significant impacts.

The PEIR determined that implementation of the rezoning and area plans would not have a significant impact from the direct displacement of existing residents, and that each of the rezoning options considered in the PEIR would result in less displacement as a result of unmet housing demand than would be expected under the No-Project scenario because the addition of new housing would provide some relief to housing market pressure without directly displacing existing residents. However, the PEIR also noted that residential displacement is not solely a function of housing supply, and that adoption of the rezoning and area plans could result in indirect, secondary effects on neighborhood character through gentrification that could displace some residents. The PEIR discloses that the rezoned districts could transition to higher-value housing, which could result in gentrification and displacement of lower-income households, and states moreover that lower-income residents of the Eastern Neighborhoods, who also disproportionately live in crowded conditions and in rental units, are among the most vulnerable to displacement resulting from neighborhood change.

Pursuant to CEQA Guidelines 15131 and 15064(e), economic and social effects such as gentrification and displacement are only considered under CEQA where these effects would cause substantial adverse physical impacts on the environment. Only where economic or social effects have resulted in adverse physical changes in the environment, such as "blight" or "urban decay" have courts upheld environmental analysis that consider such effects. But without such a connection to an adverse physical change, consideration of social or economic impacts "shall not be considered a significant effect" per CEQA Guidelines 15382. While the Eastern Neighborhoods PEIR disclosed that adoption of the Eastern Neighborhoods Rezoning and Area Plans could contribute to gentrification and displacement, it did not determine that these potential socio-economic effects would result in significant adverse physical impacts on the environment.

The proposed project will include 229 residential units and approximately 9,000 square feet of retail space. These direct effects of the proposed project on population and housing would not result in new or substantially more severe significant impacts on population and housing beyond those identified in the Eastern Neighborhoods PEIR. The project's contribution to indirect effects of population growth identified in the Eastern Neighborhoods PEIR on land use, traffic and transportation, air quality, noise, public services, utilities, and recreational resources are evaluated under each of those topics in this initial study below.

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

Historic Architectural Resources

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

The proposed project includes the demolition of two buildings: 667 Folsom Street (a two-story office building constructed in 1923), and 126 Hawthorne (a two-to-three story light industrial building constructed in 1963). The South of Market Historic Resources Survey determined that the building at 667 Folsom Street is not a historic resource as defined by CEQA.⁶ However, that Survey did not make a final determination as to status of 126 Hawthorne Street, so a Historic Resource Evaluation (HRE) was performed for that property to assist in that determination.⁷ According to the HRE, no known historical events occurred in the building or property and none of the owners or occupants has been identified as important historical figures. As described in the HRE, the building is also ineligible for listing for its architectural merit, as it is “essentially a cinder block box with no discernable architectural merit,” nor is it the work of, or associated with, an architectural master. While the building retains some features of mid-20th century industrial design, the building is not distinct such that it would qualify individually for

⁶ San Francisco Planning Department, *South of Market Area Historic Resources Survey*, <http://sf-planning.org/south-market-area-historic-resource-survey>. Accessed: November 8, 2016.

⁷ Tim Kelly Consulting, *Historic Resource Evaluation 126 Hawthorne Street & 667 Folsom Street*, Apr. 5, 2016,

listing in the California Register for Architecture. The HRE concludes that 126 Hawthorne Street is not individually eligible for listing on the California Register and is not located in a recognized or potential historic district. Department Preservation staff concurred and determined that the demolition of 126 Hawthorne Street would not constitute a substantial adverse change in the significance of any historic resource.⁸ As neither 667 Folsom Street nor 126 Hawthorne Street are historic resources under CEQA, their demolition as part of the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

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

Archeological Resources

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

The proposed project includes excavation to a depth of about 5 feet below grade and approximately 3,630 cubic yards of excavation. As the proposed project is in an area for which no archeological assessment report has been prepared, planning staff performed a Preliminary Archeological Review (PAR). The PAR determined that Mitigation Measure J-2 applies to the proposed project to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources.⁹ See the full text of Mitigation Measure J-2 in the Mitigation Measures section below.

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

⁸ Email from Tina Tam, Planning Department Senior Preservation Planner, November 14, 2016

⁹ Email from Randall Dean, Planning Department Archeologist, November 15, 2015.

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

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, or construction traffic. The PEIR states that in general, the analysis of pedestrian, bicycle, loading, emergency access, and construction traffic impacts are specific to individual development projects, and that project-specific analyses would need to be conducted for future development projects under the Eastern Neighborhoods Rezoning and Area Plans.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit ridership, and identified seven transportation mitigation measures, which are described further below in the Transit sub-section. Even with mitigation, however, it was anticipated that the significant adverse cumulative impacts on transit lines could not be reduced to a less than significant level. 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 Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist.

The Eastern Neighborhoods PEIR did not evaluate vehicle miles traveled or the potential for induced automobile travel. The VMT Analysis presented below evaluates the project's transportation effects using the VMT metric.

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

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}

For residential development, the existing regional average daily VMT per capita is 17.2.¹² For retail development, regional average daily retail VMT per employee is 14.9.¹³ Average daily VMT for these land

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.

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

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, 691.

Table 1 Daily Vehicle Miles Traveled

<u>Land Use</u>	<u>Existing</u>			<u>Cumulative 2040</u>		
	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 691</u>	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 691</u>
Households (Residential)	17.2	14.6	3.2	16.1	13.7	2.2
Employment (Retail)	14.9	12.6	8.3	14.6	12.4	8.0

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.

As shown in Table 1, the proposed project's residential and retail uses would be located in TAZ 691, where existing VMT for residential and retail uses are more than 15 percent below regional averages. For residential uses, the existing average daily VMT per capita is 3.2, which is 81 percent below the existing regional average daily VMT per capita of 17.2. Future 2040 average daily VMT per capita is 2.2, which is 86 percent below the future 2040 regional average daily VMT per capita of 16.1. For retail uses, the existing average daily VMT per retail employee is 8.2, which is 45 percent below the existing regional average daily VMT per retail employee of 14.9. Future 2040 average daily VMT per retail employee is 6.5,

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.

which is 55 percent below the future 2040 regional average daily work-related VMT per retail employee of 14.6.¹⁴

Given that 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 and retail uses would not result in substantial additional VMT, and the proposed project would not result in a significant impact related to VMT. Furthermore, the project site also meets the Proximity to Transit Stations and Small Projects screening criteria, which indicate that the proposed project's residential and retail uses would not cause substantial additional VMT and impacts would be less-than-significant impact.

Trip Generation

The proposed project involves demolition of the existing buildings and the construction of a new, 130-foot-tall, 13-story, mixed-use building approximately 199,910 square feet in size. The proposed building would include 229 residential units, 11,179 square feet of ground-floor commercial use, 136 Class I bicycle spaces and 17 Class II bicycle spaces.

Localized trip generation of the proposed project was calculated using a trip-based analysis and 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 3,757 person trips (inbound and outbound) on a weekday daily basis, consisting of 1,279 person trips by auto, 743 transit trips, 1,372 walk trips and 362 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 490 person trips, consisting of 176 person trips by auto (134 vehicle trips accounting for vehicle occupancy data for this Census Tract), 104 transit trips, 169 walk trips and 46 trips by other modes.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).¹⁶ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. The proposed project would be subject to the fee. The City is also currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management. Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.¹⁷ In compliance with all or

¹⁴ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 667 Folsom Street/120-126 Hawthorne Street, April 2016.

¹⁵ San Francisco Planning Department, Transportation Calculations for 667 Folsom Street/120-126 Hawthorne Street, November 2016.

¹⁶ Two additional files were created at the Board of Supervisors for TSF regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

¹⁷ <http://tsp.sfplanning.org>

portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes with the Eastern Neighborhoods Plan area; for instance the implemented new Route 55 on 16th Street.

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

The project site is located within a quarter mile of several local transit lines including Muni lines 8AX/BX, 10, 12, 27, 30, and 45. The proposed project would be expected to generate 743 daily transit trips, including 104 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 104 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni line 27-Bryant. The proposed project would not contribute considerably to these conditions as its minor contribution of 104 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2040 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

Conclusion

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

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

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

development projects.¹⁸ These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project will not include pile driving or particularly noisy construction procedures, so Mitigation Measure F-1 and F-2 do not apply to the proposed project.

In addition, all construction activities for the proposed project (approximately twenty-four months) would be subject to and required to comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of Public Works (PW) 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 PW authorizes a special permit for conducting the work during that period.

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

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project

¹⁸ Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 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 *Eastern Neighborhoods PEIR* determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

vicinity. The proposed project includes residential uses and ground-floor retail uses, neither of which are expected to generate noise levels in excess of ambient noise in the project vicinity.

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. 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.

Additionally, the proposed project would be subject to the Noise Regulations Relating to Residential Uses Near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of these regulations is to address noise conflicts between residential uses in noise critical areas, such as in proximity to highways and other high-volume roadways, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. In accordance with the adopted regulations, residential structures to be located where the day-night average sound level (Ldn) or community noise equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design would limit exterior noise to 45 decibels in any habitable room.

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

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

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses¹⁹ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.²⁰

Construction Dust Control

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

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

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control

¹⁹ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

²⁰ The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code Article 38, as discussed below, and is no longer applicable.

provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is no longer applicable to the proposed project.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s quantitative thresholds for individual projects.”²¹ The BAAQMD’s *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria²² for determining whether a project’s criteria air pollutant emissions would 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. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria. The proposed project’s 240 residential units and approximately 9,000 square feet of retail fall below BAAQMD’s emissions thresholds. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over an twenty-four month period. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and provided within an Air Quality Memorandum.²³ The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts’ staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 299 working days. As shown in Table 2, unmitigated project construction emissions would be below the thresholds of significance for ROG, NO_x and exhaust PM₁₀ and PM_{2.5}.

Table 2: Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Unmitigated Project Emissions	26	11.6	0.67	0.62
Significance Threshold	54.0	54.0	82.0	54.0

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

Source: BAAQMD, 2011; SF Planning Department

²¹ San Francisco Planning Department, Eastern Neighborhood’s Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

²² Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

²³ Justin Horner, Planning Department, *Air Quality Memorandum 667 Folsom 120 and 126 Hawthorne Streets*, December 9, 2016

Operation

The proposed project would generate criteria pollutant emissions associated with vehicle traffic (mobile sources), on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment), energy usage, and testing of a backup diesel generator. Operational-related criteria air pollutants generated by the proposed project were also quantified using CalEEMod. Default assumptions were used where project-specific information was unknown.

The daily and annual emissions associated with operation of the proposed project are shown in Table 3. Table 3 also includes the thresholds of significance the City utilizes.

Table 3: Summary of Operational Criteria Air Pollutant Emissions

	ROG	NO _x	PM ₁₀	PM _{2.5}
Project Average Daily Emissions (lbs/day)	11.4	10.8	0.32	0.31
Significance Threshold (lbs/day)	54	54	82	54
Project Maximum Annual Emissions (tpy)	2.09	1.97	0.06	0.06
Significance Threshold (tpy)	10.0	10.0	10.0	10.0

lbs/day = pounds per day

tpy = tons per year

Source: BAAQMD, 2011; SF Planning

As shown in Table 3, the proposed project would not exceed the threshold of significance for operational criteria air pollutant emissions. For these reasons, implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the Eastern Neighborhoods PEIR related to contribution to violations of air quality standards or substantial increases in non-attainment criteria air pollutants.

Health Risk

Since certification of the PEIR, the 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, amended 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 **not located within an identified Air Pollutant Exposure Zone**. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of

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

Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. However, the proposed project would include a backup diesel generator, which would emit DPM, a TAC. Therefore, Project Mitigation Measure 2 Best Available Control Technology for Diesel Generators has been identified to implement the portions of Eastern Neighborhoods PEIR Mitigation Measure G-4 related to siting of uses that emit TACs by requiring the engine to meet higher emission standards. Project Mitigation Measure 2 Best Available Control Technology for Diesel Generators would reduce DPM exhaust from stationary sources by 89 to 94 percent compared to uncontrolled stationary sources. Impacts related to new sources of health risk would be less than significant through implementation of Project Mitigation Measure 2 Best Available Control Technology for Diesel Generators. The full text of Project Mitigation Measure 2 Best Available Control Technology for Diesel Generators is provided in the Mitigation Measures Section below.

Conclusion

For the above reasons, with the implementation of Project Mitigation Measure 2 Best Control technology for Diesel Generators, the project would not result in significant air quality impacts that were not identified in the PEIR.

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

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the East SoMa Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO₂E²⁴ per service population,²⁵ respectively. The Eastern Neighborhoods PEIR concluded

²⁴ CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

²⁵ Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*²⁶ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,²⁷ exceeding the year 2020 reduction goals outlined in the BAAQMD's *2010 Clean Air Plan*,²⁸ Executive Order S-3-05²⁹, and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{30,31} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05³² and B-30-15.^{33,34} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would increase the intensity of use of the site by replacing two two-story commercial buildings and a surface parking lot with a 130-foot-tall building with 240 residential units and approximately 9,000 square feet of ground floor retail. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would

²⁶ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

²⁷ ICF International, *Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco*, January 21, 2015.

²⁸ Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed March 3, 2016.

²⁹ Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

³⁰ California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

³¹ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

³² Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

³³ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

³⁴ San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's Transportation Sustainability Fee, bicycle parking requirements, and low-emission car parking requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, and Water Conservation and Irrigation ordinances, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.³⁵ Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy³⁶ and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).³⁷ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.³⁸

Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations. Furthermore, the proposed project is within the scope of the development evaluated in the PEIR and would not result in impacts associated with GHG emissions beyond those disclosed in the PEIR. For the above reasons, the proposed project would not result in significant GHG emissions that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

³⁵ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

³⁶ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

³⁷ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

³⁸ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 667 Folsom Street 120126 Hawthorne*, July 25, 2016

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

Wind

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Although the proposed 130-foot-tall building would be taller than the immediately adjacent buildings, it would be similar in height to existing buildings in the surrounding area. For these reasons, the proposed project would not be expected to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Based on the height and location of the proposed approximately 130-foot-tall building, a pedestrian wind assessment (“Wind Assessment”) was prepared by a qualified wind consultant for the proposed project.³⁹ The objective of the Wind Assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development, which provides a screening-level estimation of the potential wind impact. The Wind Assessment found that the existing wind conditions on the adjacent streets are not expected to exceed the 26-mile-per-hour wind hazard criterion for a single full hour, as outlined in the San Francisco Planning Code Section 148, although the 11-mile-per-hour comfort criterion may be exceeded occasionally. The Wind Assessment also found that given the size and location of the proposed building, wind conditions would be generally expected to remain similar to the existing conditions and no exceedance of the hazard criterion would be expected. Wind speeds at building entrances and public sidewalks would be suitable for the intended pedestrian usage. Therefore, the proposed project would not result in a significant wind impact not previously identified in the Eastern Neighborhoods PEIR.

Shadow

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

³⁹ RWDI, *Screening-Level Wind Analysis Folsom and Hawthorne Project*, Dec. 4, 2015.

determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The proposed project would construct a 130-foot-tall building; 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. The preliminary shadow fan analysis indicated that the proposed project could cast shadow on the Yerba Buena Children's Garden and three Privately Owned Public Open Spaces (POPOS) at 303 2nd Street, 601 Folsom Street and 201 3rd Street. However, as the Department's preliminary shadow fan analysis does not take into account existing shadows, or the effects of intervening buildings on cast shadows, a more detailed shadow analysis was completed for the proposed project.⁴⁰ The detailed shadow analysis found that the proposed project would not cast any new shadow on the Yerba Buena Children's Garden at any time of the year, nor would the proposed project cast any new shadow on the 303 2nd Street Plaza or the 201 3rd Street Plaza.

The detailed shadow study did determine that the proposed project would cast new shadow on the POPOS at 601 Folsom Street Plaza. The proposed project would add 0.02% new shadow per year. When the new shadow is present, it would appear between 3:00pm and 3:30pm and last, on average, 22 minutes. Together with other projects currently approved or under construction, the proposed project could add to a cumulative annual increase in shadow on the 601 Folsom Street Plaza of approximately 0.22%. The 601 Folsom Street Plaza is an 8,125 square foot open space located at the corner of 2nd Street and Folsom Street. The Plaza has limited seating and no areas programmed for play or other organized activity. Given that the 601 Folsom Street Plaza is already shaded 79% of the year, and is used primarily as an area for pedestrians to transit through while travelling in the neighborhood, the 0.22% increase in annual shadow cast by the proposed project, and nearby cumulative projects, would not constitute an impact that would adversely affect the use or enjoyment of this POPOS.

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

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
9. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁴⁰ Prevision Design, *Shadow Analysis Report for the Proposed 667 Folsom Street Project Per CEQA Standards*, May 20, 2016.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the City to implement funding mechanisms for an ongoing program to repair, upgrade and adequately maintain park and recreation facilities to ensure the safety of users.

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

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

Furthermore, the Planning Code requires a specified amount of new usable open space (either private or common) for each new residential unit. Some developments are also required to provide privately owned, publicly accessible open spaces. The Planning Code open space requirements would help offset

some of the additional open space needs generated by increased residential population to the project area.

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

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

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

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

droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

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

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

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

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, the project would not result in new or substantially more severe impacts on the physical environment associated with the provision of public services beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
12. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

A geotechnical investigation was prepared for the proposed project.⁴¹ The geotechnical report identified the following geotechnical issues: ground shaking and seismic hazards; underground obstructions;

⁴¹ Lagan Treadwell Rollo, *Preliminary Geotechnical Evaluation 120 and 126 Hawthorne Street and 667 Folsom Street*, Jan. 8, 2015.

groundwater; foundations; shoring of adjacent improvements; and hard bedrock. The investigation determined that these issues could be addressed through compliance with *San Francisco Building Code* requirements; the utilization of jack hammers to break up any buried obstructions; temporary dewatering; a mat or spread footing foundation with a bearing pressure of 8,000 pounds per square foot; and temporary shoring to protect adjacent public improvements and nearby buildings.

The project is required to conform to the *San Francisco Building Code*, which ensures the safety of all new construction in the City. DBI will review the project-specific geotechnical report during its review of the building permit for the project. In addition, DBI may require additional site specific soils report(s) through the building permit application process, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

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

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The proposed project would replace two two-story buildings and a surface parking lot with a 130 foot tall mixed use residential building. As a result, there would be no net increase in impervious surfaces as a result of the proposed project. The proposed project would also be required to provide a Stormwater Management Plan, which would likely reduce stormwater flows into the combined sewer system. As a result, the proposed project would not increase stormwater runoff.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Hazardous Building Materials

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

Soil and Groundwater Contamination

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

The proposed project would include excavation of about 3,650 cubic yards of soil, and is therefore subject to the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination. The ESA did not find any Recognized Environmental Conditions (REC) other than the fact that the southern portion of the property was occupied by a machine shop for at least forty years, which suggests the potential for soil and groundwater contamination from lubricating oils and solvents. Additionally, the ESA indicated that the general vicinity of the project site is a part of San Francisco underlain by fill material that typically contains elevated concentrations of hazardous materials

The proposed project would be required to remediate potential soil and groundwater contamination described above in accordance with Article 22A of the Health Code. Therefore, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

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

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16. MINERAL AND ENERGY RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Area Plan; therefore the rezoning and community plans would have no effect on agricultural resources. No

mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

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

MITIGATION MEASURES

Project Mitigation Measure 1 – Accidental Discovery (PEIR Mitigation Measure J-2)

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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 archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the 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 archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

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

Project Mitigation Measure 2: Best Available Control Technology for Diesel Generators (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-4)

The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.

Project Mitigation Measure 3 – Hazardous Building Materials (PEIR Mitigation Measure L-1)

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state and local laws.

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. Projects subject to grandfathering must provide the all of the inclusionary units at the low income AMI.

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.

If the project received its first discretionary approval prior to January 12, 2016, please use the EEA accepted before 1/1/13 column to determine the applicable percentage because projects that received a first discretionary approval prior to January 12, 2016 are not subject to the new requirements included in the trailing legislation associated with Proposition C (Ord. No. 76-16 and File No. 160255).

The Project contains: 229 UNITS	The zoning of the property is: MUR	Complete EEA was submitted on: 3/3/2015
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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

Date

12/8/16

I, DREW SULLINS,
do hereby declare as follows:

- A** The subject property is located at (address and block/lot):

6067 FOLSON, 120 / 126 HAWTHORNE

Address

3750 / 078, 031 & 082

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:

2015-002604

Planning Case Number

Building Permit Number

This project requires the following approval:

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

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

DOUG VU

Planner Name

Is this project an UMU project within the Eastern Neighborhoods Plan Area?

☐ Yes ☒ 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).
- ☐ On-site Affordable Housing Alternative (Planning Code Sections 415.6).
- ☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7):
- ☐ 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:

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

12/8/16
Date

Sign Here

EQR-SOMA II LP, a Delaware limited partnership

By: EQR-SOMA II GP LLC, a Delaware limited liability company, its general partner

By: ERP Operating Limited Partnership, an Illinois limited partnership, its sole member

By: Equity Residential, a Maryland real estate investment trust, its general partner

By: [Signature]
Name: DREW COLLINS
Its: VICE PRESIDENT

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:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
229		106	24	92	7

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 % of the unit total.

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:

☐ **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

EQR-SOMA II LP
Company Name

DREW SULLINS
Name (Print) of Contact Person

333 THIRD ST. SUITE 210
Address

SAN FRANCISCO, CA 94107
City, State, Zip

(415) 767-7189
Phone / Fax

dsullins@egr.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.

EQR-SOMA II LP, a Delaware limited partnership

By: EQR-SOMA II GP LLC, a Delaware limited liability company,
its general partner

By: ERP Operating Limited Partnership, an Illinois limited partnership,
its sole member

By: Equity Residential, a Maryland real estate investment trust,
its general partner

By: [Signature]
Name: DREW SULLINS
Its: VICE PRESIDENT



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 607 FOLSOM ST., 120/126 HAWTHORNE ST. 94107		BLOCK/LOT(S) 3750 / 018, 031 & 082
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)
PROJECT SPONSOR EQR-SOMA II LP	MAIN CONTACT DREW SULLINS	PHONE (415) 767-7189
ADDRESS 333 THIRD ST., SUITE 210		
CITY, STATE, ZIP SAN FRANCISCO, CA 94107	EMAIL dsullins@eqr.com	
ESTIMATED RESIDENTIAL UNITS 229	ESTIMATED SQ FT COMMERCIAL SPACE 8,873 SF	ESTIMATED HEIGHT/FLOORS 130'
ANTICIPATED START DATE LATE 2017 - EARLY 2018		ESTIMATED CONSTRUCTION COST \$90 MILLION

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	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	#62	0	6	Laborer	#62	0	15
Boilermaker				Operating Engineer	#78	0	4
Bricklayer				Painter	#76	2	12
Carpenter	#85	4	20	Pile Driver			
Cement Mason	#85	2	10	Plasterer	#83	0	6
Drywall/Latherer	#86	3	15	Plumber and Pipefitter	#130	1	8
Electrician	#107	3	15	Roofer/Water proofer	#67	0	6
Elevator Constructor	#112	0	4	Sheet Metal Worker	#112	0	4
Floor Coverer	#93	1	8	Sprinkler Fitter	#104	1	6
Glazier	#100	2	12	Taper	#77	2	12
Heat & Frost Insulator	#74	0	4	Tile Layer/Finisher	#78	0	4
Ironworker	#81	4	20	Other:			
TOTAL:				TOTAL:			

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

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE

EMAIL

PHONE NUMBER

DREW SULLINS

dsullins@eqr.com

(415) 267-7189

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.

EQR-SOMA II LP, a Delaware limited partnership

By: EQR-SOMA II GP LLC, a Delaware limited liability company,
its general partner

By: ERP Operating Limited Partnership, an Illinois limited partnership,
its sole member

By: Equity Residential, a Maryland real estate investment trust,
its general partner

By:

Name:

Its:

DREW SULLINS
VICE PRESIDENT



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

T: 415.558.6378
F: 415.558.6409

SUPPLEMENTAL INFORMATION PACKET FOR

Anti-Discriminatory Housing Policy

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

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

WHEN IS THE SUPPLEMENTAL INFORMATION FORM NECESSARY?

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

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

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

HOW IS THIS INFORMATION USED?

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

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

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

WHAT PART OF THE POLICY IS BEING REVIEWED?

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

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

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

INSTRUCTIONS:

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

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

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

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**SAN FRANCISCO
PLANNING
DEPARTMENT**

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

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

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

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

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

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME: EQR - SOMX II LP, A DELAWARE LIMITED PARTNERSHIP	
PROPERTY OWNER'S ADDRESS: TWO NORTH RIVERSIDE PLAZA, STE. 400 CHICAGO, IL 60606	TELEPHONE: (312) 474-1300
	EMAIL:

APPLICANT'S NAME: <div style="text-align: right;">Same as Above <input checked="" type="checkbox"/></div>	
APPLICANT'S ADDRESS:	TELEPHONE: ()
	EMAIL:

CONTACT FOR PROJECT INFORMATION: DREW SULLINS <div style="text-align: right;">Same as Above <input type="checkbox"/></div>	
ADDRESS: EQUITY RESIDENTIAL 333 THIRD ST., STE. 210 SAN FRANCISCO, CA 94107	TELEPHONE: (415) 767-7189
	EMAIL: dsullins@eqr.com

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

2. Location and Project Description

STREET ADDRESS OF PROJECT: 607 FOLSOM ST., 120/126 HAWTHORNE STREET		ZIP CODE: 94107
CROSS STREETS: FOLSOM & HAWTHORNE STREETS		
ASSESSORS BLOCK/LOT: 3750 / 078, 081 & 082	ZONING DISTRICT: MUR	HEIGHT/BULK DISTRICT: 130-6

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
<input checked="" type="checkbox"/> New Construction	0	229	229
<input type="checkbox"/> Demolition			
<input type="checkbox"/> Alteration			
<input type="checkbox"/> Other: _____			

Compliance with the Anti-Discriminatory Housing Policy

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

1a. If yes, in which States? PRIMARILY NEW YORK, WASHINGTON
D.C., MASSACHUSETTS, WASHINGTON, FLORIDA &
COLORADO

- 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

SEE ATTACHED

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.

EQR-SOMA II LP, a Delaware limited partnership

By: EQR-SOMA II GP LLC, a Delaware limited liability company,
its general partner

Date: 12/5/16

By: ERP Operating Limited Partnership, an Illinois limited partnership,
its sole member

By: Equity Residential, a Maryland real estate investment trust,
its general partner

By: [Signature]
Name: EREW GULLINS
Its: VICE PRESIDENT

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

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

Notification of Incomplete Information made:

To: _____ Date: _____

BUILDING PERMIT NUMBER(S):	DATE FILED:
RECORD NUMBER:	DATE FILED:
VERIFIED BY PLANNER:	
Signature: _____	Date: _____
Printed Name: _____	Phone: _____
ROUTED TO HRC:	DATE:
<input type="checkbox"/> Emailed to: _____	

Non-Discrimination in Company Business

The Company forbids discrimination against any person on the basis of race, religion, color, creed, sex, sexual orientation, gender, sexual/gender identity, age, disability, pregnancy, national origin, citizenship, military or protected veteran status, marital status, genetic characteristic or information, ancestry or any other characteristic protected by applicable law.

