



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Appropriateness Case Report

HEARING DATE: APRIL 15, 2015

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Filing Date: January 31, 2014
Case No.: **2013.0321A**
Project Address: **901 TENNESSEE STREET**
Historic Landmark: Dogpatch Landmark District
Zoning: UMU (Urban Mixed-Use) Zoning District
40-X Height and Bulk District
Block/Lot: 4108/017
Applicant: Will Mollard, Workshop1
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PROPERTY DESCRIPTION

901 TENNESSEE STREET is a one-story, non-historic warehouse building (measuring approximately 9,000 sq ft) located on a rectangular lot (measuring approximately 100-ft x 100-ft) on the southeast corner of 20th and Tennessee Streets. Originally constructed in 1948, the existing building features reinforced concrete construction, steel-sash windows, and a barrel-vaulted roof. The existing building is a non-contributing resource to the Dogpatch Landmark District.

PROJECT DESCRIPTION

The proposed project entails the demolition of the existing one-story warehouse building, and the new construction of a new, four-story (40-ft tall) with basement residential building (approximately 42,400 sq ft). The proposed project includes 44 dwelling units, 33 off-street parking spaces, 44 new Class 1 bicycle parking spaces, and 2 Class 2 bicycle parking spaces. The dwelling unit mix includes 3 studios, 23 one-bedroom units, 15 two-bedroom units (including 5 “flexible-occupancy” units), and 3 three-bedroom units. The project incorporates approximately 2,121 square feet of private open space and 3,360 square feet of common open space via a ground-floor courtyard and roof deck. On the exterior, the project features painted wood siding (horizontal lap wood siding), cement plaster siding with a concrete finish, aluminum-sash windows with an anodized black finish, and custom metal cornice with a black powdercoat finish.

OTHER ACTIONS REQUIRED

Proposed work requires a Large Project Authorization from the Planning Commission and a Building Permit from the Department of Building Inspection (DBI). The Planning Commission shall review the

proposed project as part of a Large Project Authorization (Planning Code Section 329), since the project includes new construction in excess of 25,000 gross square ft within the Eastern Neighborhoods Area Plan.

COMPLIANCE WITH THE PLANNING CODE PROVISIONS

The proposed project is in compliance with all other provisions of the Planning Code.

APPLICABLE PRESERVATION STANDARDS

ARTICLE 10

Pursuant to Section 1006.2 of the Planning Code, unless exempt from the Certificate of Appropriateness requirements or delegated to Planning Department Preservation staff through the Administrative Certificate Appropriateness process, the Historic Preservation Commission is required to review any applications for the construction, alteration, removal, or demolition of any designated Landmark for which a City permit is required. Section 1006.6 states that in evaluating a request for a Certificate of Appropriateness for an individual landmark or a contributing building within a historic district, the Historic Preservation Commission must find that the proposed work is in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, as well as the designating Ordinance and any applicable guidelines, local interpretations, bulletins, related appendices, or other policies.

THE SECRETARY OF THE INTERIOR'S STANDARDS

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The Rehabilitation Standards provide, in relevant part(s):

Standard 1: A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

The proposed project would provide new residential use within the Dogpatch Landmark District. Currently, the existing building is a non-contributing resource to the surrounding landmark district; therefore, the demolition of the subject building does not impact the integrity of the landmark district. Residential use is commonly found within the surrounding landmark district. Therefore, the proposed project complies with Rehabilitation Standard 1.

Standard 2: The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

The proposed project would not remove or alter any features or spaces that characterize the surrounding landmark district. The proposed project would maintain the historic character of the surrounding landmark district by providing for compatible new construction, which is consistent with the district's character-defining features, including, but not limited to, four-story mass and

form, rhythmically-spaced, deeply recessed fenestration, and defined cornice, as well as other elements identified in the designating ordinance for the landmark district. Therefore, the proposed project complies with Rehabilitation Standard 2.

Standard 3: Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

The proposed project does not include the addition of conjectural elements or architectural features from other buildings. The new construction would not create a false sense of historical development and is designed to be contemporary in nature. Therefore, the proposed project complies with Rehabilitation Standard 3.

Standard 4: Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

The proposed project does not involve alterations to the surrounding district that have acquired significance in their own right. The existing building and parking lot are non-contributing elements within the Dogpatch Landmark District, and have not gained significance in their own right. Therefore, the proposed project complies with Rehabilitation Standard 4.

Standard 5: Distinctive features, finishes, and construction techniques or examples of fine craftsmanship that characterize a property will be preserved.

The proposed project does not impact or destroy any distinctive features, finishes or construction techniques that characterize the surrounding district. The subject lot is currently occupied by a non-contributing, one-story warehouse building, and does not contain any contributing features or historic materials associated with the surrounding landmark district. Therefore, the proposed project complies with Rehabilitation Standard 5.

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacements of a distinctive feature, the new feature will match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

The proposed project does not include the repair or replacement of any historic features, since there are no historic features on the subject lot. Therefore, the proposed project complies with Rehabilitation Standard 6.

Standard 7: Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

The proposed project does not involve chemical or physical treatments, since there are no historic features on the subject lot. Therefore, the proposed project complies with Rehabilitation Standard 7.

Standard 8: Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures will be undertaken.

The proposed project does include some excavation work. If any archaeological material should be encountered during this project, construction will be halted and proper mitigation undertaken. Therefore, the proposed project complies with Rehabilitation Standard 8.

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The proposed project would not destroy or damage any contributing elements to the Dogpatch Landmark District. The proposed project has been designed to be compatible with several elements of the landmark district, including the district's massing, form, scale, materials and features, yet is differentiated by the nature of the project's construction, use and detailing.

Overall, the proposed project draws from the massing, scale and form of the nearby industrial properties, while incorporating elements and materials characteristics of the surrounding residential properties. The overall form of the proposed project is organized into three distinct masses, which address the varying conditions along 20th Street, Tennessee Street, and the visible secondary façade facing east, behind the neighboring building at 2300 3rd Street (former Potrero Police Station). From the street, this larger blockier massing evokes the district's industrial properties, such as 800 Tennessee Street, 970 Tennessee Street and 904-922 22nd Street—all of which are larger and blockier in form as compared to adjacent residential buildings.

The proposed project features a material palette primarily consisting of a smooth cement plaster finish and a painted horizontal shiplap wood siding, which directly correspond to the district's material palette, as found on the industrial and residential buildings.

Along Tennessee Street, the proposed project provides a regular rhythm of bays (spaced approximately 25-ft apart), and incorporates a massing setback at the fourth floor level. The project also features multi-lite windows in a regular pattern on the second and third floors. On this façade, the massing setback provides visual relief and a direct relationship to the massing of the adjacent building at 909 Tennessee Street (former Fire House No. 16). The spacing of the vertical bays provides a reference to the traditional block pattern found among the residential properties within the surrounding district. Finally, the multi-lite windows reference the window palette commonly found on the district's industrial buildings, including 900 Tennessee Street.

On 20th Street, the proposed project offers a more contemporary design approach, but does not incorporate discrete elements of the surrounding district, including two-panel windows and horizontal shiplap wood siding. The design of aluminum windows are proportioned to the traditional double-hung window commonly found on the residential properties within the surrounding district.

Finally, along the east façade facing the former Potrero Police Station at 2300 3rd Street, the proposed project will incorporate an “eco-mesh” with a rusted finish on black cement panels, in order to construct a “green” wall for planting. This façade is drastically different from the characteristics of the surrounding district, and offers a contemporary expression in comparison to the other facades on the proposed project. Thus, the proposed project achieves a measure of compatibility with the surrounding district, yet is also sufficiently differentiated from the district’s contributing resources.

Overall, the proposed project appears to comply with Rehabilitation Standard #9, and offers a contemporary infill project within a designated landmark district that appropriately draws from historic references in a contemporary manner. Therefore, the proposed project complies with Rehabilitation Standard #9.

Standard 10: New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The proposed project includes new construction, which would not affect the essential form and integrity of the landmark district, since the proposal does not impact any character-defining features of the surrounding district and offers compatible, yet contemporary, infill new construction. The project shall be undertaken in a manner that if removed in the future, the essential form and integrity of the district would be unimpaired. Therefore, the proposed project complies with Rehabilitation Standard 10.

Summary: The Department finds that the overall project is consistent with the *Secretary of the Interior Standards for Rehabilitation*.

PUBLIC/NEIGHBORHOOD INPUT

As of April 8, 2015, the Department has five public correspondences regarding the proposed project—all of which support the project as proposed.

ISSUES & OTHER CONSIDERATIONS

On August 13, 2014, the Architectural Review Committee (ARC) of the Historic Preservation Commission reviewed the proposed project, and provided their recommendations in a letter dated August 13, 2014 (See Attached). The Project Sponsor responded to the comments from the ARC, and revised their design by:

- Refining the fenestration pattern on the 20th Street façade to be more regularized;
- Simplifying the ground floor treatment along the 20th Street façade to be more regularly-spaced and consistent in character, and extending the ground floor canopy across the entire breezeway;
- Refining the exterior material palette from a specialized wood siding to a painted wood siding;
- Incorporating a cornice element on the 20th Street façade; and,
- Providing an alternative for steel-sash windows along the 20th Street façade.

Overall, the Department finds that the design revisions appropriately address the comments from the ARC.

STAFF ANALYSIS

Included as an exhibit are architectural drawings of the existing building and the proposed project. Based on the requirements of Article 10 and the *Secretary of Interior's Standards*, Department staff has determined the following:

APPENDIX L OF ARTICLE 10

901 Tennessee Street is a non-contributing resource located within the Dogpatch Landmark District, as designated in Appendix L of Article 10 of the San Francisco Planning Code. The Dogpatch Landmark District is significant under events and design/construction as an industrial workers' housing enclave and for the strong collection of industrial and commercial buildings, which are representative of San Francisco's maritime, labor and industrial activities for the period of significance between 1867 and 1945. This district is also significant for the collection of Victorian and Edwardian-era dwellings, many of which were designed by noted San Francisco architect, John Cotter Pelton Jr., constructed between 1870 and 1910.

Per Section 6 of Appendix L, the Dogpatch Landmark District is characterized by the following character-defining features:

- A. *Residential - Features of Existing Buildings.*
 1. *Overall Form and Continuity.* Building height is generally within a three-story range, with a substantial number of structures built at one or two stories in height. The majority of structures have been either elevated or altered to allow for the construction of a garage level at grade. However, despite these and other alterations, the majority of residences in the district retain their historic integrity. Residential buildings are generally set back an average of 10 feet from the public right-of-way.
 2. *Scale and Proportion.* The buildings vary in height, bulk, scale and proportion. The width of lots in Dogpatch range from single lots of 20 feet to 40 feet for larger lots. Early homes in Dogpatch constructed circa 1870 were designed in a vernacular style with Greek Revival influences. Later homes continued in the Greek Revival form, but were joined by homes designed in the Queen Anne, Italianate and Classical Revival styles, as well as the Eastlake-styled Pelton Cottages. Multi-story residences are large in bulk, often as great as 3,500 square

feet. Smaller cottage-size structures, typically 800 square feet, are well scaled to the smaller lots.

3. *Fenestration. Existing fenestration consists of predominantly double-hung, wood sash windows that are vertical in orientation. Residential buildings feature a fairly symmetrical and regular pattern of windows with consistent dimensions along primary facades. Generally, the size and shape of window openings have not been altered over time.*
 4. *Materials. Horizontal rustic wood siding is the traditional cladding material found in the district. However, fish-scale wood shingles and asbestos siding are also found throughout the district.*
 5. *Design Features. Recessed porches and entry porticos are characteristic design features of the district.*
 6. *Architectural Detail. Architectural detail found in the district usually follows transitional elements associated with the Greek Revival, Eastlake, Queen Anne, Italianate and Classical Revival architectural styles.*
- B. *Industrial/Commercial - Features of Existing Buildings.*

1. *Overall Form and Continuity. Building height is generally within a four-story range and many of the industrial/commercial structures are one or two stories in height. Typically, these buildings are constructed closer to the property line than the residential structures found in the district.*
2. *Scale and Proportion. The buildings are of typical warehouse design, large in bulk, often with large, ground level openings originally designed for rail or vehicular access. Industrial/commercial structures are found throughout the district, often surrounded by residential buildings. While gaps may exist, because of height, bulk and setback, there is regularity to the overall form of industrial/commercial buildings. A small cluster of brick and stucco public buildings (police, fire, and hospital) are easily recognizable from other industrial/commercial structures found in the district. These resources, while offering a different scale and proportion, are compatible with the plain reinforced concrete and brick-faced structures characteristic of 20th century industrial architecture.*
3. *Fenestration. For the most part, the district's industrial/commercial buildings lack strong fenestration patterns, which typically are not supportive of a warehouse function. Windows exist near entrances and in some cases, offer small storefronts to display products. Early 20th century warehouse buildings were often constructed with office spaces above warehouse functions. In this case, double-hung, residential-type windows can be found. Larger industrial, metal sash windows are prevalent on commercial buildings built after 1920. Door openings are often massive to facilitate easy access of bulk materials.*
4. *Materials. Standard brick masonry is found on the older industrial/commercial buildings in the district; reinforced concrete was introduced as a cladding material following the earthquake and fire of 1906. Concrete block and stucco are also found on some 20th century, industrial/commercial buildings.*

5. *Color.* Red brick is typical, with some yellow and painted brick. Muted earth tones of red, brown, green, gray, and blue are found on reinforced concrete, concrete block, and stucco-faced buildings.
6. *Texture.* Typical facing materials give both a rough textured or smooth appearance, depending on the cladding material.
7. *Architectural Detail.* Industrial and commercial buildings typically lack ornamentation. Warehouses by their very nature are utilitarian; warehouses constructed towards the end of the Dogpatch Historic District period of significance (1943) have even less ornamentation than older counterparts. Cornices are simple and may be abstract versions of more elaborate cornices found on larger, commercial structures in San Francisco's Financial District. Where detail occurs, it is often found surrounding entryways to industrial/commercial buildings.

As noted within Section 7 of Appendix L, the Dogpatch Landmark District outlines standards for new construction and alterations within the Dogpatch Landmark District (See Appendix L, Section 7). The standards for review address the character of the historic district, alteration and new construction of residential properties, and alteration and new construction of industrial/commercial properties.

Overall, the proposed project appears to be compatible and in general conformity with the historic character and character-defining features of the Dogpatch Landmark District, as outlined within Appendix L of Article 10 of the San Francisco Planning Code, and as follows:

Overall Form and Continuity

901 Tennessee Street appears to be consistent and compatible with the overall form and continuity of the Dogpatch Landmark District with its large rectangular bulk, four-story height and ground floor setbacks along Tennessee Street. The residential properties in the surrounding district are one-to-three-stories in height, and are characterized by elevated ground floor entrances, at grade garages and a 10-ft setback from the public right of way. The industrial properties in the surrounding district are one-to-four-stories in height, and are constructed at the property line. The proposed project achieves a balance between these two characteristics, since the project features a four-story massing that is constructed at the property line, as well as, ground floor walk-up dwelling units, which feature a ground floor setback along Tennessee Street, thus relating to the residential properties in the district which are setback from the sidewalk.

Scale and Proportion

901 Tennessee Street appears to be consistent and compatible with the district's scale and proportion, as evidenced by the large bulk, large-scale ground floor openings, and vertical bay articulation along Tennessee Street. The residential properties in the surrounding district are located on lots which range from 20 to 40-ft in width, and are designed in either a vernacular style with Greek Revival influences or a Victorian-era (Queen Anne, Italianate and Eastlake-Pelton Cottage) architectural style. The industrial properties in the surrounding district feature a typical warehouse design with a large bulk and large ground level openings. Once again, the proposed project balances between both of these characteristics, since the project features a large four-story bulk, large-scale recessed porches along Tennessee Street that

evoke the large-scale ground floor openings of the district's industrial properties, and a vertical bay articulation along Tennessee Street, which evokes the district's typical residential lot width.

Fenestration

901 Tennessee Street appears to be consistent and compatible with certain aspects of the district's fenestration. The residential properties in the surrounding district are primarily characterized by a fairly symmetrical and regular pattern of double-hung, wood-sash windows with consistent dimensions. The industrial properties in the surrounding district feature large-scale door openings and larger industrial metal sash windows; though, a typical district fenestration pattern is not apparent among the district's industrial properties. The proposed project correlates its multi-lite aluminum-sash windows along Tennessee Street to the district's industrial properties and the assortment of large fixed and two-panel aluminum windows along 20th Street to the district's residential properties.

As an alternate to the proposed fenestration, the Department requested that the Project Sponsor explore use of industrial-sash window for the entirety of the project. This alternative provides a more homogenous character along the exterior and has a clear relationship to the district's character-defining features.

Materials, Color and Texture

901 Tennessee Street appears to be consistent and compatible with aspects of the district's predominant materials, colors and textures. The residential properties in the surrounding district are primarily characterized by painted horizontal rustic wood siding. The industrial properties in the surrounding district are primarily characterized by standard brick masonry (either red brick or yellow brick), reinforced concrete and stucco, which feature a rough textured or smooth appearance in earth tones of red, brown, green, gray and blue. The proposed project's material palette consisting of horizontal shiplap wood siding and cement plaster are consistent with the district's characteristics. Similarly, the proposed color of the exterior materials, which include brown and gray, are consistent with the district's characteristics.

Design Features & Architectural Details

901 Tennessee Street appears to be consistent and compatible with district's design features and architectural details. The residential properties in the surrounding district are primarily characterized by recessed porches, entry porticos and architectural details designed in either Greek Revival, Eastlake, Queen Anne, Italianate or Classical Revival architectural styles. The industrial properties in the surrounding district are primarily characterized by their lack of ornamentation, utilitarian nature, and simple cornices. The proposed project incorporates some of the district's characteristics including the lack of ornamentation, the recessed porches, and a strong cornice. The project successfully draws from historic precedent by providing for a strong cornice along the 20th and Tennessee Street facades albeit in a contemporary material and design.

Summary

Ultimately, the proposed project appears to respect the general size, shape, scale and historic character of the character-defining features and contributing resources within the Dogpatch Landmark District. The proposed project provides a contemporary expression that appropriately references important elements

and characteristics of the district. Therefore, the proposed project appears to generally comply with the standards for infill new construction, as outlined in Appendix L of Article 10 of the San Francisco Planning Code.

ENVIRONMENTAL REVIEW STATUS

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on March 26, 2015, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

PLANNING DEPARTMENT RECOMMENDATION

Planning Department staff recommends APPROVAL WITH CONDITIONS of the proposed project as it appears to meet the *Secretary of the Interior Standards for Rehabilitation* and requirements of Article 10.

CONDITIONS OF APPROVAL

To ensure that the proposed work is undertaken in conformance with this Certificate of Appropriateness, staff recommends the following conditions:

1. As part of the Building Permit, the Project Sponsor shall provide material samples, including the proposed wood siding and cement plaster finish, to ensure compatibility with the surrounding landmark district. These material samples shall demonstrate the range of color and finishes for the identified materials.

ATTACHMENTS

Draft Motion

Exhibits, including Parcel Map, Sanborn Map, Zoning Map, Aerial Photos, and Site Photos

Letter to Will Mollard and Mike Pitler from ARC, dated August 21, 2014

Community Plan Exemption

Architectural Drawings

Public Correspondence

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SAN FRANCISCO PLANNING DEPARTMENT

Historic Preservation Commission Draft Motion

HEARING DATE: APRIL 15, 2015

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Project Address: **901 TENNESSEE STREET**
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ADOPTING FINDINGS FOR A CERTIFICATE OF APPROPRIATENESS FOR PROPOSED WORK DETERMINED TO BE APPROPRIATE FOR AND CONSISTENT WITH THE PURPOSES OF ARTICLE 10, TO MEET THE STANDARDS OF ARTICLE 10 AND TO MEET THE SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION, FOR THE PROPERTY LOCATED ON LOT 017 IN ASSESSOR'S BLOCK 4108, WITHIN THE DOGPATCH LANDMARK DISTRICT, UMU (URBAN MIXED-USE) ZONING DISTRICT AND 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

WHEREAS, on January 31, 2014, Will Mollard of Workshop1 (Project Sponsor) on behalf of Mindful Investments, Inc. (Property Owner), filed an application with the San Francisco Planning Department (Department) for a Certificate of Appropriateness for new construction of a four-story residential building located on Lot 017 in Assessor's Block 4108.

