



# SAN FRANCISCO PLANNING DEPARTMENT

---

## Executive Summary Conditional Use Authorization

HEARING DATE: MARCH 26, 2015

*Date:* March 19, 2015  
*Case No.:* **2012.1553CV**  
*Project Address:* **1174-1178 Folsom Street**  
*Zoning:* Folsom St NCT (Neighborhood Commercial Transit) Zoning District  
Western SOMA Special Use District  
65-X Height and Bulk District  
*Block/Lot:* 3730/023 and 024  
*Project Sponsor:* Erik Liu, Transworld Construction  
1178 Folsom Street  
San Francisco, CA 94103  
*Staff Contact:* Richard Sucre – (415) 575-9108  
[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)  
*Recommendation:* **Approval with Conditions**

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

### PROJECT DESCRIPTION

The proposed project includes demolition of the two existing industrial buildings (approximately 9,600 gsf) and the new construction of a six-story, 65-ft tall, mixed-use building (approximately 42,675 gsf) with two ground floor commercial spaces (collectively measuring approximately 3,980 gsf), a second floor office space (approximately 5,908 gsf), and 42 single-room occupancy (SRO) units on the third, fourth, fifth and sixth floors. Each of the SRO units are between 290 and 350 square feet in size. The project includes private useable open space for six units and 1,658 square feet of open space via an inner court on the third floor and a common roof deck on the sixth floor for the remaining units. The proposed project also includes 48 Class 1 bicycle parking spaces, 6 Class 2 bicycle parking spaces, and nine off-street parking spaces located within a below-grade garage accessible off of Clementina Street.

### SITE DESCRIPTION AND PRESENT USE

The proposed project is located on two rectangular through lots (with a collective lot area of 4,000± square feet) on the west side of Folsom Street between 8<sup>th</sup> and Rausch Streets with approximately 50-ft of frontage along Folsom Street and 50-ft of frontage along Clementina Street. Currently, the subject lot contains a one-story warehouse and a two-story warehouse/office.

### SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located within the Folsom St NCT Zoning District in the Western SoMa Area Plan. The immediate context is mixed in character with a mix of residential, commercial and industrial development. The immediate neighborhood includes one-to-two-story commercial properties, one-to-three-story industrial buildings, and four-to-five-story residential complexes. Along Folsom Street adjacent to the project site are a five-story residential complex with a ground floor commercial space and

a two-story industrial building. Along Clementina Street, the immediate neighborhood includes smaller-scale commercial and industrial properties, a three-story residential building, and a larger-scale residential building at the end of Clementina Street. The project site has two street frontages: Folsom Street, which is identified as a one-way transit thoroughfare with a bike lane on the south side; and, Clementina Street, which is a smaller-scale two-way alleyway. Other zoning districts in the vicinity of the project site include: WMUG (Western SoMa Mixed-Use General); P (Public); SoMa NCT (South of Market Neighborhood Commercial Transit); and, MUG (Mixed-Use General).

## **ENVIRONMENTAL REVIEW**

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on March 12, 2015, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

## **HEARING NOTIFICATION**

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	March 6, 2015	March 6, 2015	20 days
Posted Notice	20 days	March 6, 2015	March 6, 2015	20 days
Mailed Notice	20 days	March 6, 2015	March 6, 2015	20 days

The proposal requires a Section 312 Neighborhood notification, which was conducted in conjunction with the Conditional Use Authorization notice.

## **PUBLIC COMMENT**

As of March 19, 2015, the Department has received public correspondences, which have expressed support and/or concern about the proposed project. Copies of this correspondence have been included in the Commissioner packets.

## **ISSUES AND OTHER CONSIDERATIONS**

- Conditional Use Authorization: The proposed project requires Conditional Use Authorization from the Planning Commission to establish a non-residential use larger than 4,000 square feet within the Folsom St NCT Zoning District. Currently, the Project would establish an office use measuring approximately 5,908 square feet on the second floor. As defined in Planning Code

Section 790.69, office use is principally permitted on either the first or second floors, but not on both floors within the Folsom St NCT.

- **Variances:** The proposed project requires a Variance from the Zoning Administrator to address the Planning Code requirements for open space (Planning Code Section 135) and dwelling unit exposure (Planning Code Section 140). These variances are associated with the construction of the 42 SRO units on the third through sixth floors.
- **Office Use:** Within the Folsom St NCT Zoning District, office use is limited in its definition to the uses identified in Planning Code Section 790.69, which states that office use is a service defined in Planning Code Sections 790.106 through 790.116. Among the relevant categorizations, office use may be defined as: Administrative Service (Planning Code Section 790.106), Philanthropic Administrative Service (Planning Code Section 790.107), Business or Professional Service (Planning Code Section 790.108), Financial Service (Planning Code Section 790.110), Fringe Financial Service (Planning Code Section 790.111), Limited Financial Service (Planning Code Section 790.111), Medical Service (Planning Code Section 790.114), and Personal Service (Planning Code Section 790.116).
- **Entrance to Off-Street Parking:** The Department reviewed the location of the curb cut for the proposed off-street parking garage and supports its location on Clementina Street, rather than Folsom Street. The Western SoMa Area Plan and Draft Design Guidelines strongly encourage that curb cuts and driveways not be placed on residential alleys when there is an alternative. However, the Plan and Draft Design Guidelines also strongly encourage that Folsom Street be protected from conflicts with pedestrians, bicyclists, and transit as part of a long range planning effort to establish Folsom Street as the “Main Street” of SoMa.