Harassment and Other Unacceptable Conduct

The Company is committed to maintaining a workplace free from harassment, intimidation and hostility. Company policy prohibits sexual, racial and other unlawful harassment in the workplace. The Company will not tolerate undue influence, offensive behavior, sexual harassment, intimidation, or other disrespectful conduct by one employee toward another or by any employee toward a customer, resident or supplier.

For the specific procedures to report harassment or other unacceptable conduct, consult the Employee Handbook, which is available on Equity's Intranet, under Human Resources.

Insider Trading

Trading in Company Securities

Trustees and employees are prohibited from trading in Company securities when they have material information that is not publicly known. Information is generally considered "material" if (1) there is substantial likelihood that a reasonable investor would find the information important in determining whether to trade in a security, or (2) the information, if made public, would likely affect the market price of a company's securities.

Inside information typically includes, but is not limited to, knowledge of pending Company business transactions, corporate finance activity, mergers or acquisitions, unannounced earnings and financial results and other significant developments affecting the Company.

Even when an employee lacks undisclosed material information, it is prudent to trade only when it is unlikely there is any unannounced material information anywhere within the Company.

In addition, employees should not engage in short-term speculation in Company securities, nor should an employee engage in any transaction in which he or she profits if the value of Company securities falls.

Transactions by Officers and Trustees

Trustees and certain officers (typically Senior Vice Presidents and above, as well as officers involved in reporting of financial statements) must contact the General Counsel's office for approval before making any trade in Company securities. Trustees and executive officers of the Company are subject to additional statutory restrictions covering transactions in Company securities. These restrictions prohibit them from: (1) profiting on transactions within a six-month period, and (2) selling the shares of beneficial interest of the Company short. This Code supplements all existing policies on securities transactions by the trustees and executive officers.

Trading in the Securities of Other Companies

Trustees and employees should not trade in the securities of a company that meets any of the following criteria without first obtaining the approval of the General Counsel:

- The Company has targeted it for acquisition.
- It owns property that the Company is analyzing as a possible acquisition.
- It is being considered for or has just been awarded an important contract with the Company.

Confidentiality and Data Privacy

One of the Company's most valuable assets is the information gathered and developed in the management and operation of its business. Some of this

information is not known to the public or our competitors, and each employee and trustee must safeguard and keep private all Company proprietary and confidential information and trade secrets.

Confidential information includes, generally, all non-public information that might be of use to competitors of the Company or harmful to the Company or its customers if disclosed. Some examples of this information are residents' personal or financial information, employee or former employee information, potential acquisitions or dispositions, pricing, services, budgets, business or marketing plans and privileged attorney/client communications.

Every employee is responsible for safeguarding the privacy, confidentiality and security of customer and other information that has been entrusted to or developed by the Company. This includes both hard copy and electronic information. The Company has a Security Incident Response Policy in the event an employee is concerned about a data breach. See the FAQ regarding this policy posted on Equity's Intranet on eDOCS.

Documents should always be retained and disposed of in accordance with the Company's Records Retention Policy; provided, though, that documents relevant in any threatened, anticipated or existing litigation, administrative proceeding or government investigation may be subject to a litigation hold and may not be disposed of until notified by the Legal Department.

Employees and trustees should take care not to discuss private information in public places or with family members, friends, co-workers or others outside of the Company. If an employee leaves the Company, this obligation to protect confidential information continues.

An employee or trustee may be required by law to disclose non-public information, and in such case, the employee or trustee must obtain the approval of the General

REUBEN, JUNIUS & ROSE, LLP

December 16, 2016

Delivered Via Email (doug.vu@sfgov.org)

President Rodney Fong
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94103

**Re: 667 Folsom Street; 120-126 Hawthorne Street
Planning Department File No. 2015-002604ENX**

Dear President Fong and Commissioners:

This office represents Equity Residential, the sponsor for a project to construct a mixed use building featuring 230 residential units and approximately 9,000 square feet of retail space at the southwest corner of Folsom and Hawthorne Streets in the South of Market neighborhood (the “Project”). The Project will add much-needed housing in an ideal infill location within easy walking and public transit distance of San Francisco’s downtown and future major employment centers in the proposed Central SoMa Plan area. We look forward to presenting the Project to you on January 5, 2017.

In advance of the Project’s hearing, we wish to point out a number of important features of the project, including:

1. **The Project will benefit the community.** The Project offers a number of benefits. It will increase the city’s housing stock in an appropriate transit-rich location, adding approximately 230 housing units—including 99 units with two or more bedrooms, meeting the 40% unit mix requirement. The Project will pay an estimated \$23.9 million in impact fees (2017 rates) that will go towards infrastructure, public schools, child care, public transit, and affordable housing. Its affordable housing in-lieu fee payment alone would be approximately \$21.2 million. The fee is equivalent to 33% of the Project’s units, consistent with Prop. C.
2. **The Project is consistent with the existing and future urban form of the area.** Designed by Handel Architects, the 13-story Project responds directly to the neighborhood’s existing context and is consistent with approved future infill projects. The Project will be located on either side of a corner lot at Folsom and Hawthorne:

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin | John Kevin
Tuija I. Catalano | Jay F. Drake | Lindsay M. Petronie | Sheryl Reuben¹ | Thomas Tunny
David Silverman | Melinda A. Sarjapur | Mark H. Loper | Jody Knight | Chloe V. Angelis
Louis J. Sarmiento, Jr. | Corie A. Edwards | Jared Eigerman^{2,3} | John McInerney III¹

1. Also admitted in New York 2. Of Counsel 3. Also admitted in Massachusetts

San Francisco Office
One Bush Street, Suite 600, San Francisco, CA 94104
tel: 415-567-9000 | fax: 415-399-9480

Oakland Office
827 Broadway, Suite 205, Oakland, CA 94607
tel: 510-257-5589

www.reubenlaw.com

655 Folsom. In March 2016, this Commission approved a 14-story mixed use building at 655 Folsom similarly featuring residential units above ground floor retail. The Project matches the 130-foot height of 655 Folsom. It incorporates an interior court facing 655 Folsom that matches 655 Folsom's podium-level interior open space.

At 130 feet in height, the Project would be approximately 35 ½ feet shorter than the 633 Folsom Street across Hawthorne Street from the Project site, once the five-story addition this Commission approved on December 8, 2016 is constructed. Across from the Folsom Street frontage, 680 Folsom is a 14-story office building that far exceeds the Project's proposed height. 95 Hawthorne, on the opposite side of the intersection, is proposed to be developed with a 32-story, 320-foot high residential building.

The Project also includes a voluntary 15-foot setback on its Hawthorne Street façade starting above the 8th story. This setback provides apparent massing reduction along Hawthorne and a transition between the 14-story 655 Folsom Street project and the building adjacent to the south of the Project site at 132 Hawthorne.

3. **The Project features complimentary façade designs.** The Project has two street frontages separated by the intervening structure at 655 Folsom. This creates an opportunity for two complimentary yet slightly different architectural expressions reflecting the character of each street. Consistent with nearby buildings along Folsom Street, the Project features a relatively light and delicate window wall façade on this frontage. At Hawthorne, the design proposes a more solid wall with staggered window openings on the base and a lighter touch on the upper stories level above the 15-foot setback. This design reflects the conditions along Hawthorne in the podium, ties the upper stories to the Folsom Street façade, and has the effect of emphasizing the apparent mass reduction.
4. **The Project takes advantage of a unique opportunity with SoMa Square Apartments.** The sponsor for the Project is also the owner and manager of the adjacent apartment complex at 333 3rd Street, the SoMa Square Apartments ("SoMa Square"). The majority of the block is improved by SoMa Square, which includes 410 residential units, ground-floor retail, and a large interconnected network of podium-level open space. Like SoMa Square, the project will feature rental units.

Joint ownership and control of these properties allows for synergies between the two sites. The Project's 3,400 square foot rear yard at the podium level will align with the existing network of open space at SoMa Square. This will create connectivity on the interior of the block that did not exist and enhance a sense of openness in both properties' courtyards. An added bonus of joint control over of each property is the

San Francisco Office
One Bush Street, Suite 600, San Francisco, CA 94104
tel: 415-567-9000 | fax: 415-399-9480

Oakland Office
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tel: 510-257-5589

www.reubenlaw.com

possibility of removing any fences between the two sites, allowing residents of each property the free and full use of open space on the other site. Additionally, the occupants of the Project's interior-facing units will look out over a combined rear yard on the Project site and SoMa Square that far exceeds the 25-foot minimum width required by the Planning Code.

5. **The Project is consistent with the City's transit first policy.** The Project proposes no new car parking, instead capitalizing on the existing network of pedestrian, bicycle, and public transit in the area. It will include 133 Class I bicycle parking spaces and 15 Class II spaces in convenient locations for building residents, retail patrons, and guests. The site is within walking distance of San Francisco's downtown, Mission Bay and AT&T Park, existing and planned employment centers in SoMa, as well as the Montgomery Street BART station and the 4th and King Caltrain station. Future residents will have access via foot to San Francisco's employment core and via public transit to the East Bay, the Peninsula, and Silicon Valley.

In summary, the Project will add approximately 230 units of housing with over 40% two-bedrooms in an ideal transit-friendly infill location, and will pay nearly \$24 million in impact fees to support a variety of community services. It provides no parking, furthering San Francisco's transit first policy. Its design is thoughtful and reflects the existing scale of development in the vicinity of the site, and provides a rare opportunity for synergy with an existing rental project owned and operated by the sponsor. We urge you to approve this project.

Sincerely,

REUBEN, JUNIUS & ROSE, LLP


Mark Loper

San Francisco Office
One Bush Street, Suite 600, San Francisco, CA 94104
tel: 415-567-9000 | fax: 415-399-9480

Oakland Office
827 Broadway, Suite 205, Oakland, CA 94607
tel: 510-257-5589

REUBEN, JUNIUS & ROSE, LLP

www.reubenlaw.com

120 Hawthorne Street
San Francisco, California

**Architectural Submittal for
Planning Commission Hearing**
(January 5, 2017)



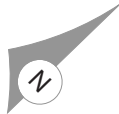
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Zoning Information



Address	667 Folsom, 120 Hawthorne and 126 Hawthorne
Assessor's Block/Lot	3750/078, 081 & 082
Site Area SF	19,586 SF
Zoning	Mixed-use Residential (MUR)
Height	130
Bulk	G: Applies above 80 feet. Maximum building length is 170 feet, and the maximum diagonal dimension is 200 feet
Floor Area Ratio	FAR limit does not apply to residential use
Residential Density	No density limits by lot area
Retail	Permitted up to 25,000 GSF. Above that , 3 GSF of other uses required for 1 GSF of retail
Rear Yards	Minimum depth of 25% of lot depth or 15 feet, whichever is greater, starting at the lowest level containing a dwelling unit.
Useable Open Space	80 sf/unit if private; 54 sf/unit if publicly-accessible. Up to 50% may be provided off-site. In-lieu fee option available with Planning Commission authorization. For retail 1 sq. ft. for each 250 sq. ft. of occupied floor area used for retail, if accessible by retail customers only. If publicly-accessible, required amount reduced by 33%. Up to 50% may be provided off-site. In-lieu fee option available with Planning Commission authorization.
Exposure	1 bedroom in each dwelling unit must look onto street, code complying rear yard or open area
Bicycle Parking	For dwelling, 1:1 Class 1 bicycle parking up 100 dwelling units and 1:4 Class 1 bicycle parking above 100 dwelling units; 1:20 Class 2 bicycle parking. For retail, One Class 1 space for every 7,500 sqft of retail space; one Class 2 space for every 2,500 sqft of retail space.
Ground Floor Height	Non-residential uses 14 feet
Ground Floor	Active ground floor uses required



Project Statistics

SITE AREA

	SQUARE FEET	ACRES
SITE AREA	19,586 SF	.45

UNIT MIX

FLOOR	UNIT TYPES							
	Micro	Studio	1 BR	JR 2 BR	2 BR	2 BR+	3 BR	Total Units
ROOF								0
13	4	4	2	0	8	0	0	18
12	4	4	2	0	8	0	0	18
11	4	4	2	0	8	0	0	18
10	4	4	2	0	8	0	0	18
9	4	4	2	0	8	0	0	18
8	5	4	2	0	7	0	1	19
7	5	4	2	0	7	0	1	19
6	5	4	2	0	7	0	1	19
5	5	4	2	0	7	0	1	19
4	5	4	2	0	7	0	1	19
3	5	4	2	0	7	0	1	19
2	5	4	2	0	7	0	1	19
M	4	0	0	0	2	0	1	7
1								0
Total	59	48	24	0	91	0	8	230
	25.7%	20.9%	10.4%	0.0%	39.6%	0.0%	3.5%	100.0%

PARKING

FLOOR	CAR PARKING	BIKE PARKING	
	TOTAL PARKING	CLASS 1	CLASS 2
ROOF	0		
13	0		
12	0		
11	0		
10	0		
9	0		
8	0		
7	0		
6	0		
5	0		
4	0		
3	0		
2	0		
M	0		
1	0	133	15
Total	0	133	15

OPEN SPACE SUMMARY

TOTAL PUBLICLY ACCESSIBLE OPEN SPACE PROVIDED		
NON-RESIDENTIAL USE		
8,873 SF / 250 = 36 SF	36 SF	
RESIDENTIAL USE		
20 DWELLING UNITS CREDITED (1,112 SF / 54)	1,112 SF	
		1,148 SF
TOTAL PRIVATE OPEN SPACE REQUIRED		
OPEN SPACE FOR MICRO UNITS¹ (PER SEC. 135(d)(2))		
59 UNITS X (80 SF/UNIT)(1/3) = 1,574 SF	1,574 SF	
OPEN SPACE FOR DWELLINGS		
[230 UNITS - (59 UNITS+20 UNITS)] X 80 SF/UNIT = 12,080 SF	12,080 SF	
		13,654 SF
TOTAL PRIVATE OPEN SPACE PROVIDED		
PRIVATE BALCONY		
30 BALCONIES X 80 SF = 2,400 SF	2,400 SF	
USABLE COMMON OPEN SPACE @ ROOF	11,650 SF	
		14,050 SF

1. MICRO UNIT, SINGLE ROOM OCCUPANCY DWELLING UNIT AS DEFINED IN SEC. 890.88 (c)

LOADING

NO OFF-STREET LOADING PROVIDED
1 ON STREET LOADING SPACE ON HAWTHORNE AT 40’

STREET TREES

NUMBER OF TREES REQUIRED = 9
NUMBER OF EXISTING TREES = 3
NUMBER OF NEW TREES = 6

BIKE PARKING

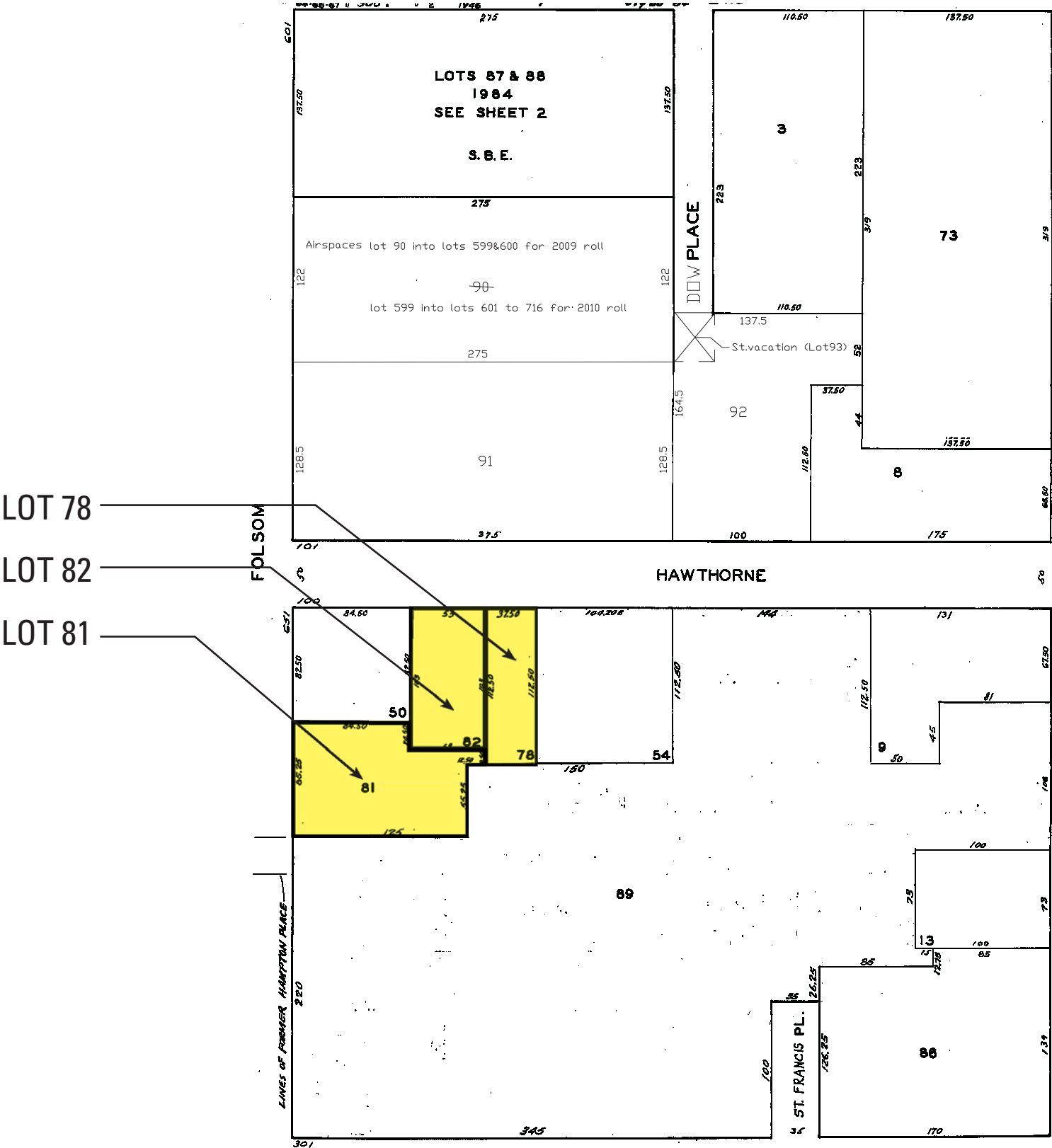
RESIDENTIAL
CLASS 1: 132 REQ
CLASS 2: 11 REQ

RETAIL
CLASS 1: 1 REQ
CLASS 2: 4 REQ

GROSS FLOOR AREA

FLOOR	GFA (PER SEC 102.9)					EXEMPTED GFA (PER SEC 102.9)			INTERIOR SF
	RESIDENTIAL			RETAIL	TOTAL	PARKING	MECH & UTILITY	TOTAL	TOTAL
	NET	COMMON	GROSS RES						
ROOF					0			0	0
13	11,919	2,011	13,930		13,930			0	13,930
12	11,919	2,011	13,930		13,930			0	13,930
11	11,919	2,011	13,930		13,930			0	13,930
10	11,919	2,011	13,930		13,930			0	13,930
9	11,919	2,011	13,930		13,930			0	13,930
8	12,806	2,374	15,180		15,180			0	15,180
7	12,806	2,374	15,180		15,180			0	15,180
6	12,806	2,374	15,180		15,180			0	15,180
5	12,806	2,374	15,180		15,180			0	15,180
4	12,806	2,374	15,180		15,180			0	15,180
3	12,806	2,374	15,180		15,180			0	15,180
2	12,806	2,374	15,180		15,180			0	15,180
M	4,568	5,232	9,800	5,657	15,457	0	2,828	2,828	18,285
1				3,216	3,216	0	5,043	5,043	8,259
Total	153,805	31,905	185,710	8,873	194,583	0	7,871	7,871	202,454

Assessor's Parcel Map



Survey LOT 81 & LOT 82

LEGEND	
CLR.	CLEAR OF PROPERTY LINE
OV	OVER PROPERTY LINE
R/W	RIGHT OF WAY
CONC.	CONCRETE
BLDG.	BUILDING
(B)	BUILDING DIMENSION
P.O.B.	POINT OF BEGINNING
CW	CONCRETE WALL
CLF	CHAIN LINK FENCE
TC	TOP OF CURB
FL	FLOW LINE
BW	BACK OF WALK
sSV	SEWER VENT
GM	GAS METER PULLBOX
E	ELECTRIC PULLBOX
WM	WATER METER PULLBOX
T	TELEPHONE PULLBOX

LEGAL DESCRIPTION

ALL THAT REAL PROPERTY SITUATED IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE SOUTHWESTERLY LINE OF HAWTHORNE STREET, DISTANT THEREON 137 FEET 6 INCHES SOUTHEASTERLY FROM THE SOUTHEASTLY LINE OF FOLSOM STREET; RUNNING THENCE SOUTHEASTERLY ALONG SAID LINE OF HAWTHORNE STREET 37 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 112 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE NORTHWESTERLY 37 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE NORTHEASTERLY 112 FEET AND 6 INCHES TO THE POINT OF BEGINNING.

BEING A PORTION OF 100 VARA BLOCK NO. 357.
ASSESSOR'S LOT 078; BLOCK 3750

SURVEY REFERENCE

OLD REPUBLIC TITLE COMPANY PRELIMINARY REPORT NO. 0224033476-CB
DATED JANUARY 9, 2015, THIRD AMENDED REPORT.

THE FOLLOWING ARE PERTINENT EXCEPTIONS TO TITLE WITHIN THE ABOVE REFERENCED PRELIMINARY REPORT:

- PREMISES LIE WITHIN THE BOUNDARY OF THE YERBA BUENA CENTER APPROVED REDEVELOPMENT PROJECT AREA D-11 AS DISCLOSED IN THAT CERTAIN DOCUMENT RECORDED JULY 21, 1966 IN BOOK B68, PAGE 348, OFFICIAL RECORDS AND ALL SUBSEQUENT AMENDMENTS. NOT PLOTTABLE.
- "DECLARATION OF RESTRICTIONS YERBA BUENA CENTER APPROVED REDEVELOPMENT PROJECT AREA D-11" RECORDED DECEMBER 13, 1966 IN BOOK B103, PAGE 210, OFFICIAL RECORDS. NOT PLOTTABLE.
- "OWNER PARTICIPATION AGREEMENT" RECORDED APRIL 17, 1968 IN REEL B234, IMAGE 133, OFFICIAL RECORDS. NOT PLOTTABLE.
- "DECLARATION OF RESTRICTIONS YERBA BUENA CENTER APPROVED REDEVELOPMENT PROJECT AREA D-11" RECORDED APRIL 17, 1969 IN REEL B234, IMAGE 142, OFFICIAL RECORDS. NOT PLOTTABLE.

BASIS OF SURVEY

CITY OF SAN FRANCISCO MONUMENT MAP NO. 316 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.

GENERAL NOTES

- DETAILS NEAR PROPERTY LINES MAY NOT BE TO SCALE.
- ALL PROPERTY LINE ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.
- DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
- ONLY PERTINENT SIDEWALK FEATURES ARE SHOWN HEREON.

ZONING (PER SAN FRANCISCO PROPERTY INFORMATION MAP)
MUR - MIXED USE-RESIDENTIAL DISTRICT
HEIGHT AND BULK DISTRICT: 130-G 130 FOOT HEIGHT LIMIT

THE MEASURED HEIGHT FROM THE TOP OF CURB AT THE MIDDLE OF THE LOT ALONG HAWTHORNE STREET TO THE ROOF PARAPET IS 36 FEET PLUS OR MINUS.

PARKING

THERE ARE NO MARKED PARKING SPACES LOCATED WITHIN THE SUBJECT PROPERTY. THERE IS VEHICULAR ACCESS FROM HAWTHORNE STREET.

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.

BENCHMARK

BM11863: FOUND CCSF STANDARD 1/2" DOMED STAINLESS STEEL ANCHOR SCREW WITH WASHER STAMPED "CCSF CONTROL" AT THE SOUTHEAST CORNER OF 2ND AND HARRISON STREETS. ELEVATION = 61.625 FEET, CCSF 2013 NAVD88 VERTICAL DATUM.

SURVEYOR'S CERTIFICATE

TO EOR-SOMA II LP, A DELAWARE LIMITED PARTNERSHIP, ITS SUCCESSORS AND/OR ASSIGNS AND OLD REPUBLIC TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2-4, 6(a), 7(a), 7(b), 7(c), 8, 9, 10, 11(a), 13, 14, 16, 17, 18, 19, 20(a) AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 6, 2015.

DATE: SEPTEMBER 25, 2015

BENJAMIN B. RON
PROFESSIONAL LAND SURVEYOR NO. 5015

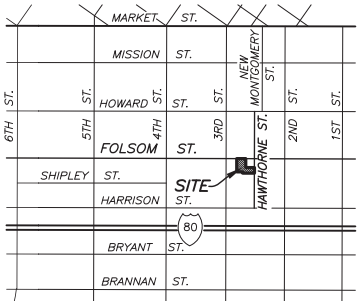
ALTA/ACSM LAND TITLE SURVEY
OF A PORTION OF ASSESSOR'S BLOCK NO. 3750
FOR
EQUITY RESIDENTIAL

SAN FRANCISCO		CALIFORNIA
SCALE: 1" = 8'	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 (415) 543-4500	SURV: RF
DATE: 8/27/14		DES:
SHEET: 1		DRW: JG
OF: 1		CHK: BR
JOB NO. S-8862		REV NO.