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

WHEREAS, 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.

WHEREAS, 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.

WHEREAS, on March 26, 2015, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

WHEREAS, on April 15, 2015, the Commission conducted a duly noticed public hearing on the current project, Case No. 2013.0321A (Project) for its appropriateness.

WHEREAS, in reviewing the Application, the Commission has had available for its review and consideration case reports, plans, and other materials pertaining to the Project contained in the Department's case files, has reviewed and heard testimony and received materials from interested parties during the public hearing on the Project.

MOVED, that the Commission hereby grants with conditions a Certificate of Appropriateness, in conformance with the project information dated March 6, 2015 and labeled Exhibit A on file in the docket for Case No. 2013.0321A based on the following findings:

CONDITIONS OF APPROVAL

To ensure that the proposed work is undertaken in conformance with this Certificate of Appropriateness, staff recommends the following conditions:

1. As part of the Building Permit, the Project Sponsor shall provide material samples, including the proposed wood siding and cement plaster finish, to ensure compatibility with the surrounding landmark district. These material samples shall demonstrate the range of color and finishes for the identified materials.

FINDINGS

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

1. The above recitals are accurate and also constitute findings of the Commission.
2. Findings pursuant to Article 10:

The Historical Preservation Commission has determined that the proposed work is compatible with the character of the Dogpatch Landmark District as described in Appendix L of Article 10 of the Planning Code.

- That the proposed project is compatible infill new construction within the Dogpatch Landmark District.
- That the proposed project does not destroy or damage historic materials or character-defining features of the Dogpatch Landmark District.
- That the essential form and integrity of the landmark and its environment would be unimpaired if the alterations were removed at a future date.
- That the proposal respects the character-defining features of Dogpatch Landmark District.
- The proposed project meets the requirements of Article 10.
- The proposed project meets the *Secretary of the Interior's Standards for Rehabilitation*, including:

Standard 9.

New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Standard 10:

New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

3. **General Plan Compliance.** The proposed Certificate of Appropriateness is, on balance, consistent with the following Objectives and Policies of the General Plan:

I. URBAN DESIGN ELEMENT

THE URBAN DESIGN ELEMENT CONCERNS THE PHYSICAL CHARACTER AND ORDER OF THE CITY, AND THE RELATIONSHIP BETWEEN PEOPLE AND THEIR ENVIRONMENT.

GOALS

The Urban Design Element is concerned both with development and with preservation. It is a concerted effort to recognize the positive attributes of the city, to enhance and conserve those attributes, and to improve the living environment where it is less than satisfactory. The Plan is a definition of quality, a definition based upon human needs.

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 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

OBJECTIVE 2

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

POLICY 2.4

Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

POLICY 2.5

Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

POLICY 2.7

Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

The goal of a Certificate of Appropriateness is to provide additional oversight for buildings and districts that are architecturally or culturally significant to the City in order to protect the qualities that are associated with that significance.

The proposed project qualifies for a Certificate of Appropriateness and therefore furthers these policies and objectives by maintaining and preserving the character-defining features of the Dogpatch Landmark District for the future enjoyment and education of San Francisco residents and visitors.

4. The proposed project is generally consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

- A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

The project will not have any impact on any existing neighborhood serving retail uses. The project does not include any new retail use. The project will provide new residents to the area, who will likely patronize and strengthen existing retail uses within the immediate vicinity.

- B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

The proposed project would not impact any existing housing, and will strengthen neighborhood character by respecting the character-defining features of Dogpatch Landmark District in conformance with the Secretary of the Interior's Standards for Rehabilitation.

- C) The City's supply of affordable housing will be preserved and enhanced:

The project will provide new on-site affordable housing units for ownership.

- D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

The proposed project will not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking. The proposed project is located within a transit-rich neighborhood with walkable access to bus, light rail and train lines.

- E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

The proposed project does not displace industrial and service sectors for new commercial office development.

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

Preparedness against injury and loss of life in an earthquake is unaffected by the proposed work. Any construction or alteration associated with the project will be executed in compliance with all applicable construction and safety measures.

- G) That landmark and historic buildings will be preserved:

The project as proposed is in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards for Rehabilitation.

- H) Parks and open space and their access to sunlight and vistas will be protected from development:

The proposed project will not impact the access to sunlight or vistas for parks and open space.

5. For these reasons, the proposal overall, is appropriate for and consistent with the purposes of Article 10, meets the standards of Article 10, and the *Secretary of Interior's Standards for Rehabilitation*, General Plan and Prop M findings of the Planning Code.

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 **GRANTS WITH CONDITIONS a Certificate of Appropriateness** for the property located at Lot 017 in Assessor's Block 4108 for proposed work in conformance with the project information dated March 6, 2015, labeled Exhibit A on file in the docket for Case No. 2013.0321A.

APPEAL AND EFFECTIVE DATE OF MOTION: The Commission's decision on a Certificate of Appropriateness shall be final unless appealed within thirty (30) days. Any appeal shall be made to the Board of Appeals, unless the proposed project requires Board of Supervisors approval or is appealed to the Board of Supervisors, such as a conditional use, in which case any appeal shall be made to the Board of Supervisors (see Charter Section 4.135).

Duration of this Certificate of Appropriateness: This Certificate of Appropriateness is issued pursuant to Article 10 of the Planning Code and is valid for a period of three (3) years from the effective date of approval by the Historic Preservation Commission. The authorization and right vested by virtue of this action shall be deemed void and canceled if, within 3 years of the date of this Motion, a site permit or building permit for the Project has not been secured by Project Sponsor.

THIS IS NOT A PERMIT TO COMMENCE ANY WORK OR CHANGE OF OCCUPANCY UNLESS NO BUILDING PERMIT IS REQUIRED. PERMITS FROM THE DEPARTMENT OF BUILDING INSPECTION (and any other appropriate agencies) MUST BE SECURED BEFORE WORK IS STARTED OR OCCUPANCY IS CHANGED.

I hereby certify that the Historic Preservation Commission ADOPTED the foregoing Motion on April 15, 2015.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: April 15, 2015

Parcel Map

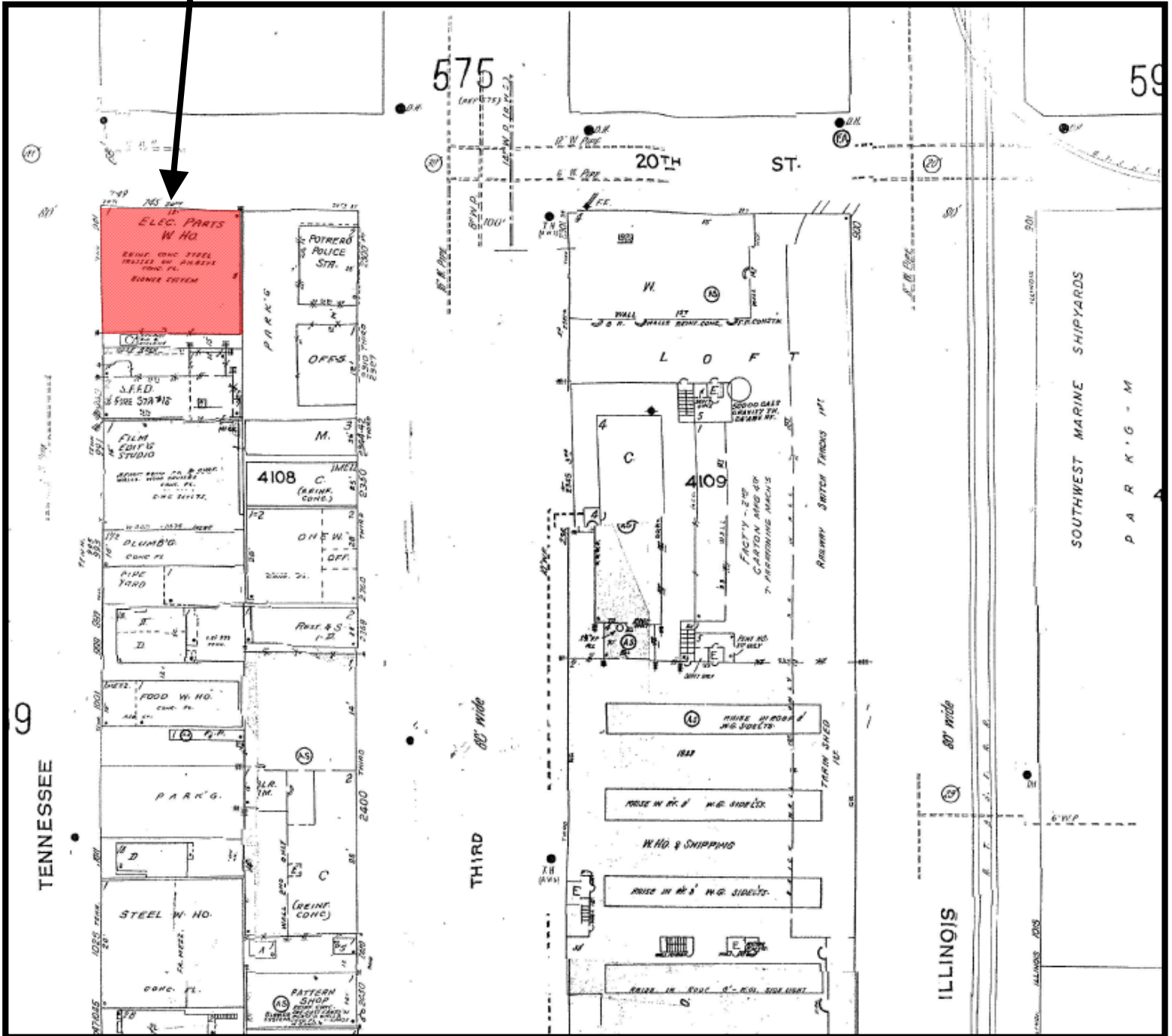


Certificate of Appropriateness Hearing
 Case Number 2013.0321A
 901 Tennessee Street



Sanborn Map*

SUBJECT PROPERTY

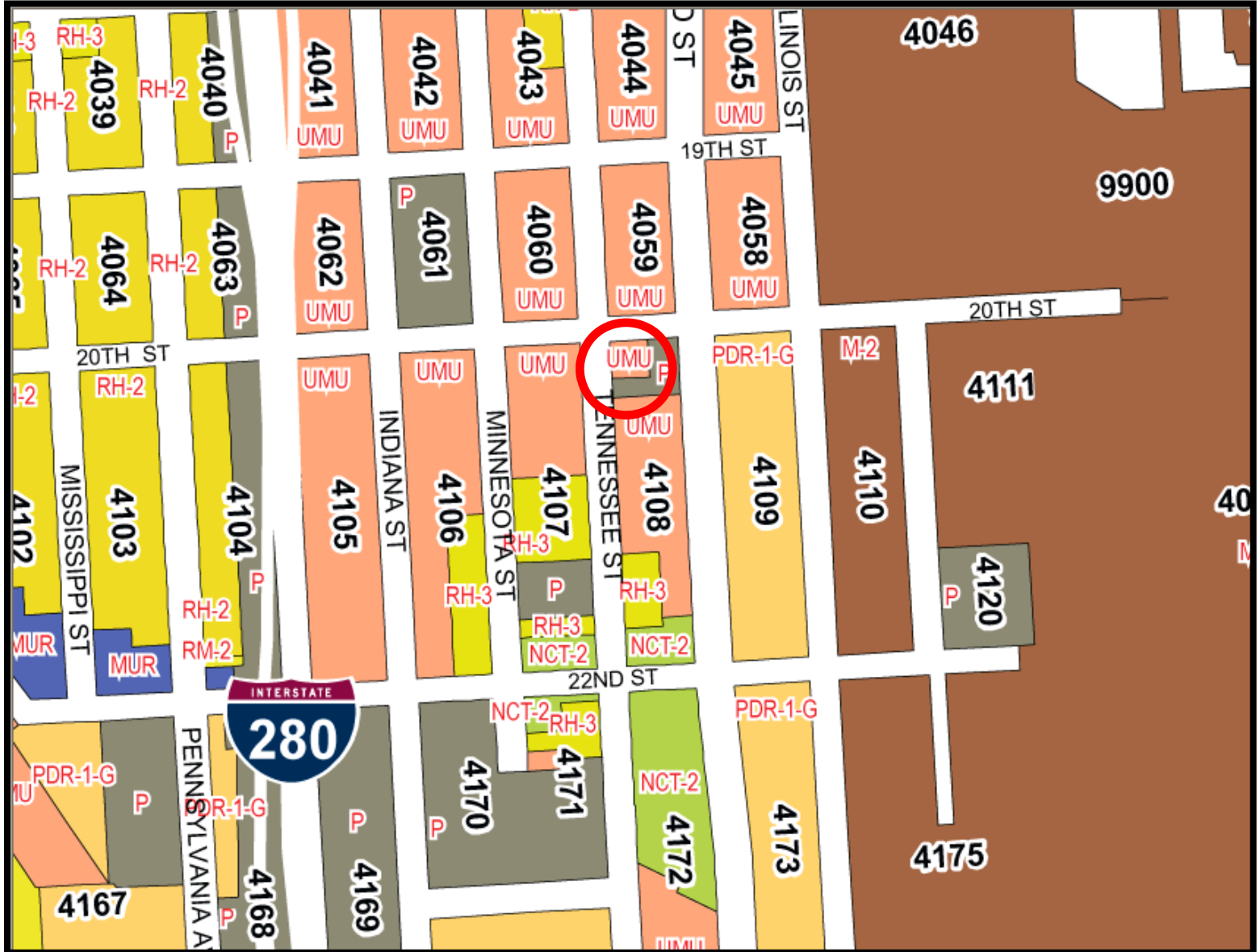


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Certificate of Appropriateness Hearing
Case Number 2013.0321A
901 Tennessee Street

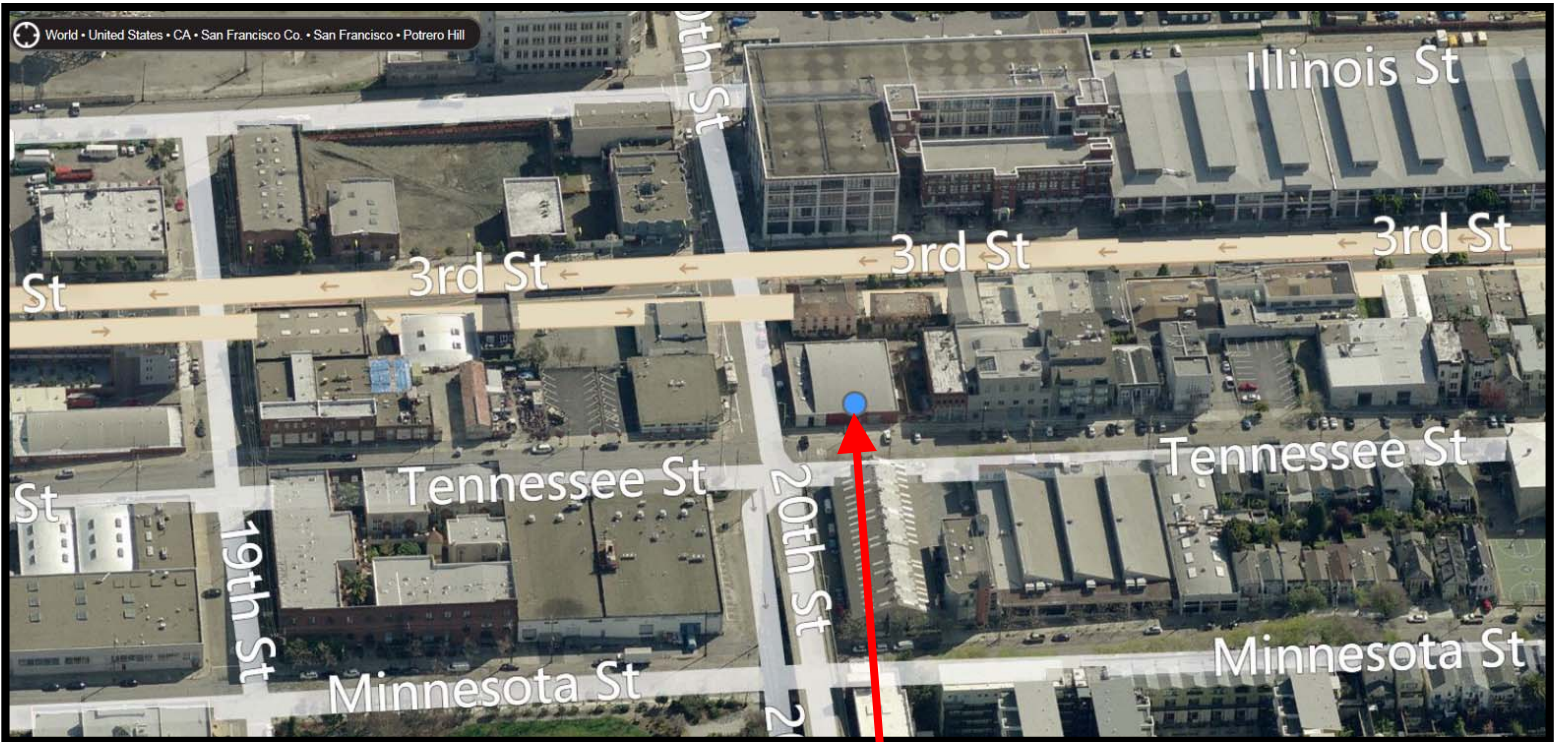


Zoning Map



Certificate of Appropriateness Hearing
Case Number 2013.0321A
901 Tennessee Street

Aerial Photo



SUBJECT PROPERTY



Certificate of Appropriateness Hearing
Case Number 2013.0321A
901 Tennessee Street

Site Photo



901 Tennessee Street, March 2014 (Source: Google Maps)

Certificate of Appropriateness Hearing
Case Number 2013.0321A
901 Tennessee Street

Site Photo



901 Tennessee Street, View along 20th Street, August 2014 (Source: Google Maps)

Certificate of Appropriateness Hearing
Case Number 2013.0321A
901 Tennessee Street

Site Photo



901 Tennessee Street, View along Tennessee Street, March 2014 (Source: Google Maps)

Certificate of Appropriateness Hearing
Case Number 2013.0321A
901 Tennessee Street



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: August 21, 2014
TO: Will Mollard and Mike Pitler, Workshop1
FROM: Rich Sucre, Historic Preservation Technical Specialist,
(415) 575-9108
REVIEWED BY: Architectural Review Committee of the Historic Preservation
Commission
RE: **Meeting Notes - Review and Comment at the August 20, 2014
ARC-HPC Hearing for 901 Tennessee Street, Case No. 2013.0321ABX**

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

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

At the request of the Planning Department, the Architectural Review Committee (ARC) was asked to review and comment on the proposed project at 901 Tennessee Street, which involves infill new construction within the Dogpatch Landmark District.

Currently, the proposed project is undergoing environmental review pursuant to the California Environmental Quality Act (CEQA).

ARC RECOMMENDATIONS/COMMENTS

Tennessee Street Façade

The ARC finds that the proposed design for the Tennessee Street façade is more successful and would be compatible with the surrounding landmark district than the 20th Street façade.

Fenestration

The ARC concurs with the staff determination that the fenestration of the 20th Street façade should be refined to reinforce its compatibility with the surrounding landmark district. In particular, the ARC found that the project would benefit from a simpler, regular and more clearly defined pattern of fenestration on the second, third and fourth floor levels. The district's fenestration is commonly characterized by symmetrical window openings placed within a regular stacked pattern. The Project Sponsor should also consider an alternative window material. Wood-sash windows are common characteristics of residential properties within the landmark district.

Ground Floor Treatment, Design Features & Architectural Details

The ARC concurs with the staff determination that the ground floor treatment of the 20th Street façade should be refined to reinforce its compatibility with the surrounding landmark district. The ARC found that the project should consider more regularly-spaced and consistent openings and should better define the main points of entry and provide for a better relationship between the ground level and the floors above. The ground floor treatment should be simplified with more

emphasis on the residential entry. The ARC recommended extending the canopy on the ground floor into the breezeway to better tie the ground floor elements together.