The Department’s support for the proposed garage entrance location is based on several factors. The proposed garage entrance and curb cut will be located at the northern end of the project site. Further, the proposed garage is setback from the lot line, while the proposed curb cut will only be 10-feet wide. The design of the garage entrance and the curb cut reduces potential conflicts with other street and sidewalk users by requiring slow entry and exit speeds for vehicles. The proposed below-grade garage accommodates only nine off-street parking spaces, which is significantly lower than the maximum permitted amount of off-street parking. Finally, the Western SoMa Area Plan identifies Folsom Street as a Transit Preferential Street. Planning Code Section 155(r)(4) recommends no curb cuts on Transit Preferential Streets, when an alternate frontage is available. Since the Project has frontage onto both Folsom and Clementina Streets, the Department supports the location to the off-street parking along Clementina Street.

- **Development Impact Fees:** The Project would be subject to the following development impact fees, which are estimated as follows:

FEE TYPE	PLANNING CODE SECTION/FEE	AMOUNT
Transit Impact Development Fee (3,980 sq ft – Change in Use from PDR to Retail)	411 (@ \$5.69)	\$22,646
Transit Impact Development Fee (5,908 sq ft – Change in Use from PDR to Office)	411 (@ \$7.37)	\$43,541
Eastern Neighborhoods Impact Fee (9,600 sq ft – Tier 2; Change in Use PDR to Non-	423 (@ \$8.50)	\$81,600

<b>FEE TYPE</b>	<b>PLANNING CODE SECTION/FEE</b>	<b>AMOUNT</b>
Residential)		
Eastern Neighborhoods Impact Fee (288 sq ft – Tier 2; New Non-Residential)	423 (@ \$12.14)	\$3,496
Eastern Neighborhoods Impact Fee (26,916 sq ft – Tier 2; New Residential)	423 (@ \$14.56)	\$391,897
	<b>TOTAL</b>	<b>\$543,180</b>

The Project Sponsor has filed an in-kind agreement application, as an alternative to payment of Eastern Neighborhoods Impact Fee.

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

## **REQUIRED COMMISSION ACTION**

In order for the project to proceed, the Commission must grant Conditional Use Authorization to allow a non-residential use larger than 4,000 sq. ft in the Folsom St NCT (Neighborhood Commercial Transit) Zoning District, per Planning Code Sections 121.2, 303, 743.21 and 743.86.

## **BASIS FOR RECOMMENDATION**

- The Project complies with the applicable requirements of the Planning Code.
- The Project is consistent with the objectives and policies of the General Plan.
- The Project is located in zoning districts where retail, office and SRO units are principally permitted.
- The Project produces a new mixed-use development with ground floor retail, second-story office use and significant site updates, including landscaping, site furnishings, and private and common open space.
- The Project is consistent with and respects the varied neighborhood character, and provides an appropriate massing and scale for the adjacent contexts.
- The Project would establish a new office use, which requires a use size larger than the principally permitted limits.
- The Project complies with the First Source Hiring Program.
- The Project adds 42 SRO units to the City's housing stock.
- The Project will fully utilize the Eastern Neighborhoods Area Plan controls, and will pay the appropriate development impact fees.

<b>RECOMMENDATION:</b> <b>Approval with Conditions</b>
--

**Executive Summary**  
**Hearing Date: March 26, 2015**

**CASE NO. 2012.1553CV**  
**1174-1178 Folsom Street**

**Attachments:**

Draft Motion  
Parcel Map  
Sanborn Map  
Zoning Map  
Aerial Photos  
Site Photos  
Architectural Drawings  
Public Correspondence  
Environmental Determination

Attachment Checklist

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary           | <input checked="" type="checkbox"/> Project sponsor submittal                                 |
| <input checked="" type="checkbox"/> Draft Motion                | Drawings: <u>Existing Conditions</u>  |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility                                      |
| <input checked="" type="checkbox"/> Zoning District Map         | Drawings: <u>Proposed Project</u>   |
| <input checked="" type="checkbox"/> Height & Bulk Map           | <input checked="" type="checkbox"/> Check for legibility                                      |
| <input checked="" type="checkbox"/> Parcel Map                  | <input type="checkbox"/> Health Dept. Review of RF levels                                     |
| <input checked="" type="checkbox"/> Sanborn Map                 | <input type="checkbox"/> RF Report  |
| <input checked="" type="checkbox"/> Aerial Photo                | <input type="checkbox"/> Community Meeting Notice   |
| <input type="checkbox"/> Context Photos                         | <input type="checkbox"/> Inclusionary Affordable Housing Program:<br>Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos                 |   |