- 10/26/15 ADDED SPOT ELEVATIONS
- 9/25/15 REVISED SURVEYOR'S CERTIFICATE
- 2/26/15 ALTA UPDATE

LEGEND

CLR.	CLEAR OF PROPERTY LINE	GRD.	GROUND
OV	OVER PROPERTY LINE	BSMT.	BASEMENT
CW	CONCRETE WALL	sSV	SEWER VENT
R/W	RIGHT OF WAY	oGV	GAS VALVE
MAX.	MAXIMUM	E	ELECTRIC PULLBOX
CONC.	CONCRETE	WWM	WATER METER PULLBOX
BLDG.	BUILDING	HVE	HIGH VOLTAGE
(B)	BUILDING DIMENSION	○	ELECTRIC MANHOLE
PS	PARKING SPACE	T	TELEPHONE PULLBOX
CLF	CHAIN LINK FENCE	oU	UNKNOWN CAP
P.A.	PLANTED AREA	□	FILLED W/ASPHALT
PS	PARKING SPACE	CB	CATCH BASIN
P.O.B.	POINT OF BEGINNING		
COMM.	COMMUNICATION		
TC	TOP OF CURB		
FL	FLOW LINE		
BW	BACK OF WALK		

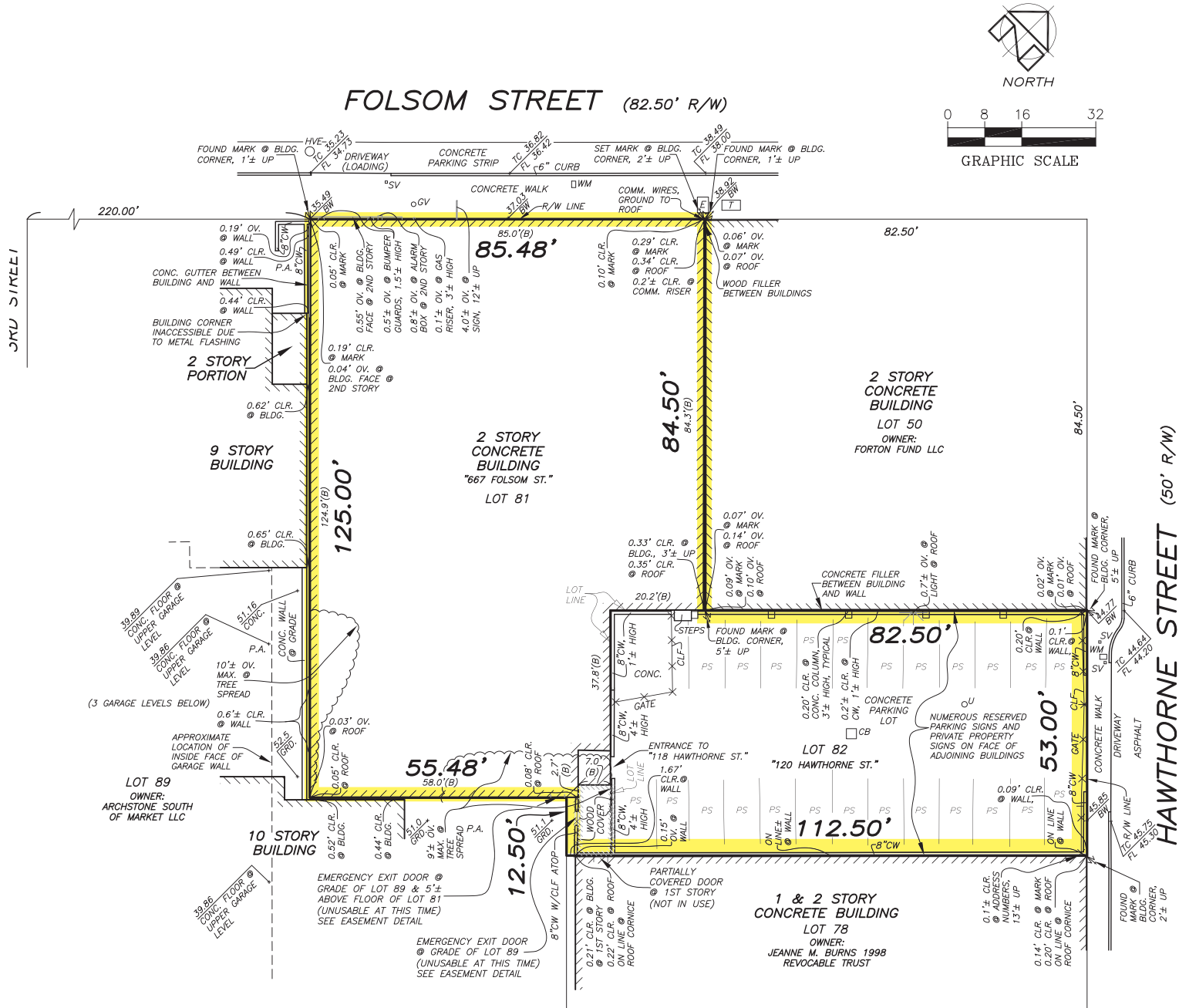


VICINITY MAP
NO SCALE

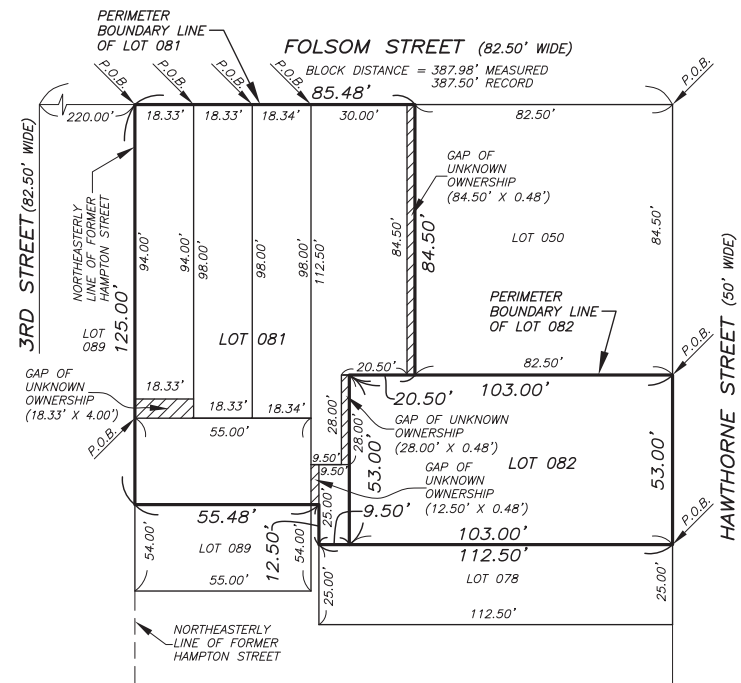
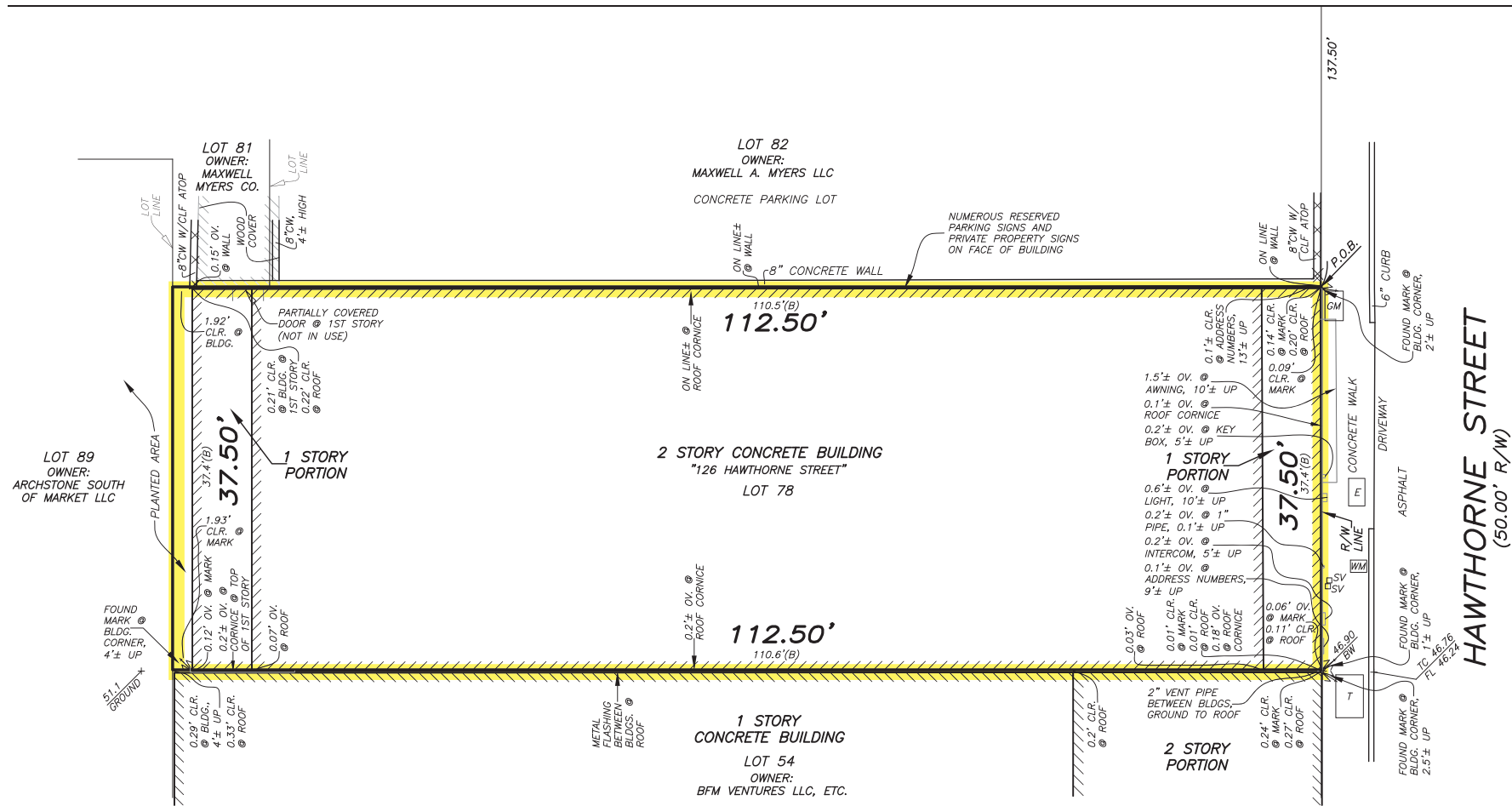
SITE AREA = 15,432.5 SQ.FT.
PERIMETER BUILDING AREA
AT GROUND LEVEL = 9,783± SQ.FT.

NOTE

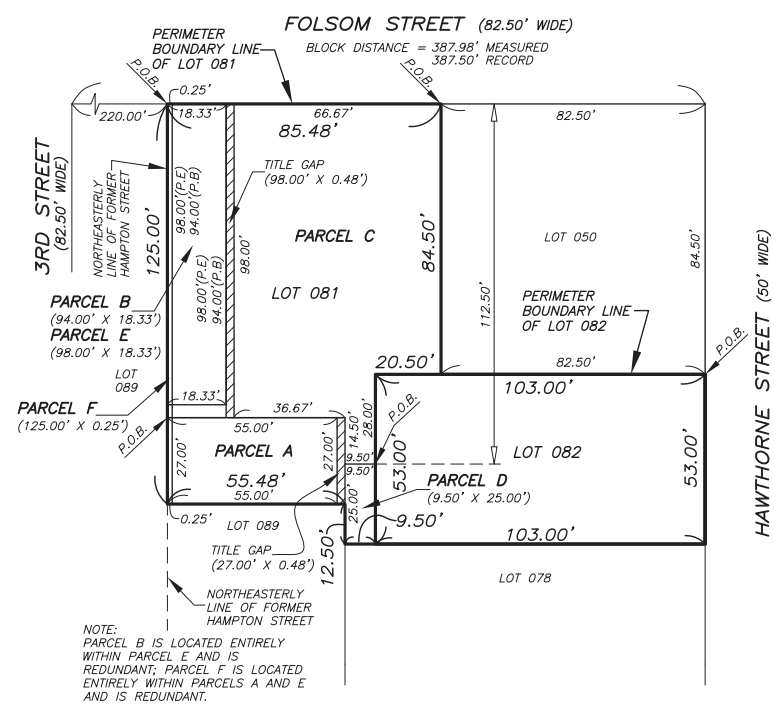
(a) THIS PLAT OF SURVEY AND THE PROPERTY DESCRIBED SET FORTH HEREON ARE TRUE AND CORRECT AND PREPARED FROM AN ACTUAL ON-THE-GROUND SURVEY OF THE REAL PROPERTY (THE "PROPERTY") SHOWN HEREON; (b) SUCH SURVEY WAS CONDUCTED BY THE SURVEYOR, OR UNDER HIS SUPERVISION; (c) ALL MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THE LOCATION, SIZE AND TYPE OF MATERIAL THEREOF ARE CORRECTLY SHOWN; (d) EXCEPT AS SHOWN HEREON, THERE ARE NO VISIBLE ENCROACHMENTS ONTO THE PROPERTY OR PROTRUSIONS THEREFROM, THERE ARE NO IMPROVEMENTS ON THE PROPERTY, THERE ARE NO VISIBLE EASEMENT OR RIGHTS-OF-WAYS ON THE PROPERTY AND THERE ARE NO VISIBLE DISCREPANCIES, CONFLICTS, SHORTAGES IN AREA OR BOUNDARY LINE CONFLICTS; (e) THE SIZE, LOCATION AND TYPE OF IMPROVEMENTS ARE AS SHOWN HEREON, AND EXCEPT AS SHOWN HEREON, ALL ARE LOCATED WITHIN THE BOUNDARIES OF THE PROPERTY AND SET BACK FROM THE PROPERTY LINES THE DISTANCES INDICATED; (f) THE PROPERTY HAS ACCESS TO AND FROM A PUBLIC ROADWAY; (g) ALL KNOWN RECORDED EASEMENTS HAVE BEEN CORRECTLY PLATTED HEREON; (h) THE BOUNDARIES, DIMENSIONS AND OTHER DETAILS SHOWN HEREON ARE TRUE AND CORRECT; (i) 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; (j) THE SURVEYOR HAS REVIEWED THE LEGAL DESCRIPTION OF THE LAND ADJACENT TO THE PROPERTY AND EXCEPT AS SHOWN ON THE SURVEY, NO CONFLICT EXISTS WITH THE COMMON BOUNDARY LINES.