The ARC encouraged further study of the wood siding along the 20th Street façade. The ARC recognized the tension between use of a residential building material (wood) on a façade that is more characterized by an industrial form and massing. The 20th Street façade should reinforce the residential scale of this façade through its details.

Cornice/Roofline Termination

The ARC concurs with the staff recommendations to incorporate a simple cornice or an articulated roofline to better fit within the context of the surrounding district. Within the surrounding district, the residential and industrial properties commonly feature a cornice element or some type of termination at the roofline. The Project Sponsor should seek a similar approach to the roofline termination as the Tennessee Street façade, and seek a subtle approach towards terminating the 20th Street façade.

District Views

The ARC recognized the visibility of the east façade as a backdrop to the historic police station along 3rd Street, and appreciated the use of a living wall along this façade.

Future Review

The ARC appreciates the opportunity to review the proposed project at 901 Tennessee Street, and welcomes future review of the proposed project.



PROJECT TEAM

OWNER
MINDFUL INVESTMENTS, LP
827 DEHARO STREET
SAN FRANCISCO, CA 94107
RONALDO CIANCIARULO

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

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

LANDSCAPE ARCHITECT:
FLETCHER STUDIO
2339 3RD STREET, #43R
SAN FRANCISCO, CA 94107
DAVID FLETCHER
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STRUCTURAL ENGINEER:
DCI ENGINEERS
ONE POST STREET, SUITE 1050
SAN FRANCISCO, CA 94104
JEFF D. BRINK, P.E.
(415) 781-1505 x.222

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

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

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

PROJECT DESCRIPTION

THIS PROPOSAL IS TO CONSTRUCT A NEW 4 STORY PLUS BASEMENT, FULLY-SPRINKLERED, RESIDENTIAL BUILDING AT 901 TENNESSEE STREET (BLOCK 4801 AND LOT 017). THE PROJECT SITE IS LOCATED ON THE EAST SIDE OF TENNESSEE STREET AT THE CORNER OF 20TH STREET IN THE HISTORIC DOGPATCH NEIGHBORHOOD. IT IS IN THE BLOCK BOUNDED BY TENNESSEE STREET, 20TH STREET, 3RD STREET, AND 22ND STREET. THE LOT MEASURES 100' BY 100' AND IS APPROXIMATELY 10,000 SQ FT IN AREA. IT IS CURRENTLY IMPROVED WITH A VACANT ONE STORY INDUSTRIAL BUILDING OF APPROXIMATELY 9,000 SQ FT, WITH NO BASEMENT, THAT WAS CONSTRUCTED IN 1946. THE PROPERTY IS ZONED URBAN MIXED USE (UMU) AND IS LOCATED IN A 40-X HEIGHT AND BULK DISTRICT.

THE DESIGN OF THE PROPOSED BUILDING IS 'C' SHAPE WITH AN INTERNAL COURTYARD. THE BUILDING WILL CONTAIN APPROXIMATELY 42,400 SQUARE FEET IN TOTAL, WILL HAVE 4 LEVELS OVER A FULL BASEMENT, AND WILL BE A HEIGHT OF 40 FEET AS MEASURED FROM THE MIDPOINT OF THE FRONTAGE ALONG TENNESSEE STREET. THE BUILDING HAS A TOTAL 44 UNITS THAT BREAK DOWN IN THE FOLLOWING MANNER: THERE ARE 3 STUDIOS, 23 ONE-BEDROOM UNITS, 10 TWO-BEDROOM UNITS, 5 TWO-BEDROOM "FLEXIBLE OCCUPANCY" UNITS, AND 3 THREE-BEDROOM UNITS. THE PLANNING CODE REQUIRES THAT 40% OF THE UNITS BE TWO-BEDROOM OR LARGER. THE PROPOSED DESIGN CONTAINS A TOTAL OF 18 UNITS THAT MEET THIS REQUIREMENT, OR 40.9%. FIVE OF THE UNITS (11.4%) SHALL BE BELOW MARKET RATE PER INCLUSIONARY HOUSING POLICY. THE UNITS RANGE IN SIZE FROM 388 TO 884 SQUARE FEET WITH THE AVERAGE ONE-BEDROOM MEASURING 551 SQUARE FEET, THE AVERAGE TWO-BEDROOM MEASURING 770 SQUARE FEET, AND THE AVERAGE THREE-BEDROOM MEASURING 884 SQUARE FEET.

THE BUILDING'S DESIGN IS COMPATIBLE WITH CHARACTER OF THE DOGPATCH NEIGHBORHOOD. THE FLEXIBLE OCCUPANCY UNITS, LINING THE BUILDING'S SIDEWALK FRONTAGE ALONG TENNESSEE AND 20TH STREETS, HAVE STOREFRONT WINDOWS SETBACK WITH STOOPS AND OFFER HOME-BUSINESS OPPORTUNITIES FOR THE NEIGHBORHOOD (WHICH HAS AN ABUNDANCE OF SMALL OFFICES POPULAR AMONG DESIGNERS AND SMALL, CREATIVE COMPANIES). THESE UNITS PROMOTE THE UMU ZONING GOALS, WHICH CALLS FOR "A VIBRANT MIX OF USES WHILE MAINTAINING THE CHARACTERISTICS OF FORMERLY INDUSTRIALLY-ZONED AREAS."

FOLLOWING IS A DESCRIPTION OF THE BUILDING BY FLOOR/ FEATURE.

BASEMENT LEVEL. THE BASEMENT LEVEL CONTAINS A PARKING GARAGE WITH 33 CAR PARKING SPACES AND 88 BICYCLE PARKING SPACE. ADDITIONALLY, THERE ARE AREAS FOR THE BUILDING'S MECHANICAL ROOMS.

1ST LEVEL (GROUND FLOOR). THE 1ST LEVEL HAS 8 DWELLING UNITS CONSISTING OF 2 ONE-BEDROOM UNITS, 1 TWO-BEDROOM UNIT AND 5 TWO-BEDROOM "FLEXIBLE OCCUPANCY" UNITS, WHICH FACE TENNESSEE STREET. THE FLEXIBLE OCCUPANCY UNIT WOULD ALLOW SOMEONE TO OPERATE A HOME-BASED BUSINESS (OCCUPYING A LIMITED AMOUNT OF FLOOR AREA).

COURTYARD. AN APPROXIMATELY 1,692 SQUARE FOOT LANDSCAPED INTERNAL COURTYARD IS LOCATED ON THE 1ST LEVEL. A PORTION OF THE COURTYARD IS COVERED (NOT INCLUDED IN AFOREMENTIONED AREA), AS IT IS LOCATED WITHIN A BREEZEWAY THAT OPENS ONTO 20TH STREET AND SERVES AS THE BUILDING'S ENTRANCE. THE COURTYARD SERVES AS THE BUILDING'S REQUIRED REAR YARD AND WILL REQUIRE A REAR YARD MODIFICATION FOR ITS APPROVAL. BECAUSE THE UNITS FACE INTO THE COURTYARD, IT SERVES TO BUFFER THE RESIDENTIAL UNITS FROM THE ADJACENT DILAPIDATED PROPERTIES. THE ENTIRETY OF THE COURTYARD WILL SERVE AS PRIVATE OPEN SPACE FOR THE ADJACENT UNITS WITH A COMMON PEDESTRIAN ACCESS PATH FOR EACH.

2ND, 3RD AND 4TH LEVELS. THE 2ND THROUGH 4TH LEVELS EACH HAVE 12 UNITS CONSISTING OF 1 STUDIO UNIT, 7 ONE-BEDROOM UNITS, 3 TWO-BEDROOM UNITS AND 1 THREE-BEDROOM UNIT. THE 4TH LEVEL'S TENNESSEE STREET FRONTAGE IS SET BACK 3' PROVIDING EACH OF THE 3 ADJACENT UNITS WITH A SMALL EXTERIOR DECK SPACE.

ROOF LEVEL. THE ROOF LEVEL HAS APPROXIMATELY 3,662 SQUARE FEET OF LANDSCAPED TO SERVE AS THE BUILDING'S REQUIRED COMMON OPEN SPACE. ADDITIONALLY, THERE ARE 2 PENTHOUSES CONTAINING STAIRS, AN ELEVATOR AND A BOILER ROOM.

DRAWING SHEET INDEX

- A0.1 PROJECT DESCRIPTION AND DATA
- A0.2 PROJECT VICINITY MAP
- A0.3 DESIGN BACKGROUND - CONTRIBUTORY INDUSTRIAL BUILDINGS IN THE DOGPATCH HISTORIC DISTRICT
- A0.4 DESIGN BACKGROUND - CONTRIBUTORY CIVIC AND RESIDENTIAL BUILDINGS IN THE DOGPATCH HISTORIC DISTRICT
- A0.5 DESIGN BACKGROUND - CONTRIBUTORY BUILDINGS' FORM AND DETAIL PRECEDENTS
- A0.6 DESIGN BACKGROUND - CONTRIBUTORY BUILDINGS' MATERIAL PRECEDENTS

- A1.1 CONCEPT RENDERING - DESIGN PROGRESSION (20TH & TENNESSEE STREET ELEVATIONS)
- A1.2 CONCEPT RENDERING - SOUTHEAST STREET VIEW (20TH & TENNESSEE STREET ELEVATIONS)
- A1.3 CONCEPT RENDERING ALTERNATE - SOUTHEAST STREET VIEW (20TH & TENNESSEE STREET ELEVATIONS)
- A2.1 EXISTING SITE PLAN
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- A3.1 TENNESSEE STREET ELEVATION & DESIGN PRECEDENTS
- A3.2 PARTIAL TENNESSEE STREET ELEVATION - RELATIONSHIP TO 909 TENNESSEE 'SFFD ENGINE HOUSE #16'
- A3.3 20TH STREET ELEVATION
- A3.4 20TH STREET ELEVATION'S RELATIONSHIP TO 2500-2550 THIRD STREET
- A3.5 SOUTH 'PROPERTY LINE' ELEVATION
- A3.6 EAST 'PROPERTY LINE' ELEVATION

PROJECT DATA MATRIX

	Beds	Baths	Flex	BMR	Residential Area		Other Area			Total	
					Net Saleable	Gross Saleable	Commercial	Other Area	Landscaped Area	Gross Buildable	
Bicycle Parking									490		
Parking Garage									7,436		
Circulation/Mechanical									1,284		
Common Landscaped Area											
Basement Level					0	0	0	9,210	0	9,210	
101	2	1	1		697	790				156	
102	2	1	1		797	892				235	
103	2	1	1		720	808				287	
104	2	1	1		720	808				287	
105	2	1	1		797	892				271	
106	1	1	1		672	754				231	
107	1	1	1		535	598				231	
108	2	1			666	743				231	
Circulation/Mechanical									799		
Common Landscaped Area										839	
Level 1	8			5	0	5,604	6,265	0	799	2,768	7,084
201	3	1			805	887					
202	1	1			529	593					
203	1	1			529	593					
204	2	1			747	826					
205	1	1			480	536					
206	1	1			441	494					
207	1	1			496	554					
208	2	1		1	598	671					
209	0	1		1	334	386					
210	1	1			496	554					
211	1	1		1	441	484					
212	2	1			667	745					
Circulation/Mechanical									1,183		
Common Landscaped Area											
Level 2	12			0	3	6,563	7,323	0	1,183	0	8,506
301	3	1			805	887					
302	1	1			529	593					
303	1	1			529	593					
304	2	1			747	826					
305	1	1			480	536					
306	1	1		1	441	494					
307	1	1			496	554					
308	2	1		1	598	671					
309	0	1			334	386					
310	1	1			496	554					
311	1	1			441	484					
312	2	1			667	745					
Circulation/Mechanical									1,183		
Common Landscaped Area											
Level 3	12			0	2	6,563	7,323	0	1,183	0	8,506
401	3	1			805	887					
402	1	1			465	516				64	
403	1	1			470	516				64	
404	2	1			683	751				64	
405	1	1			480	536					
406	1	1			441	494					
407	1	1			496	554					
408	2	1			598	671					
409	0	1			334	386					
410	1	1			496	554					
411	1	1		1	441	484					
412	2	1			667	745					
Circulation/Mechanical									1,183		
Common Landscaped Area											
Level 4	12			0	1	6,376	7,094	0	1,183	192	8,277
Circulation/Mechanical									848		
Common Landscaped Area										3,662	
Roof Level					0	0	0	0	848	3,662	848
Building Total	44			5	6	25,106	28,025	0	14,406	6,622	42,431

UNIT TYPE	Qty	Avg Area	BMR calc	MR rounded	BMR actual	Flex Units
Studio	3	334	19,008	19	1	0
1 bedroom, 1 bath	23	492	145,728	146	3	0
2 bedroom, 1 bath	15	691	95,04	95	2	5
3 bedroom, 1 bath	3	805	19,008	19	0	0
Total	44	571	279	279	6	5

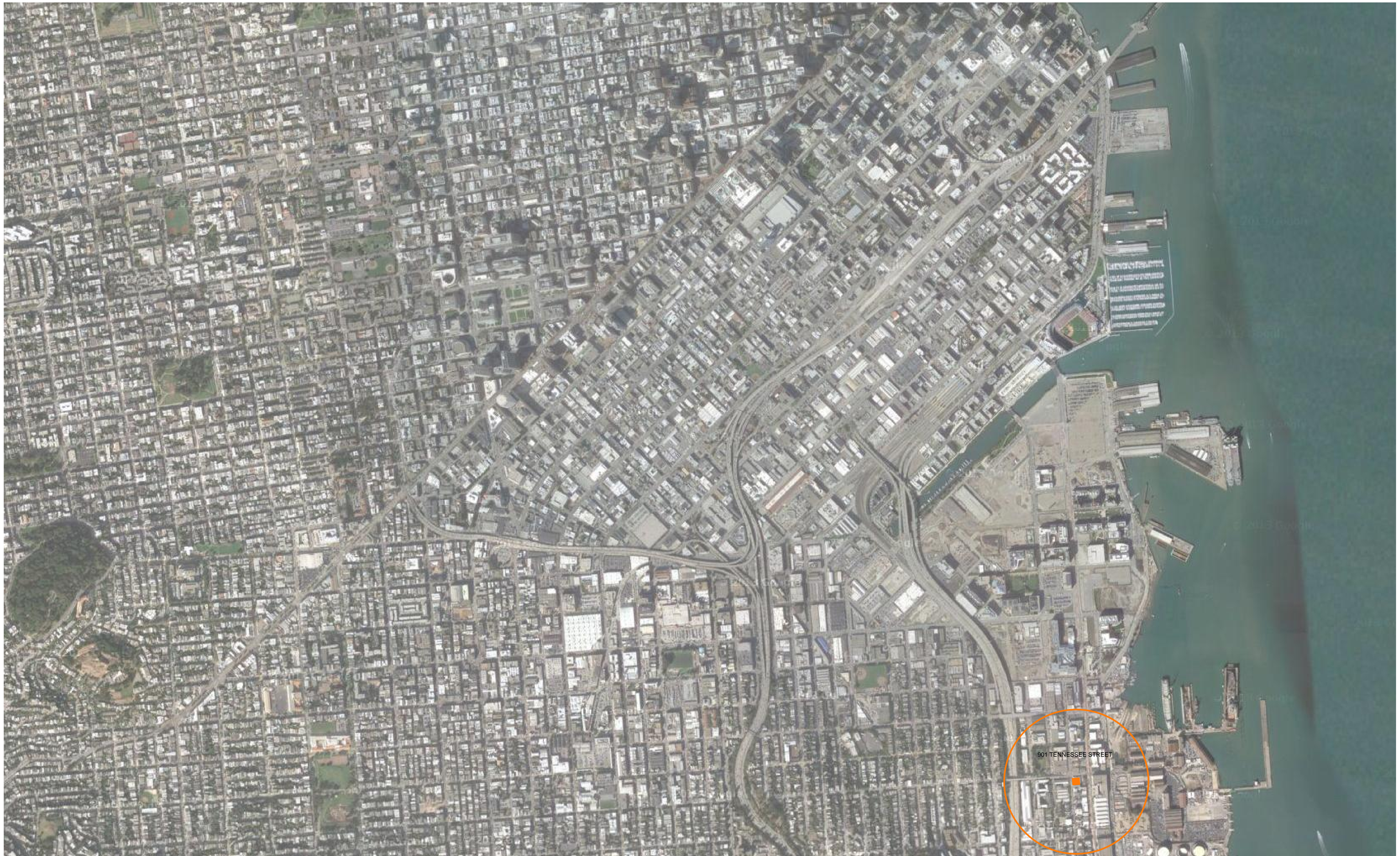
UNIT TYPE - BY LEVEL	L1	L2	L3	L4	Total Check
Studio	0	1	1	1	3
1 bedroom, 1 bath	2	7	7	7	23
2 bedroom, 1 bath	6	3	3	3	15
3 bedroom, 1 bath	0	1	1	1	3
Total	8	12	12	12	44

KEY PROJECT INFO	Required	Provided
# of 2+ Bedroom Units	18	18
% of 2+ Bedroom Units	40%	41%
BMR Units (14.4%)	6	6
Car Parking (75%)	33	33
Bike Parking - Class 1	44	88
Bike Parking - Class 2	2	2
Private Open Space	0	2,121
Common Open Space	3,360	4,501

OCCUPANCY USE	SF
R-2	31,586
S-2	7,926

1 per each unit required
1 per 20 units required

Workshop1 © 2014/2015/2016





890-900 MINNESOTA ST. - CONTRIBUTORY INDUSTRIAL BUILDING IN HISTORIC DISTRICT

904-922 22ND ST. 'RICKSHAW BAGWORKS' - CONTRIBUTORY INDUSTRIAL BUILDING IN HISTORIC DISTRICT



900 TENNESSEE ST. - CONTRIBUTORY INDUSTRIAL BUILDING IN HISTORIC DISTRICT





1060 TENNESSEE ST. 'IRVING M. SCOTT SCHOOL' - CONTRIBUTORY CIVIC BUILDING IN HISTORIC DISTRICT



909 TENNESSEE ST. 'SFFD ENGINE HOUSE #16' - CONTRIBUTORY CIVIC BUILDING IN HISTORIC DISTRICT



2500-2550 THIRD ST. 'FORMER KENTUCKY HOTEL' - CONTRIBUTORY RESIDENTIAL BUILDING IN HISTORIC DISTRICT



1060 TENNESSEE ST. 'IRVING M. SCOTT SCHOOL' - CONTRIBUTORY CIVIC BUILDING IN HISTORIC DISTRICT



2300 THIRD ST. 'POTRERO POLICE STATION' - CONTRIBUTORY CIVIC BUILDING IN HISTORIC DISTRICT



2500-2550 THIRD ST. 'FORMER KENTUCKY HOTEL' - CONTRIBUTORY RESIDENTIAL BUILDING IN HISTORIC DISTRICT



1. 800 TENNESSEE ST 'HSIN TUNG YANG FOOD CO.' - CONTRIBUTORY INDUSTRIAL BUILDING NOT IN HISTORIC DISTRICT



2. 970 TENNESSEE ST. - REGULAR PATTERN OF PILASTERS AND PLASTER-CEMENT VENEER



3. 904-922 22ND ST. 'RICKSHAW BAGWORKS' - INDUSTRIALLY SIZED BUILDING ENTRY



CLADDING MATERIAL #1 - CEMENT PLASTER SIDING WITH CONCRETE FINISH



CLADDING MATERIAL #2 OPTIONAL - SHIPLAP (HORIZONTAL) WOOD SIDING



970 TENNESSEE ST. - CONTRIBUTORY INDUSTRIAL BUILDING IN HISTORIC DISTRICT



807 22ND ST. - CONTRIBUTORY INDUSTRIAL BUILDING IN HISTORIC DISTRICT



1060 TENNESSEE ST. - 'IRVING M. SCOTT SCHOOL' - CONTRIBUTORY CIVIC BUILDING IN HISTORIC DISTRICT



904-922 22ND ST. 'RICKSHAW BAGWORKS' - CONTRIBUTORY INDUSTRIAL BUILDING IN HISTORIC DISTRICT



833 22ND ST. 'WORKSHOP RESIDENCE' - CONTRIBUTORY INDUSTRIAL BUILDING IN HISTORIC DISTRICT



2500-2550 TENNESSEE ST. 'FORMER KENTUCKY HOTEL' - CONTRIBUTORY RESIDENTIAL BUILDING IN HISTORIC DISTRICT



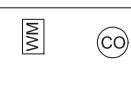
ITERATION 1 - NOVEMBER 2013 (INITIAL DESIGN)







20TH STREET
66' WIDE



(E) DRIVEWAY
TO BE REMOVED

16'-6"

TENNESSEE STREET
80' WIDE

100'-0"

(E) DRIVEWAY
TO BE REMOVED

13'-0"

PGE
PGE

(E) DRIVEWAY
TO BE REMOVED

10'-6"

(E) SUBJECT PROPERTY
1-STORY
TO BE DEMOLISHED

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY POTRERO POLICE STATION)
2-STORY

3RD STREET

100'-0"

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY FIREHOUSE)
2-STORY



TENNESSEE STREET
80' WIDE

100'-0"

25'-0" BAY WINDOW

APPROX. LOCATION OF PROPOSED BULB-OUT, SEE LANDSCAPE DRAWINGS

3'-0" BAY

SOLID LINES INDICATE LOCATION OF TRANSPARENT FRONTAGE, 60' FEET PROVIDED, SEE GROUND LEVEL FLOOR PLAN FOR MORE DETAIL

19'-6"

19'-6"

22'-6"

5'-2"

NEW 9' DRIVEWAY

41'-10" BAY WINDOW

20TH STREET
66' WIDE

12'-0" CURBCUT

3'-0"

UNIT 207, 307 & 407 (LEVELS 2-4)
EXPOSURE VARIANCE REQ'D.