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

\_\_\_\_\_  
Planner's Initials

RS: G:\Documents\Conditional Use Authorization\2012.1553C 1174-1178 Folsom St\Executive Summary\_1174-1178 Folsom St.doc



# SAN FRANCISCO PLANNING DEPARTMENT

*Subject to: (Select only if applicable)*

- |  |   |
|--|---|
| <input type="checkbox"/> Affordable Housing (Sec. 415)           | <input type="checkbox"/> First Source Hiring (Admin. Code)                          |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input type="checkbox"/> Child Care Requirement (Sec. 414)                          |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412)            | <input checked="" type="checkbox"/> Other (TIDF, Sec. 411; EN Impact Fee, Sec. 423) |

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

## Planning Commission Draft Motion

HEARING DATE: MARCH 26, 2015

*Date:* March 26, 2015  
*Case No.:* **2012.1553CV**  
*Project Address:* **1174-1178 Folsom Street**  
*Zoning:* Folsom St NCT (Neighborhood Commercial Transit) Zoning District  
Western SOMA Special Use District  
65-X Height and Bulk District  
*Block/Lot:* 3730/023 and 024  
*Project Sponsor:* Erik Liu, Transworld Construction  
1178 Folsom Street  
San Francisco, CA 94103  
*Staff Contact:* Richard Sucre – (415) 575-9108  
[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)  
*Recommendation:* **Approval with Conditions**

**ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 121.2, 303, 743.21 AND 743.86 OF THE PLANNING CODE TO ESTABLISH A NON-RESIDENTIAL (OFFICE) USE LARGER THAN 4,000 SQUARE FEET FOR THE PROJECT AT 1174-1178 FOLSOM STREET, LOTS 023 AND 024 IN ASSESSOR'S BLOCK 3730 WITHIN THE FOLSOM ST NCT (NEIGHBORHOOD COMMERCIAL TRANSIT) DISTRICT, WESTERN SOMA SPECIAL USE DISTRICT, AND A 65-X HEIGHT AND BULK DISTRICT.**

### PREAMBLE

On July 29, 2013, Erik Liu of Transworld Construction (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 121.2, 303, 743.21 and 743.86 of the Planning Code to establish a non-residential (office) use larger than 4,000 square feet within the Folsom St NCT (Neighborhood Commercial Transit) Zoning District, Western SOMA Special Use District and a 65-X Height and Bulk District.

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

The Commission has reviewed the Final EIR, which has been available for this Commission's review as well as public review.

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

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

On March 12, 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.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2012.1553CV at 1650 Mission Street, Fourth Floor, San Francisco, California.

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



On March 26, 2015, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2012.1553C.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

**MOVED**, that the Commission hereby authorizes the Conditional Use requested in Application No. 2012.1553C, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

## FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The proposed project is located on two rectangular through lots (with a collective lot area of 4,000± square feet) on the west side of Folsom Street between 8<sup>th</sup> and Rausch Streets with approximately 50-ft of frontage along Folsom Street and 50-ft of frontage along Clementina Street. Currently, the subject lot contains a one-story warehouse and a two-story warehouse/office.
3. **Surrounding Properties and Neighborhood.** The project site is located within the Folsom St NCT Zoning District in the Western SoMa Area Plan. The immediate context is mixed in character with a mix of residential, commercial and industrial development. The immediate neighborhood includes one-to-two-story commercial properties, one-to-three-story industrial buildings, and four-to-five-story residential complexes. Along Folsom Street adjacent to the project site are a five-story residential complex with a ground floor commercial space and a two-story industrial building. Along Clementina Street, the immediate neighborhood includes smaller-scale commercial and industrial properties, a three-story residential building, and a larger-scale residential building at the end of Clementina Street. The project site has two street frontages: Folsom Street, which is identified as a one-way transit thoroughfare with a bike lane on the south side; and, Clementina Street, which is a smaller-scale two-way alleyway. Other zoning districts in the vicinity of the project site include: WMUG (Western SoMa Mixed-Use General); P (Public); SoMa NCT (South of Market Neighborhood Commercial Transit); and, MUG (Mixed-Use General).
4. **Project Description.** The proposed project includes demolition of the two existing industrial buildings (approximately 9,600 gsf) and the new construction of a six-story, 65-ft tall, mixed-use building (approximately 42,675 gsf) with two ground floor commercial spaces (collectively measuring approximately 3,980 gsf), a second floor office space (approximately 5,908 gsf), and 42 single-room occupancy (SRO) units on the third, fourth, fifth and sixth floors. Each of the SRO units are between 290 and 350 square feet in size. The project includes private useable open space

for six units and 1,658 square feet of open space via an inner court on the third floor and a common roof deck on the sixth floor for the remaining units. The proposed project also includes 48 Class 1 bicycle parking spaces, 6 Class 2 bicycle parking spaces, and nine off-street parking spaces located within a below-grade garage accessible off of Clementina Street.