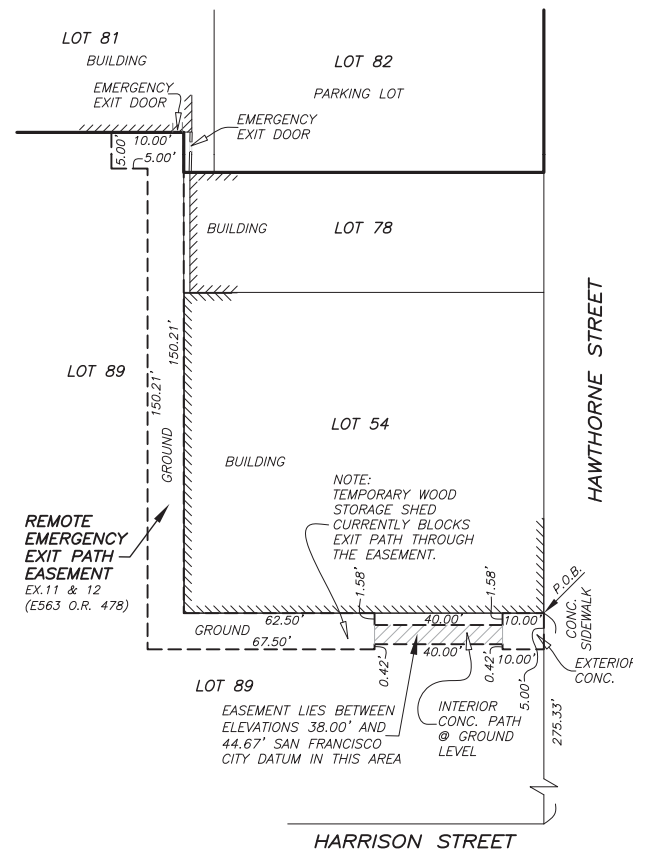
Survey LOT 78



GAPS OF UNKNOWN OWNERSHIP
PER PLOTTED McENERNEY DEEDS
NO SCALE



TITLE GAPS PER PLOTTED VESTING DEEDS
NO SCALE

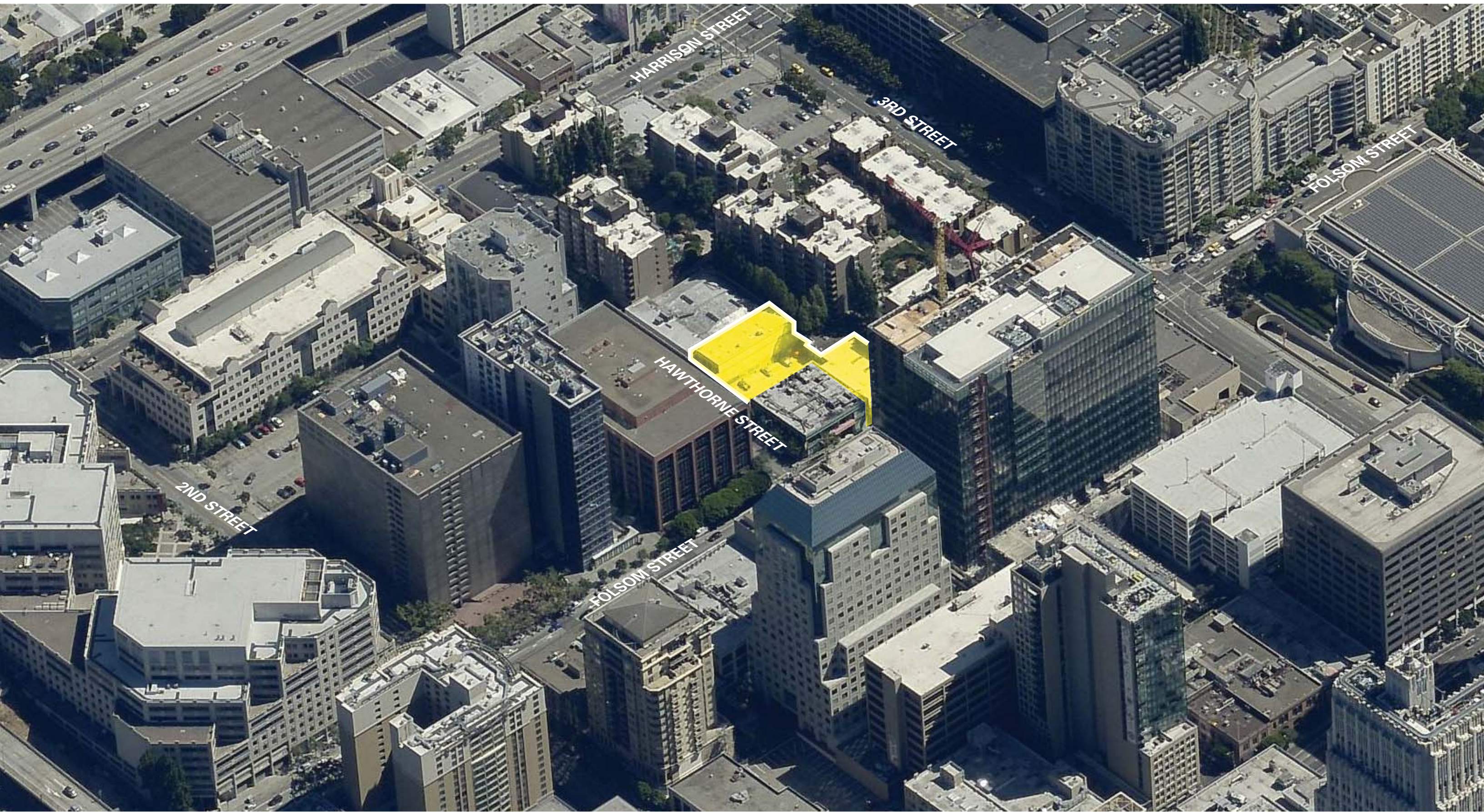


EASEMENT DETAIL
NO SCALE

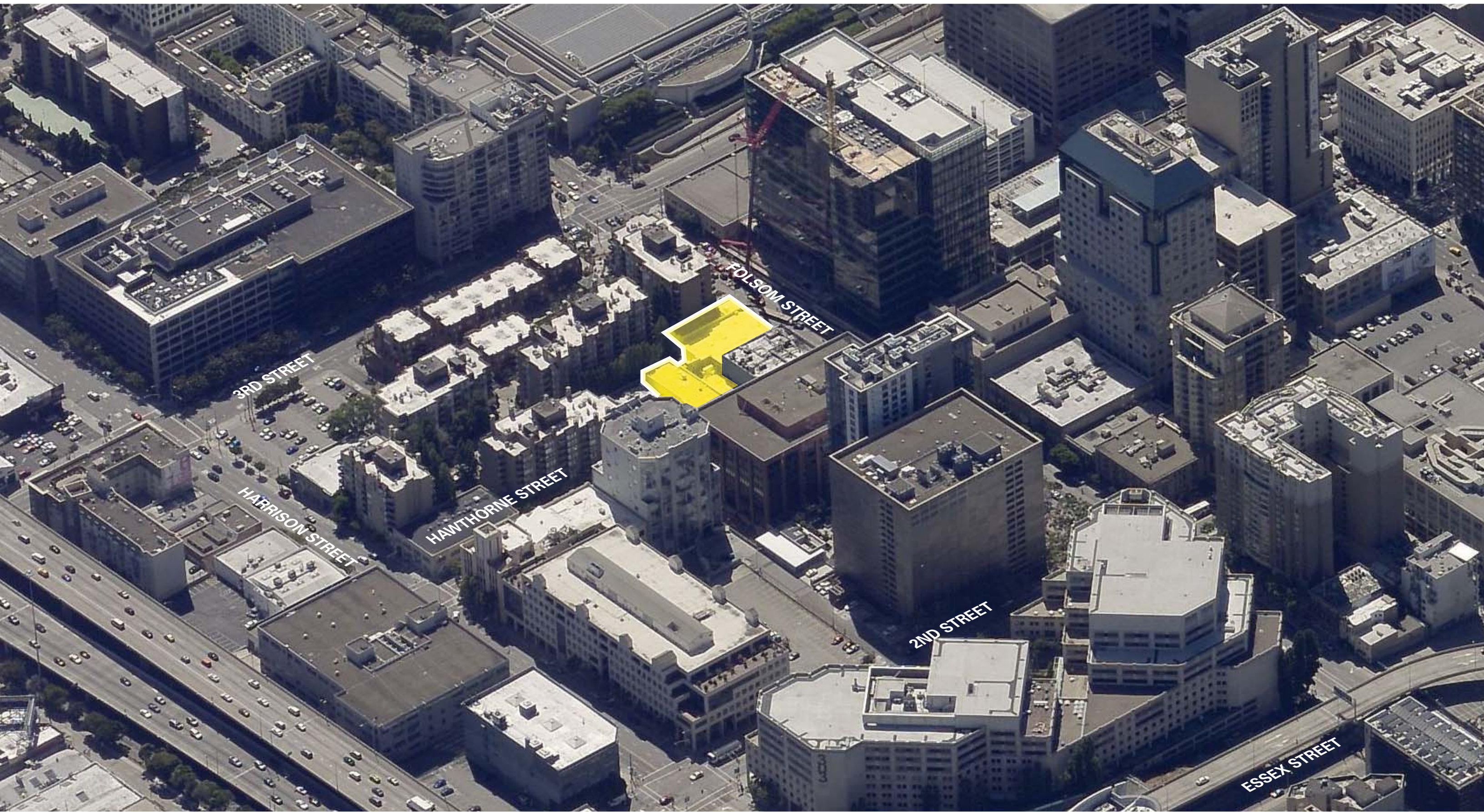
Urban Context



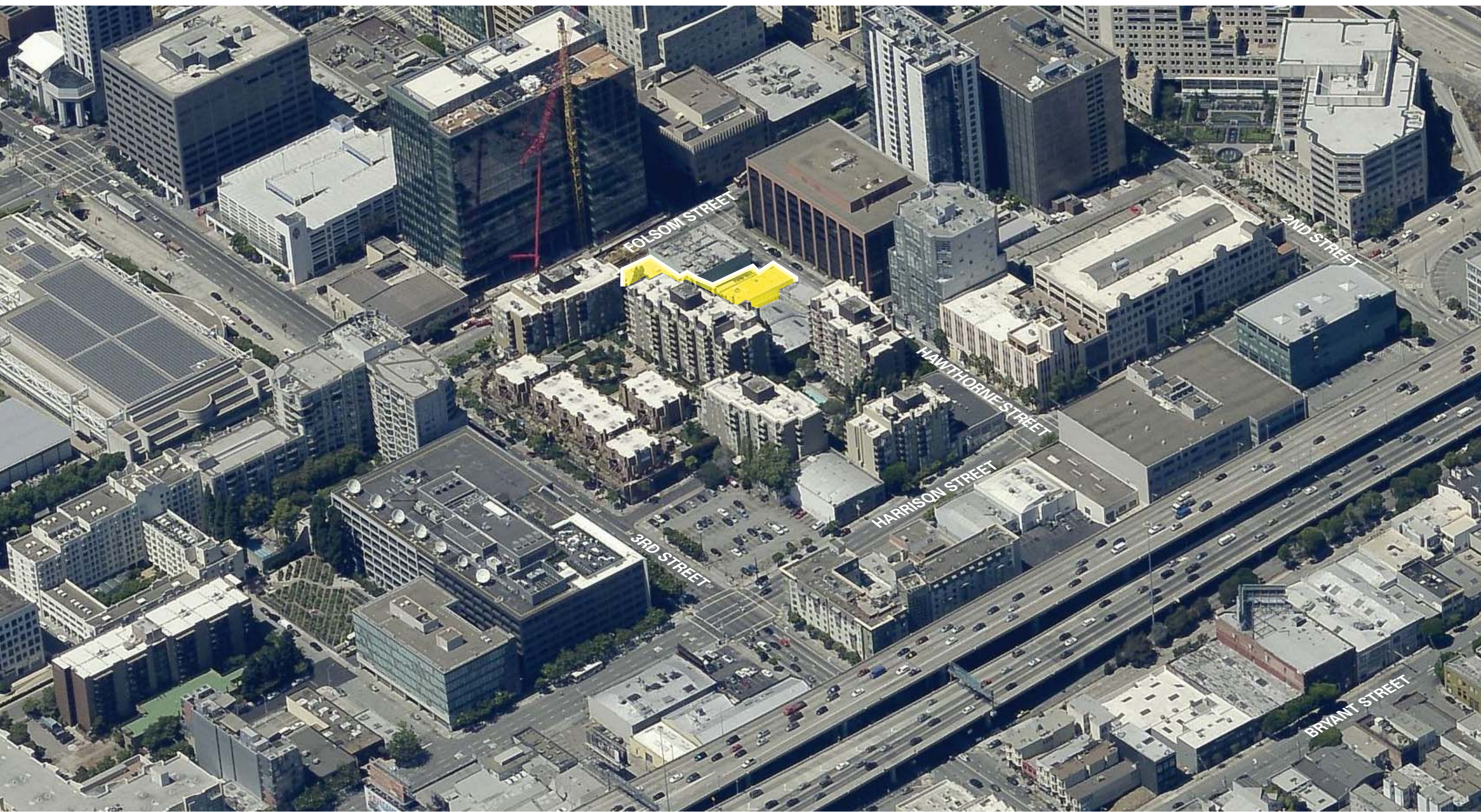
Neighborhood Context - View South



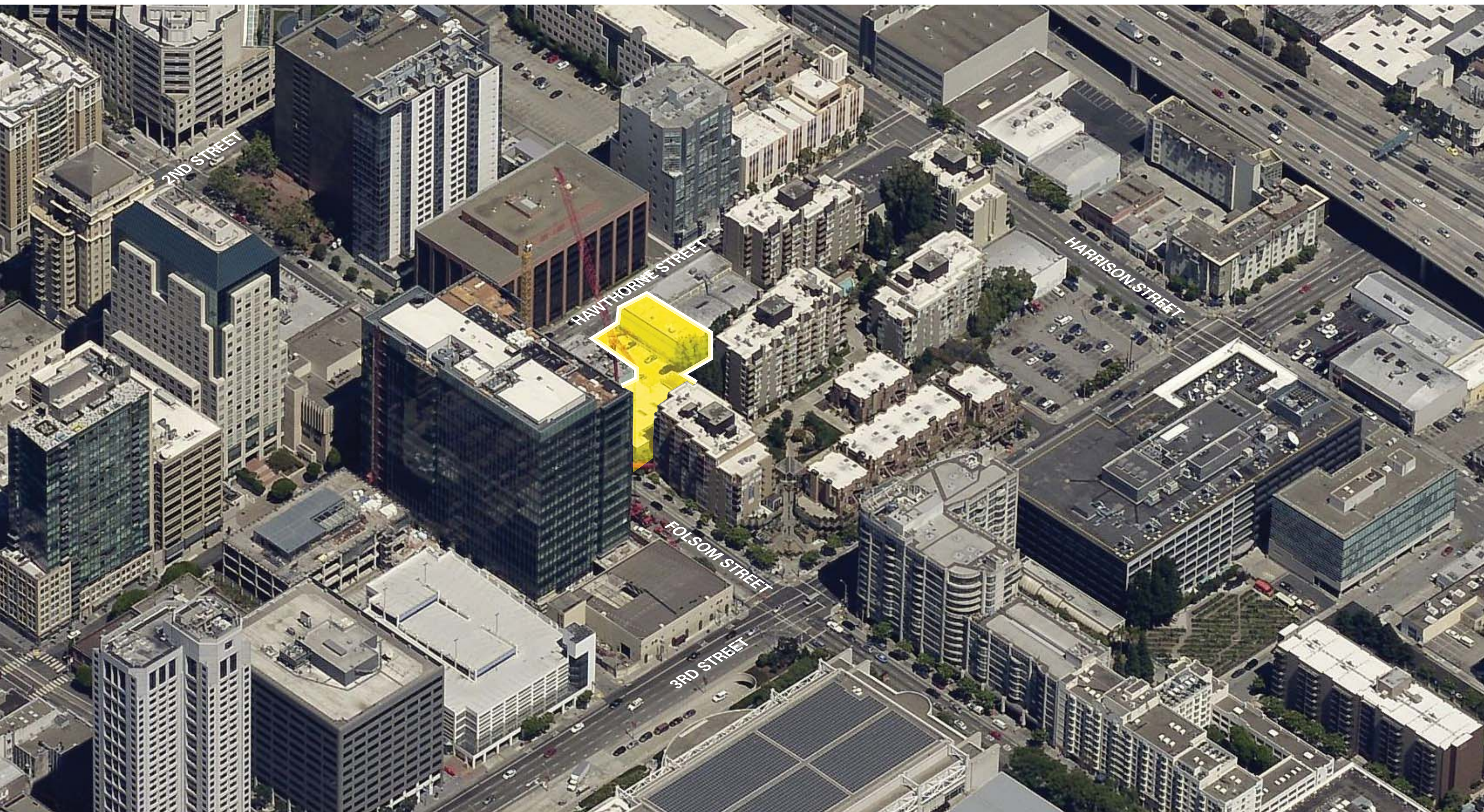
Neighborhood Context - View West



Neighborhood Context - View North



Neighborhood Context - View East



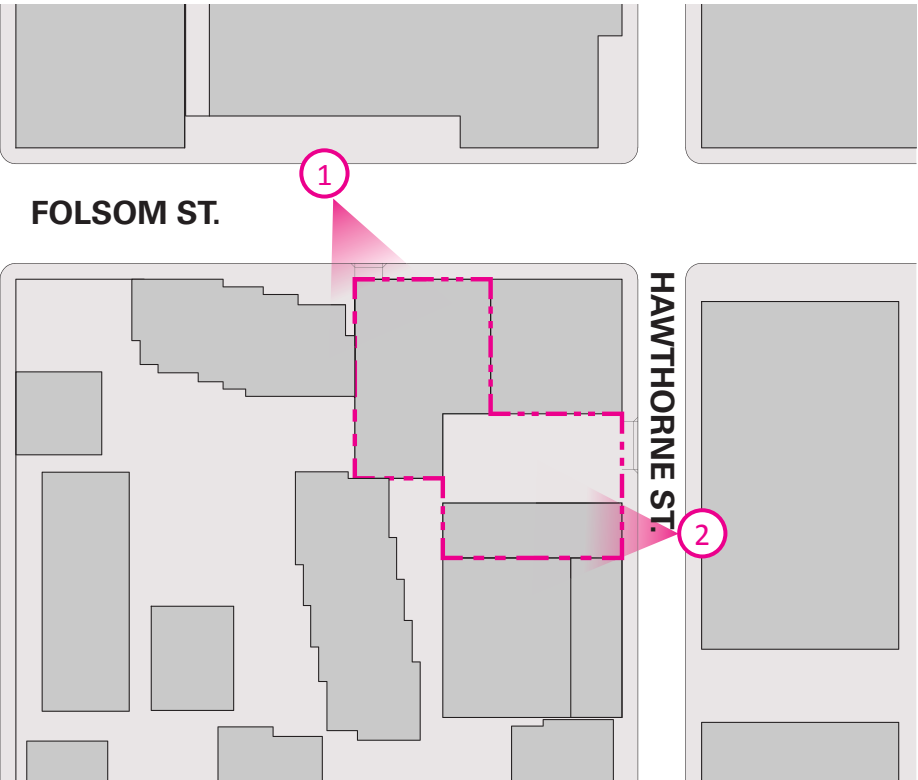
Site Photos



1 PANORAMIC VIEW FROM FOLSOM STREET



2 PANORAMIC VIEW FROM HAWTHORNE STREET



SITE KEY | NTS



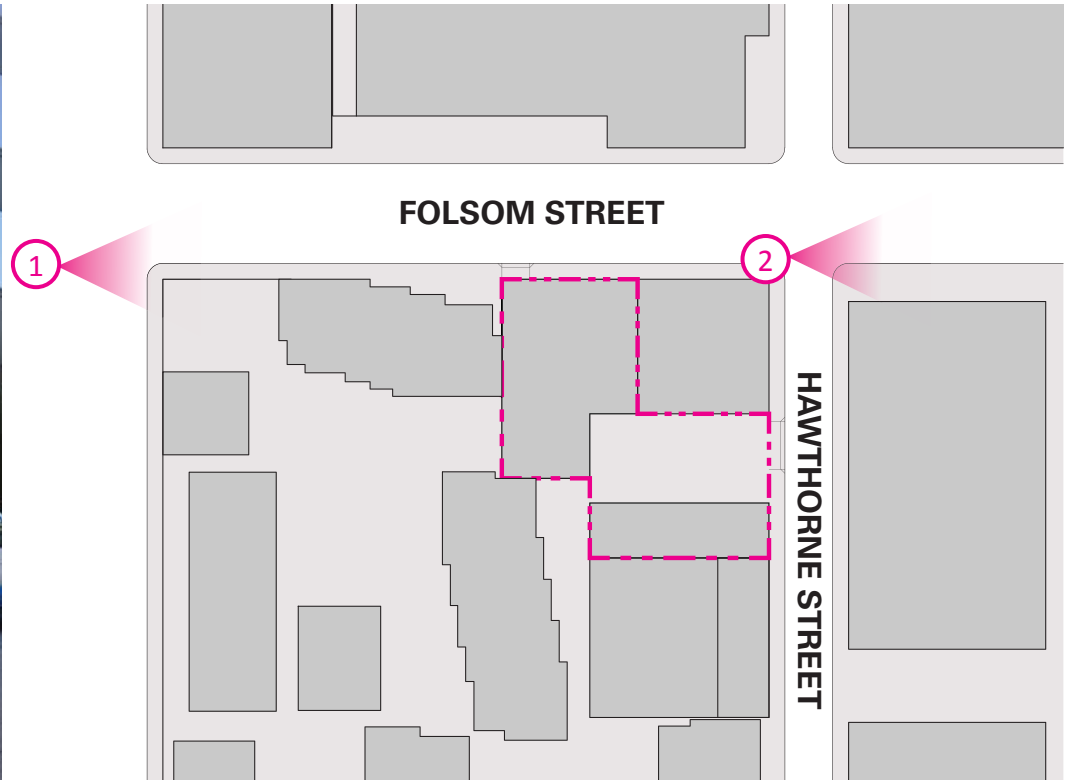
Context Photos



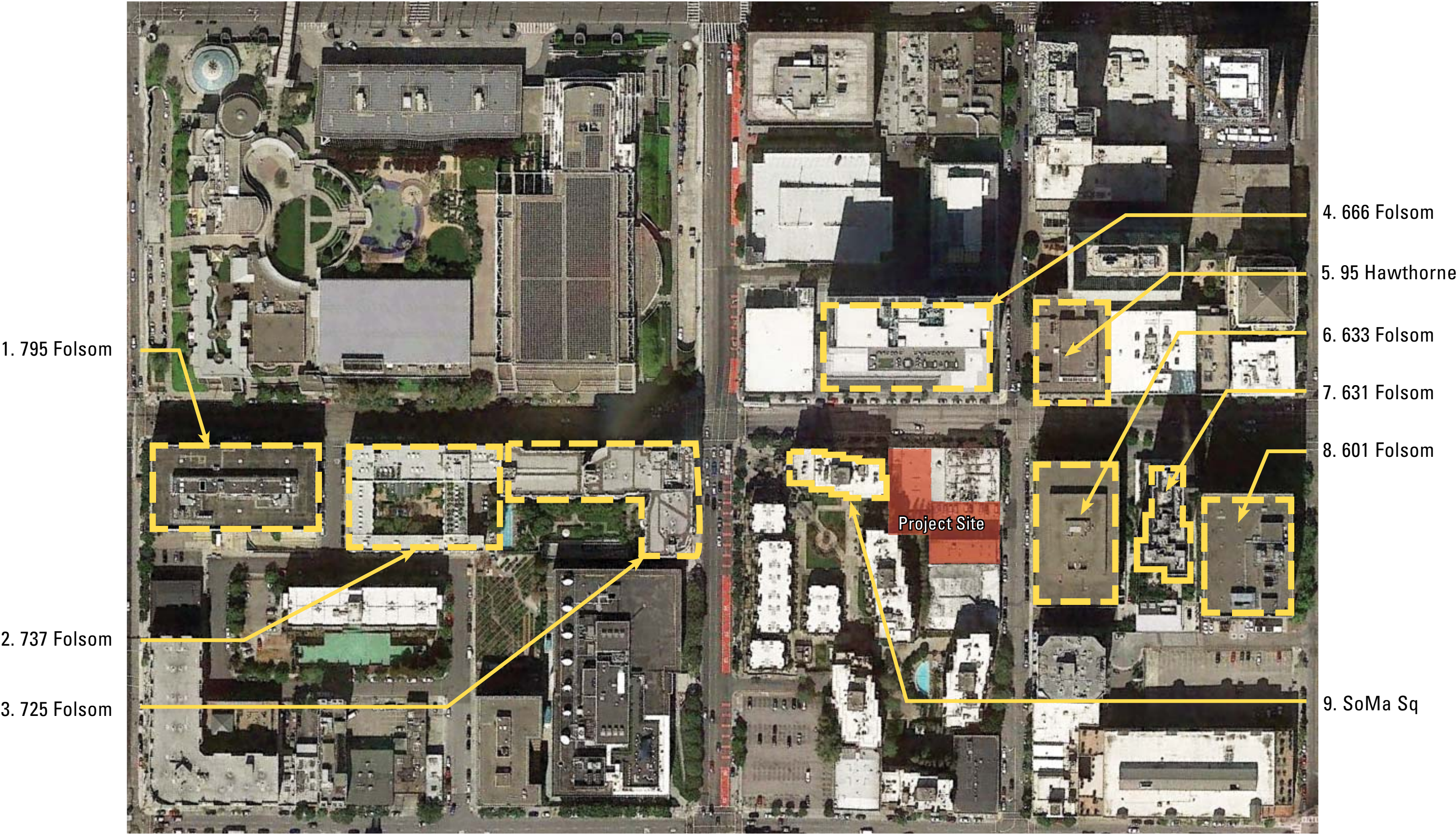
1 PANORAMIC VIEW FROM FOLSOM STREET AND 3RD STREET



2 PANORAMIC VIEW FROM FOLSOM STREET AND HAWTHORNE STREET

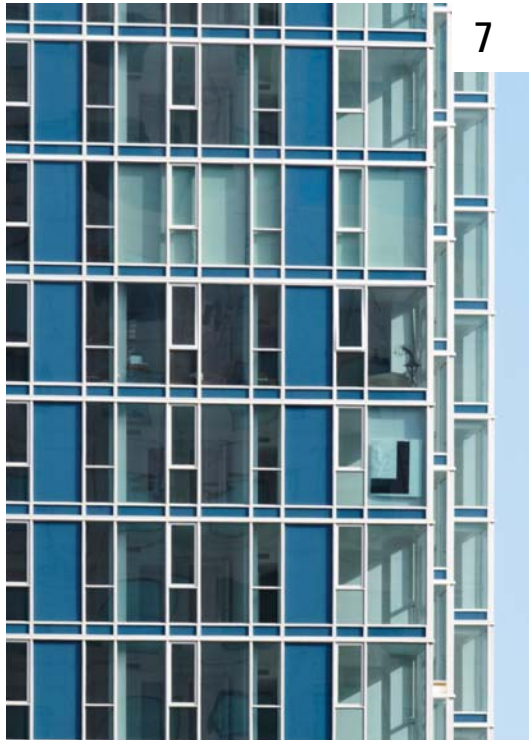
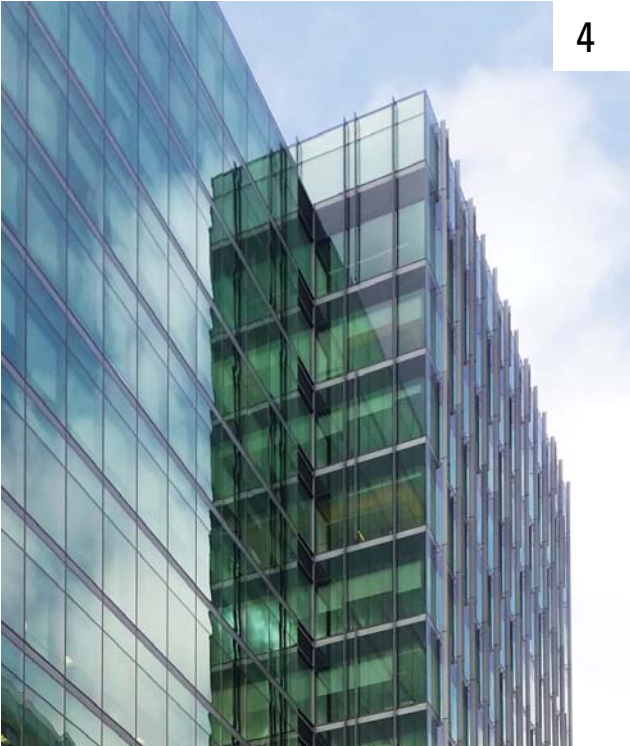