UNIT 106 (LEVEL 1)
UNIT 210, 310 & 410 (LEVELS 2-4)
EXPOSURE VARIANCE REQ'D.

UNIT 206, 306 & 406 (LEVELS 2-4)
EXPOSURE VARIANCE REQ'D.

UNIT 107 (LEVEL 1)
UNITS 211, 311 & 411 (LEVELS 2-4)
EXPOSURE VARIANCE REQ'D.

UNIT 205, 305 & 405 (LEVELS 2-4)
EXPOSURE VARIANCE REQ'D.

UNIT 108 (LEVEL 1)
UNITS 212, 312 & 412 (LEVELS 2-4)
EXPOSURE VARIANCE REQ'D.

20'-0" COURTYARD

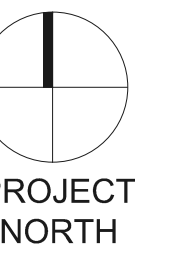
100'-0"

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY FIREHOUSE)
2-STORY

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY POTRERO POLICE STATION)
2-STORY

3RD STREET

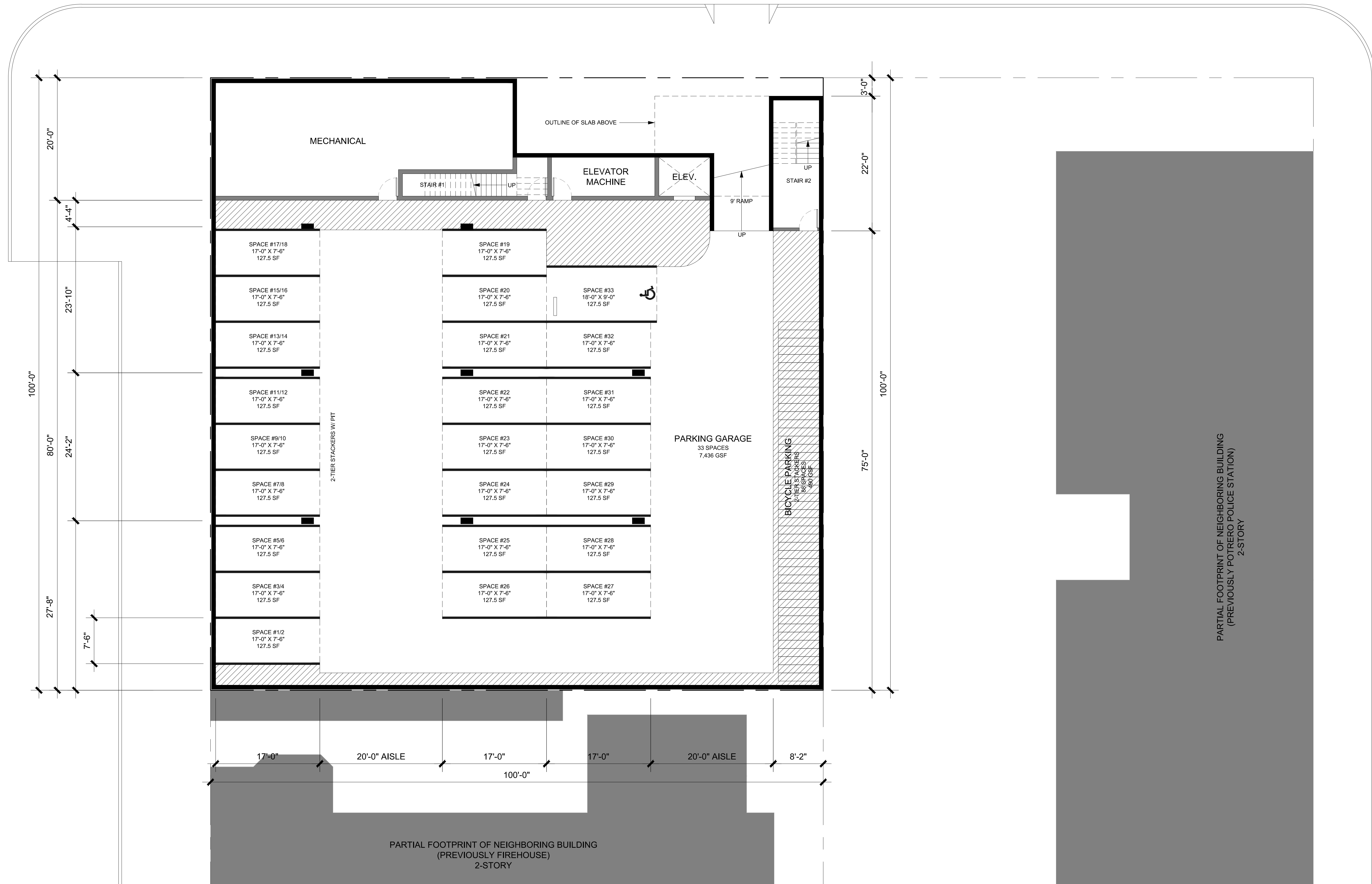
- NOTES:
1. BUILDING FOOTPRINT INDICATED WITH GRAY TONE
 2. UPPER LEVEL FOOTPRINT INDICATED BY DASHED LINES



20TH STREET
66' WIDE

TENNESSEE STREET
80' WIDE

3RD STREET

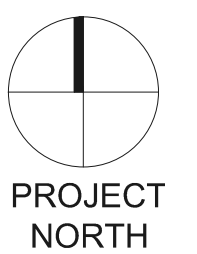




GREEN TONE INDICATES PRIVATE OPEN SPACE
 GRAY TONE INDICATES AREA OF RESIDENTIAL FLEX UNITS WHICH MAY BE USED & APPROVED FOR FUTURE COMMERCIAL USE PER PLANING CODE SECTIONS 329(d)(10) & (803.03(b)(1)(c))

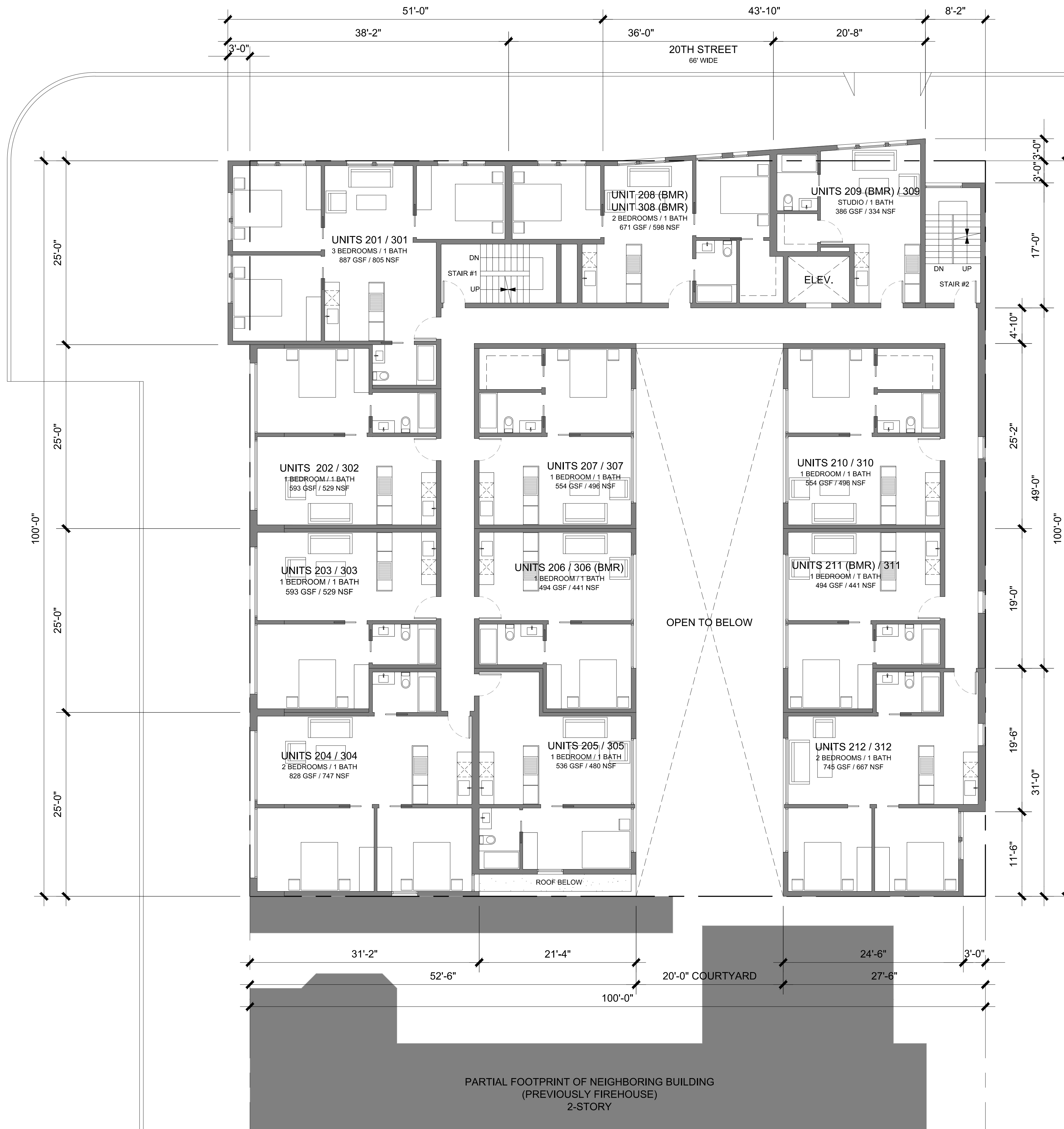
PARTIAL FOOTPRINT OF NEIGHBORING BUILDING (PREVIOUSLY FIREHOUSE) 2-STORY

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING (PREVIOUSLY POTRERO POLICE STATION) 2-STORY





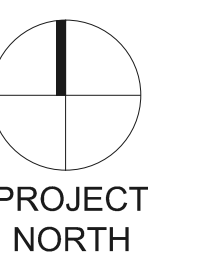
TENNESSEE STREET
80' WIDE



3RD STREET

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY POTRERO POLICE STATION)
2-STORY

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY FIREHOUSE)
2-STORY



TENNESSEE STREET
80' WIDE



OPEN TO BELOW

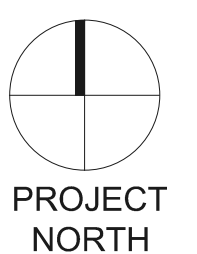
20'-0" COURTYARD

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY POTRERO POLICE STATION)
2-STORY

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY FIREHOUSE)
2-STORY

3RD STREET

GREEN TONE INDICATES PRIVATE OPEN SPACE



TENNESSEE STREET
80' WIDE

100'-0"

75'-0"

25'-0"

10'-8"

9'-4"

PENTHOUSE

5'-0"

PENTHOUSE

53'-0" 28'-4" 24'-8" PENTHOUSE 22'-6" 41'-10" 27'-6" PENTHOUSE 8'-2"

LANDSCAPED ROOF DECK
3,662 SF TOTAL AREA

AREA #2
1,649 SF

BOILER ROOM

ELEV.

22'-6" PENTHOUSE

63'-0"

UNOCCUPIED ROOF
3,624 GSF

OPEN TO BELOW

AREA #2
2,013 SF

11'-6"

3'-0" 28'-2" 21'-4" 20'-0" COURTYARD 24'-6" 27'-6" 3'-0"

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY FIREHOUSE)
2-STORY

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY POTRERO POLICE STATION)
2-STORY

3RD STREET

GREEN TONE INDICATES PRIVATE OPEN SPACE



20TH STREET
66' WIDE

TENNESSEE STREET
86' WIDE

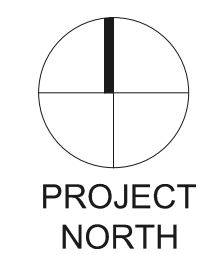
100'-0"

100'-0"

3RD STREET

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY POTRERO POLICE STATION)
2-STORY

PARTIAL FOOTPRINT OF NEIGHBORING BUILDING
(PREVIOUSLY FIREHOUSE)
2-STORY



- MATERIAL LIST**
1. SHIPLAP WOOD SIDING W/ 4" REVEAL AND DARK BROWN PAINTED FINISH
 2. SHIPLAP WOOD SIDING W/ 8" REVEAL AND DARK BROWN PAINTED FINISH
 3. CEMENT PLASTER SIDING W/ SMOOTH "CONCRETE" FINISH AND NATURAL GRAY COLOR
 4. ALUMINUM WINDOWS AND DOORS W/ ANODIZED BLACK FINISH AND INTEGRAL 4" RECESS
 5. MAHOGANY EXTERIOR DOORS W/ OIL FINISH
 6. CUSTOM METAL RAILINGS W/ BLACK POWDERCOAT FINISH
 7. CUSTOM METAL AWNINGS W/ BLACK POWDERCOAT FINISH
 8. CUSTOM METAL CAP FLASHING "CORNICE" W/ BLACK POWDERCOAT FINISH
 9. CUSTOM METAL SECURITY SCREENING AND AWNING W/ BLACK POWDERCOAT FINISH
 10. MCNICOLS "ECO-MESH" W/ RUSTED FINISH ON BLACK CEMENT PANEL FOR GREEN (PLANTED) WALL



PRECEDENT CONTRIBUTORY INDUSTRIAL BUILDINGS WITH REGULAR PATTERN OF PILASTERS

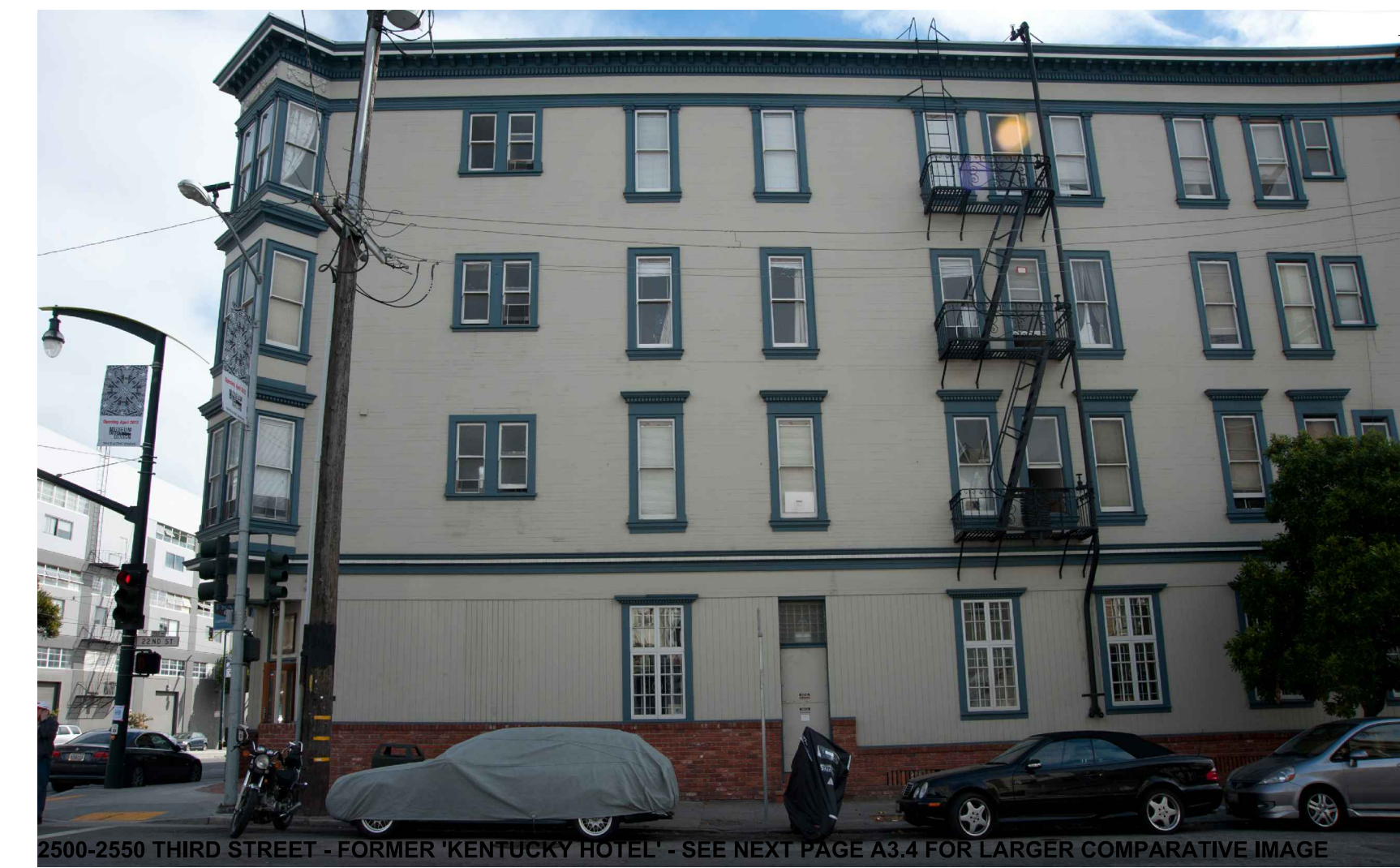




PARTIAL ELEVATION OF SUBJECT PROPERTY AT 901 TENNESSEE STREET

ELEVATION OF 909 TENNESSEE STREET 'SFFD ENGINE HOUSE #16'

- MATERIAL LIST
1. SHIPLAP WOOD SIDING W/ 4" REVEAL AND DARK BROWN PAINTED FINISH
 2. SHIPLAP WOOD SIDING W/ 8" REVEAL AND DARK BROWN PAINTED FINISH
 3. CEMENT PLASTER SIDING W/ SMOOTH "CONCRETE" FINISH AND NATURAL GRAY COLOR
 4. ALUMINUM WINDOWS AND DOORS W/ ANODIZED BLACK FINISH AND INTEGRAL 4" RECESS
 5. MAHOGANY EXTERIOR DOORS W/ OIL FINISH
 6. CUSTOM METAL RAILINGS W/ BLACK POWDERCOAT FINISH
 7. CUSTOM METAL AWNINGS W/ BLACK POWDERCOAT FINISH
 8. CUSTOM METAL CAP FLASHING "CORNICE" W/ BLACK POWDERCOAT FINISH
 9. CUSTOM METAL SECURITY SCREENING AND AWNING W/ BLACK POWDERCOAT FINISH
 10. MCNICOLS "ECO-MESH" W/ RUSTED FINISH ON BLACK CEMENT PANEL FOR GREEN (PLANTED) WALL