5. **Public Comment.** The Department has received public correspondences, which have expressed support and concern about the proposed project. Copies of this correspondence have been included in the Commissioner packets.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Permitted Uses in Folsom St NCT.** Per Planning Code Section 743.90a, single-room occupancy units are principally permitted use within the Folsom St NCT Zoning District. Per Planning Code Section 743.40, retail use on the ground floor is principally permitted within the Folsom St NCT Zoning District. Finally, per Planning Code Section 743.86, office use is principally permitted on the first or second floor, but not on both floors in the Folsom St NCT Zoning District.

*The Project would construct two retail spaces on the ground floor (collectively measuring 3,980 square feet), an office use on the second floor (measuring approximately 5,908 square feet) and 42 SRO units on the third, fourth, fifth and sixth floors (ranging in size from 289 to 349 square feet). Per Planning Code Section 890.88(c), SRO units are limited in size to a maximum of 350 square feet and meet the Housing Code's minimum floor area standards. Therefore, the proposed project complies with Planning Code Sections 743.40, 743.86 and 743.90a.*

- B. **Office Use in Folsom St NCT Zoning District.** Within the Folsom St NCT Zoning District, office use is defined in Planning Code Section 790.69, which states that office use is Planning Code Sections 790.106 through 790.116. Among the relevant categorizations, office use may be defined as: Administrative Service (Planning Code Section 790.106), Philanthropic Administrative Service (Planning Code Section 790.107), Business or Professional Service (Planning Code Section 790.108), Financial Service (Planning Code Section 790.110), Fringe Financial Service (Planning Code Section 790.111), Limited Financial Service (Planning Code Section 790.111), Medical Service (Planning Code Section 790.114), and Personal Service (Planning Code Section 790.116).

*The Project will comply with the definition of office use, as outlined in Planning Code Section 790.69.*

- C. **Rear Yard.** Planning Code Section 134 specifies that the rear yard requirement does not apply to SRO units within the Western SoMa Special Use District.

*Currently, the Project does not contain any dwelling units and only contains SRO units. Therefore, the Project is not required to provide a rear yard.*

- D. **Useable Open Space.** Within the Folsom ST NCT, Planning Code Section 135 specifies that the open space requirement shall be either 80 sq ft of private open space per dwelling unit or 100 sq ft of common open space per dwelling unit. For group housing structures, SRO units and dwelling units that measure less than 350 square feet plus a bathroom, the minimum amount of useable open space shall be one-third the amount required for a dwelling unit.

Private useable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 sq ft if located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 sq ft if located on open ground, a terrace or the surface of an inner or outer court. Common useable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum of 300 sq ft. Further, inner courts may be credited as common useable open space if the enclosed space is not less than 20 feet in every horizontal dimension and 400 sq ft in area, and if the height of the walls and projections above the court on at least three sides is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.

Per Planning Code Section 823(c)(2)(B), roof decks within the Western SoMa Special Use District do not qualify as required private or common useable open space. A roof deck is defined as a deck located on the roof of the highest story of a building, or a deck at the highest story of a building if the enclosed gross floor area of that story is less than 50 percent of the gross square footage of the footprint of the subject building.

*The Project includes private open space for six SRO units and common open space for the remaining 36 SRO units. Therefore, the Project is required to provide 160 square feet of private open space for six SRO units and 1,200 square feet of common open space for the remaining 36 SRO units.*

*Currently, the Project includes a total of 1,061 square feet of private open space for six SRO units via private decks, and approximately 1,658 square feet of common open space for 36 SRO units via a third floor inner court (approximately 918 square feet) and a sixth floor deck (approximately 740 square feet). Overall, the Project provides the necessary amount of open space, but not according to the prescribed dimensional requirements. The proposed inner court on the third floor does not conform to the dimensional requirements of Planning Code 135, since the upper floors do not step back according to the prescribed methodology. Therefore, the Project requires a variance from the Zoning Administrator to address the open space requirements outlined in Planning Code Section 135 (See Case No. 2012.1553V).*

- E. **Street Trees.** Planning Code Section 138.1 states that one street tree for each 20-ft of frontage of the property along each street is required for projects involving new construction. In addition, an additional street tree is required for any remaining fraction of 10-ft or more.

*Currently, the Project has 50-ft of frontage along Folsom Street and 50-ft of frontage along Clementina Street. Therefore, the Project is required to provide three street trees along Folsom Street and three street trees along Clementina Street. The Project includes three street trees along Folsom Street and one street tree along Clementina Street. The Project shall seek a waiver from the Zoning*

*Administrator to pay an in-lieu fee for any street tree not provided along the street. The Project would pay an in-lieu fee for two street trees pending consultation with the Department of Public Works (DPW). In addition, the Project includes voluntary streetscape improvements including a sidewalk bulb-out on Clementina Street. Therefore, the Project complies with Planning Code Section 138.1.*

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

*The subject lot is not located in close proximity to an Urban Bird Refuge. The proposed project meets the requirements of feature-related standards and does not include any unbroken glazed segments 24-sq ft and larger in size; therefore, the proposed project complies with Planning Code Section 139.*

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

Per Planning Code Section 823(c)(3), all bedrooms in group housing developments in newly constructed buildings are required to face directly onto a public street, code-complying rear yard or open area that meets the minimum requirements specified in Planning Code Section 140.