Context Key Map

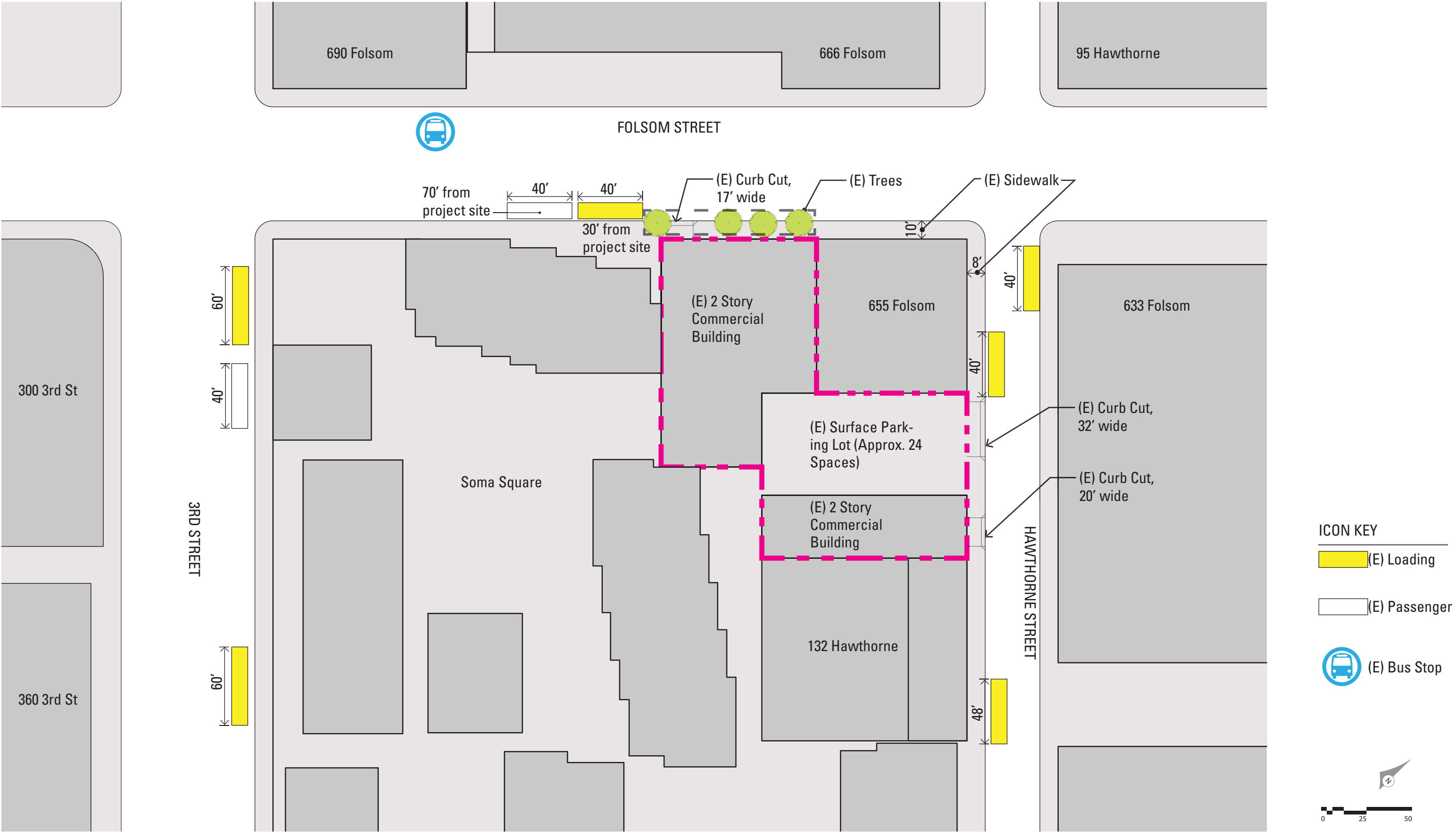


Context Photos

SURROUNDING BUILDING TEXTURES

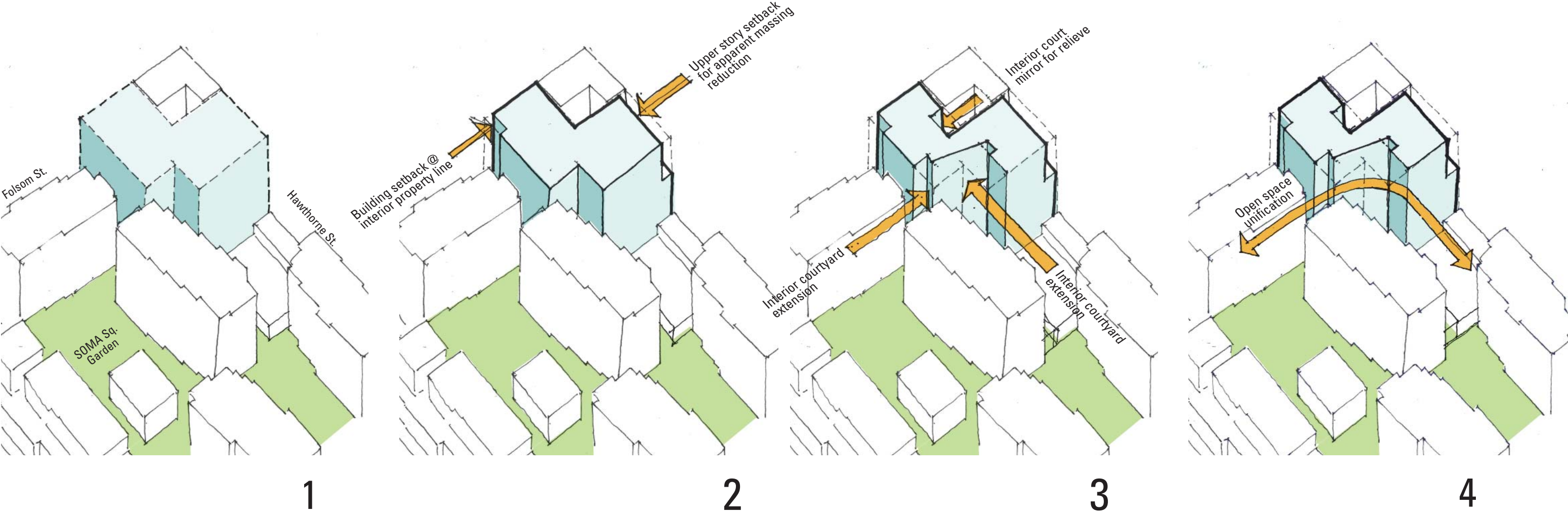


Site Plan - Existing

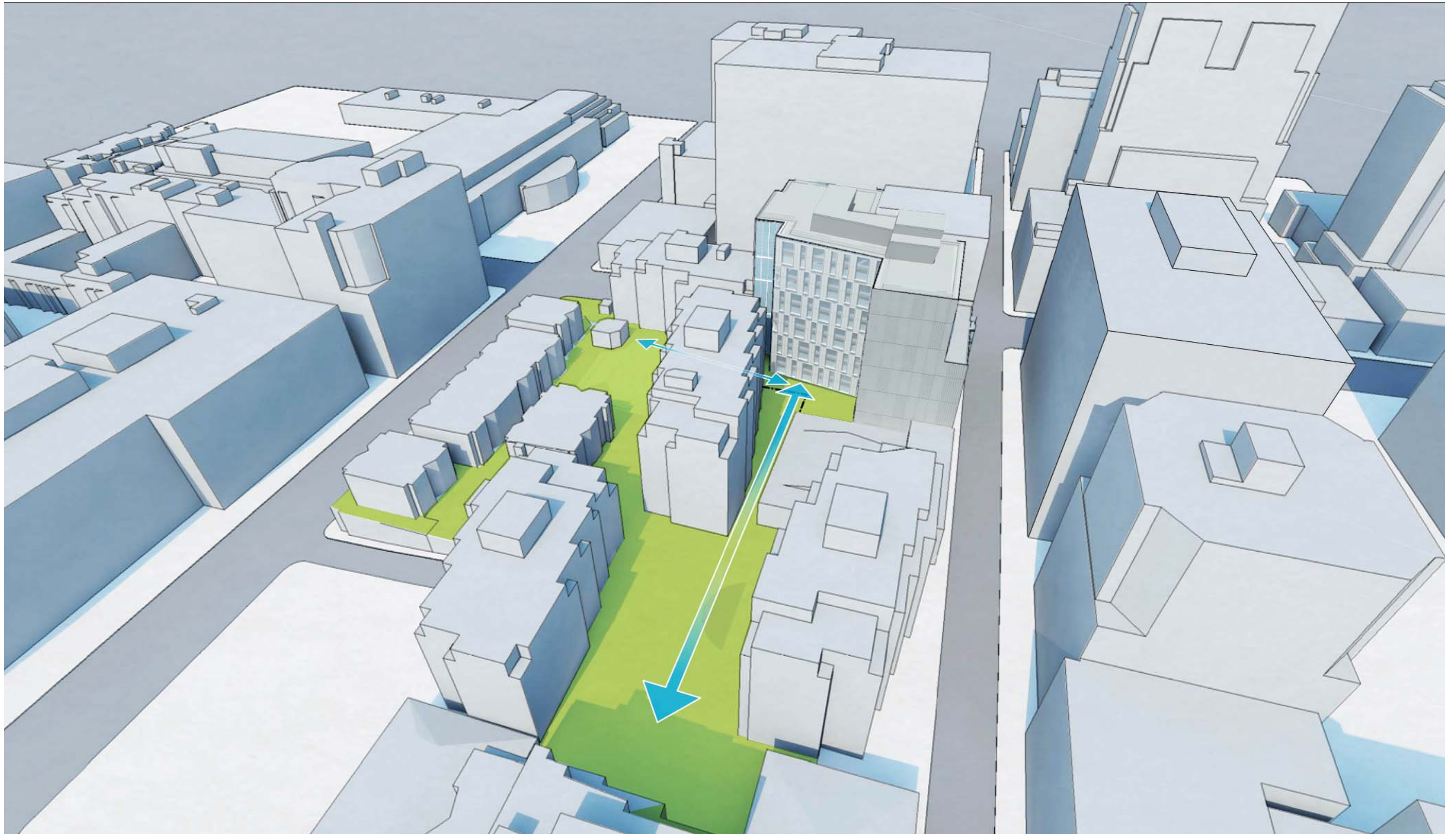


Design Concept

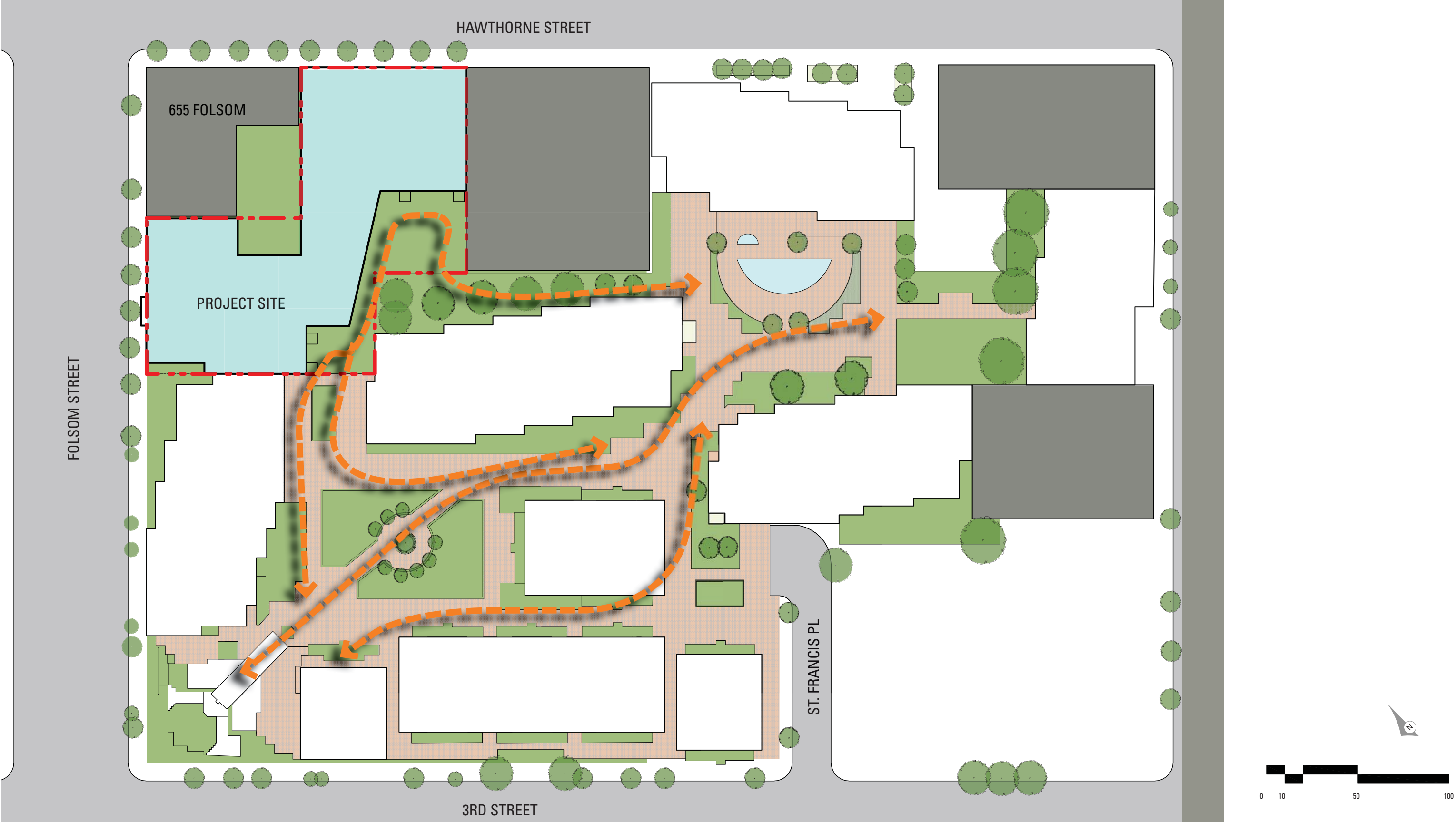
Massing Transformation



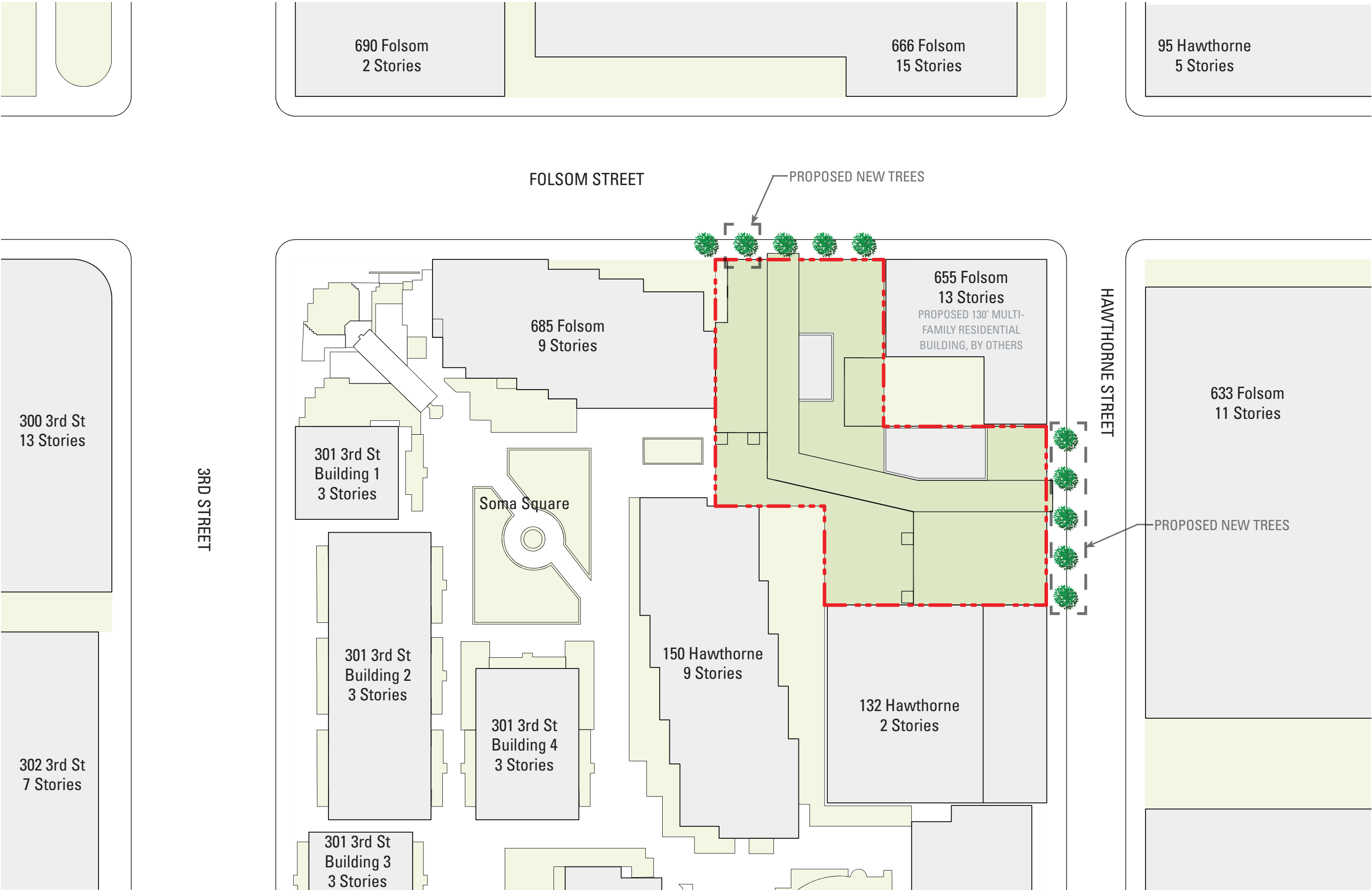
Interior Block Connectivity



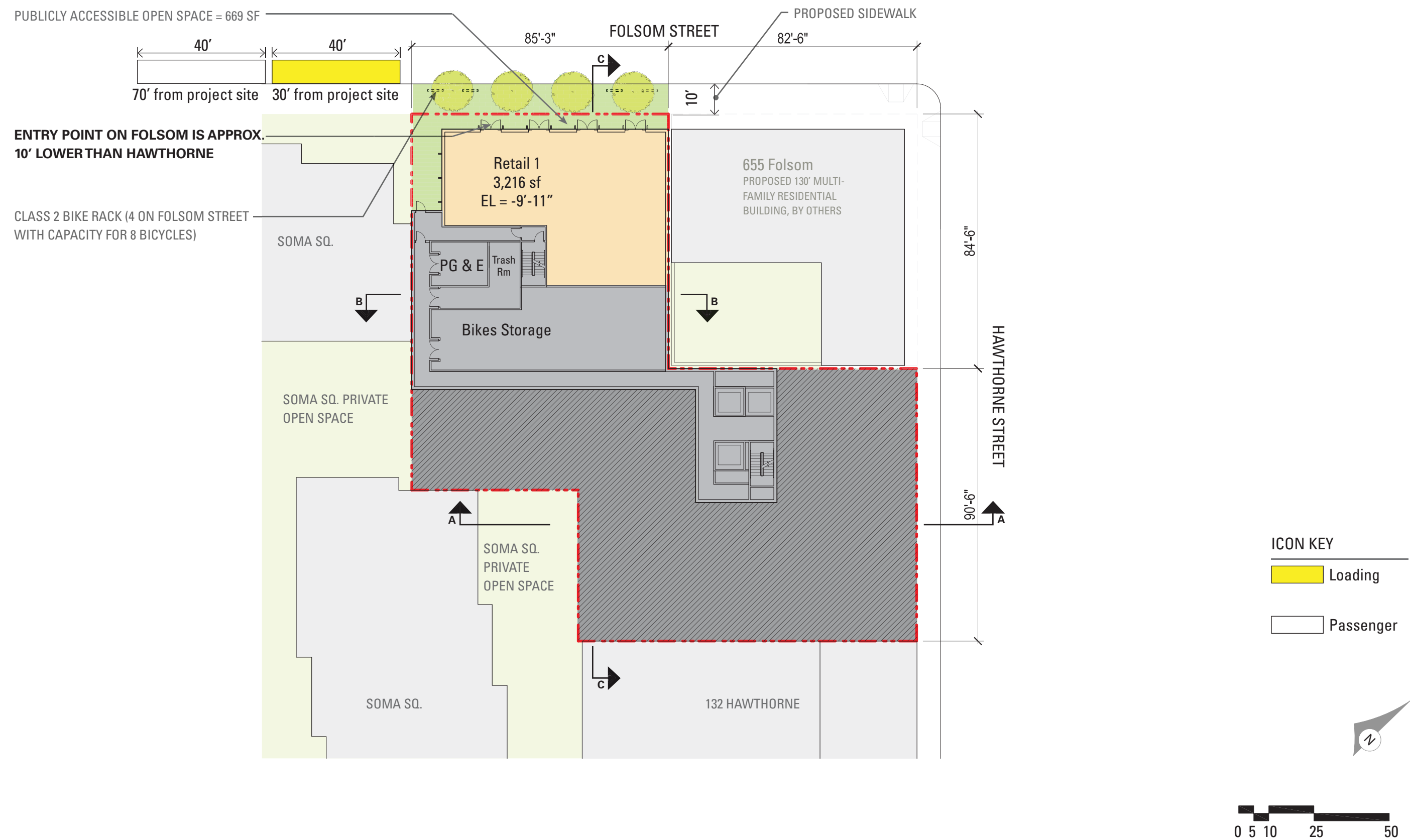
Interior Block Connectivity



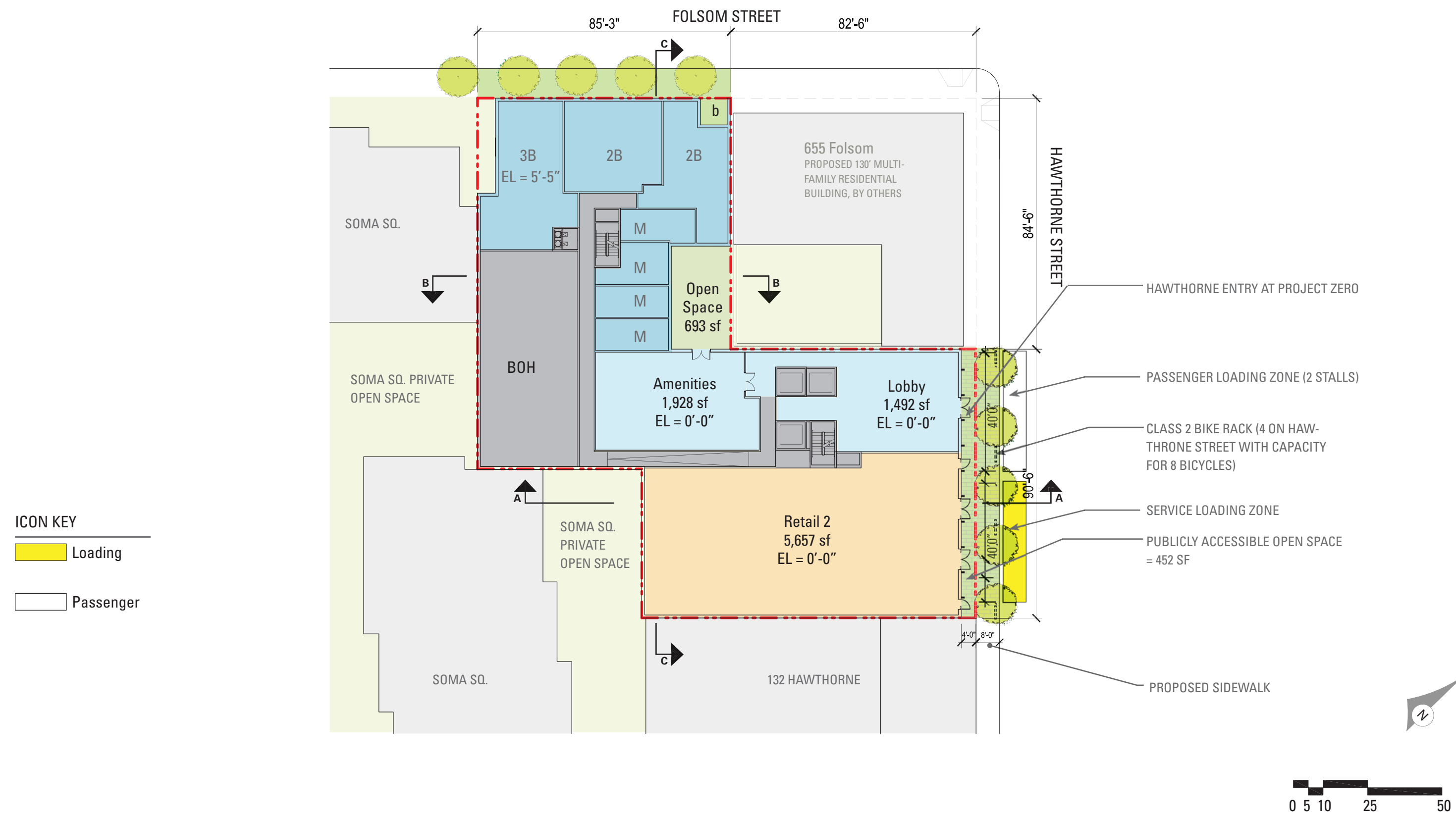
Site Plan - Proposed



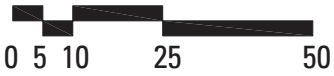
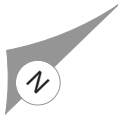
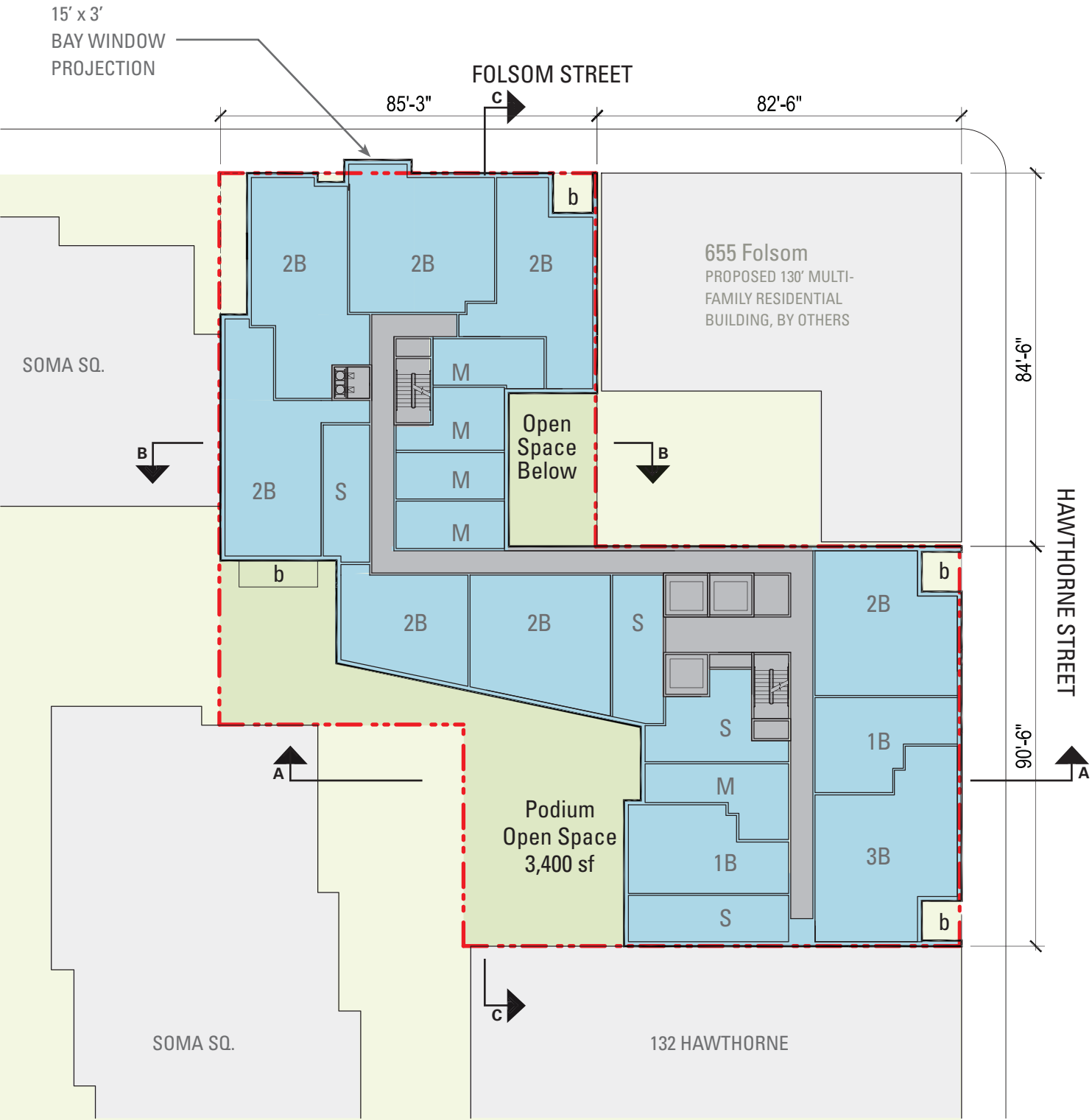
Level 1 Plan



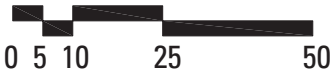
Mezz. Level Plan



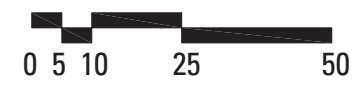
Level 2-8 Plan



Level 9-13 Plan

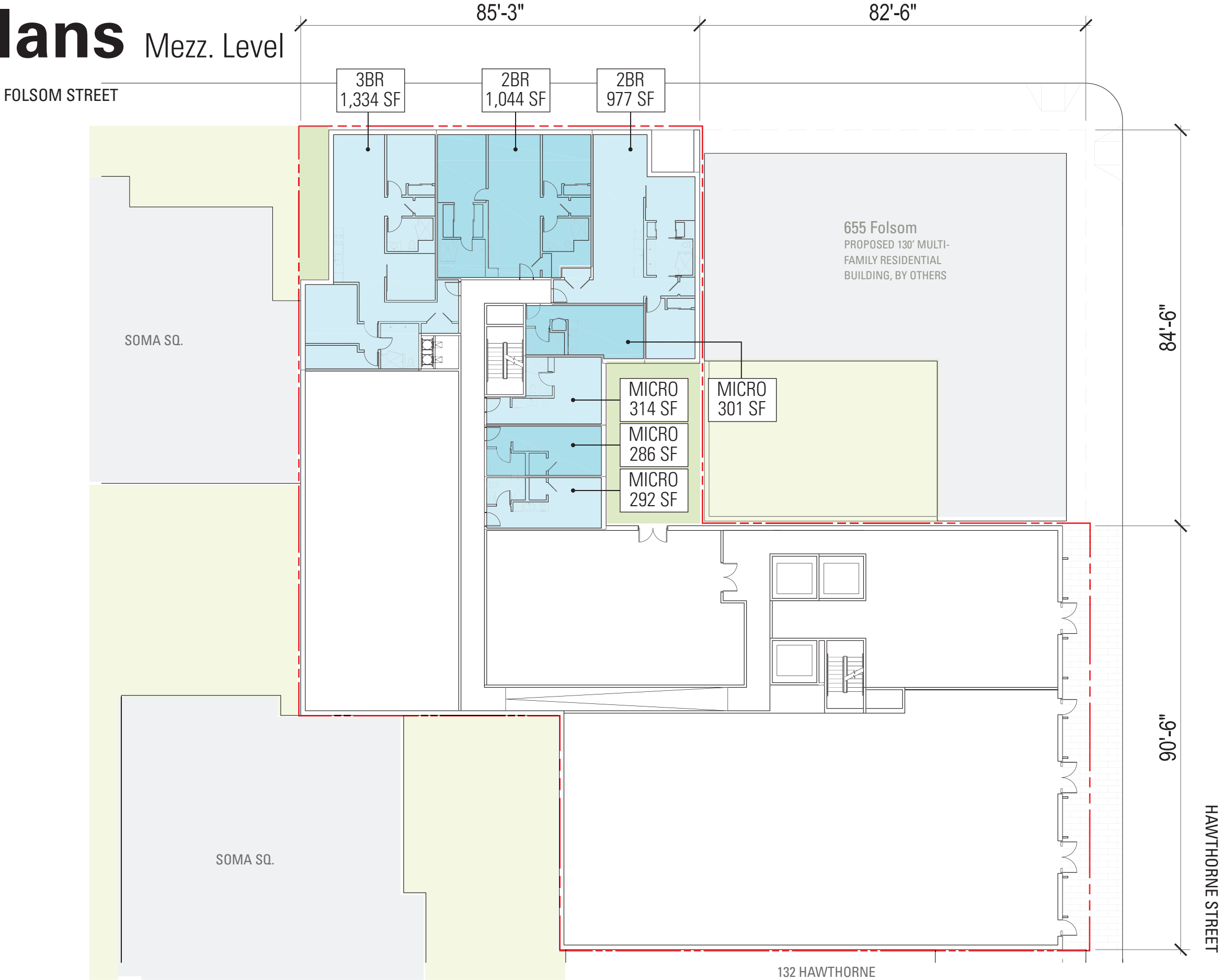


Roof Terrace Plan



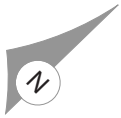
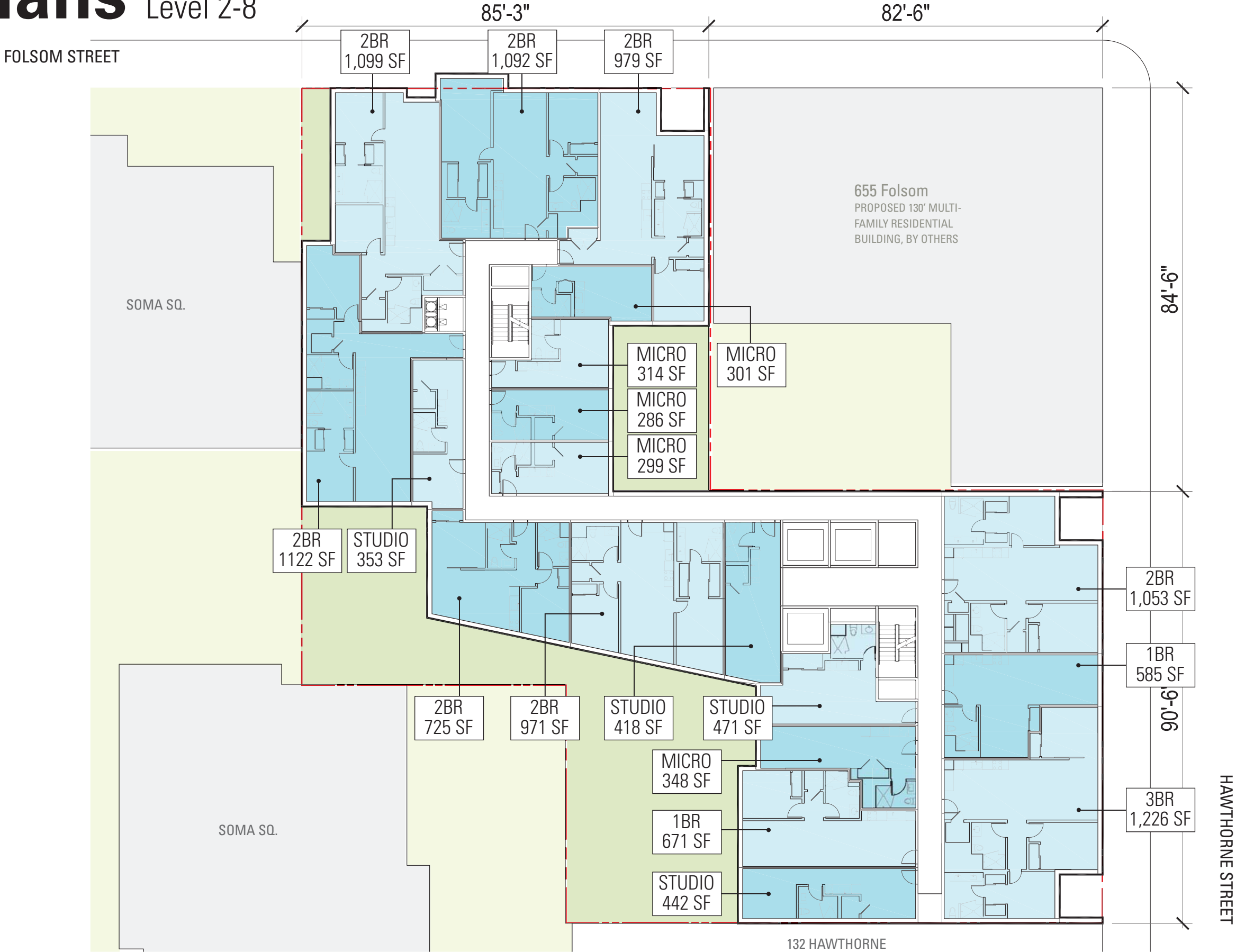
Unit Plans

Mezz. Level



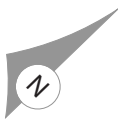
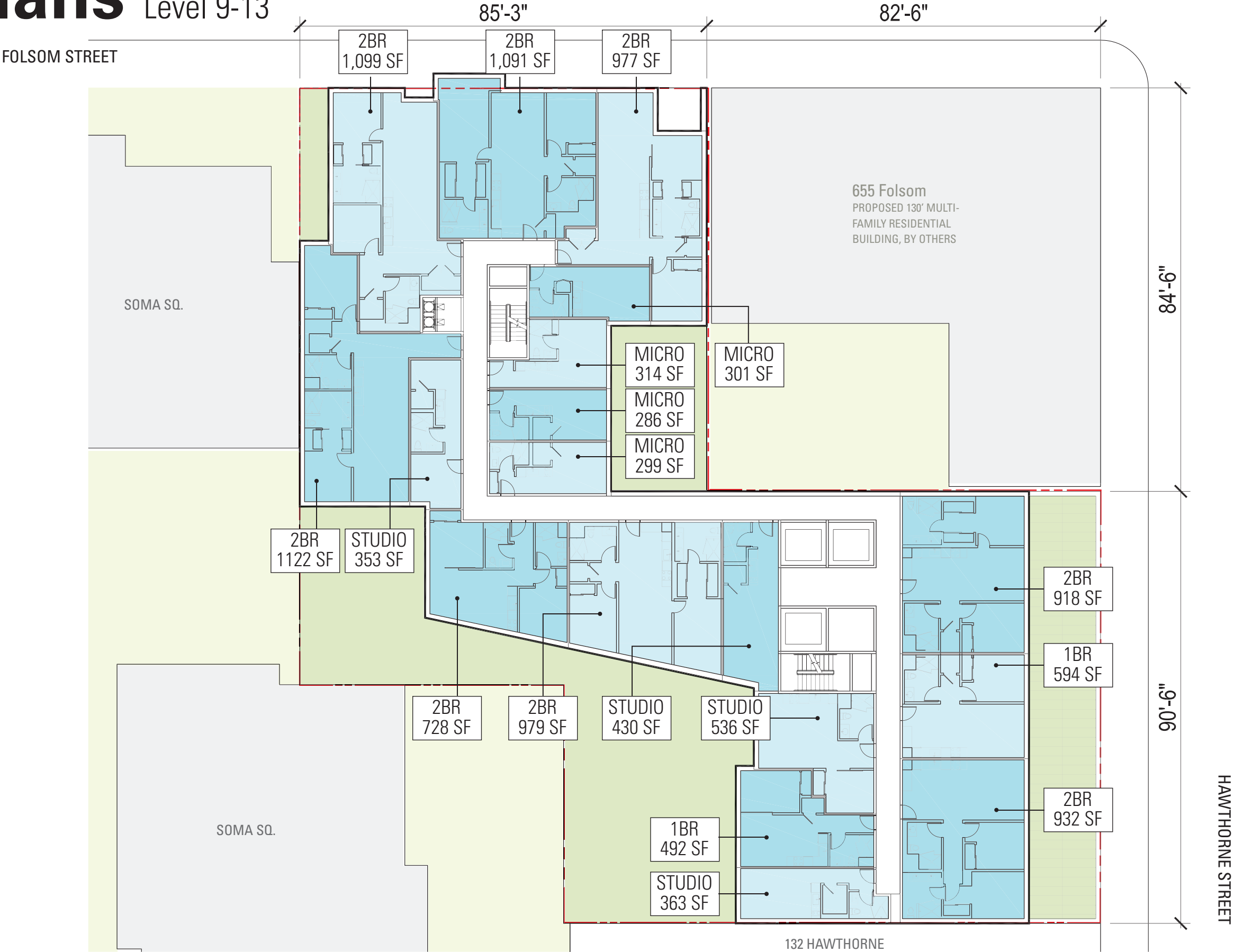
Unit Plans