100' LONG FRONTAGE EQUAL TO THE PROJECT'S 20TH STREET FRONTAGE

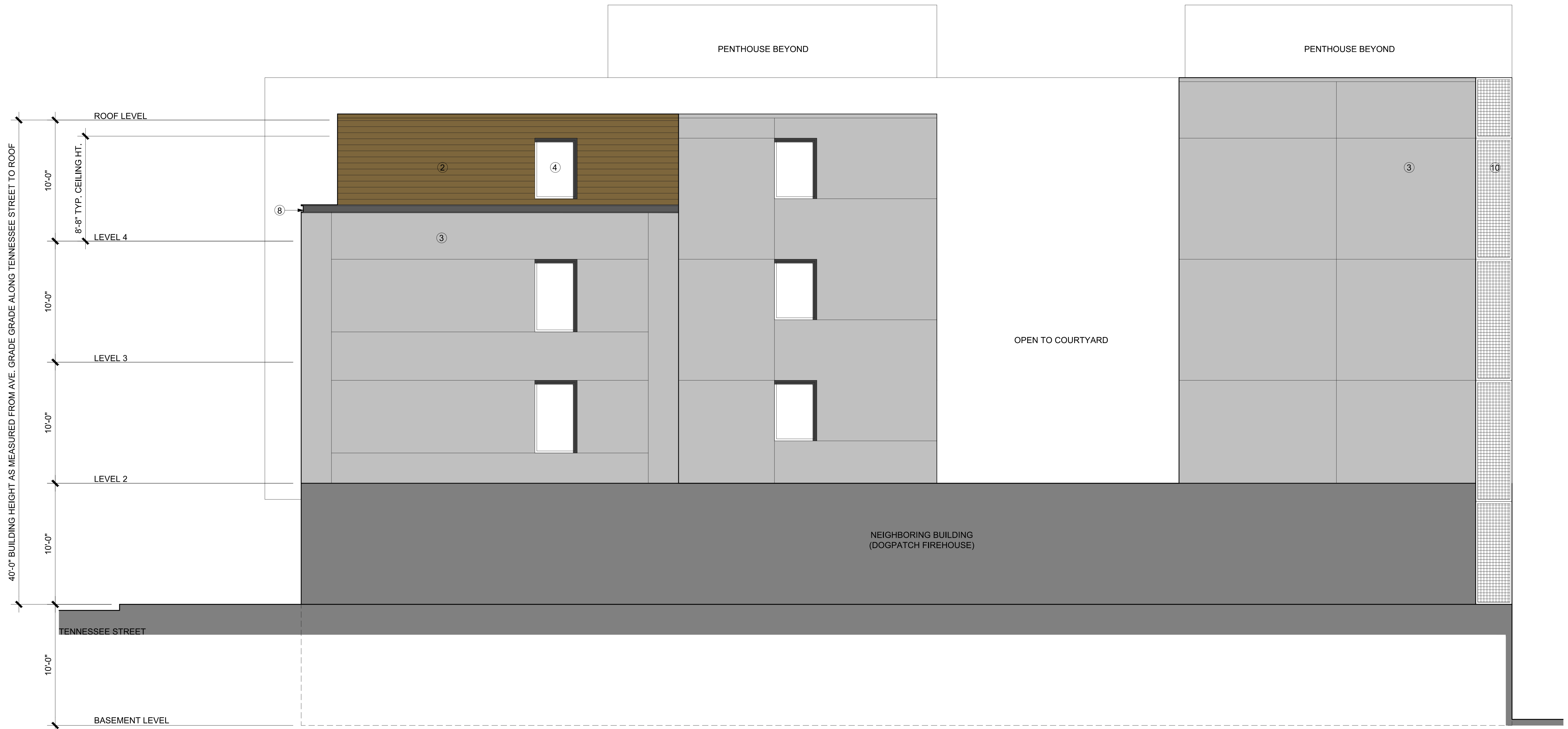


TOP

MIDDLE

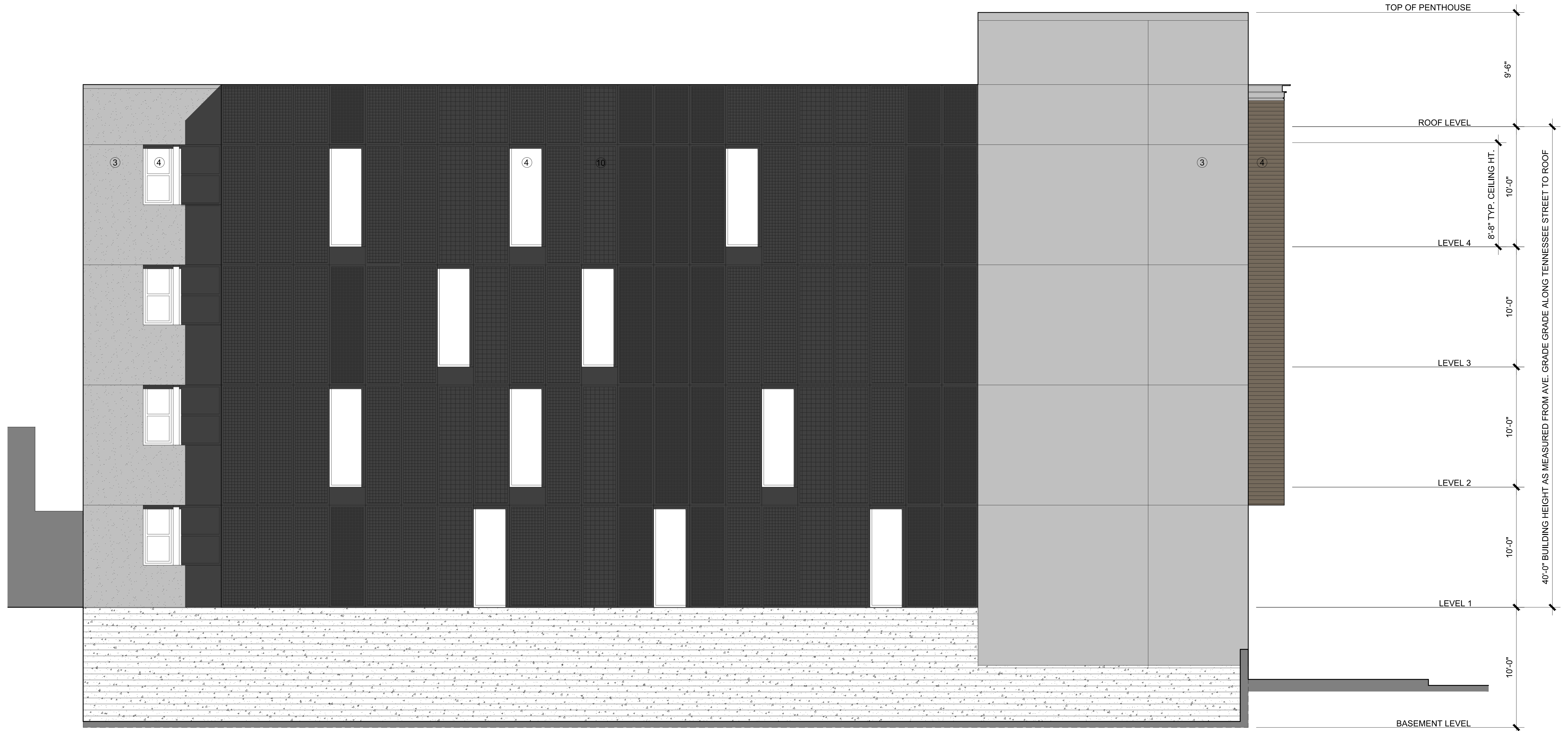
BASE

- MATERIAL LIST**
1. SHIPLAP WOOD SIDING W/ 4" REVEAL AND DARK BROWN PAINTED FINISH
 2. SHIPLAP WOOD SIDING W/ 8" REVEAL AND DARK BROWN PAINTED FINISH
 3. CEMENT PLASTER SIDING W/ SMOOTH "CONCRETE" FINISH AND NATURAL GRAY COLOR
 4. ALUMINUM WINDOWS AND DOORS W/ ANODIZED BLACK FINISH AND INTEGRAL 4" RECESS
 5. MAHOGANY EXTERIOR DOORS W/ OIL FINISH
 6. CUSTOM METAL RAILINGS W/ BLACK POWDERCOAT FINISH
 7. CUSTOM METAL AWNINGS W/ BLACK POWDERCOAT FINISH
 8. CUSTOM METAL CAP FLASHING "CORNICHE" W/ BLACK POWDERCOAT FINISH
 9. CUSTOM METAL SECURITY SCREENING AND AWNING W/ BLACK POWDERCOAT FINISH
 10. MCNICOLS "ECO-MESH" W/ RUSTED FINISH ON BLACK CEMENT PANEL FOR GREEN (PLANTED) WALL



MATERIAL LIST

1. SHIPLAP WOOD SIDING W/ 4" REVEAL AND DARK BROWN PAINTED FINISH
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901 Tennessee Street : Mullions along 20th Street



MOSHI MOSHI
2092 THIRD STREET
SAN FRANCISCO, CALIFORNIA 94107

February 19, 2015

Dear Planning Department:

My name is Mits Akashi and I am a business and property owner in the Dogpatch. I am writing this letter to express my support of the proposed residential development at 901 Tennessee Street.

Workshop 1 has presented and refined the project numerous times at DNA meetings. The final design preserves our neighborhood character and aesthetics.

I look forward to seeing this project approved by the San Francisco Planning Commission.

Very truly yours,



Mits Akashi



susan eslick
design • direct • consult

February 12, 2015

San Francisco Planning Department
Richard Sucre
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 901 Tennessee Street

Dear Richard,

I am writing this letter to express my support of the proposed residential development at 901 Tennessee Street.

Having been both president and vice president of Dogpatch Neighborhood Association (DNA) for the past 18 years, I have seen many development proposals come through. Workshop1 has presented at numerous DNA meetings (3/11/14, 6/10/14, 9/9/14, 1/13/15, and 2/10/15) and has continually refined the project throughout. Workshop1 has done an exemplary job listening to and appropriately addressing neighborhood concerns. As a result of their efforts, they have designed a project that will contribute beautifully into the neighborhood.

It is also worth mentioning that I am a designer. I currently own a design company in the Dogpatch Neighborhood. My background makes me particularly interested in issues regarding architectural aesthetics and neighborhood context.

I look forward to seeing this project approved by the San Francisco Planning Department.

Thank you,

Susan Eslick

CALIFORNIA MINI STORAGE, LLC
790 PENNSYLVANIA AVENUE, SAN FRANCISCO, CALIFORNIA 94107

March 4, 2015

San Francisco Planning Commission

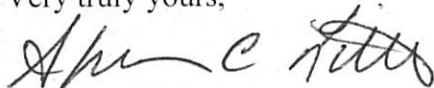
Dear Commisioners:

My name is Sherman Little and I am a long time business and property owner in the Dogpatch Neighborhood. I am writing this letter to express my support of the proposed residential development at 901 Tennessee Street.

I am familiar with many development proposals in the Potrero Hill Area and I am concerned that we may lose the character of our neighborhoods. Workshop 1 has presented and refined the project so that the final plans represent a building that we can all endorse.

I look forward to seeing this project approved by the San Francisco Planning Commission.

Very truly yours,



Sherman C. Little
Managing Partner

February 12, 2015

Letter of Support for the proposed development at 901 Tennessee Street

To Whom It May Concern:

My name is John Loomis and I am a resident of the Dogpatch neighborhood. I am writing this letter to express my support of the proposed residential development at 901 Tennessee Street.

Being a member of Dogpatch Neighborhood Association (DNA), I have seen many development proposals come through. Workshop1 has presented at numerous DNA meetings (3/11/14, 6/10/14, 9/9/14, 1/13/15, and 2/10/15) and has continually refined the project throughout. Workshop1 has done an exemplary job listening to and appropriately addressing neighborhood concerns and has a design that would nicely add to the aesthetic of the Dogpatch Neighborhood historic district.

901 Tennessee Street is an outstanding design in that it both respects the historic preservation restrictions of the historic district and is a work of unapologetic contemporary design. The building is appropriately scaled to the neighborhood. The inverted corner "bay" window is a brilliant gesture (though I might make it bigger). 901 Tennessee Street avoids the historicist post-modern clichés that too many architects use as a crutch when designing within an historic district.

Moreover, 910 Tennessee Street is a welcome breath of fresh air after the approval of the hopelessly flawed design for 815/825 Tennessee Street, a design that is both mediocre and disrespectful of historic preservation. 910 Tennessee Street raises the bar of design quality for Dogpatch and will be a welcome neighbor.

It is also worth mentioning that I am an architect and Fellow in the American Institute of Architecture. I am currently a professor of design at San José State University and have spent a good part of my career critiquing and writing about architecture. My background makes me particularly interested in issues regarding architectural quality and neighborhood context.

I look forward to seeing this project approved by the San Francisco Planning Department.

Thank you,



John A. Loomis FAIA

RON MIGUEL

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

February 19, 2015

San Francisco Planning Dept.
Rich Sucre richard.sucre@sfgov.org

RE: 901 Tennessee Street

Dear Mr. Sucre:

I have seen the above project's presentations by Workshop 1 at the Dogpatch Neighborhood Association through its several iterations - starting last March, continuing to earlier this month, and concluding with their endorsement. This continued neighborhood outreach combined with Workshop 1's approach to the site and to the neighborhood has resulted in a project which fits appropriately at this location, is consistent with the objectives of the Eastern Neighborhood Plan, and is not disruptive of the Dogpatch Historic District. It's not always easy to understand the transition from semi-industrial to housing in an evolving neighborhood. This one works.

In my many years of San Francisco land-use involvement, including service on the San Francisco Planning Commission, I've come to understand the difficulty of creating good architecture for the next century without totally changing neighborhood character. As a founding member of San Francisco's Housing Action Coalition, I'm particularly pleased that this addition of housing is in a transit-available neighborhood.

I look forward to seeing this project move forward.

Thank you,

Ron Miguel



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2013.0321E
 Project Address: 901 Tennessee Street
 Zoning: UMU (Urban Mixed Use)
 40-X Height and Bulk District
 Block/Lot: 4108/017
 Lot Size: 10,000 square feet
 Plan Area: Eastern Neighborhoods Area Plan
 Project Sponsor: Will Mollard, Workshop1, (415) 523-0304
 Staff Contact: Kansai Uchida – (415) 575-9048, kansai.uchida@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 project site is located on the southeast corner of 20th Street and Tennessee Street, on the block bounded by 20th Street to the north, 22nd Street to the south, Third Street to the east, and Tennessee Street to the west. The project site is located in the Central Waterfront neighborhood, within the Dogpatch Historic District, and has frontage on both 20th Street and Tennessee Street. The subject lot measures approximately 10,000 square feet (sf) in area. The site currently contains a 9,000 sf, single-story warehouse constructed in 1948. No off-street parking currently exists on the project site. The proposed project includes demolition of the existing warehouse and construction of a new four-story-over-basement, approximately 42,400 sf residential building. The proposed new building would include 44 dwelling units (3 studio units, 23 one-bedroom units, 10 two-bedroom units, 5 two-bedroom "flexible occupancy" units, and 3 three-bedroom units), 33 underground parking spaces (accessed via a curb cut on 20th Street), 88 bicycle parking spaces, an approximately 1,700 square foot internal courtyard, and an approximately 3,700 square foot roof deck. Up to one-third of the square footage of each of the five ground-floor "flexible occupancy" units (the total combined square footage of these units would be approximately 4,200 sf) could be used for non-retail business services, such as small businesses or consulting office space. The roof of the proposed building would be 40 feet above street level, with roof deck features and circulation penthouses extending an additional six feet above the roof level.

EXEMPT STATUS

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

DETERMINATION

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

SARAH B. JONES
 Environmental Review Officer

March 26, 2015
 Date

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

PROJECT DESCRIPTION (continued)

The basement parking level would extend approximately 10 feet below street level, with additional excavation of up to four feet required to construct the proposed concrete slab foundation (14 feet in total). Depending on the type of foundation used, soil disturbance in some locations may extend an additional three feet below the slab.

PROJECT APPROVAL

Required approvals for the proposed project include a Certificate of Appropriateness from the Historic Preservation Commission, a Planning Code Section 329 (Large Project Authorization) approval from the Planning Commission, and a building permit from the Department of Building Inspection (DBI). The Large Project Authorization approval from the Planning Commission constitutes the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EXEMPTION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 901 Tennessee 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 901 Tennessee 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

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

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.

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

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned from M-2 (Heavy Industrial) to UMU (Urban Mixed Use) District. The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Exemption (CPE) Checklist, under Land Use. The 901 Tennessee Street site, which is located in the Central Waterfront area of the Eastern Neighborhoods, was designated as a site with a building up to 40 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 901 Tennessee Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 901 Tennessee Street project, and identified the mitigation measures applicable to the 901 Tennessee Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project

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.

site.^{4,5} Therefore, no further CEQA evaluation for the 901 Tennessee Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is within the UMU (Urban Mixed Use) Use District and a 40-X Height and Bulk District, and is located in the Dogpatch Historic District. The surrounding properties contain a mix of light manufacturing, warehouse, multi-unit residential, institutional, and industrial land uses. Immediately adjacent to the project site are a vacant former police station, zoned as a P (Public) Use District, and a vacant former fire station. A number of PDR buildings exist near the project site, owing to the area's former manufacturing zoning, prior to implementation of the Eastern Neighborhoods Rezoning and Area Plans. Several buildings along Third Street, located one half-block east of the project site, also contain ground floor restaurant and retail uses. The La Scuola Italian International School is located across 20th Street, to the north of the project site. Buildings are primarily low-rise in scale, ranging from one to four stories. The 20th Street Muni T-Third Street light rail station is located in the median of Third Street, to the east of the subject block.

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 901 Tennessee 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 901 Tennessee 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 to the significant unavoidable land use impact identified in the Eastern Neighborhoods PEIR because it would result in the removal of 9,000 sf of PDR space. The PEIR identified cumulative loss of PDR employment and businesses in the Eastern Neighborhoods plan area as a significant unavoidable impact.

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

⁴ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 901 Tennessee Street, January 24, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 901 Tennessee Street, January 23, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability
F. Noise	
F-1: Construction Noise (Pile Driving)	Not Applicable: no impact pile driving proposed
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment. This measure requires the project sponsor to use site-specific construction noise attenuation measures under the supervision of a qualified acoustical consultant.
F-3: Interior Noise Levels	Applicable: new noise-sensitive uses (dwelling units) proposed where street noise exceeds 60 dBA. This measure requires the project sponsor to obtain a noise analysis conducted by a qualified acoustical consultant. The project sponsor would be required to include noise insulation features identified by the analysis in the design of the project.
F-4: Siting of Noise-Sensitive Uses	Applicable: new noise-sensitive uses (dwelling units) proposed. This measure requires the project sponsor to obtain a noise analysis conducted by a qualified acoustical consultant to demonstrate that Title 24 interior noise standards can be met.
F-5: Siting of Noise-Generating Uses	Not Applicable: no noise-generating uses proposed (residential use only)
F-6: Open Space in Noisy Environments	Applicable: new noise-sensitive uses (dwelling units) proposed. This measure requires design features to be incorporated into the project to protect the proposed common and private open space from existing ambient noise.
G. Air Quality	
G-1: Construction Air Quality	Not Applicable: project is subject to the Dust Control Ordinance and is not in an Air Pollutant Exposure Zone
G-2: Air Quality for Sensitive Land Uses	Not Applicable: project is not in an Air Pollutant Exposure Zone

Mitigation Measure	Applicability
G-3: Siting of Uses that Emit DPM	Not Applicable: proposed residential use would not emit substantial levels of DPM
G-4: Siting of Uses that Emit other TACs	Not Applicable: proposed residential use would not emit substantial levels of other TACs
J. Archeological Resources	
J-1: Properties with Previous Studies	Not Applicable: project site is not within this mitigation area
J-2: Properties with no Previous Studies	Applicable: proposed project includes excavation within this mitigation area. This measure requires the project sponsor to have an archeological study prepared by a qualified consultant, as directed by the Environmental Review Officer, and to implement the appropriate actions determined necessary by the study to reduce the potential effects of the project on archeological resources.
J-3: Mission Dolores Archeological District	Not Applicable: project site is not within this mitigation area
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
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
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
L. Hazardous Materials	
L-1: Hazardous Building Materials	Applicable: proposed project includes demolition of an industrial building. This measure requires the project sponsor to properly dispose of and abate hazardous building materials according to applicable state, federal, and local laws.
E. Transportation	
E-1: Traffic Signal Installation	Not Applicable: plan level mitigation by SFMTA

Mitigation Measure	Applicability
E-2: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA
E-3: Enhanced Funding	Not Applicable: plan level mitigation by SFMTA & SFTA
E-4: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA & Planning Department
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA

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 February 24, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. 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. Responses included the concerns shown in the bulleted list below. Text in italics indicates how the identified concerns have been addressed in this environmental document.