*The Project organizes the SRO units to have exposure either on Folsom or Clementina Streets, or along the inner court. Currently, the inner court does not meet the dimensional requirements of the Planning Code, since it does not increase in horizontal dimension on the upper floors. Currently, the Project includes 4 SRO units, which do not face onto a code-complying inner court. Therefore, the Project is seeking a variance from the Zoning Administrator to address the exposure requirements specified in Planning Code Section 140 (See Case No. 2012.1553V).*

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

*The Project meets the requirements of Planning Code Section 145.1. Off-street parking is located below grade. The Project has only one 10-ft wide garage entrance to the below-grade off-street parking located along Clementina Street. The Project features active uses on the ground floor with ground floor retail use on Folsom and Clementina Streets. Along Folsom Street, the non-residential use at the ground floor has a 14-ft floor to floor height. Finally, the Project features appropriate street-facing ground level spaces, as well as the ground level transparency and fenestration requirements.*

- I. **Off-Street Parking.** In the Folsom St NCT Zoning District, Planning Code Section 151.1 principally permits one parking space per 1,500 sq ft of occupied floor area for the proposed non-residential uses (retail and office use). Further, Planning Code Section 151.1 principally permitted one car for every two SRO units in the Folsom St NCT.

*Currently, the Project includes 9,888 square feet of non-residential use (ground floor retail and second floor office) and 42 SRO units. Therefore, a maximum of seven off-street parking spaces are permitted for the non-residential uses and 21 off-street parking spaces are permitted for the SRO units. The Project includes nine off-street parking spaces for the SRO and non-residential uses; therefore, the Project complies with Planning Code Section 151.1.*

- J. **Bicycle Parking.** Planning Section 155.2 of the Planning Code requires at least one Class 1 bicycle parking spaces for each SRO unit and one Class 2 bicycle parking space for every 20 SRO units. For the retail use, one Class 1 bicycle parking space is required for every 7,500 square feet of occupied floor area and one Class 2 space for every 2,500 square feet of occupied floor area. For the office use, one Class 1 bicycle parking space is required for every 5,000 square feet of occupied floor area and one Class 2 space for every 2,500 square feet of occupied floor area.

*The Project includes 3,980 square feet of retail use, 5,908 square feet of office use, and 42 SRO units. Therefore, the Project is required to provide 43 Class 1 bicycle parking spaces and 5 Class 2 bicycle parking spaces. The Project will provide 48 Class 1 bicycle parking spaces and six Class 2 bicycle parking spaces, thus exceeding the requirement. Therefore, the Project complies with Planning Code Section 155.2.*

- K. **Curb Cut.** Within the Folsom St NCT, Planning Code Section 155(r)(4) prohibits new curb cuts accessing off-street parking or loading on street frontages identified along any Transit Preferential, Citywide Pedestrian Network or Neighborhood Commercial Streets, as designated in the Transportation Element of the General Plan or official City bicycle routes or bicycle lanes, where an alternative frontage is available.

*Currently, the Project proposes a new 10-ft wide garage entrance along Clementina Street. Per Policy 4.8.5 of the Western SoMa Area Plan, Folsom Street is identified as a Transit Preferential Street; therefore, the Project complies with Planning Code Section 155, since it avoids new curb cuts and garage openings along Folsom Street and provides the garage opening along an available alternative frontage.*

- L. **Folsom Street Setback.** Planning Code Section 261.2 requires a 15-ft setback from the property for any portion of the building above 55-ft in height.

*The Project incorporates a 15-ft setback from the property line along Folsom Street for the portion of the building, which is 65-ft in height. Currently, the Project features a roof trellis, which meets the criteria of exempted features over the height limit, as defined in Planning Code Section 260(b). Therefore, the Project complies with Planning Code Section 261.2.*

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

*Based upon a detailed shadow analysis, the Project does not cast any net new shadow upon property under the jurisdiction of the Recreation and Parks Commission.*

- N. **Transit Impact Development Fees.** Planning Code Section 411 is applicable to new retail development over 800 sq ft.

*The Project includes 3,980 sq ft of new retail use and 5,908 square feet of new office use. However, the existing site contains approximately 9,600 sq ft of existing PDR use. Therefore, the Project will receive a prior use credit, as outlined in Planning Code Section 411.3(d). For the applicable uses, the Project will pay the appropriate amount of Transit Impact Development Fees*

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

*The Project includes approximately 26,916 gross square feet of new residential development and 9,888 gsf of new non-residential use. These uses are subject to Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the building permit application.*

- P. **Western SoMa Special Use District.** Planning Code Section 823 outlines the requirements for projects located within the Western SoMa Special Use District. Additional controls are provided for rear yard, open space, exposure, nonconforming uses, vertical architectural elements, SRO units, recreational facilities, nighttime entertainment and animal services, and major developments.