Level 2-8

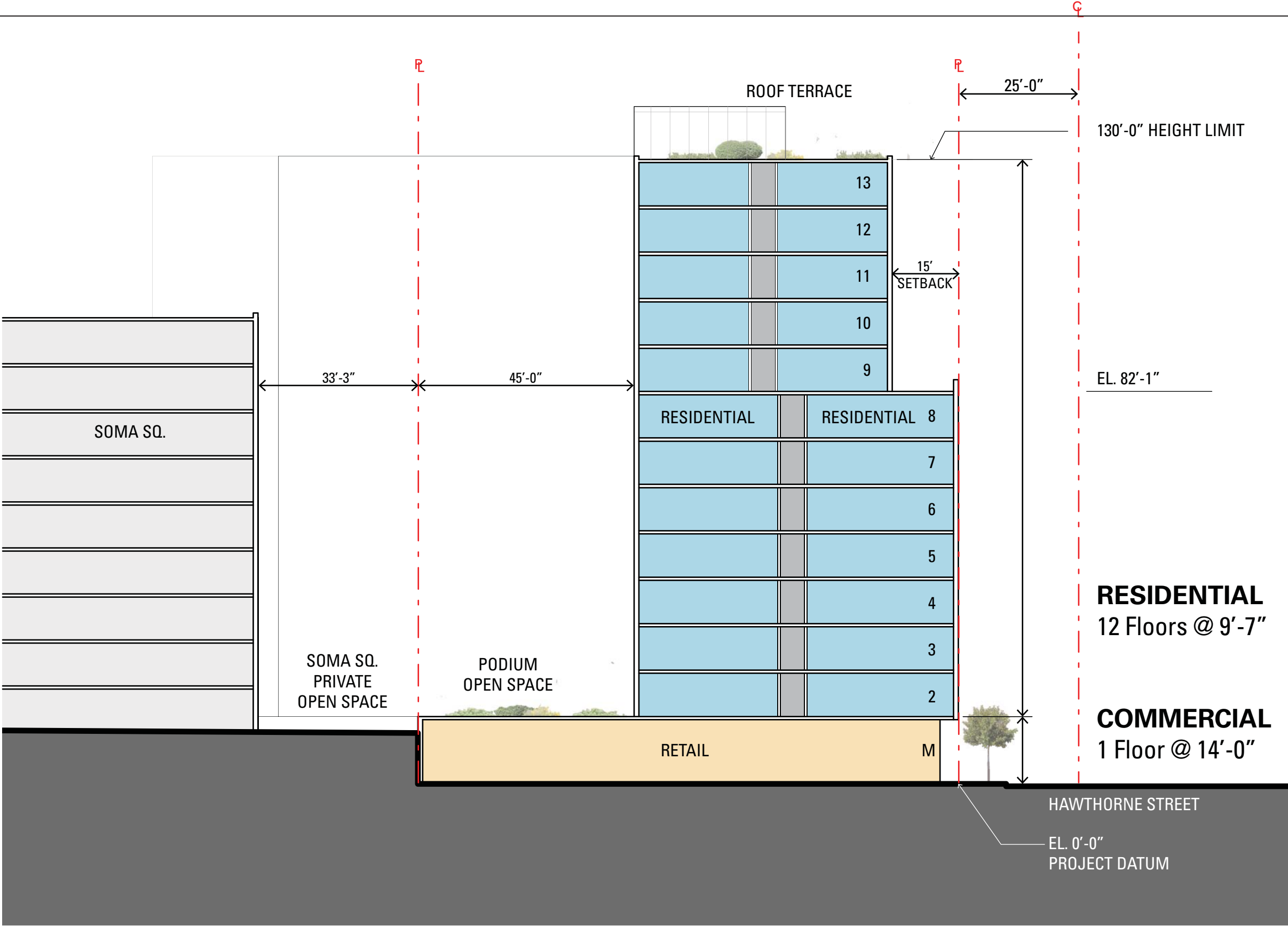


Unit Plans

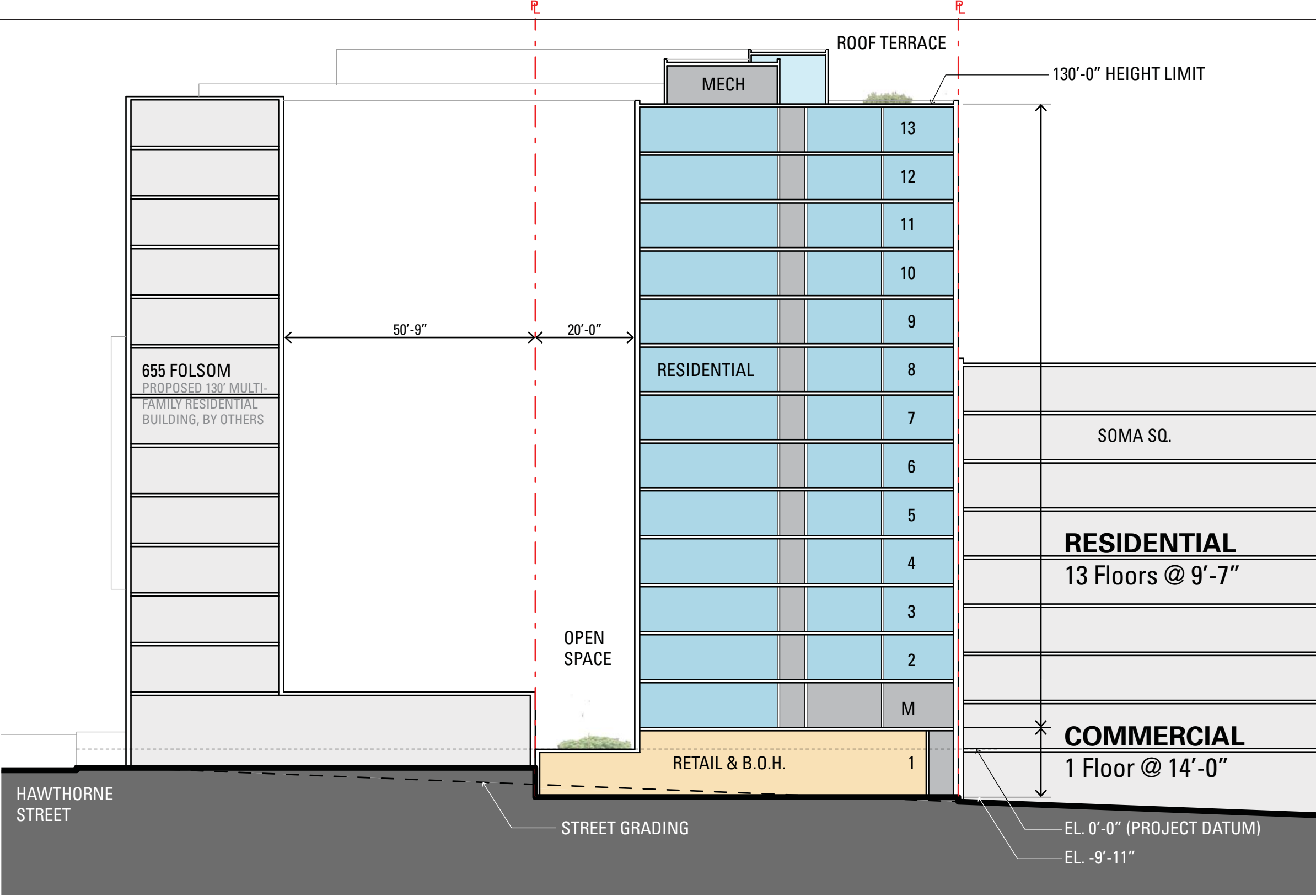
Level 9-13



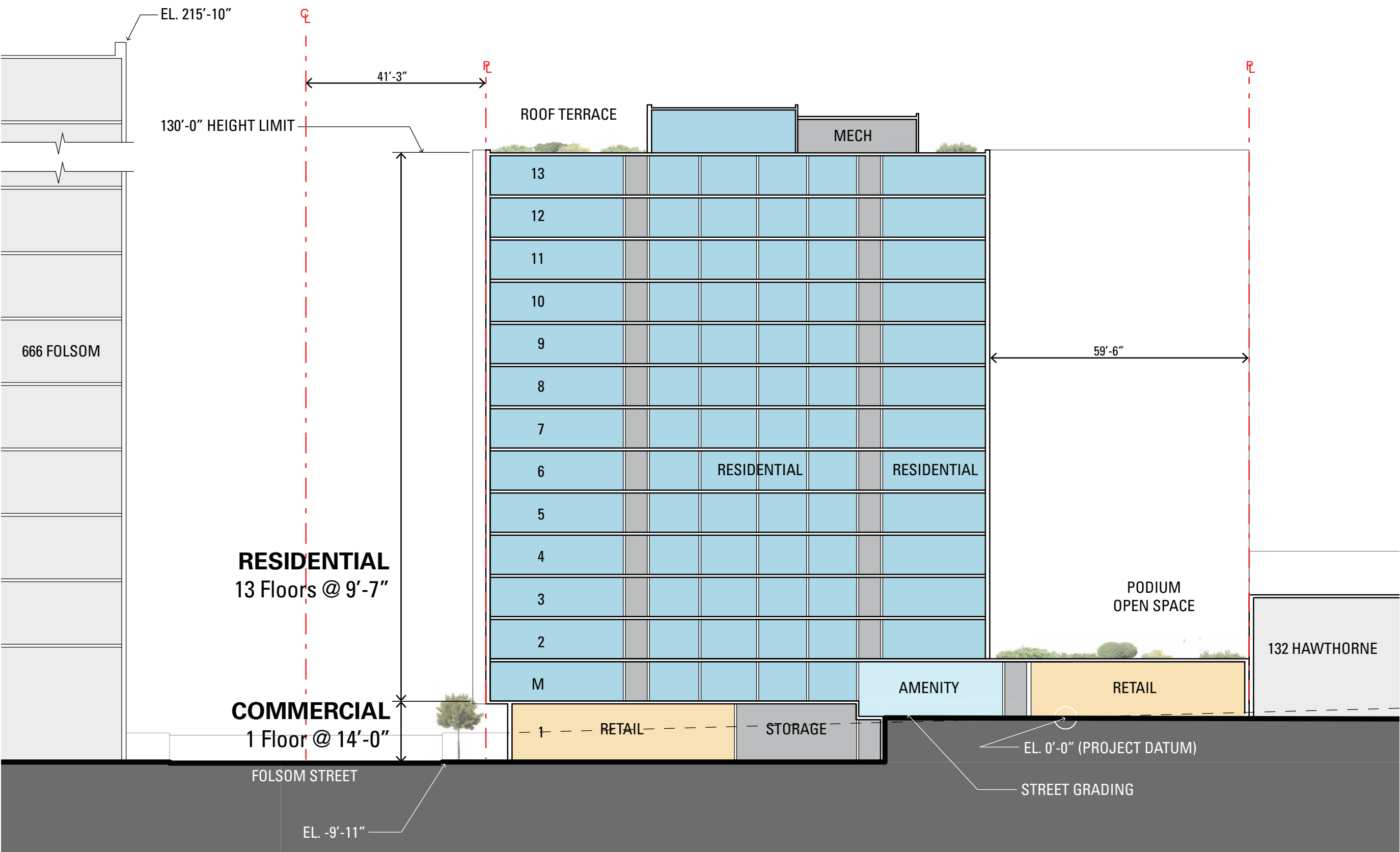
Section A-A



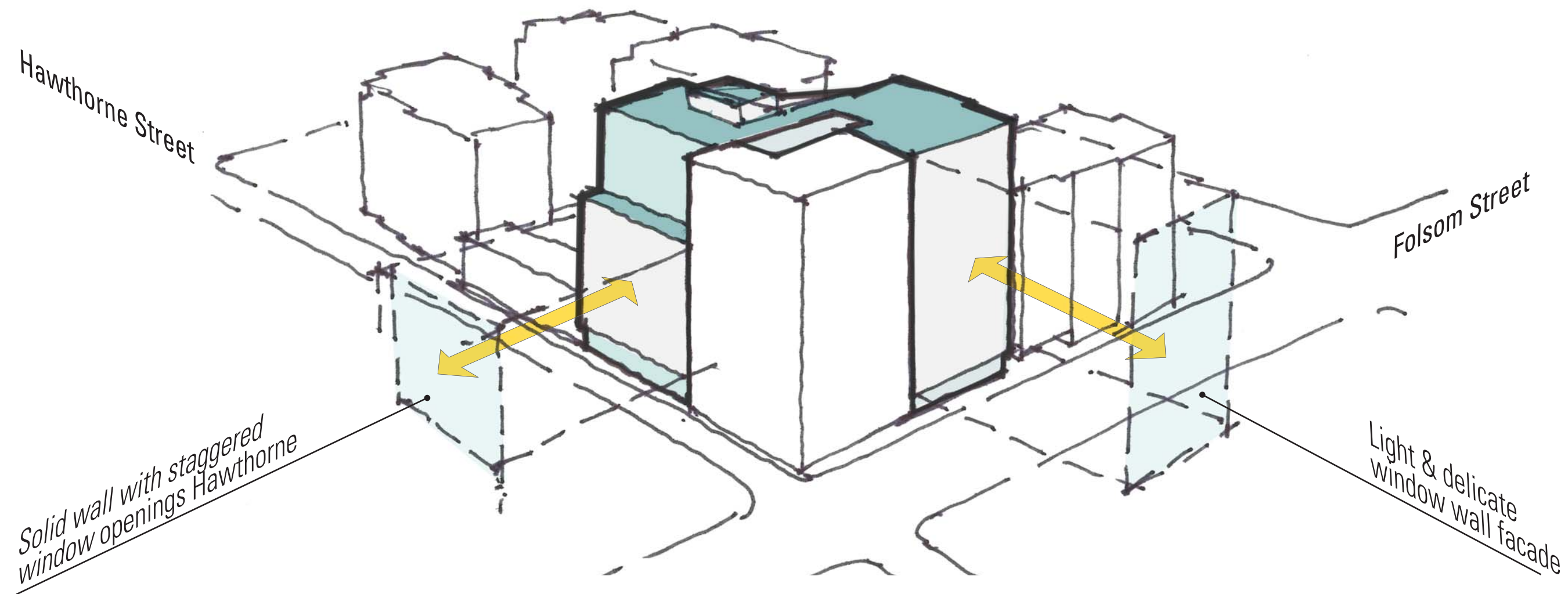
Section B-B



Section C-C



Facades & Frontages



Hawthorne Street



Folsom Street

Folsom Elevation



Building Materials

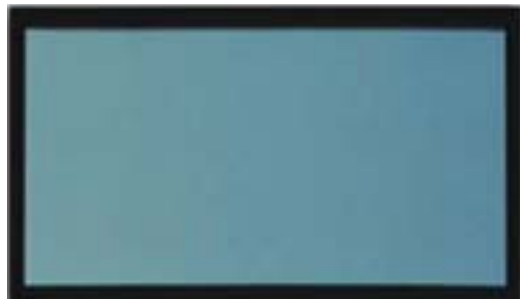
FOLSOM STREET

1. Painted Silver Aluminium



5. Concrete Precast Panel

2. Low E Glass



6. Darkened Concrete Precast Panel



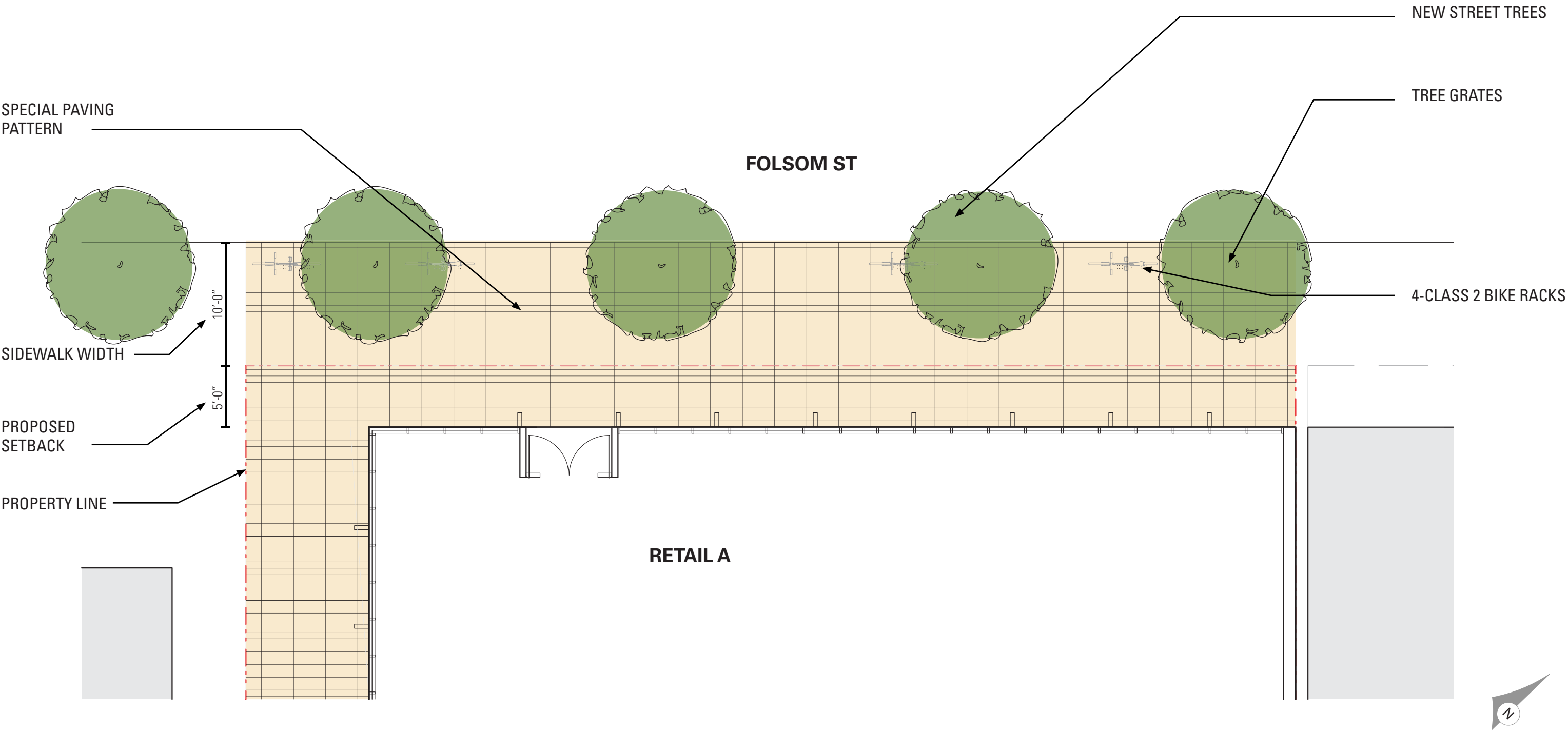
3. Shadow Box



4. Glass Railing



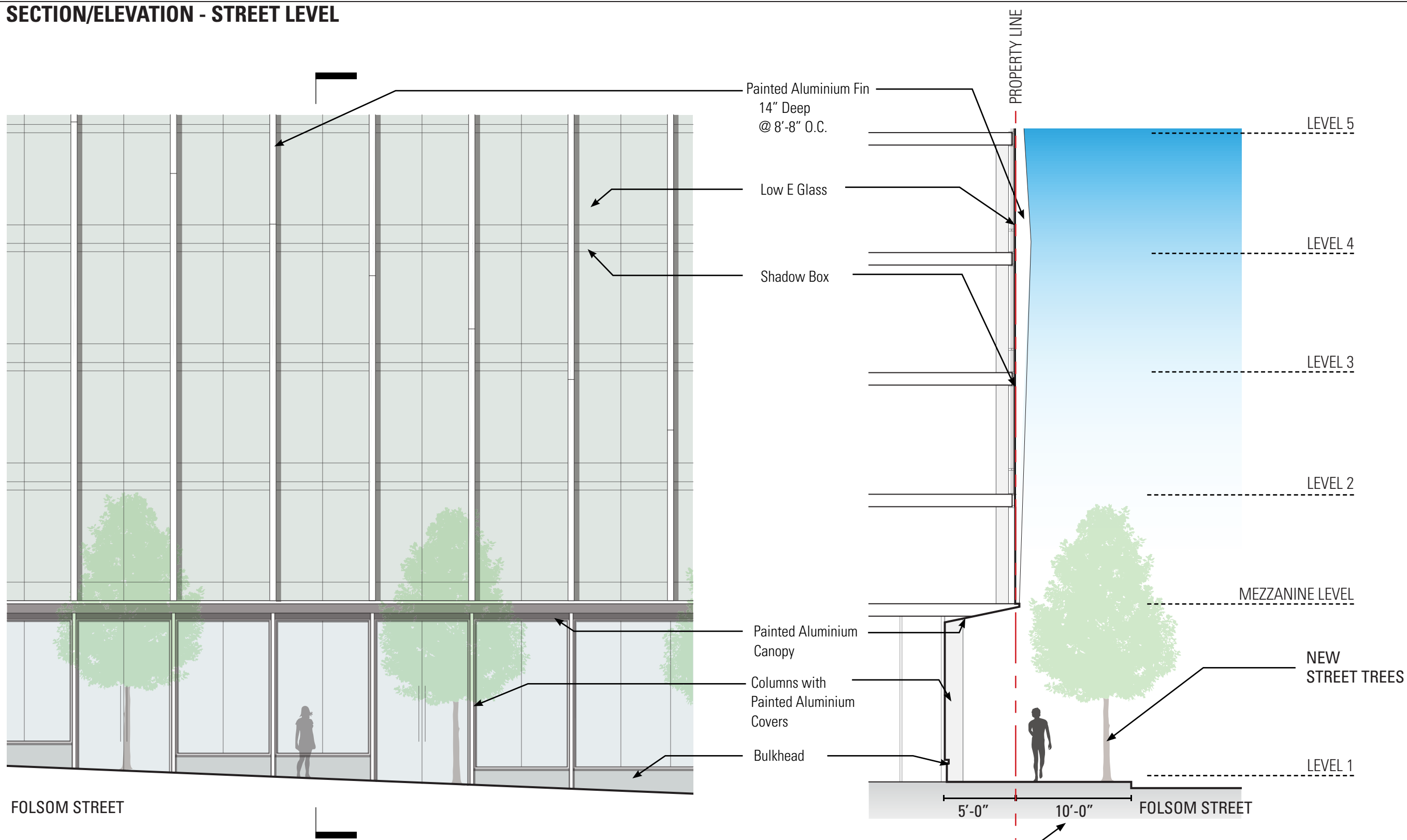
Enlarged Folsom Streetscape



1/16" = 1'-0"

Folsom Elevation

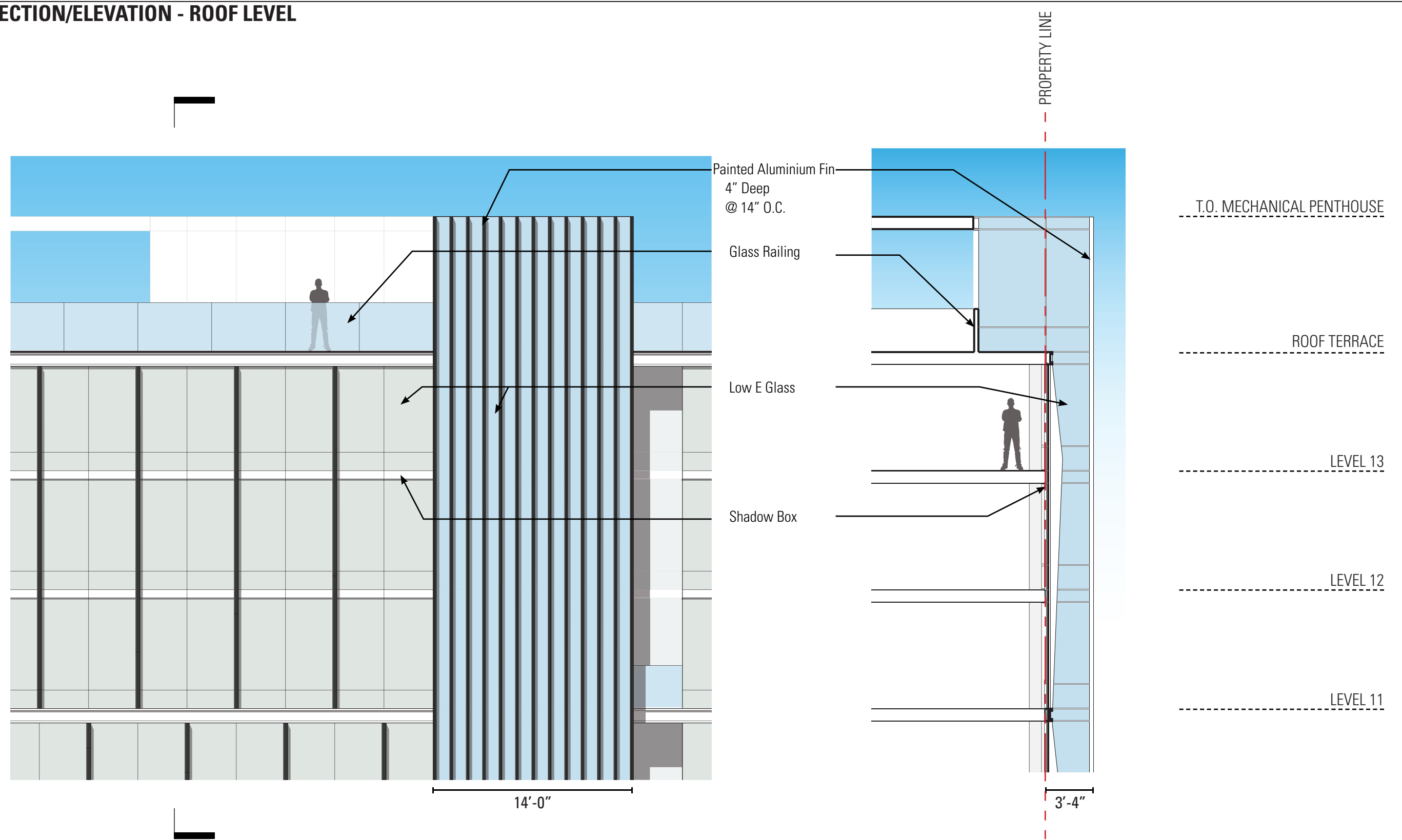
ENLARGED SECTION/ELEVATION - STREET LEVEL



1/8" = 1'-0"