- One commenter expressed concern about increased traffic (auto traffic and moving vans) along Tennessee Street, noise, a shortage of parking (double parking), and increased numbers of people in the neighborhood due to the proposed project. Another commenter indicated that the project should include off-street parking at a ratio of one parking space per unit to avoid a shortage of parking. *As discussed in the Transportation section of the CPE Checklist, the proposed project would not substantially increase traffic volumes. The effects of additional trips generated by new development were*

analyzed in the Eastern Neighborhoods PEIR. Unmet parking demand associated with the proposed project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

- The same commenter expressed concern about blockage of private views by the proposed building, including views of the sky. *Though changes to existing views from nearby private properties can be a concern to property owners or tenants, such changes would not exceed those commonly accepted in an urban setting and are not significant impacts under CEQA.*
- The same commenter expressed concerns about increased loitering, crime, and garbage accumulation in the street due to the proposed project. In particular, the commenter noted concerns about increased vehicle break-ins in garages. *As discussed in the Utilities and Service Systems section and the Public Services section of the CPE Checklist, the anticipated increase in population generated by the proposed project would not result in a significant impact to the provision of waste collection or police protection services.*
- One commenter indicated that the existing building on the project site is historic, and should be retained in order to preserve the character of the neighborhood. *As discussed in the Historic Architectural Resources section of the CPE Checklist, though the existing building on the project site is located in a historic district, it is not individually eligible for listing in the California Register of Historic Resources. Therefore, demolition of the existing building would not destroy or damage any contributing elements to the historic district.*
- The same commenter asserted that the height of the proposed building should not exceed the height of the nearby residential building at 701 Minnesota Street. *As discussed in the Land Use and Land Use Planning section of the CPE Checklist, the proposed building's 40-foot height would be consistent with the 40-X height and bulk district in which the project site is located. As discussed in the Wind and Shadow section, the building's 40-foot height (plus rooftop features) would not be great enough to cause significant wind or shadow impacts.*
- One commenter expressed concern that the proposed flexible occupancy units would become legal commercial units that are later used as fully residential units, and that the building should be analyzed as both 100% commercial and 100% residential. The commenter also expressed concern that the Planning Department will not enforce conditions of approval related to the flexible occupancy units. *The flexible occupancy units are already analyzed in this environmental document as residential units. Future change of use would be subject to additional environmental review. The mitigation measures in this environmental document would be implemented as described in the attached Mitigation Monitoring and Reporting Program, and would be included as conditions of approval for the proposed project's required Planning Department entitlements.*

Other non-environmental comments submitted include recommendations for the proposed mix of dwelling unit sizes, general project support or opposition, requests to receive future project updates, concerns about affordability of the proposed dwelling units, and concerns about the lack of grocery stores and other amenities within walking distance of the project site. These comments have been noted in the project record, but do not pertain to CEQA environmental review topics. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist⁶:

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

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

⁶ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0321E.

**MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)**

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
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ARCHEOLOGICAL RESOURCES				
<p><i>Project Mitigation Measure 1 – Properties With No Previous Studies (Eastern Neighborhoods Mitigation Measure J-2)</i></p> <p>This measure would apply to those properties within the project area 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 (CEQA Guidelines § 15064.5(a)(1)(3) and (c)(1)(2)), with the exception of those properties within Archeological Mitigation Zone B as shown in Figure 29 in Chapter IV, for which Mitigation Measure J-3, below, is applicable). That is, this measure would apply to the entirety of the study area outside of Archeological Mitigation Zones A and B.</p> <p>For projects proposed outside Archeological Mitigation Zones A and B, a Preliminary Archeological Sensitivity Study must be prepared by an archeological consultant with expertise in California prehistoric and urban historical archeology. The Sensitivity Study should contain the following:</p> <ol style="list-style-type: none"> 1) Determine the historical uses of the project site based on any previous archeological documentation and Sanborn maps; 2) Determine types of archeological resources/properties that may have been located within the project site and whether the archeological resources/property types would potentially be eligible for listing in the CRHR; 3) Determine if 19th or 20th century soils-disturbing activities may adversely affected the identified potential archeological resources; 4) Assess potential project effects in relation to the depth of any identified potential archeological resource; 5) Conclusion: assessment of whether any CRHP-eligible archeological resources could be adversely affected by the proposed project and recommendation as to appropriate further action. <p>Based on the Sensitivity Study, the Environmental Review Officer (ERO) shall determine if an Archeological Research Design/Treatment Plan (ARD/TP) shall be required to more definitively identify the potential for CRHP-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect</p>	<p>Project Sponsor/project archeologist of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Areas Plans and Rezoning</p>	<p>Prior to construction</p>	<p>The ERO to review and approve the ARDTEP</p>	<p>The project archeologist to report on progress bi-monthly to the ERO. Considered complete after review and approval of ARDTEP by the ERO.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)**

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>of the project on archeological resources to a less than significant level. The scope of the ARD/TP shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation for purposes of compliance with CEQA, in Preservation Planning Bulletin No. 5).</p>				
NOISE				
<p><i>Project Mitigation Measure 2 – Construction Noise (Eastern Neighborhoods Mitigation Measure F-2)</i></p> <p>Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>During construction</p>	<p>Each Project Sponsor to provide Planning Department with monthly reports during construction period.</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction.</p>
<p><i>Project Mitigation Measure 3 – Interior Noise Levels (Eastern Neighborhoods Mitigation Measure F-3)</i></p>	<p>Project Sponsor along with Project Contractor of each subsequent</p>	<p>Design measures to be incorporated into project design</p>	<p>San Francisco Planning Department and the Department of Building Inspection</p>	<p>Considered complete upon approval of final construction drawing set.</p>

MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>For new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), as shown in EIR Figure 18, where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations, the project sponsor shall conduct a detailed analysis of noise reduction requirements. Such analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise insulation features identified and recommended by the analysis shall be included in the design, as specified in the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.</p>	<p>development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>and evaluated in environmental/building permit review, prior to issuance of a final building permit and certificate of occupancy</p>		
<p><i>Project Mitigation Measure 4 – Siting of Noise-Sensitive Uses (Eastern Neighborhoods Mitigation Measure F-4)</i></p> <p>To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.</p>	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>Design measures to be incorporated into project design and evaluated in environmental/building permit review, prior to issuance of a final building permit and certificate of occupancy</p>	<p>San Francisco Planning Department and the Department of Building Inspection</p>	<p>Considered complete upon approval of final construction drawing set.</p>
<p><i>Project Mitigation Measure 5 – Open Space in Noisy Environments (Eastern Neighborhoods Mitigation Measure F-6)</i></p> <p>To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the Planning Department shall, through its</p>	<p>Project Architect of each subsequent development project undertaken pursuant to the Eastern</p>	<p>Design measures to be incorporated into project design and evaluated in</p>	<p>San Francisco Planning Department and the Department of Building Inspection</p>	<p>Considered complete upon approval of final construction drawing set.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)**

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.</p>	<p>Neighborhoods Rezoning and Area Plans Project</p>	<p>environmental/building permit review</p>		
HAZARDOUS MATERIALS				
<p><i>Project Mitigation Measure 6 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)</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>	<p>Project Sponsor/project archeologist of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Areas Plans and Rezoning</p>	<p>Prior to approval of each subsequent project, through Mitigation Plan.</p>	<p>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.</p>	<p>Considered complete upon approval of each subsequent project.</p>



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: 2013.0321E
Project Address: 901 Tennessee Street
Zoning: UMU (Urban Mixed Use)
40-X Height and Bulk District
Block/Lot: 4108/017
Lot Size: 10,000 square feet
Plan Area: Eastern Neighborhoods Area Plan
Project Sponsor: Will Mollard, Workshop1, (415)523-0304
Staff Contact: Kansai Uchida – (415) 575-9048, kansai.uchida@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 project site at 901 Tennessee Street is located in San Francisco's Central Waterfront neighborhood and the Dogpatch Historic District. The approximately 10,000 square foot (sf) site (Assessor's Block 4108, Lot 017) is located on the southeast corner of 20th and Tennessee Streets, on the block bounded by 20th Street to the north, 22nd Street to the south, Third Street to the east, and Tennessee Street to the west (see **Figure 1, Project Location**). The subject parcel has frontages along both 20th Street and Tennessee Street.

The project site is currently occupied by a 9,000 sf, approximately 25-foot-tall, single-story warehouse building constructed in 1948 (see **Figure 2, Site Plan**). No off-street parking currently exists on the project site. Two street trees are present along the site's Tennessee Street frontage, and no street trees exist along the 20th Street frontage. Three curb cuts are present along the Tennessee Street frontage, providing loading access to two separate roll-up doors and a fenced rear yard area.

The proposed project includes demolition of the existing warehouse and construction of a new four-story-over-basement residential building, which would have a total square footage of approximately 42,400 sf. Construction would last up to 18 months. The proposed new building would include 44 dwelling units (3 studio units, 23 one-bedroom units, 10 two-bedroom units, 5 two-bedroom "flexible occupancy" units, and 3 three-bedroom units), 33 underground parking spaces (accessed via a curb cut on 20th Street), 88 bicycle parking spaces, an approximately 1,700 square foot internal courtyard, and an approximately 3,700 square foot roof deck. Up to one-third of the square footage of each of the five ground-floor "flexible occupancy" units could be used for non-retail business services, such as small businesses or consulting office space. The total combined square footage of the flexible occupancy units would be approximately 4,200 sf. The roof of the building would be 40 feet above street level, with roof deck features and circulation penthouses extending an additional six feet above the roof level. The basement parking level would extend approximately 10 feet below street level, with additional excavation of up to four feet required to construct the proposed concrete slab foundation (14 feet in total). Depending on the type of foundation used, soil disturbance in some locations may extend an additional three feet below the slab. **Figure 3, Proposed Floor Plans**, and **Figure 4, Proposed Elevations** show additional details of the proposed building.

Figure 1 Project Location



Figure 2(a) Site Plan – Existing

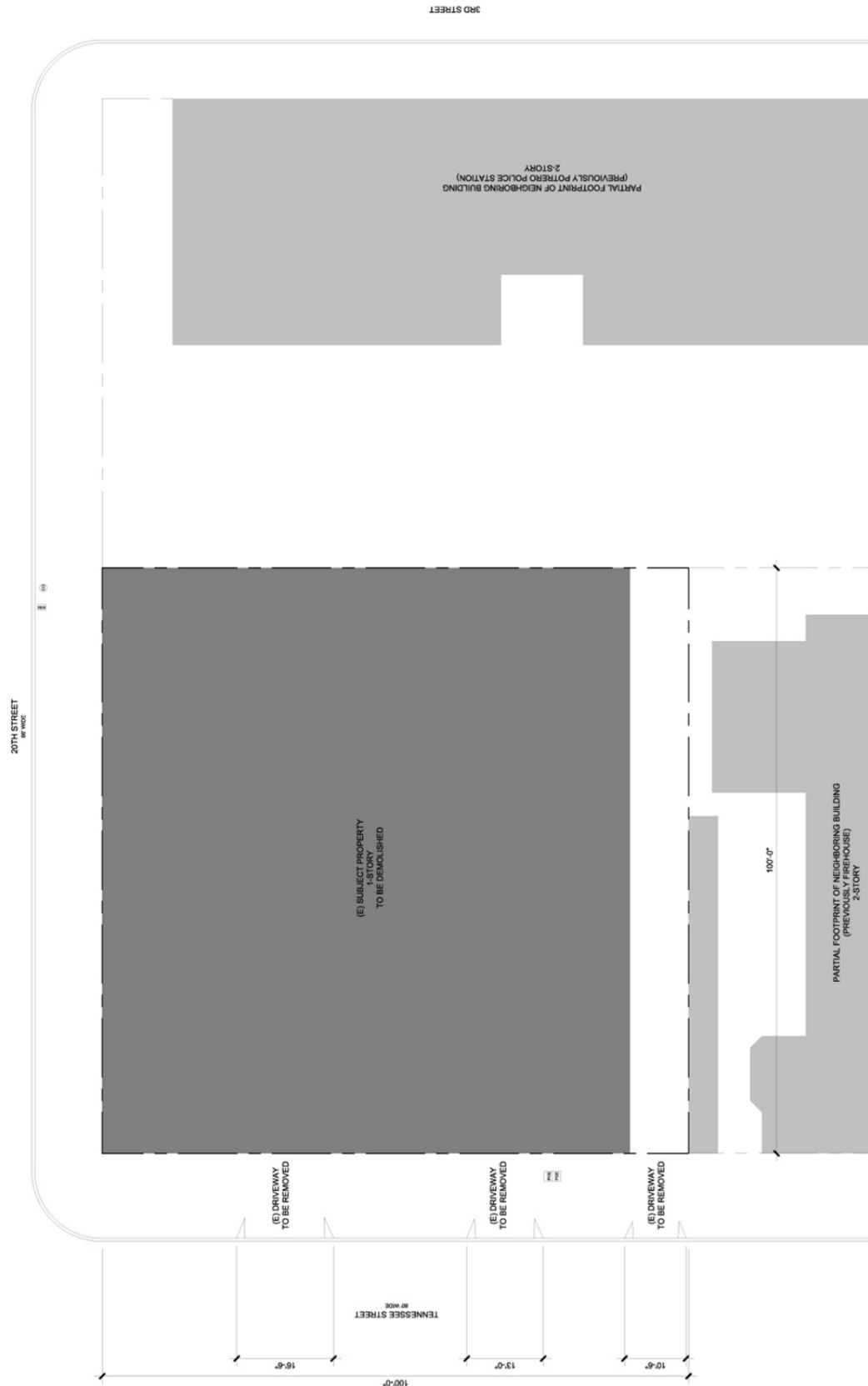


Figure 2(b) Site Plan – Proposed



Figure 3(a) Proposed Floor Plans – Basement

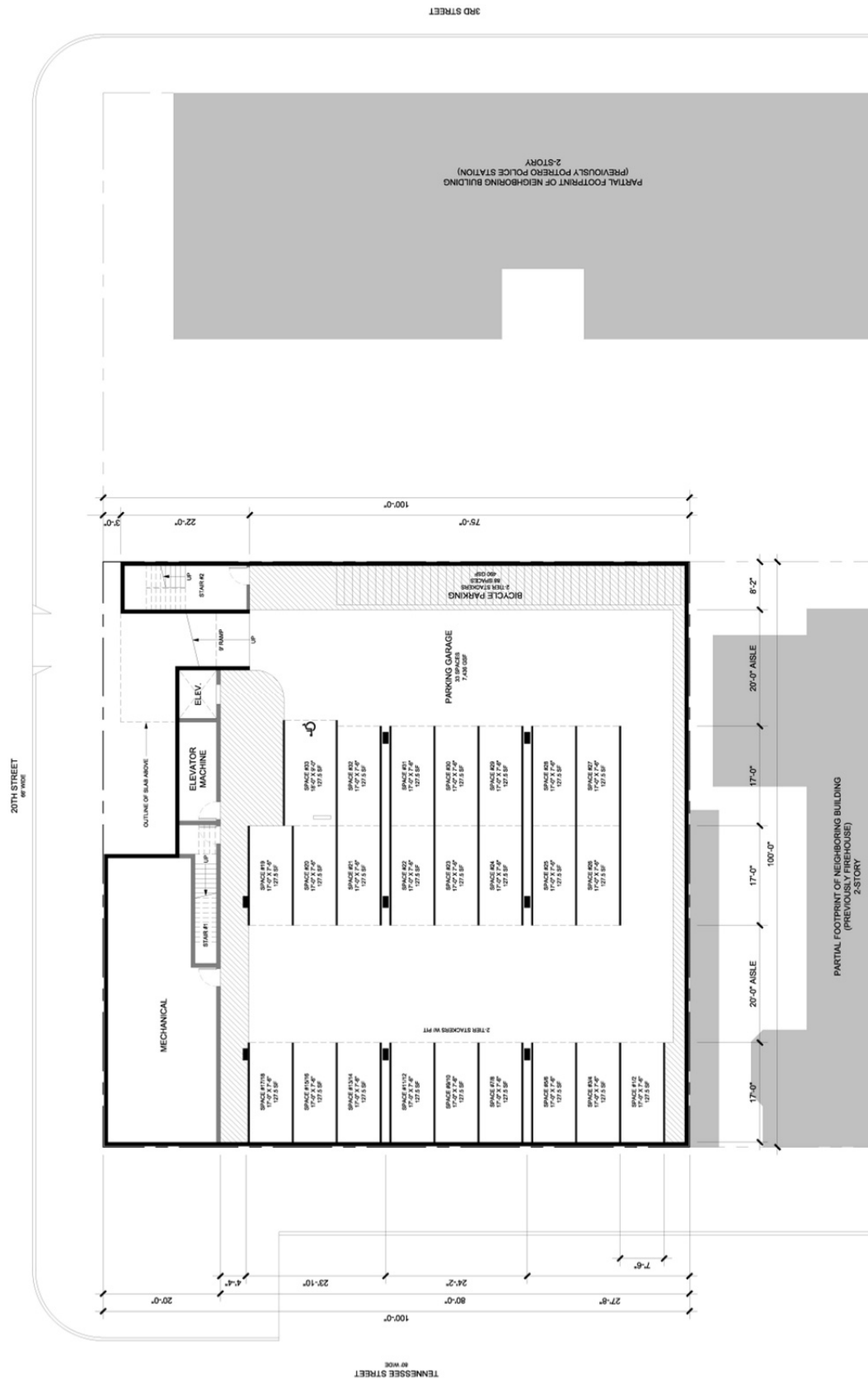


Figure 3(b) Proposed Floor Plans – Floor 1



Figure 3(c) Proposed Floor Plans – Floors 2 through 4 (Typical)