*The Project complies with the majority of the requirements outlined in the Western SoMa Special Use District. The Project includes SRO units, which have a minimum size of 275 square feet. The Project provides a deck for common open space at the sixth floor; however, this deck is not considered to be a*

*roof deck, since the building mass at this level is more than 50 percent of the building footprint. Although the Project does provide code-complying exposure for 36 of the SRO units, the Project does require a variance from the Zoning Administrator to address the exposure requirements outlined in Planning Code Sections 140 and 823(c)(3).*

7. **Planning Code Section 121.2** establishes criteria for the Planning Commission to consider when reviewing applications for projects within the Folsom St Zoning District, which proposed non-residential uses larger than 4,000 square feet in size, through the Conditional Use Authorization process. On balance, the project complies with said criteria in that:

- (1) The intensity of activity in the district is not such that allowing the larger use will be likely to foreclose the location of other needed neighborhood-serving uses in the area.

*The Project provides new opportunities for neighborhood-serving businesses and would not likely foreclose the location of another needed neighborhood-serving. Currently, the project site includes two industrial warehouses collectively measuring 9,600 square feet. The Project would construct a new mixed-use development with two ground floor retail spaces, a second-story office space and four-stories of SRO units. This new mix of uses would benefit the surrounding district by providing for new retail space, new office tenants and new residents, which would likely patronize the surrounding neighborhood establishments.*

- (2) The proposed use will serve the neighborhood, in whole or in significant part, and the nature of the use requires a larger size in order to function.

*The Project includes two ground floor retail uses (collectively measuring approximately 3,980 square feet) and a second floor office use, which is larger than 4,000 square feet. Currently, the surrounding neighborhood does include a limited amount of neighborhood-serving retail options within a one block radius, including a bar, several restaurants, and laundromat. The surrounding neighborhood is experiencing an influx of newer development, which improves the livability of the neighborhood by adding new streetscape amenities and new ground floor uses. The Project will contribute to the evolving character of the surrounding neighborhood by providing for a compatible new ground floor use. Given the size and scale of the new mixed-use development, the size and scale of the proposed office use is necessary, in order to provide sufficient space for newer neighborhood-serving office uses within the immediate vicinity. Further, the larger scale use is driven by the proposed floor plate, which is entirely occupied by the proposed office use. The proposed office use will comply with Planning Code 790.69, which defines the types of neighborhood-serving office uses permitted within the Folsom St NCT Zoning District. The ground floor retail and second floor office uses will assist in serving the surrounding neighborhood by providing new tenant spaces and community gathering spots.*

- (3) The building in which the use is to be located is designed in discrete elements which respect the scale of development in the district.

*The Project has been designed to be in context with the newer development within the surrounding neighborhood and the new height and bulk limits established by the adoption of the Western SoMa Area Plan. Directly adjacent to the project site is a larger-scale residential development with a ground*

*floor retail use. The new office use would occupy the entirety of the second floor, and would be designed to be discretely integrated into the larger building, which also includes ground floor retail use and four-stories of SRO units.*

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

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

*The Project will demolish two existing one-to-two-story warehouses and construct a new mixed-use development with ground floor retail use, second floor office use, and 42 SRO units on the third, fourth, fifth and sixth floors. Given the objectives of the Western SoMa Area Plan to transform Folsom Street into a neighborhood commercial district, the Project is necessary and desirable in assisting with this transformation, while also maintaining and contributing to the important aspects of the existing neighborhood, such as the neighborhood-serving goods and services. The size and intensity of the proposed new office use is necessary and desirable for this neighborhood and the surrounding community because they will provide new opportunities for local businesses and add new site amenities that will contribute to the character of the surrounding neighborhood. The immediate area is extremely varied in character and features a variety of uses, including light industrial, commercial, and residential. The new office and retail uses will complement the mix of goods and services currently available in the surrounding district and will contribute to the economic vitality of the neighborhood by providing a new mixed-use development, which is a positive contribution to the neighborhood.*

- (2) That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:

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

*The Project would establish a new six-story mixed-use development in a varied neighborhood context, which includes four-to-five-story tall residential developments and one-to-two-story commercial and light industrial developments. The proposed mix of uses would be complimentary to the surrounding neighborhood, since the non-residential uses are focused on the first and second floors and the new residential use is focused on the upper floors. In addition, the Project adheres to the requirements for a setback along Folsom Street and the additional provisions for new construction along alleyways. Overall, this work will be beneficial to the surrounding neighborhood.*

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



*The Project would not adversely affect public transit or overburden the existing supply of parking in the neighborhood because the project site is well-served by public transit. The project site is close to several MUNI bus lines, including the 12-Jackson & Van Ness, and is within one-half mile of the Civic Center MUNI and BART stations. The Project provides a limited amount of off-street parking in support of the City's transit first policies. This off-street parking is located in a below-grade garage, which is consistent with the requirements for the Folsom Street NCT Zoning District. The garage would be accessible from Clementina Street, in order to minimize pedestrian or other conflicts on Folsom Street. Provision of bicycle storage areas along with the close proximity to mass transit is anticipated to encourage residents, employees and visitors to use alternate modes of transportation.*

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

*The Project will comply with the City's requirements to minimize noise, glare, odors, or other harmful emissions. Conditions of Approval are included to address potential issues.*

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

*The Project will provide three new street trees and new bicycle parking along Folsom Street, and one new street tree along Clementina Street, as well as a sidewalk bulbout. This work will be beneficial to the surrounding neighborhood because it will provide new street improvements, lighting, and vegetation.*

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

*The Project complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.*

- (4) That the use as proposed would provide development that is in conformity with the purpose of the applicable Neighborhood Commercial District.