Folsom Elevation

ENLARGED SECTION/ELEVATION - ROOF LEVEL



1/8" = 1'-0"

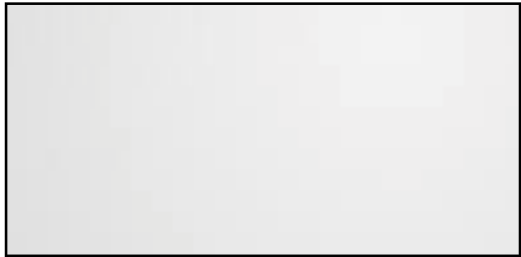
Hawthorne Elevation



Building Materials

HAWTHORNE STREET

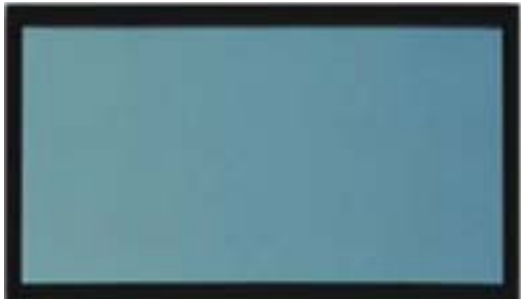
1. Painted Silver Aluminium



5. Concrete Precast Panel



2. Low E Glass



6. Darkened Concrete Precast Panel



3. Shadow Box

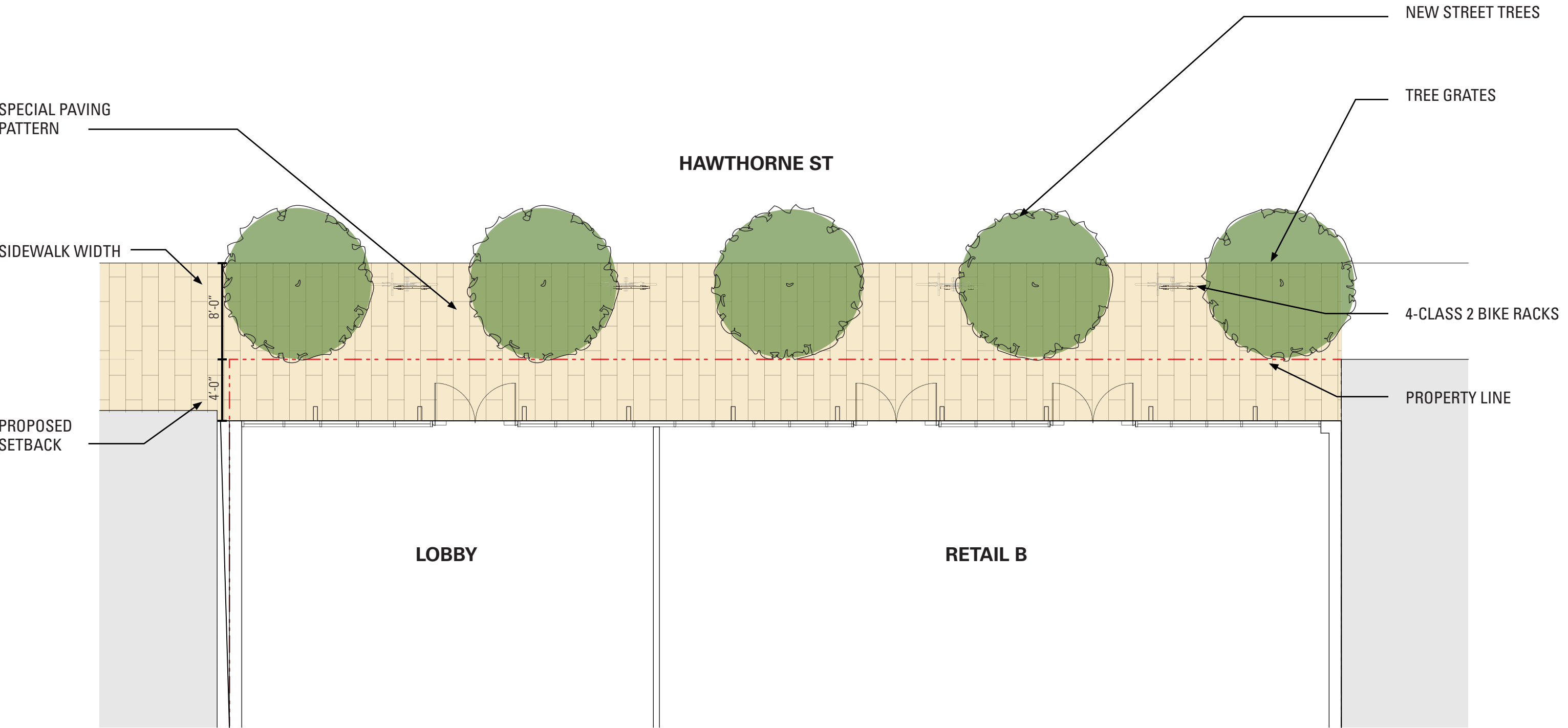


4. Glass Railing



- 1
- 1
- 4
- 2
- 1
- 6
- 1
- 5
- 4
- 1
- 1

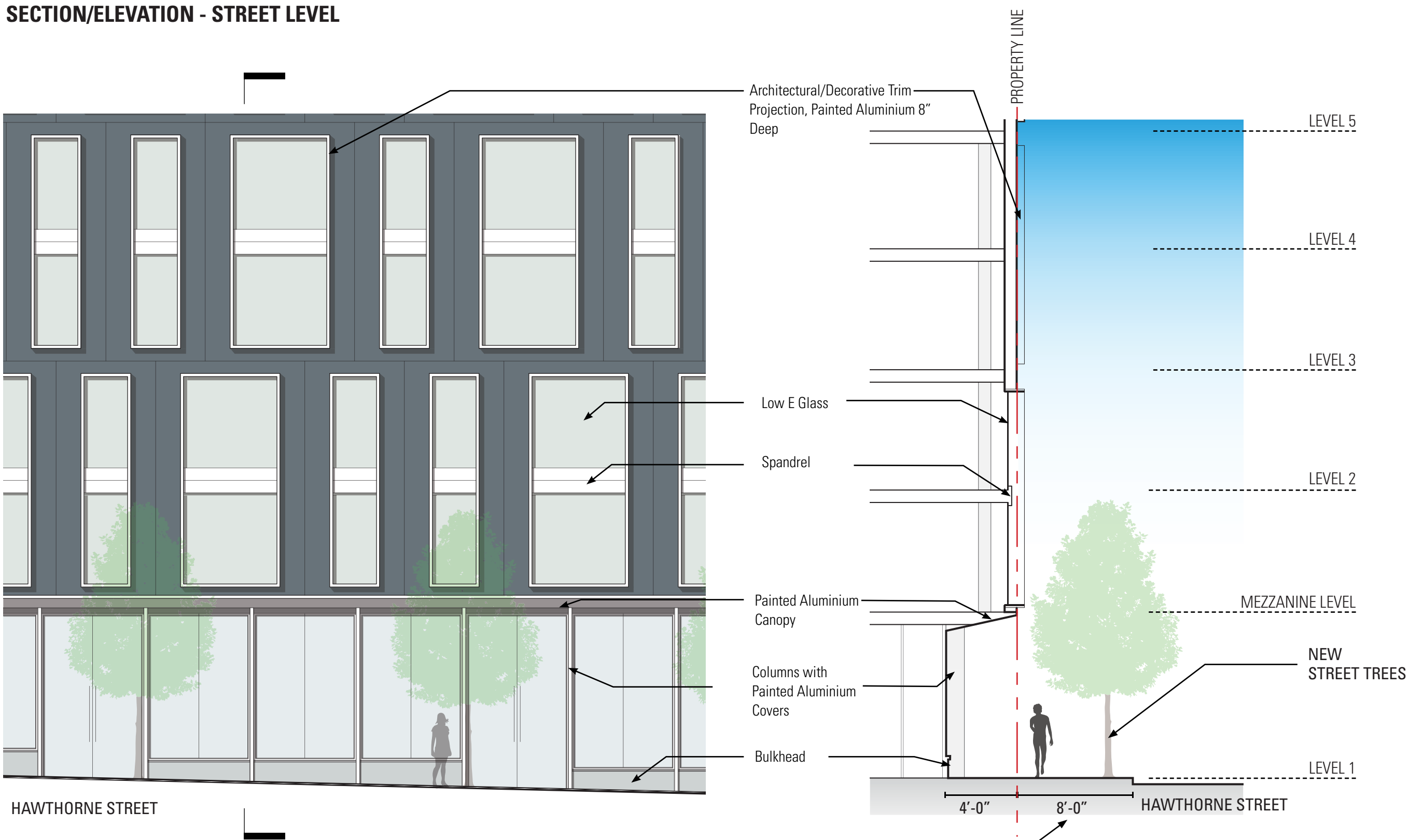
Enlarged Hawthorne Streetscape



1/16" = 1'-0"

Hawthorne Elevation

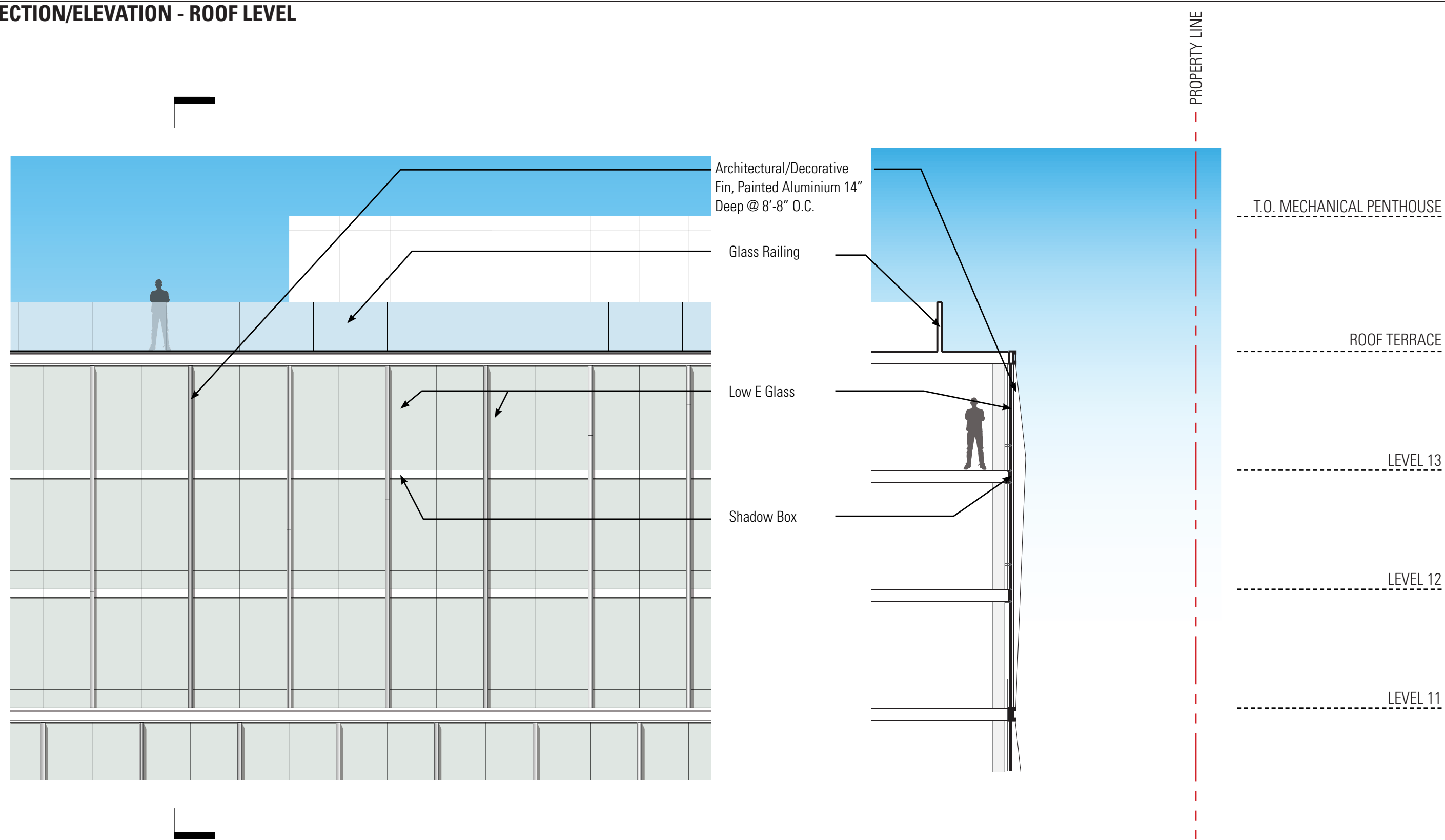
ENLARGED SECTION/ELEVATION - STREET LEVEL



1/8" = 1'-0"

Hawthorne Elevation

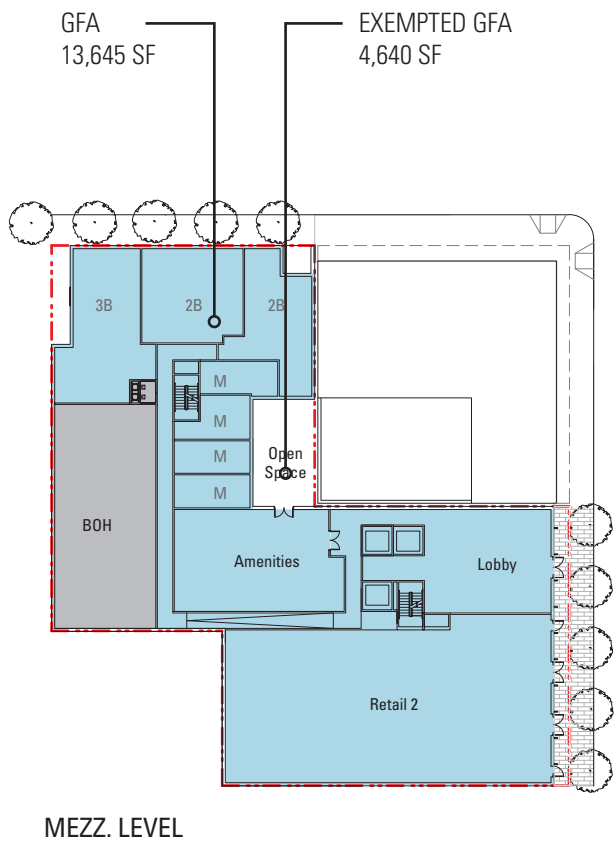
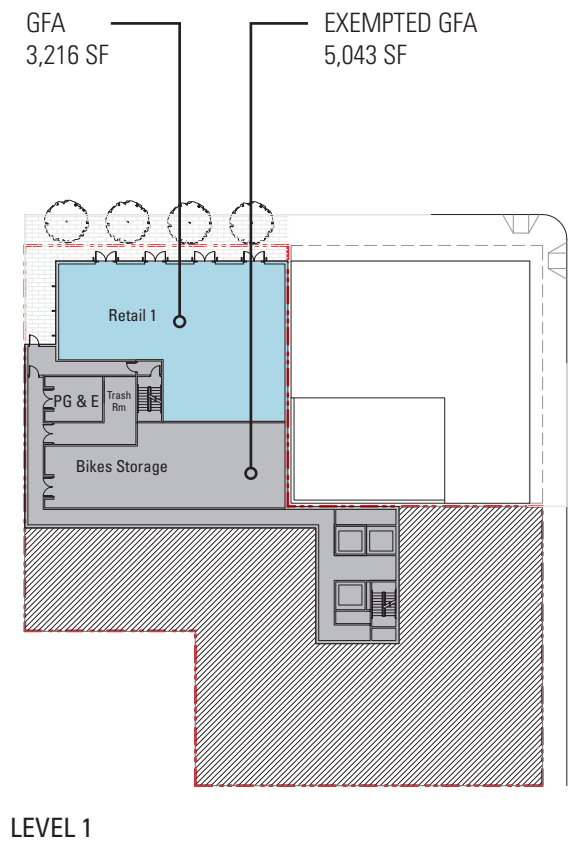
ENLARGED SECTION/ELEVATION - ROOF LEVEL



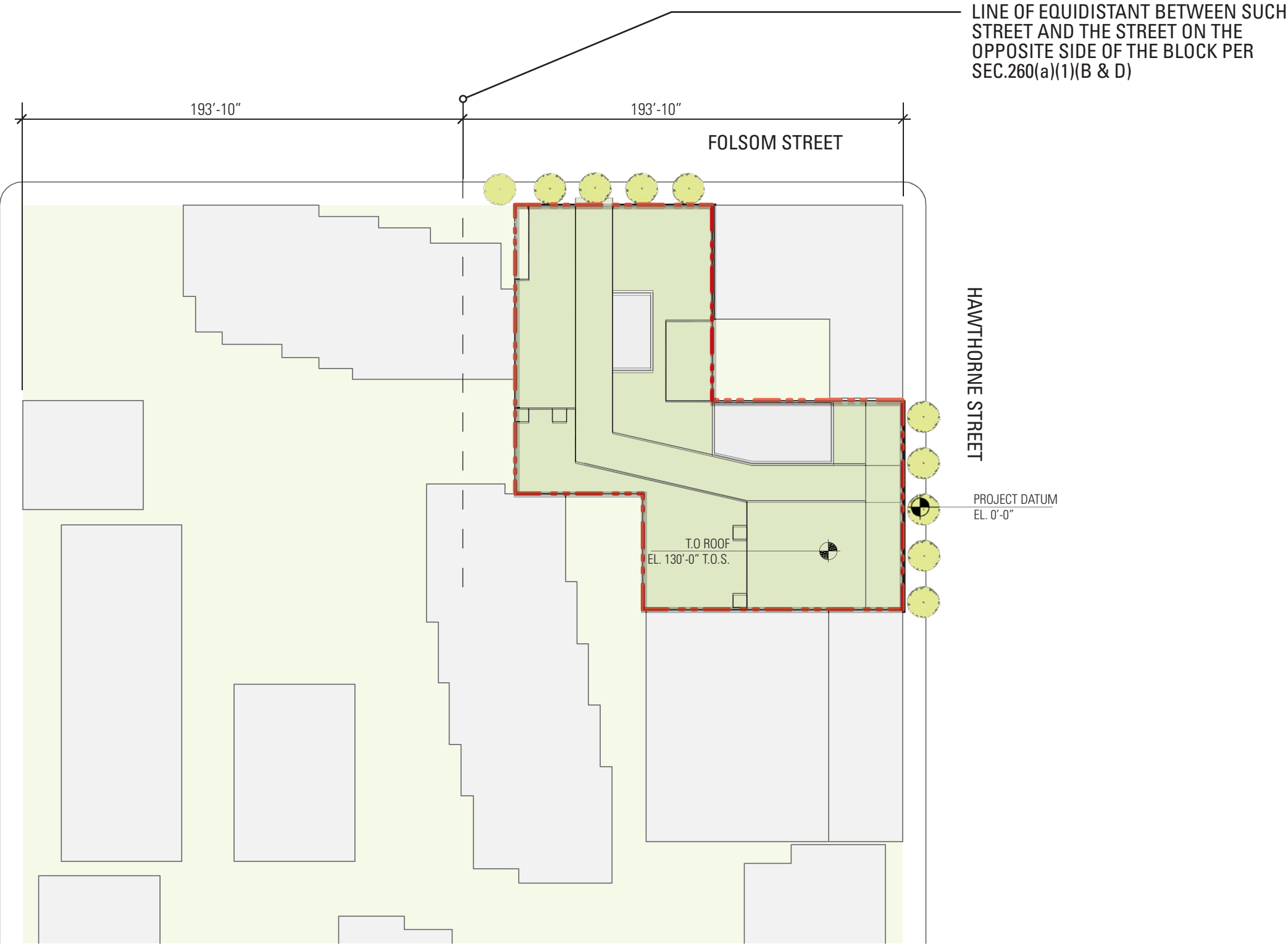
PLANNING DIAGRAMS

Gross Floor Area Diagram

FLOOR	UNIT TYPES								GFA (PER SEC 102.9)				EXEMPTED GFA (PER SEC 102.9)			INTERIOR SF	CAR PARKING	BIKE PARKING		EXTERIOR SF	USABLE OPEN SPACE (PER SEC 135)					
	Micro	Studio	1 BR	JR 2 BR	2 BR	2 BR+	3 BR	Total Units	RESIDENTIAL			RETAIL	TOTAL	PARKING	MECH & UTILITY	TOTAL	TOTAL	TOTAL PARKING	CLASS 1	CLASS 2	TOTAL	COMMON	PRIVATE		TOTAL	PUBLIC OPEN SPACE
									NET	COMMON	GROSS RES											AREA	AREA	UNITS		
ROOF								0					0			0	0	0			11,650	11,650		0	11,650	
13	4	4	2	0	8	0	0	18	11,919	2,011	13,930		13,930			0	13,930	0			80		80	1	80	
12	4	4	2	0	8	0	0	18	11,919	2,011	13,930		13,930			0	13,930	0			80		80	1	80	
11	4	4	2	0	8	0	0	18	11,919	2,011	13,930		13,930			0	13,930	0			80		80	1	80	
10	4	4	2	0	8	0	0	18	11,919	2,011	13,930		13,930			0	13,930	0			80		80	1	80	
9	4	4	2	0	8	0	0	18	11,919	2,011	13,930		13,930			0	13,930	0			1,430		320	4	320	
8	5	4	2	0	7	0	1	19	12,806	2,374	15,180		15,180			0	15,180	0			240		240	3	240	
7	5	4	2	0	7	0	1	19	12,806	2,374	15,180		15,180			0	15,180	0			240		240	3	240	
6	5	4	2	0	7	0	1	19	12,806	2,374	15,180		15,180			0	15,180	0			240		240	3	240	
5	5	4	2	0	7	0	1	19	12,806	2,374	15,180		15,180			0	15,180	0			240		240	3	240	
4	5	4	2	0	7	0	1	19	12,806	2,374	15,180		15,180			0	15,180	0			240		240	3	240	
3	5	4	2	0	7	0	1	19	12,806	2,374	15,180		15,180			0	15,180	0			240		240	3	240	
2	5	4	2	0	7	0	1	19	12,806	2,374	15,180		15,180			0	15,180	0			4,333		240	3	240	
M	4	0	0	0	2	0	1	7	4,568	5,232	9,800	5,657	15,457	0	2,828	2,828	18,285	0			532		80	1	80	452
1								0				3,216	3,216	0	5,043	5,043	8,259	0	133	15	696				0	696
Total	59	48	24	0	91	0	8	230	153,805	31,905	185,710	8,873	194,583	0	7,871	7,871	202,454	0	133	15	20,401	11,650	2,400	30	14,050	1,148
	25.7%	20.9%	10.4%	0.0%	39.6%	0.0%	3.5%	100.0%																		