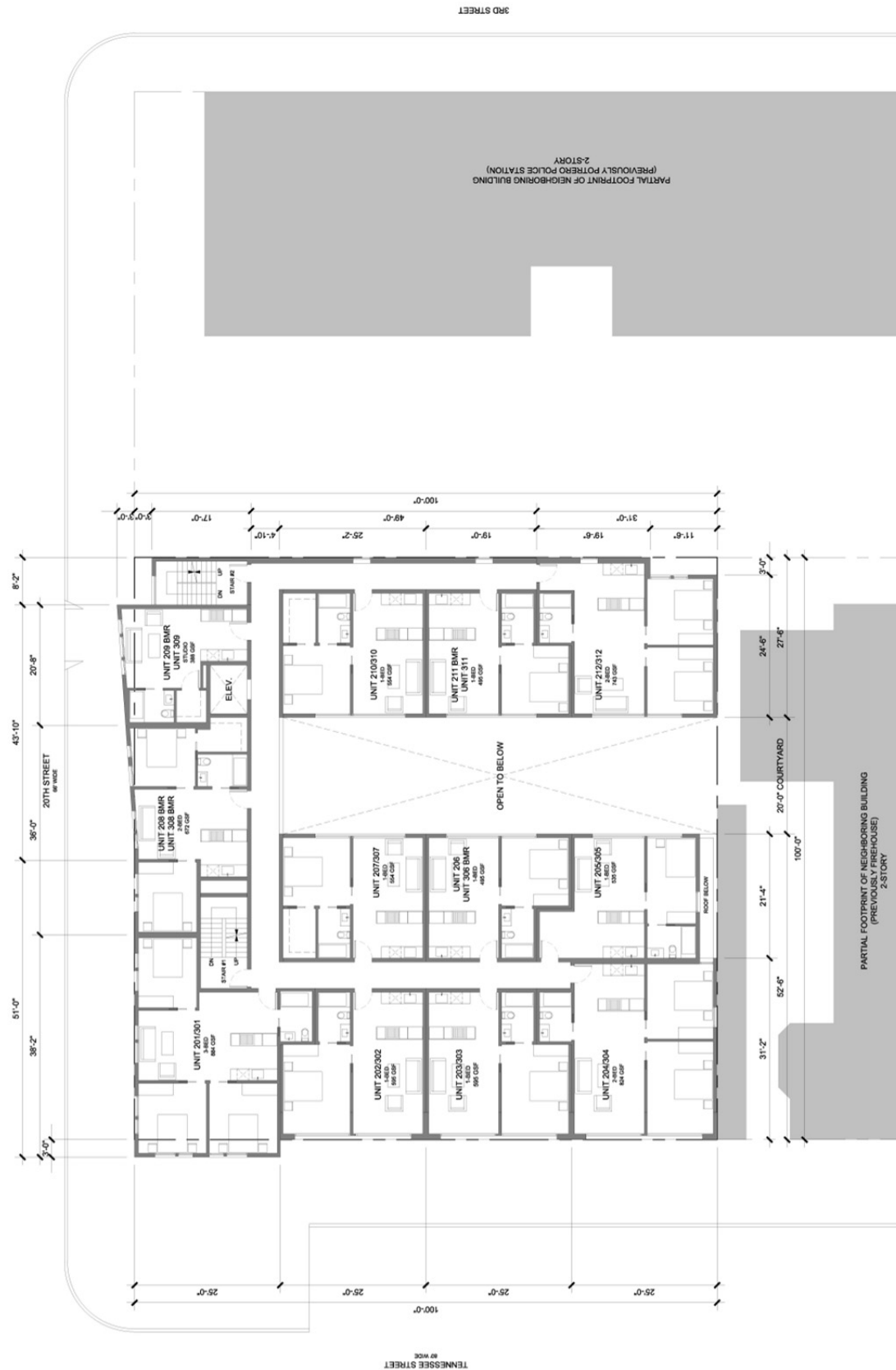


Figure 3(d) Proposed Floor Plans – Roof

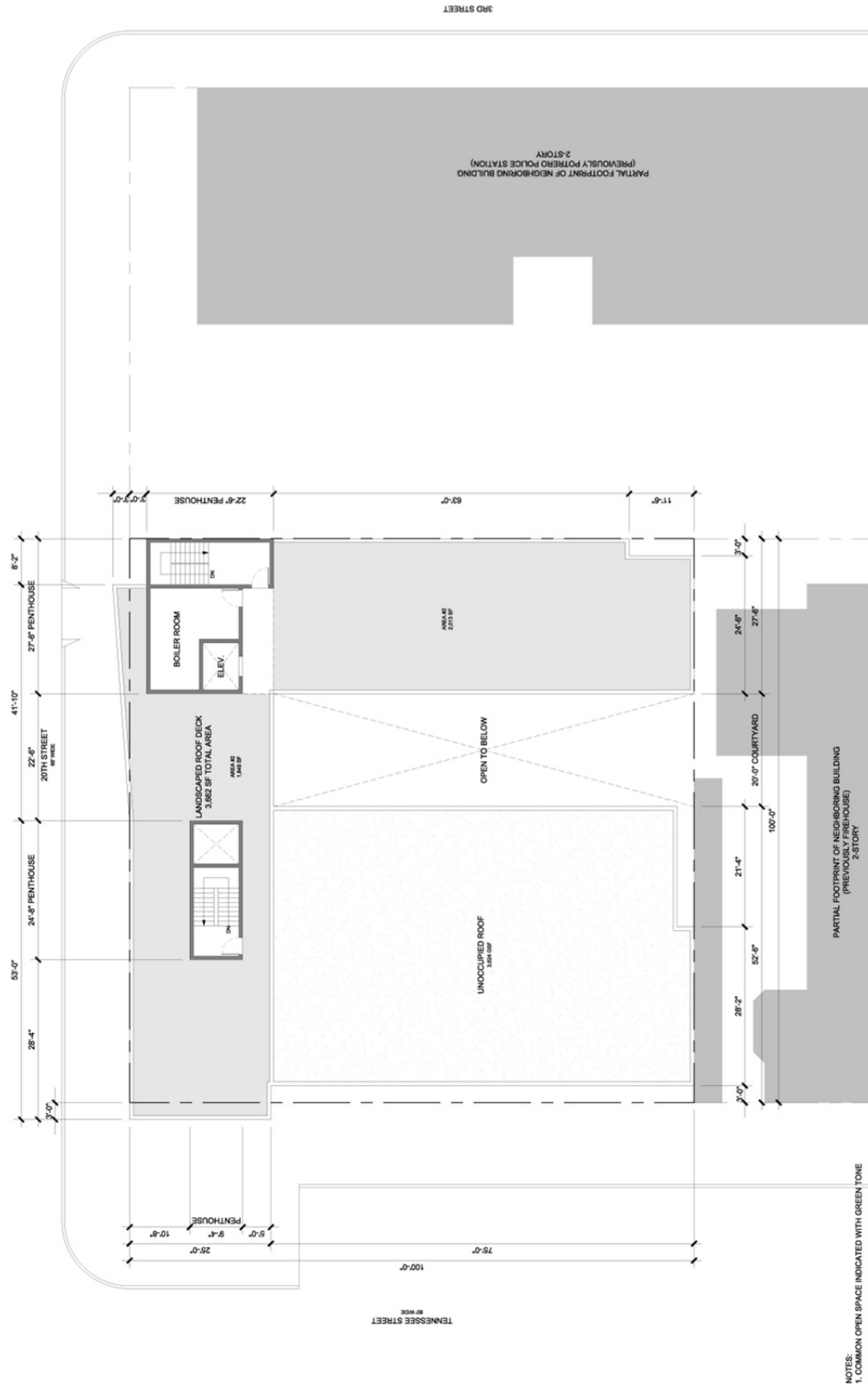


Figure 3(a) Proposed Elevations – North (Tennessee Street)

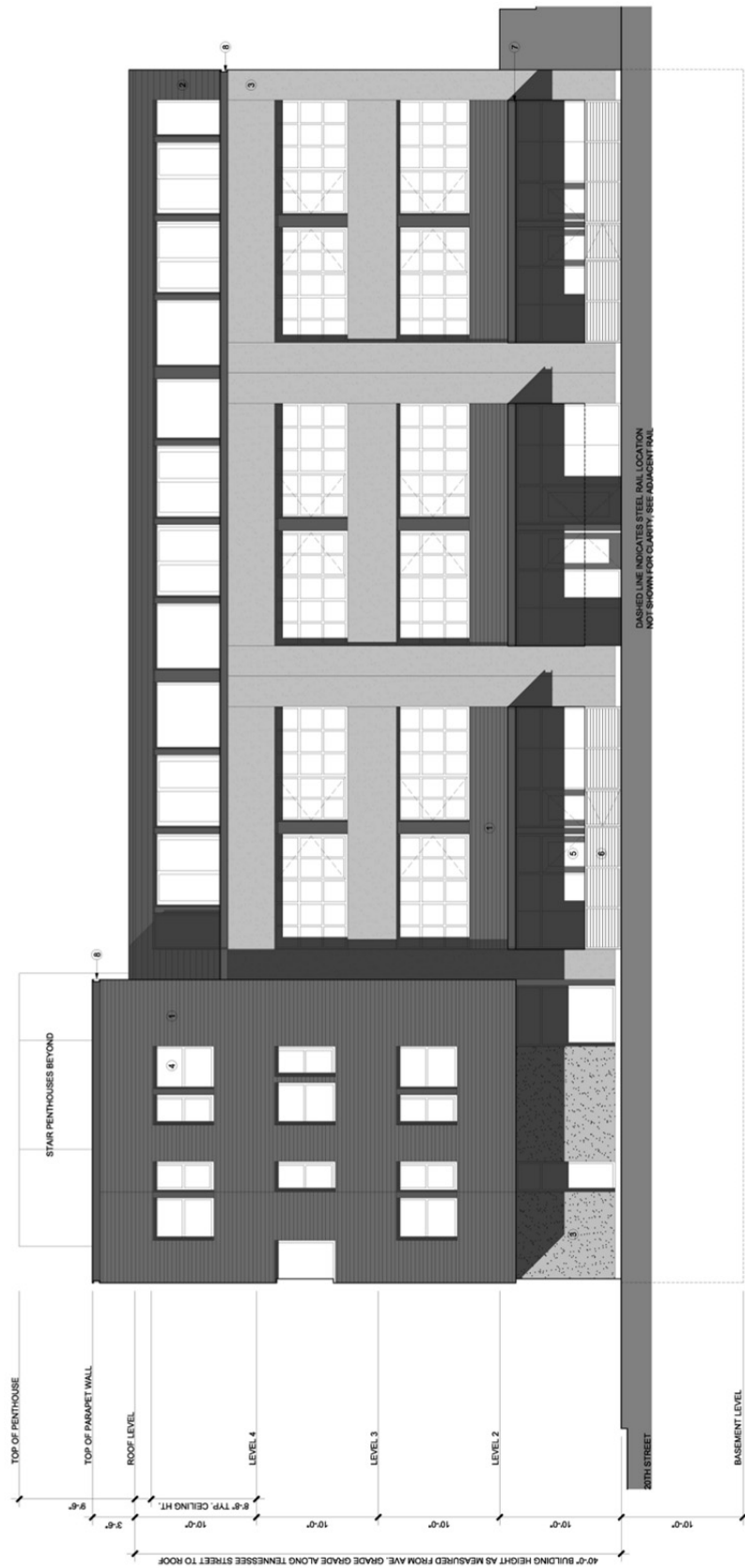


Figure 3(b) Proposed Elevations – West (20th Street)

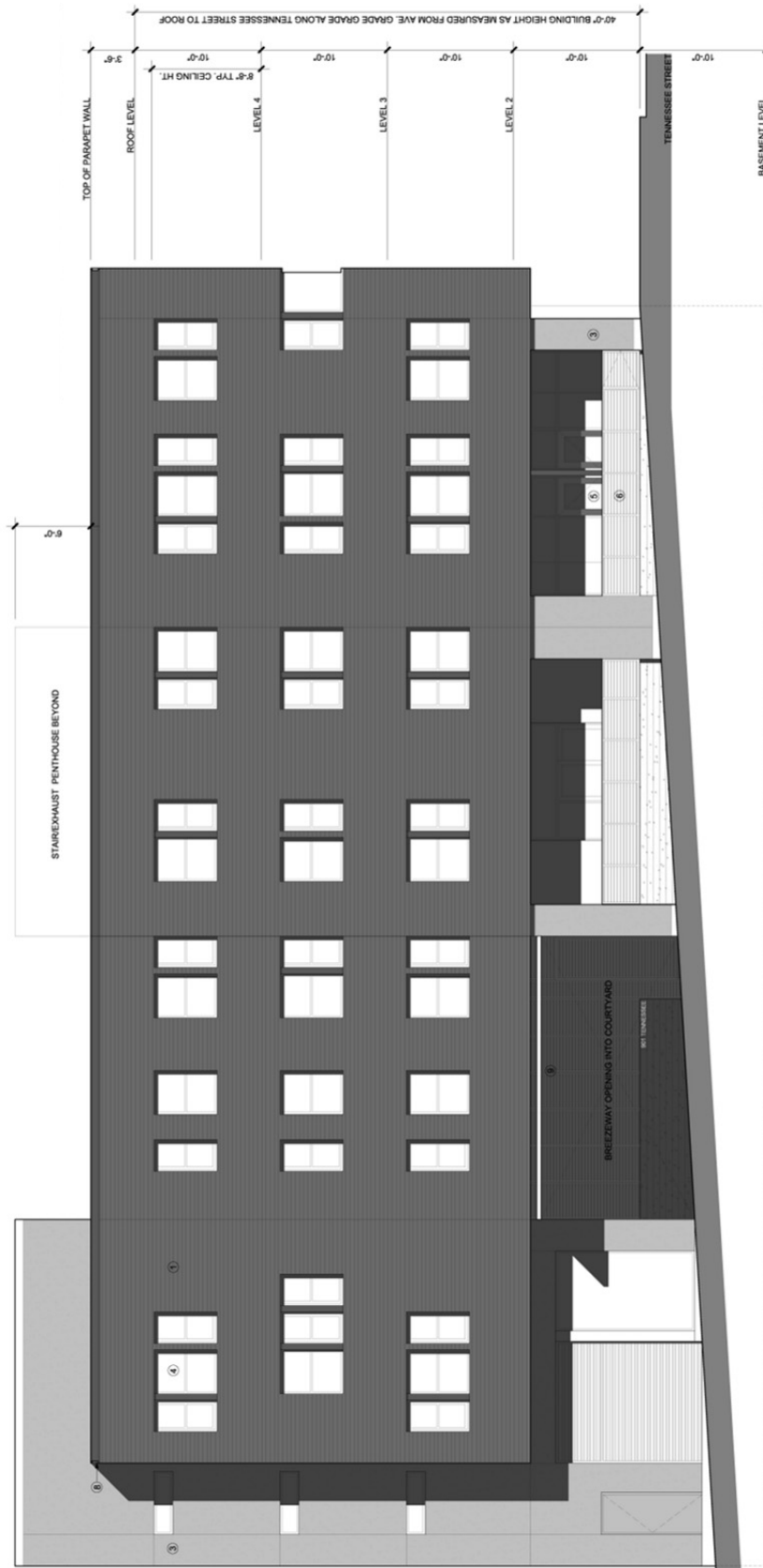


Figure 3(c) Proposed Elevations – South

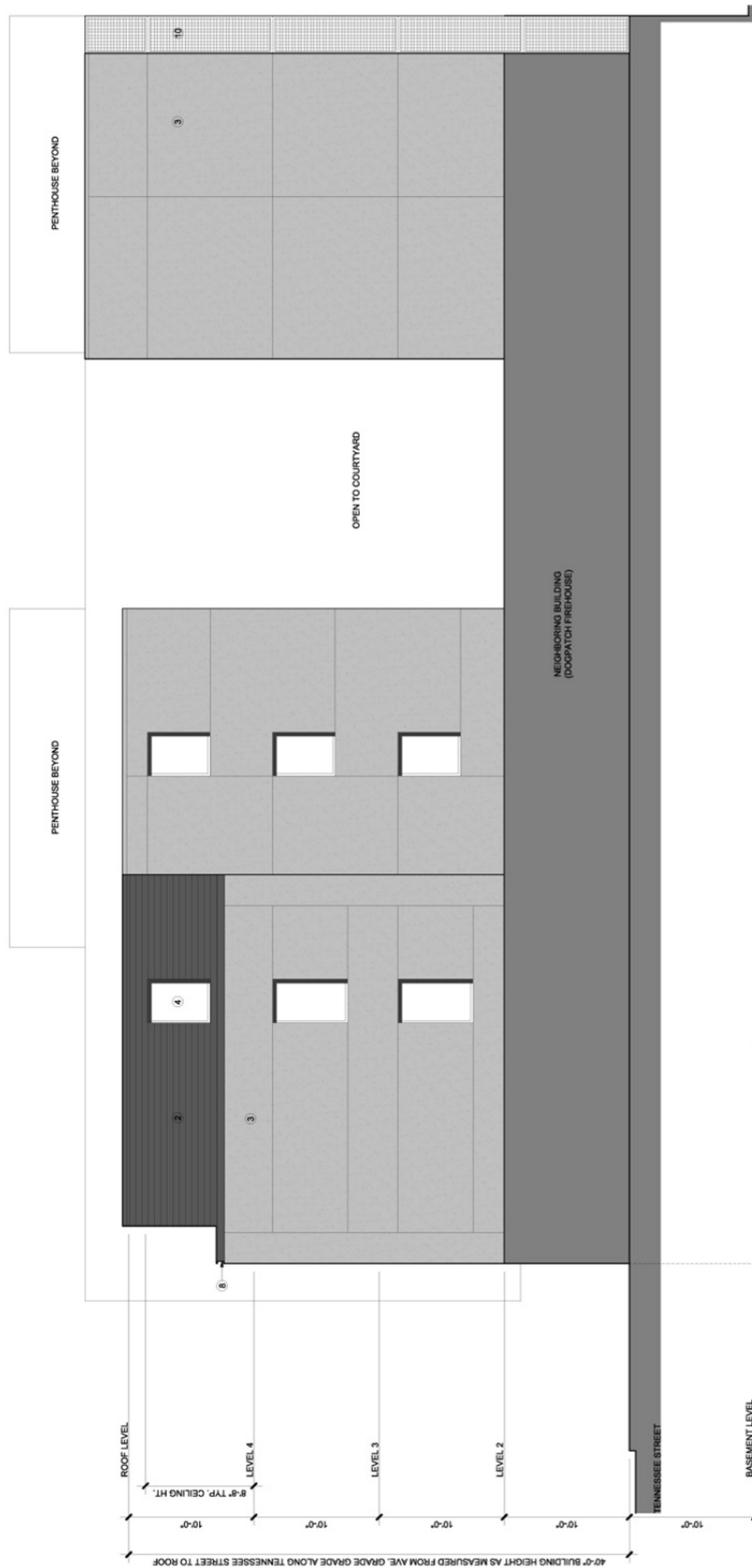
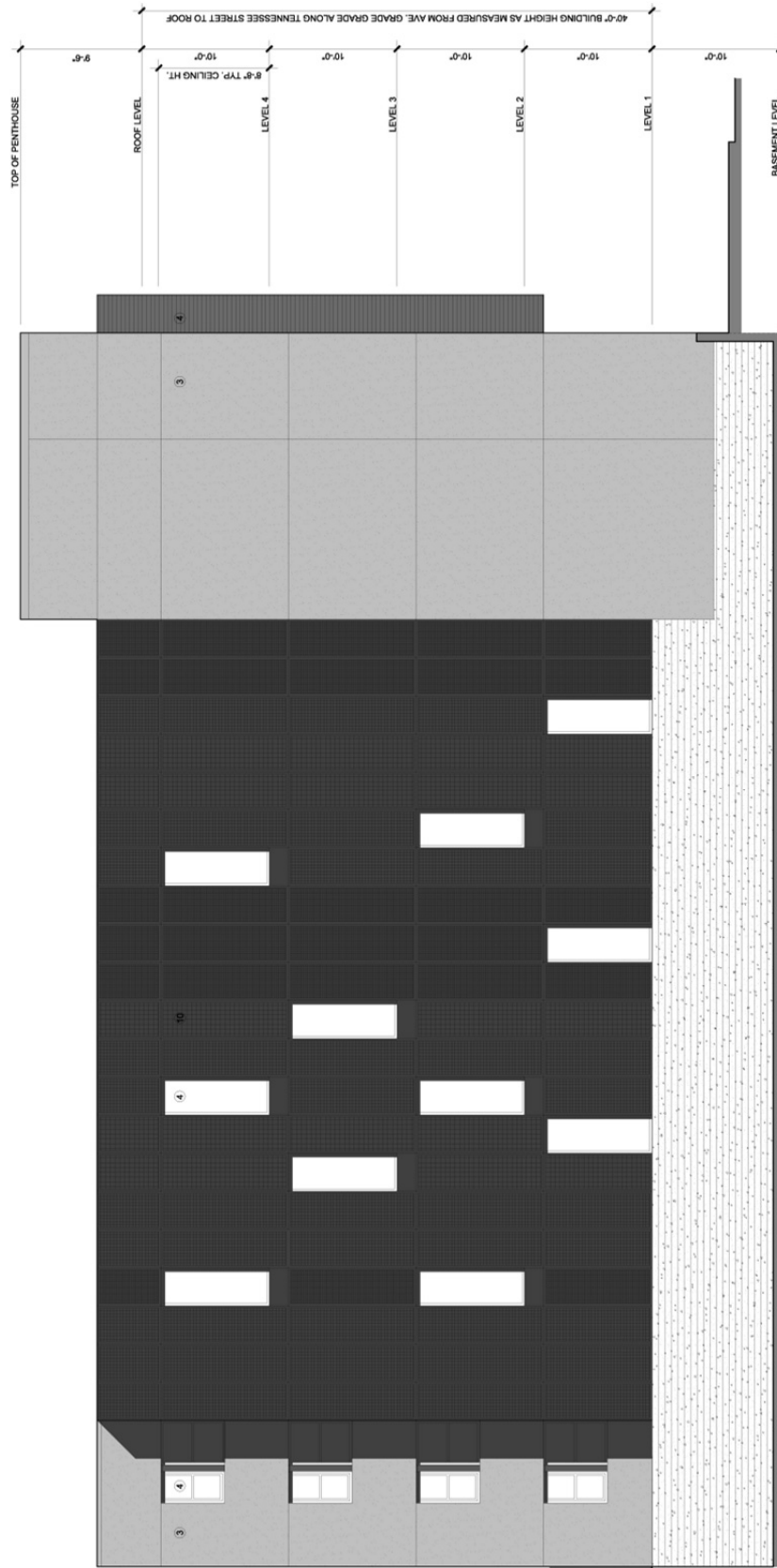


Figure 3(d) Proposed Elevations – East



The proposed 901 Tennessee Street project would require the following approvals:

Actions by the Planning Commission

- Planning Code Section 329 (Large Project Authorization) approval

Actions by the Historic Preservation Commission

- Planning Code Section 1006 (Certificate of Appropriateness) approval

Actions by other City Departments

- Approval of building permits by the Department of Building Inspection (DBI) for demolition and new construction

EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

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

The proposed project would include demolition of a single-story warehouse building and construction of a new four-story-over-basement, 44-unit residential building. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

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.