*The Project is located within the Folsom St NCT (Neighborhood Commercial Transit) Zoning District, which is a Neighborhood Commercial District created as part of the Western SoMa Area Plan. The Folsom Street Neighborhood Commercial Transit District (Folsom Street NCT) is located along Folsom Street, generally between 7th Street and 10th Streets. The Folsom Street NCT has a pattern of ground floor commercial and upper story residential units. Controls are designed to permit moderate-scale buildings and uses, protecting rear yards above the ground story and at residential levels. Active, neighborhood-serving commercial development is required at the ground story where transparency and fenestration requirements add to the activation at the street level. While offices and general retail sales uses may locate on the second story, most commercial uses are prohibited above the second story. In order to protect the balance and variety of retail use, bars and restaurants are*

*permitted on the ground floor, and liquor stores are allowed with a conditional use. Continuous non-residential frontage is promoted by prohibiting drive-up facilities, some automobile uses, and by permitting a mix of commercial and production, distribution, and repair uses. Parking is required to be setback if above grade or locate below ground. Active, pedestrian-oriented ground floor uses are required. Housing development in new buildings is encouraged above the ground story, and student housing is only permitted in newly constructed buildings. Given the area's central location and accessibility to the City's transit network, parking for residential and commercial uses is not required. Therefore, the Project is consistent with the purposes and character of the Folsom St NCT Zoning District.*

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

## HOUSING

### Objectives and Policies

#### OBJECTIVE 1

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

##### Policy 1.1

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

##### Policy 1.8

Promote mixed use development, and include housing, particularly permanently affordable housing, in new commercial, institutional or other single use development projects.

*The Project is a new mixed-use development in a transitioning area with ground floor retail space, second floor office space, and 42 SRO units. The Project site is an ideal infill site, since the existing site includes one-to-two-story industrial buildings. The project site was recently rezoned as part of a long range planning goal to create a cohesive residential and mixed-use neighborhood. The project includes new housing units, which are affordable by design due to their smaller size.*

## COMMERCE AND INDUSTRY ELEMENT

### Objectives and Policies

#### OBJECTIVE 6:

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

##### Policy 6.1

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

**Policy 6.2**

Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society.

*The Project provides new opportunity for new ground floor retail uses, which is consistent with the goals for Folsom Street and its emerging character as a Neighborhood Commercial Transit District.*

**RECREATION AND OPEN SPACE ELEMENT**

**Objectives and Policies**

**OBJECTIVE 4:**

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

**Policy 4.5:**

Require private usable outdoor open space in new residential development.

**Policy 4.6:**

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

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

**TRANSPORTATION ELEMENT**

**Objectives and Policies**

**OBJECTIVE 11**

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

**Policy 11.1**

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

**OBJECTIVE 24:**

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

**Policy 24.2:**

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

**Policy 24.4:**

Preserve pedestrian-oriented building frontages.

*The Project will install new street trees along Folsom and Clementina Street. Further, the Project will provide a new sidewalk bulb-out, street plantings, and new site furnishings. Frontages are designed with active spaces oriented at the pedestrian level. The new garage entrance is located on an alternate street frontage, in order to minimize pedestrian and bicycle conflicts and encourage Folsom Street as it transitions to a Transit Preferential Street.*

**OBJECTIVE 28:**

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

**Policy 28.1:**

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

**Policy 28.3:**

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

*The Project includes 48 Class 1 bicycle parking spaces and 6 Class 2 bicycle parking spaces in secure, convenient locations.*

**OBJECTIVE 34:**

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

**Policy 34.1:**

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

**Policy 34.3:**

Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

**Policy 34.5:**

Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.

*The Project is well below the principally permitted parking amounts within the Planning Code. The parking spaces are accessed by one ingress/egress point measuring 10-ft wide from Clementina Street. Parking is adequate for the project and complies with maximums prescribed by the Planning Code.*

## URBAN DESIGN ELEMENT

### Objectives and Policies

#### OBJECTIVE 1:

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

#### Policy 1.7:

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

#### OBJECTIVE 2:

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

#### Policy 2.6:

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

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

#### OBJECTIVE 4:

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

#### Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

#### Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

*Although the project site has two street frontages, it only provides one vehicular access point for the entire project, limiting conflicts with pedestrians and bicyclists. Street trees will be planted on each street. Along the project site, the pedestrian experience will be greatly improved.*

## WESTERN SOMA AREA PLAN

### Objectives and Policies

### Land Use

#### **OBJECTIVE 1.1**

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

#### **Policy 1.1.2**

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

#### **Policy 1.1.4**

Encourage increased height and density in the “Downtown Folsom” neighborhood serving commercial corridor between 7th and 10th Streets.

#### **Policy 1.1.7**

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

### Neighborhood Economy

#### **OBJECTIVE 2.2**

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

#### **Policy 2.2.12**

Develop land use controls that promote Folsom Street as the main neighborhood shopping and ceremonial street in the Western SoMa SUD.