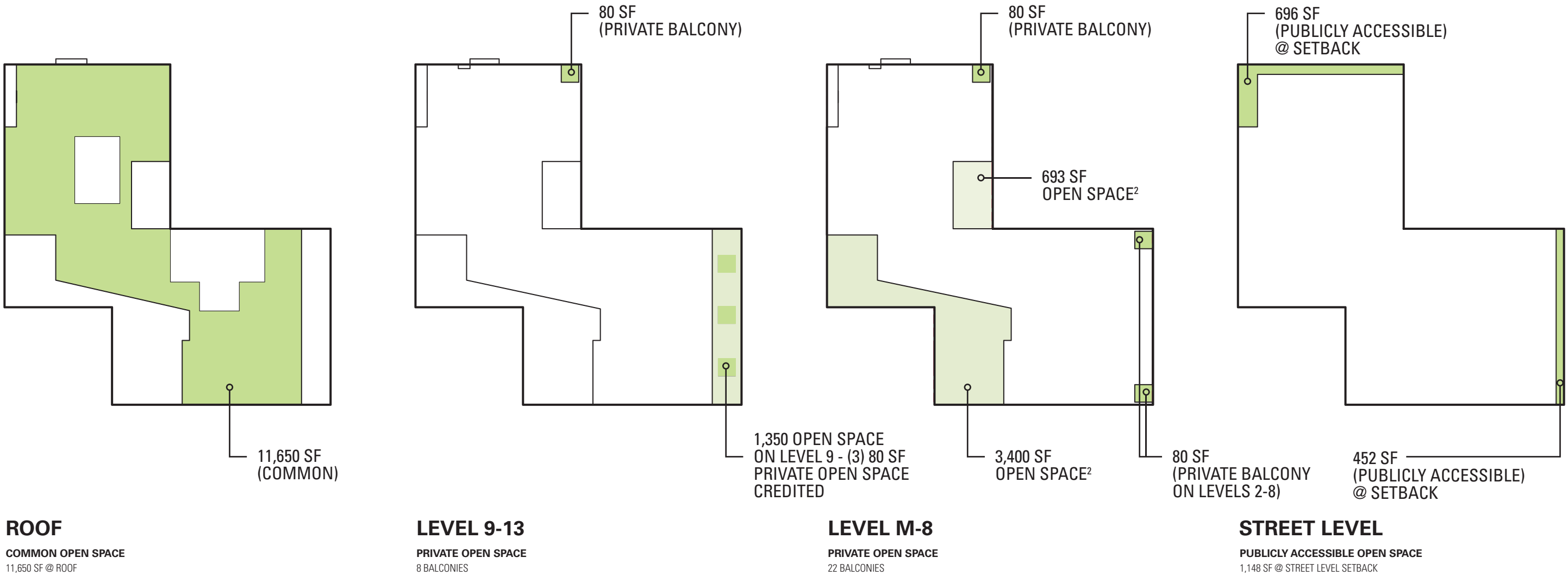
Building Height Compliance Diagram



Building Bulk Diagram



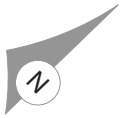
Open Space Diagram



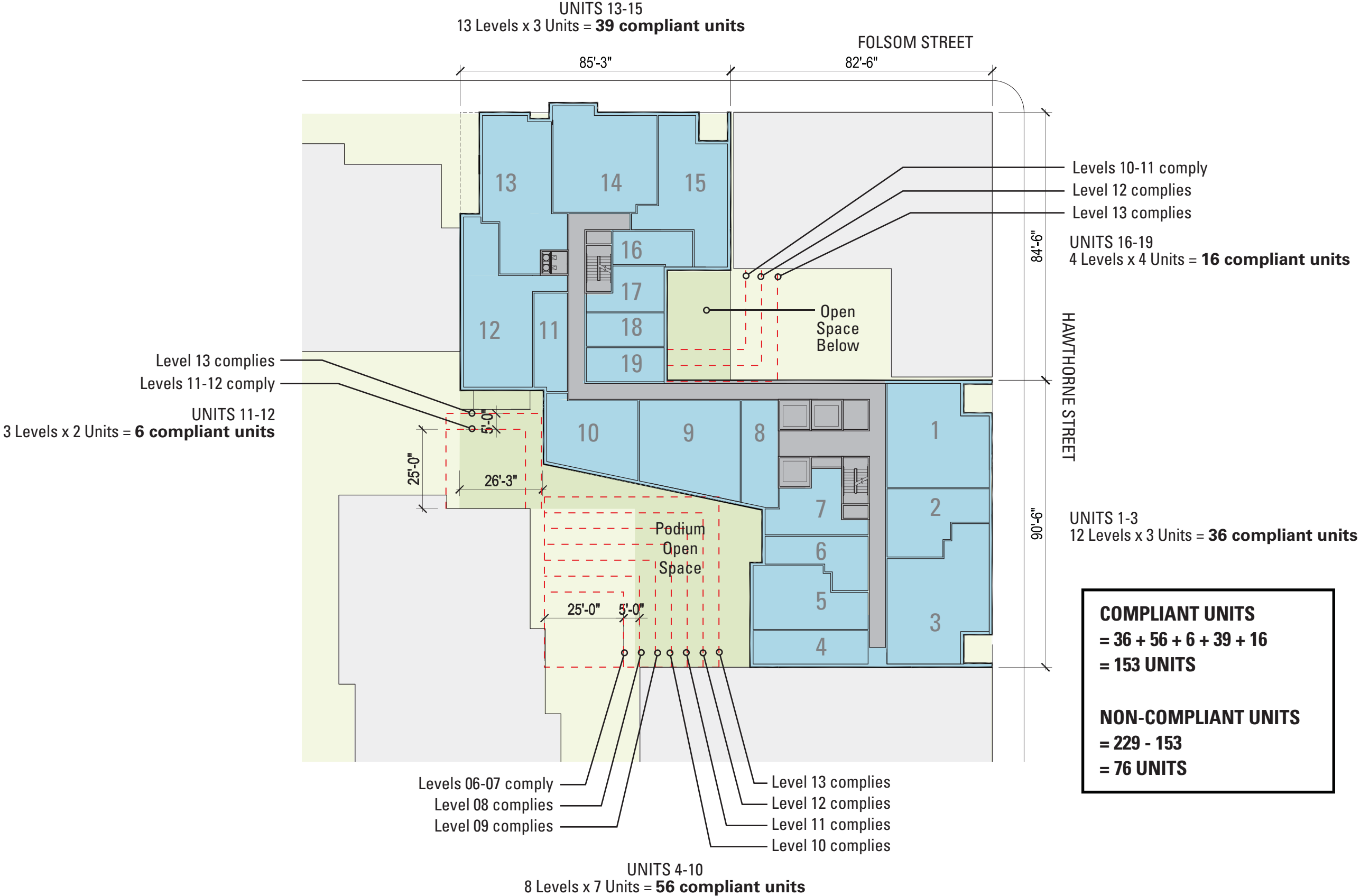
OPEN SPACE SUMMARY

TOTAL PUBLICLY ACCESSIBLE OPEN SPACE PROVIDED			
NON-RESIDENTIAL USE			
8,873 SF / 250 = 36 SF	36 SF		
RESIDENTIAL USE			
20 DWELLING UNITS CREDITED (1,112 SF / 54)	1,112 SF		
			1,148 SF
TOTAL PRIVATE OPEN SPACE REQUIRED			
OPEN SPACE FOR MICRO UNITS ¹ (PER SEC. 135(d)(2))			
59 UNITS X (80 SF/UNIT)(1/3) = 1,574 SF	1,574 SF		
OPEN SPACE FOR CONVENTIONAL DWELLINGS			
[230 UNITS - (59 UNITS + 20 UNITS)] X 80 SF/UNIT			
= 12,080 SF	12,080 SF		
			13,654 SF
TOTAL PRIVATE OPEN SPACE PROVIDED			
PRIVATE BALCONY			
30 BALCONIES X 80 SF = 2,400 SF	2,400 SF		
USABLE COMMON OPEN SPACE @ ROOF	11,650 SF		
			14,050 SF

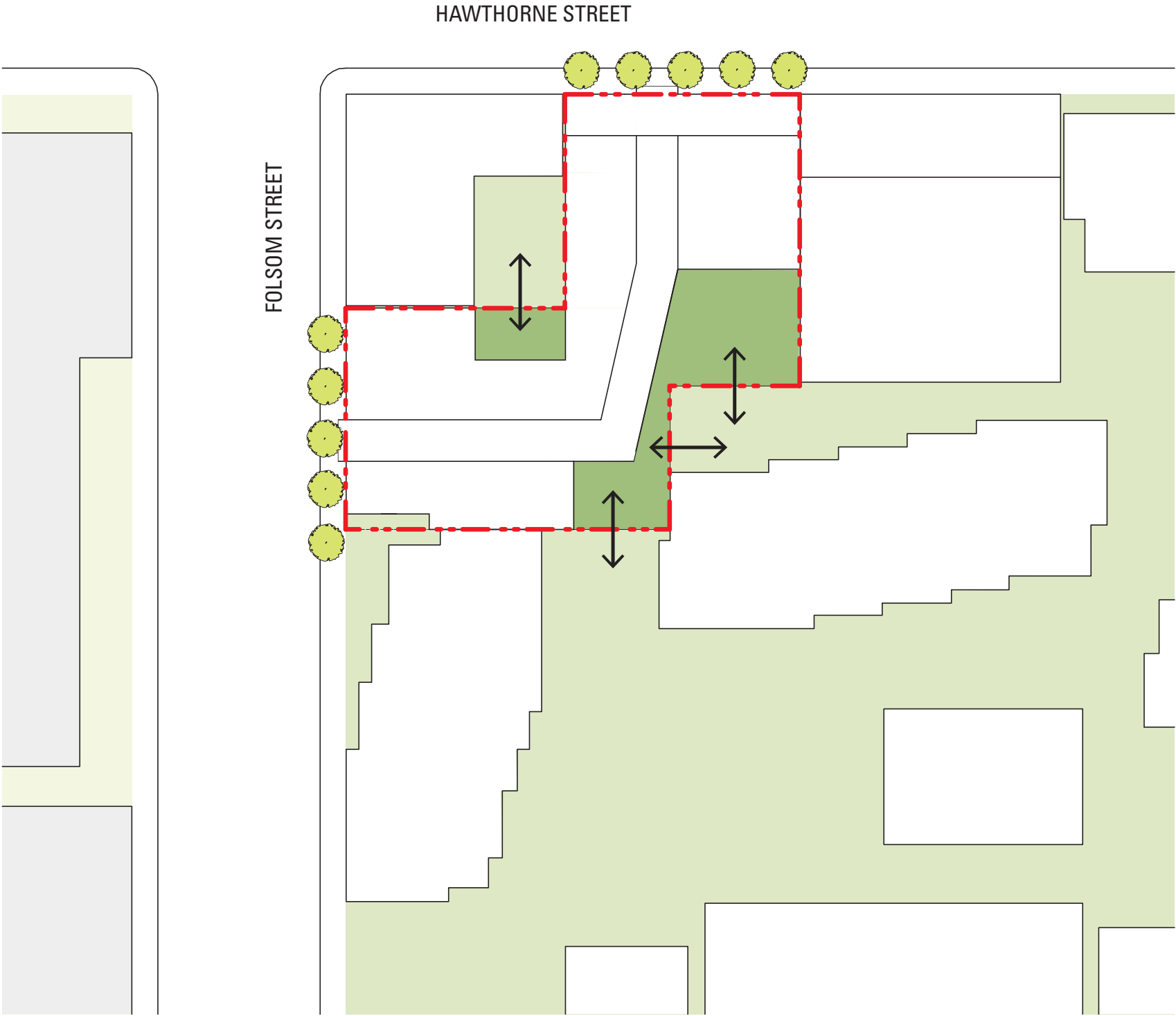
1. MICRO UNIT, SINGLE ROOM OCCUPANCY DWELLING UNIT AS DEFINED IN SEC. 890.88 (c)
2. NOT COUNTED TOWARD REQUIRED OPEN SPACE PER SEC 135(g)



Sec 140 Compliance Diagram (Exposure)



Rear-Yard Modification Diagram

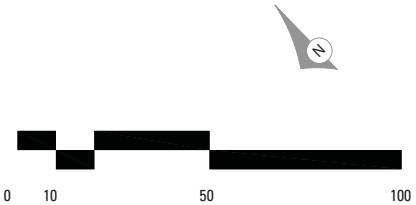
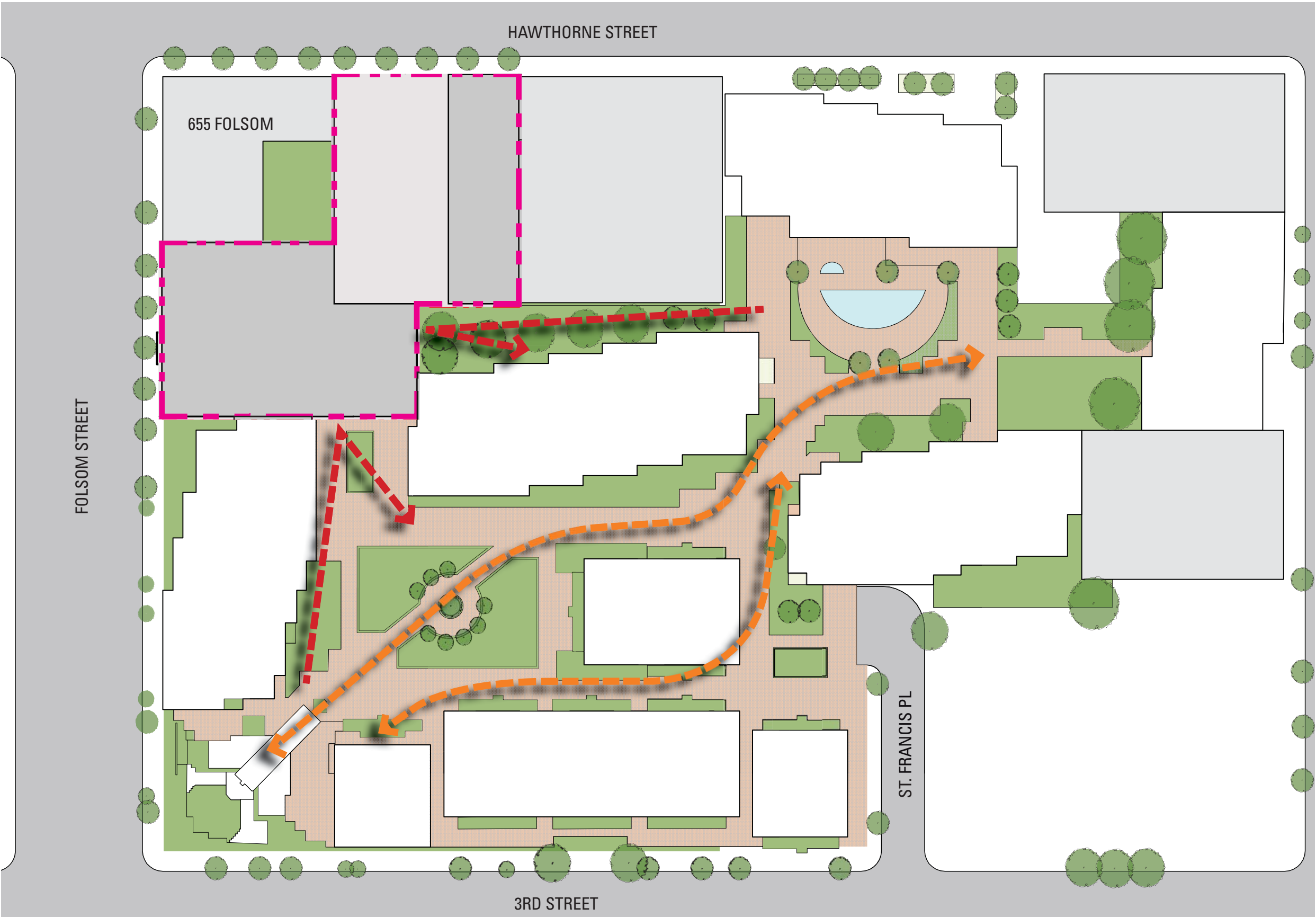


4,093 SF / 19,586 SF = 21%

TOTAL OPEN AREA OPEN TO SKY ABOVE	LOT AREA
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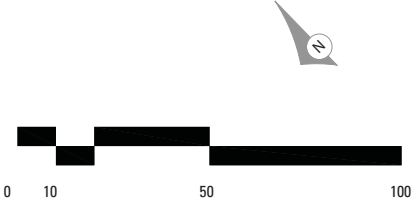
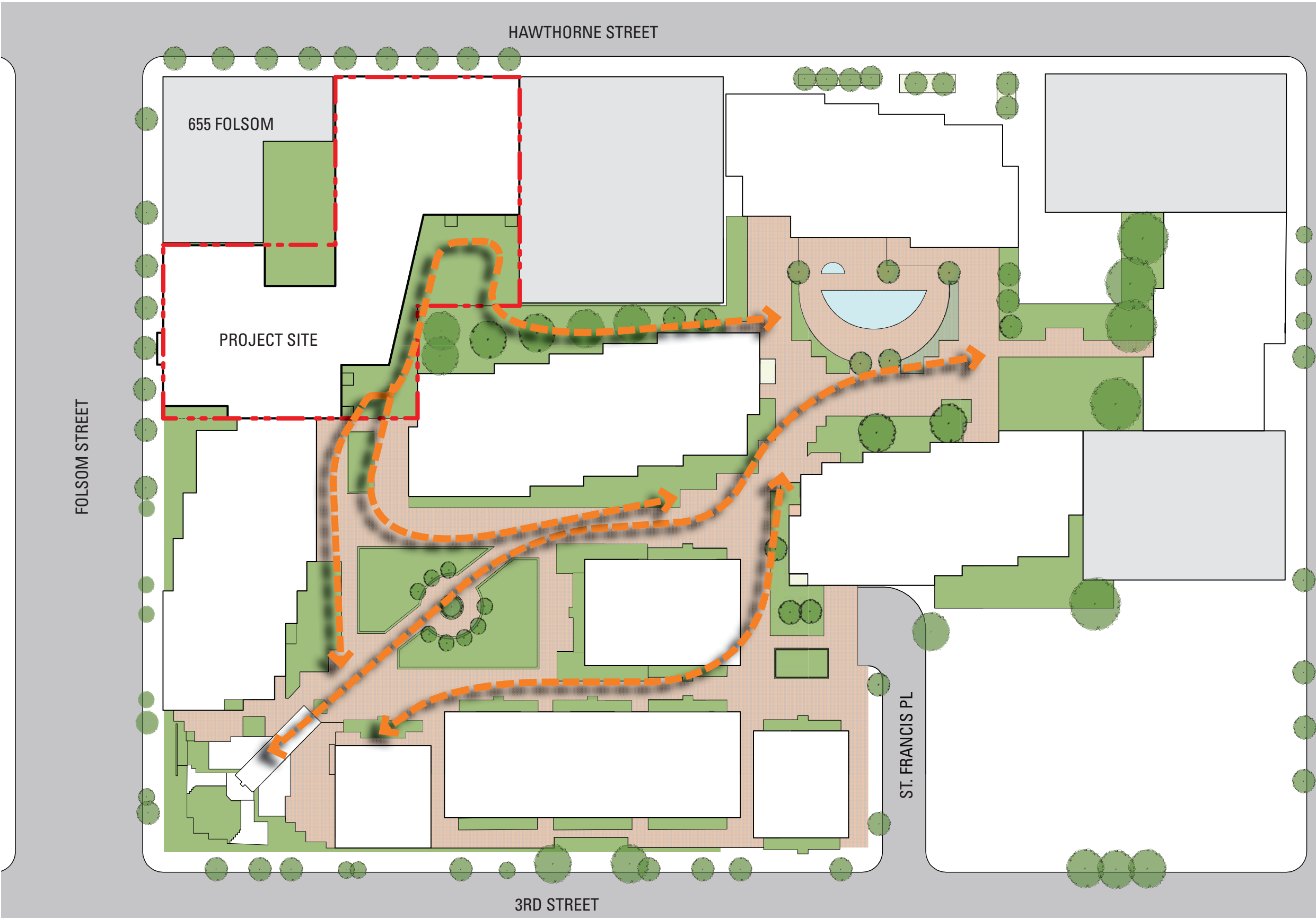
Rear-Yard Modification Diagram

INTERIOR BLOCK OPEN SPACE - EXISTING CONDITION



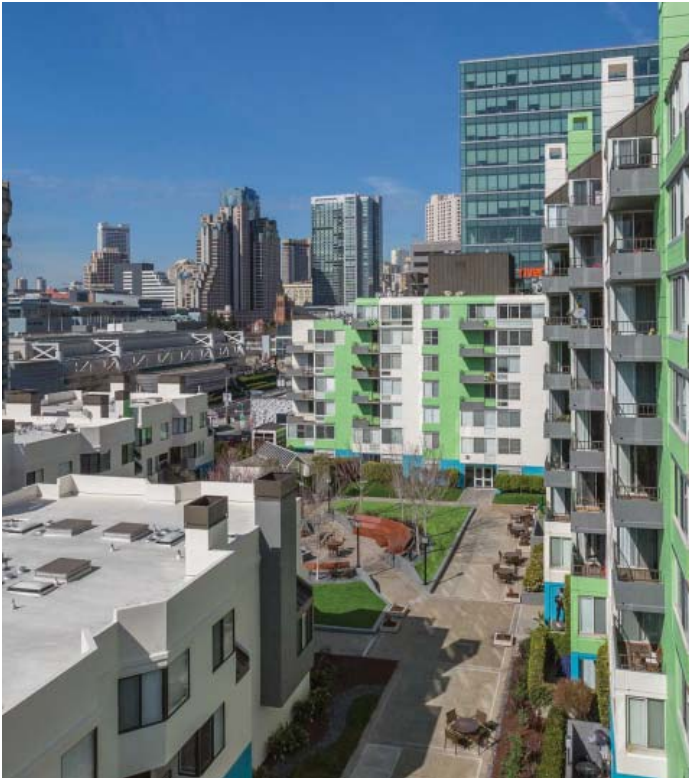
Rear-Yard Modification Diagram

INTERIOR BLOCK OPEN SPACE - PROPOSED



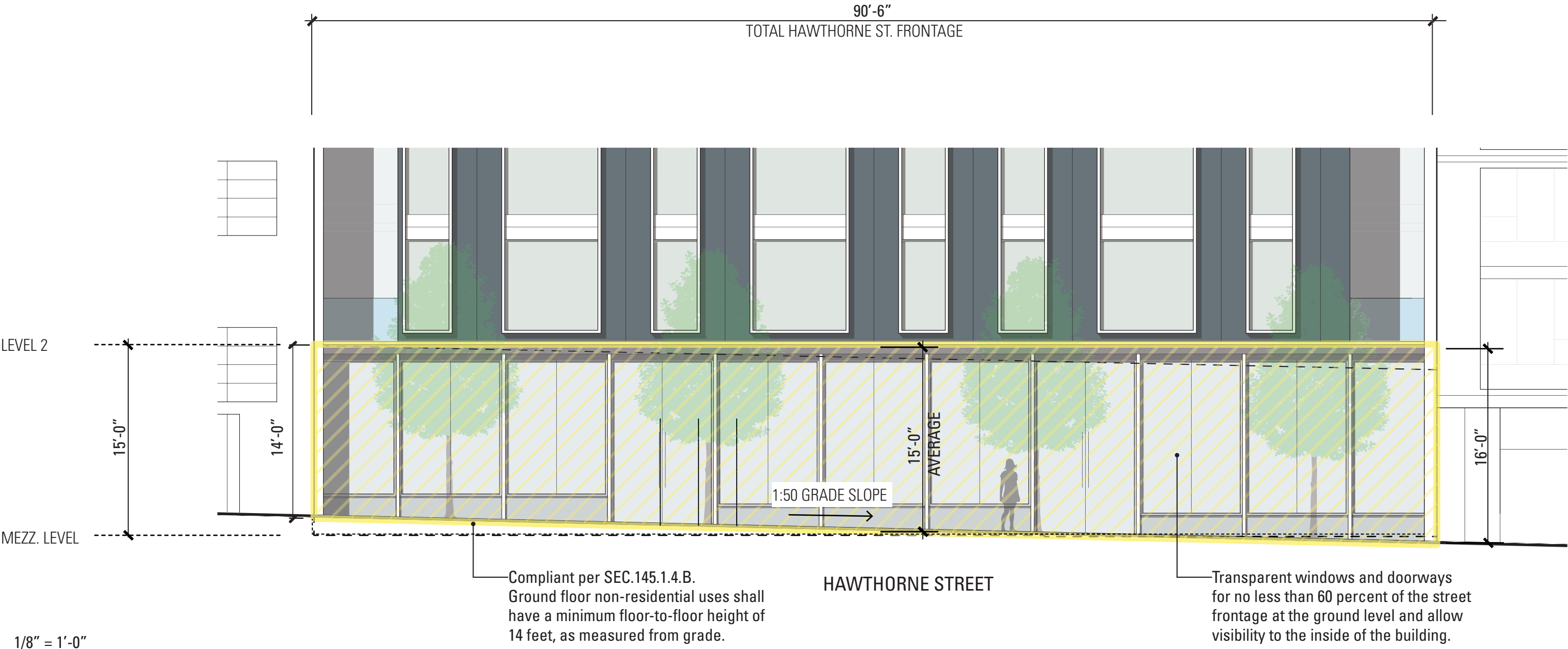
Rear-Yard Modification Diagram

INTERIOR BLOCK OPEN SPACE - EXISTING CONDITION



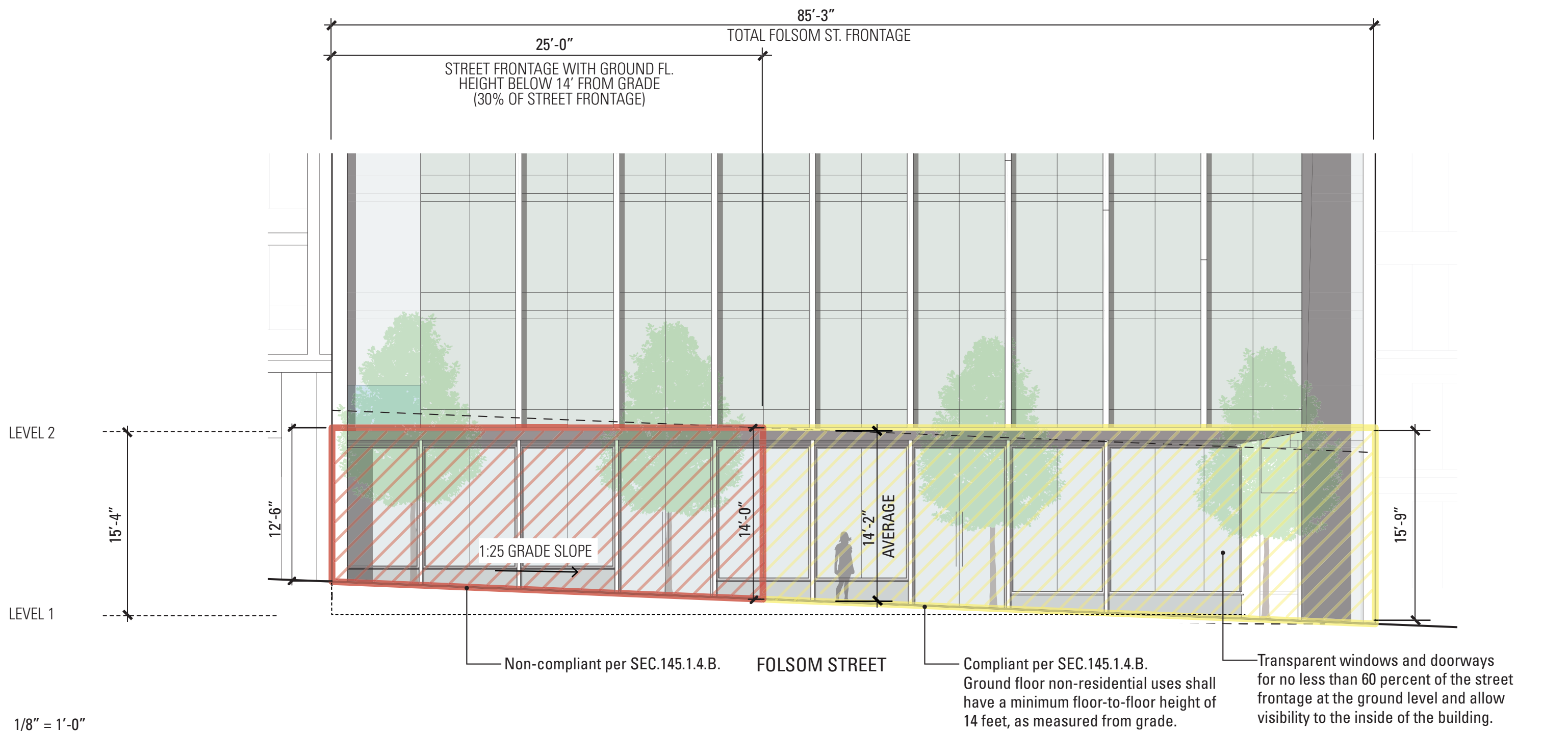
Ground Floor Non-Residential Height

ENLARGED ELEVATION - HAWTHORNE STREET LEVEL



Ground Floor Non-Residential Height

ENLARGED ELEVATION - FOLSOM STREET LEVEL



Storefront Design



Building standard 4' x 4' Architectural vertical projecting retail signage, 8' clear from finish grade. Final location to be determined pending retail demising.

Clear & transparent glass at storefront windows.

Transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and allow visibility to the inside of the building.

Updated storefront window with prominent bulkhead. Stone panel with architectural metal trim boarder. Top of bulkhead to be 2' maximum and 1' minimum, from finished grade.



655 FOLSOM
PROPOSED BY OTHERS

PROPOSED PROJECT

SOMA SQUARE

VIEW FROM FOLSOM STREET



FOLSOM STREET VIEW

VIEW FROM HAWTHORNE STREET





VIEW FROM HAWTHORNE STREET