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.² Project elevations are included in the project description, and an assessment of parking demand is included in the Transportation section for informational purposes.

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

The Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. The project site at 901 Tennessee Street currently contains approximately 9,000 sf of PDR space in a single-story warehouse building. The proposed project would demolish all of the PDR square footage on the site in order to construct a new residential building. The project would result in a net loss of approximately 9,000 sf of PDR space within the Eastern Neighborhoods plan area. Such loss of PDR space and the related contribution to significant unavoidable cumulative land use impacts, including those of the proposed project, were anticipated and analyzed in the Eastern Neighborhoods PEIR. As part of the Eastern Neighborhoods program, the project site was rezoned from M-2 (Heavy Industrial – a zone that emphasizes PDR uses) to UMU (Urban Mixed Use – a zone that allows PDR uses, but also allows other

² San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 901 Tennessee Street, February 25, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0321E.

types of development such as residential and office uses). This rezoning was studied in the Eastern Neighborhoods PEIR, and therefore, the potential loss of PDR on the project site was included in the cumulative land use impacts that the PEIR identified. The Eastern Neighborhoods PEIR identified the likelihood for residential uses to gradually replace existing PDR uses in the area centered around the intersection of Third and Tennessee Streets, which is adjacent to the project site.³ Therefore, the proposed project would contribute to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.

Furthermore, the Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the UMU District and is consistent with the bulk, density, and land uses envisioned in the Central Waterfront Area Plan. The project falls within the Dogpatch neighborhood, where the area plan sought to encourage housing and mixed-uses while protecting historic resources. The project site is also located adjacent to the Third Street corridor, where the area plan called for mixed uses and greater density to take advantage of transit service. As a primarily residential building, the proposed project is consistent with these goals. The proposed residential use is also principally permitted within the UMU Zoning District.^{4,5}

For these reasons, 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

³ Eastern Neighborhoods PEIR, p. 81. Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed February 4, 2015.

⁴ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 901 Tennessee Street, January 24, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 901 Tennessee Street, January 23, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

PEIR concluded that an increase in population in the Plan Areas is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project would replace the existing 9,000 sf PDR building with a new building containing 44 housing units (3 studio units, 23 one-bedroom units, 10 two-bedroom units, and 3 three-bedroom units), which would result in a population increase in the area. These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods PEIR.

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

<u>Topics:</u>		<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.

As discussed in the Historic Resource Evaluation (HRE) and Historic Resource Evaluation Response (HRER), the proposed project includes demolition of the existing building on the project site, which is a non-contributing building within the Dogpatch Historic District. Though located within a historic district, the subject building is not individually eligible for listing in the California Register of Historic Resources. The building was constructed in 1948, after the period of significance for the Dogpatch Historic District (which ended in 1945), and does not include historic features or materials that characterize the district. Therefore, demolition of the existing building would not destroy or damage any contributing elements to the Dogpatch Historic District.^{6,7} The proposed project has been designed to be compatible with several elements of the historic district, including the district's massing, form, scale, materials, and features. The HRER states that the proposed project draws massing, scale, and form from the nearby industrial properties, while incorporating elements and materials characteristics from the nearby residential properties. As such, the HRER also indicates that the proposed project would comply with the Secretary of the Interior's Standards for Rehabilitation, including Rehabilitation Standard #9, which states that new construction should be differentiated from the old and should be compatible with historic materials, features, size, scale, proportion, and massing to protect the integrity of the property and its environment. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant 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.

⁶ Tim Kelley Consulting. *Historic Resource Evaluation, 901 Tennessee Street*. July 28, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

⁷ San Francisco Planning Department. *Historic Resource Evaluation Response, 901 Tennessee Street*. January 12, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

The proposed project includes excavation up to 14 feet below grade (plus an additional three feet of soil disturbance in some locations depending on the type of foundation used) on a property subject to Eastern Neighborhoods PEIR Mitigation Measure J-2 (properties with no previous archeological studies). Mitigation Measure J-2 states that any soil-disturbing project on parcels within the J-2 area requires a preliminary archeological sensitivity study prepared by a qualified archeologist having expertise in California prehistoric and urban historical archeology. Based on the study, a determination shall be made if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level. The Planning Department’s archeological staff conducted a Preliminary Archeological Review (PAR) in conformance with the study requirements of Mitigation Measure J-2.⁸ The PAR noted that the four exploratory soil borings performed on the site identified serpentinite/shale bedrock at grade, with six feet of fill indicated in the northwest corner of the property. The PAR concluded that the proposed project would have low potential to adversely affect archeological resources, and significant impacts could be avoided by implementation of the Planning Department’s first standard archeological mitigation measure pertaining to accidental discovery of archeological resources. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure J-2, including the requirements of the Planning Department’s first standard archeological mitigation measure, as Project Mitigation Measure 1 (full text provided 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.

<u>Topics:</u>	<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"/>

⁸ Randall Dean/Allison Vanderslice, *Environmental Planning Preliminary Archeological Review, 901 Tennessee Street*. December 6, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

<u>Topics:</u>	<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) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

Trip Generation

The proposed project would demolish the existing 9,000-sf warehouse building on the project site, and construct a new 42,400-sf residential building containing 44 dwelling units (3 studio units, 23 one-bedroom units, 10 two-bedroom units, 5 two-bedroom flexible occupancy units, and 3 three-bedroom units), 33 off-street parking spaces, and 88 bicycle parking spaces.

Trip generation of the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.⁹ Given that the existing 9,000-sf warehouse building on the project site would generate relatively low numbers of daily trips, no existing trips were deducted from the proposed project's trip generation estimates, to ensure that the estimates are conservative and reflect the maximum possible transportation effects. The proposed project would generate an estimated 375 person trips (inbound and outbound) on a weekday daily basis, consisting of 204 person trips by auto, 116 transit trips, 15 walk trips and 40 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 32 vehicle trips (accounting for vehicle occupancy data for this Census Tract).

Traffic

The proposed project would generate an estimated 32 new p.m. peak hour vehicle trips that could travel through surrounding intersections. This amount of new p.m. peak hour vehicle trips would not

⁹ San Francisco Planning Department, Transportation Calculations for 901 Tennessee Street, February 4, 2015. These calculations are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

substantially increase traffic volumes at these or other nearby intersections, would not substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, or would not substantially increase average delay at intersections that currently operate at unacceptable LOS.

The proposed project would not contribute considerably to LOS delay conditions as its contribution of an estimated 32 new p.m. peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Eastern Neighborhoods' Plan projects. The proposed project would also not contribute considerably to 2025 cumulative conditions and thus, the proposed project would not have any significant cumulative traffic impacts.

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

Transit

The project site is located within a quarter mile of several local transit lines including Muni lines 22-Fillmore, 48-Quintara-24th Street, and T-Third Street. The proposed project would be expected to generate 116 daily transit trips, including 20 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 20 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 22-Fillmore, 48-Quintara-24th Street, and T-Third Street. Mitigation measures proposed to address these impacts related to pursuing enhanced transit funding; conducting transit corridor and service improvements; and increasing transit accessibility, service information and storage/maintenance capabilities for Muni lines in the Eastern Neighborhoods. Even with mitigation, however, cumulative impacts on the above lines were found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative transit impacts was adopted as part of the PEIR Certification and project approval.

The proposed project would not contribute considerably to these conditions as its minor contribution of 20 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

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

Parking

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

potential to result in significant environmental effects for projects that meet all of the following three criteria:

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

The proposed project meets each of the above three criteria and thus, this determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.¹⁰ The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, the following parking demand analysis is provided for informational purposes only.

The parking demand for the new residential uses associated with the proposed project was determined based on the methodology presented in the Transportation Guidelines. On an average weekday, the demand for parking would be for 56 spaces. The proposed project would provide 33 off-street spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated 23 spaces. At this location, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities, and the proposed project includes 88 bicycle parking spaces. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

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

If the project were ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of 56 spaces. As mentioned above, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces nearby and through alternative modes such as public transit and bicycle facilities. Given that the unmet demand could be met by existing facilities and given that the proposed project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are provided, would not result in significant delays or hazardous conditions.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of

¹⁰ San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist for 901 Tennessee Street*, February 25, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

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

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

<u>Topics:</u>	<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"/>

<u>Topics:</u>	<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) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. In addition, the Eastern Neighborhoods PEIR noted that implementation of the Eastern Neighborhoods Area Plans and Rezoning would incrementally increase traffic-generated noise on some streets in the Eastern Neighborhoods plan areas and result in construction noise impacts from pile driving and other construction activities. The Eastern Neighborhoods PEIR therefore identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels.

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). A soldier pile and lagging shoring system is proposed during excavation for the project's basement level and foundation, which may require pile installation using pre-drilled holes. Such a system would not increase the overall anticipated depth of soil disturbance. Impact pile driving would be infeasible due to the presence of shallow bedrock¹¹, and is therefore not proposed. As such, Mitigation Measure F-1, which pertains to construction noise resulting from pile driving, is not applicable to the proposed project. Other heavy equipment would be required during excavation and construction of the proposed building, so Mitigation Measure F-2 is applicable to the proposed project at 901 Tennessee Street. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure F-2 as Project Mitigation Measure 2 (full text provided in the "Mitigation Measures" section below), which requires use of site-specific construction noise attenuation measures under the supervision of a qualified acoustical consultant.

In addition, all construction activities for the proposed project (approximately 18 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers

¹¹ Rockridge Geotechnical. *Geotechnical Investigation, Proposed Residential Building, 901 Tennessee Street*. August 30, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 18 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 and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance.

Eastern Neighborhoods PEIR Mitigation Measures F-3 and F-4 require that a detailed analysis of noise reduction requirements be conducted for new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn). The proposed project would add noise sensitive uses (dwelling units) in an area where street noise levels exceed 60 dBA (Ldn). Therefore, Mitigation Measures F-3 and F-4 apply to the proposed project, and have been agreed to by the project sponsor as Project Mitigation Measures 3 and 4, respectively (full text provided in the "Mitigation Measures" section below). Accordingly, the project sponsor has conducted an environmental noise study.¹² The study concluded that outdoor noise levels reach 71 dBA (Ldn) along the street frontage of the project site. To meet the 45 dBA interior noise level in units facing 20th Street and 3rd Street, windows and doors with a minimum Sound Transmission Class (STC) rating of 33 would be needed. A 45 dBA interior noise level could be met in all of the other proposed dwelling units using standard California construction methods and ventilation systems. The study therefore demonstrated that the proposed project can feasibly attain acceptable interior noise levels.

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. The proposed project does not include noise-generating land uses, so Mitigation Measure F-5 is not applicable.

Mitigation Measure F-6 addresses impacts from existing ambient noise levels on open space required under the Planning Code for new development that includes noise sensitive uses. The proposed project includes open space in a ground-level center courtyard and on a roof deck. Mitigation Measure F-6 is therefore applicable to the proposed project, and has been agreed to by the project sponsor as Project Mitigation Measure 5 (full text provided in the "Mitigation Measures" section below). The noise study prepared in accordance with Mitigation Measure F-4 (Project Mitigation Measure 4) addressed noise levels at the proposed outdoor spaces, and concluded that the interior courtyard would be adequately shielded from noise by surrounding walls, and the roof deck would be adequately shielded by

¹² Illingworth & Rodkin, Inc. *901 Tennessee Street Environmental Noise Assessment*. May 15, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

surrounding residential buildings and the proposed wind shelter. Exterior noise levels at these spaces would therefore be below 60 dBA (Ldn)¹³.

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

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

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses¹⁴ 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. All other air quality impacts were found to be less than significant.

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and 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

¹³ Ibid.

¹⁴ 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.

176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping and other measures.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is not applicable to the proposed project.

Health Risk

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, Mitigation Measure G-2 addresses the siting of sensitive land uses near sources of TACs and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.

Subsequent to certification of the PEIR, San Francisco (in partnership with the Bay Area Air Quality Management District (BAAQMD)) inventoried and assessed air pollution and exposures from mobile, stationary, and area sources within San Francisco and identified portions of the City that result in additional health risks for affected populations (“Air Pollutant Exposure Zone”). The Air Pollutant Exposure Zone was identified based on two health based criteria:

- (1) Areas where the excess cancer risk from all sources is greater than 100; or
- (2) Areas where $PM_{2.5}$ concentrations from all sources (including ambient concentrations) are greater than $10\mu g/m^3$.

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.

The proposed project would include development of residential uses and is considered a sensitive land use for purposes of air quality evaluation. As discussed above, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and Eastern Neighborhoods PEIR Mitigation Measure G-2 Air Quality for Sensitive Land Uses is not applicable to the proposed project. Furthermore, the proposed residential land uses are not uses that would emit substantial levels of DPM or other TACs and Eastern Neighborhoods Mitigation Measures G-3 and G-4 are similarly not applicable.

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.”¹⁵ The BAAQMD’s *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria¹⁶ 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. For projects that do not meet the screening criteria, a detailed air quality assessment is required to further evaluate whether project-related criteria air pollutant emissions would exceed BAAQMD significance thresholds. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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 GHG emissions that could result from rezoning of the Central Waterfront 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 CO₂E¹⁷ per service population,¹⁸ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco’s Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco’s GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy. Other existing regulations, such as those implemented

¹⁵ 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.

¹⁶ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

¹⁷ 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.

¹⁸ 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.

through AB 32, will continue to reduce a proposed project’s contribution to climate change. Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project’s contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

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

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

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 40-foot-tall building (plus roof deck features and circulation penthouses extending an additional six feet above roof level) would be taller than the immediately adjacent buildings, it would be similar in height to existing buildings in the surrounding area. For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

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

The proposed project would construct a 40-foot-tall building (plus roof deck features and circulation penthouses extending an additional six feet above roof level); therefore, Planning Code Section 295 does not apply to the proposed project. The project site is located approximately 365 feet southeast of Esprit Park, but the proposed building would not be tall enough to cast new shadow on the park from such distance. The proposed building would also not be tall enough to cast new shadow on the school yard at La Scuola Italian International School, located to the north of the project site. The proposed project would shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

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

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

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

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

<u>Topics:</u>	<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.

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

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

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

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

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

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

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on biological 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>
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.¹⁹ The report concluded that the proposed building may be adequately supported by a concrete slab with spread footings. Excavation for the basement level and foundation would require a soldier pile and lagging wall system, and the foundations of adjacent buildings may require underpinning during excavation activities.

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"/>

¹⁹ Rockridge Geotechnical. *Geotechnical Investigation, Proposed Residential Building, 901 Tennessee Street*. August 30, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0321E.

<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 would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

The project site currently contains a 9,000-sf single-story warehouse building, leaving 1,000 sf of the 10,000-sf parcel area uncovered. The proposed project would cover the entire parcel, thereby increasing the impervious surface coverage on the site by approximately 1,000 sf. As noted in the Land Use and Land Use Planning section above, the proposed project is within the development assumptions included in the Eastern Neighborhoods PEIR. As a result, the proposed project would not increase stormwater runoff beyond what was studied in the Eastern Neighborhoods PEIR.

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"/>

<u>Topics:</u>	<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 project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, Under Storage Tank (UST) closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the 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. This measure would require proper disposal and abatement of hazardous building materials according to

applicable state, federal, and local laws. See full text of Mitigation Measure L-1, as Project Mitigation Measure 6, in the Mitigation Measures section below.

Soil and Groundwater Contamination

The proposed project would require excavation of more than 50 cubic yards of soil on a site with known prior industrial and automotive repair use. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Voluntary Remedial Action Program Application (which has been converted to enrollment in the Maher Ordinance program) to DPH and a Phase I Environmental Site Assessment, and has been prepared to assess the potential for site contamination. The Phase I Environmental Site Assessment identified the prior automotive repair use that existed on the project site from 2000 to 2007 as a recognized environmental condition.

The proposed project would be required to remediate potential soil and/or 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.

The Geotechnical Investigation prepared for the project also identified the presence of serpentinite (naturally occurring asbestos) in the exploratory soil borings performed on the project site. The proposed project is subject to the Dust Control Ordinance requirements contained in San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6. Requirements of the Dust Control Ordinance include, but are not limited to, watering to prevent dust from becoming airborne, sweep or vacuum sidewalks, and cover inactive stockpiles of dirt. These measures, which are required by ordinance, would ensure that serpentinite does not become airborne during construction.

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.

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

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

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

<u>Topics:</u>	<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"/>

<u>Topics:</u>	<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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

MITIGATION MEASURES

Archeological Resources

Project Mitigation Measure 1 – Properties With No Previous Studies (Eastern Neighborhoods Mitigation Measure J-2)

This measure would apply to those properties within the project area 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 (CEQA Guidelines § 15064.5(a)(1)(3) and (c)(1)(2)), with the exception of those properties within Archeological Mitigation Zone B as shown in Figure 29 in Chapter IV, for which Mitigation Measure J-3, below, is applicable). That is, this measure would apply to the entirety of the study area outside of Archeological Mitigation Zones A and B.

For projects proposed outside Archeological Mitigation Zones A and B, a Preliminary Archeological Sensitivity Study must be prepared by an archeological consultant with expertise in California prehistoric and urban historical archeology. The Sensitivity Study should contain the following:

- 1) Determine the historical uses of the project site based on any previous archeological documentation and Sanborn maps;
- 2) Determine types of archeological resources/properties that may have been located within the project site and whether the archeological resources/property types would potentially be eligible for listing in the CRHR;
- 3) Determine if 19th or 20th century soils-disturbing activities may adversely affected the identified potential archeological resources;

- 4) Assess potential project effects in relation to the depth of any identified potential archeological resource;
- 5) Conclusion: assessment of whether any CRHP-eligible archeological resources could be adversely affected by the proposed project and recommendation as to appropriate further action.

Based on the Sensitivity Study, the Environmental Review Officer (ERO) shall determine if an Archeological Research Design/Treatment Plan (ARD/TP) shall be required to more definitively identify the potential for CRHP-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less than significant level. The scope of the ARD/TP shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation for purposes of compliance with CEQA, in Preservation Planning Bulletin No. 5).

Noise

Project Mitigation Measure 2 – Construction Noise (Eastern Neighborhoods Mitigation Measure F-2)

Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

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

Project Mitigation Measure 3 – Interior Noise Levels (Eastern Neighborhoods Mitigation Measure F-3)

For new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), as shown in EIR Figure 18, where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations, the project sponsor shall conduct a detailed analysis of noise reduction requirements. Such analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise insulation features identified and recommended by the analysis shall be included in the design, as specified in the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.

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

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

Project Mitigation Measure 5 – Open Space in Noisy Environments (Eastern Neighborhoods Mitigation Measure F-6)

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

Hazardous Materials

Project Mitigation Measure 6 – Hazardous Building Materials (Eastern Neighborhoods 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.