#### **Policy 2.2.13**

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

#### **Policy 2.2.14**

Provide adequate customer parking and goods loading areas in a manner that minimizes negative impacts on transit, bike and pedestrian movements on neighborhood commercial streets.

### Housing

**OBJECTIVE 3.2**

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

**Policy 3.2.2**

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

**OBJECTIVE 3.3**

ENSURE THAT A SIGNIFICANT PERCENTAGE OF THE NEW HOUSING CREATED IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES.

**Policy 3.3.1**

Allow single-resident occupancy uses (SROs) with no less than 275 square feet of livable area and “efficiency” units to continue in limited locations to be an affordable type of dwelling option, and recognize their role as an appropriate source of housing for small households. In addition SRO projects should:

- exceed existing City inclusionary requirements for below market rate units;
- meet minimum rear yard requirements;
- meet the dwelling unit exposure requirements;
- meet minimum private open space requirements of 36 square feet per unit;
- have no required parking minimum;
- discourage new ground floor residential units facing neighborhood or regional serving streets, and
- comply with required active non-residential ground floor uses on neighborhood or regional serving street facades.

**Transportation and Street Network**

**OBJECTIVE 4.7**

REDUCE THE IMPACTS OF INCREASED NEIGHBORHOOD COMMERCIAL DEVELOPMENT ON FOLSOM STREET BY ENCOURAGING THE USE OF ALTERNATIVE MODES OF TRANSPORTATION.

**Policy 4.7.3**

Promote walking and other non-motorized travel modes to/from neighborhood commercial segments of Folsom Street by introducing pedestrian and environmental improvements.

**OBJECTIVE 4.8**

ENSURE SAFETY ON FOLSOM STREET, PARTICULARLY FOR RESIDENTS AND OTHER USERS OF THE SYSTEM.

**Policy 4.8.2**

Introduce traffic calming measures that will promote pedestrian and bicycle transportation and safety in the area.

**Policy 4.8.5**

Reduce roadway conflicts between transit vehicles, bicyclists and pedestrians.

**OBJECTIVE 4.23**

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

**Policy 4.23.3**

Develop Folsom Street as a pedestrian-oriented transit corridor.

**OBJECTIVE 4.27**

ESTABLISH PARKING POLICIES THAT IMPROVE NEIGHBORHOOD LIVABILITY, VITALITY, AND ENVIRONMENTAL QUALITY BY REDUCING PRIVATE VEHICLE TRIPS AND SUPPORTING WALKING, CYCLING AND PUBLIC TRANSIT USE.

**Policy 4.27.1**

Adopt the same parking maximum policies that were applied in the Eastern Neighborhood Plan.

*The Project features an appropriate mix of uses encouraged by the Area Plan for this location. The Project includes new SRO units and ground floor retail. The Project also provides less than the principally permitted amounts of off-street parking. The Project introduces a contemporary architectural vocabulary, which is sensitive to the prevailing scale and neighborhood fabric. The Project provides for a high quality designed exterior, which features a variety of materials, colors and textures, including perforated metal screens, painted composite panels and aluminum. The Project will also pay the appropriate development impact fees, including the Eastern Neighborhoods Impact Fees.*

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

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

*The Project will not significantly affect any neighborhood serving retail uses, as numerous retail uses will still be present in the area and no existing neighborhood service retail use exists on the project site. The proposal will introduce a new retail and office use to the area, which will provide new opportunities to future business owners and resident employment.*

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

*The Project will not impact the existing housing or neighborhood character, which already includes residential, commercial, and light industrial uses. Currently, the project site does not contain any existing housing.*

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



*The Project will not impact any of the existing housing, since no housing is currently on the project site. The Project does provide new SRO units, which are an alternative housing type that is generally affordable by design.*

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

*The Project will not alter the existing commuter traffic patterns. The project site is within walking distance to public transportation options. The location of the site will enable employees and visitors to the building to walk, bike, or use public transit.*

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

*The Project will assist in maintaining a diverse economic base by introducing a new commercial use. Although the Project would replace an existing industrial building, the Project provides new opportunities for the service sector by providing new ground floor retail use and a second floor office space.*

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

*The Project will conform to the structural and seismic safety requirements of the City Building Code. The Project will not impact the property's ability to withstand an earthquake.*

- G. That landmarks and historic buildings be preserved.

*The Project will not impact any landmark or historic building, since the project site does not contain any landmarks or historic buildings.*

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

*The Project will have no negative impact on existing parks and open spaces. The Project has no impact on open spaces.*

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

## DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2012.1553C** under Planning Code Sections 121.2, 303, 743.21 and 743.86 to establish a non-residential (office) use larger than 4,000 square feet at 1174-1178 Folsom Street within the Folsom St NCT (Neighborhood Commercial Transit) Zoning District, Western SOMA Special Use District, and a 65-X Height and Bulk District. The project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated March 18, 2015, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on March 26, 2015.

Jonas P. Ionin  
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: March 26, 2015

## **EXHIBIT A**

### **AUTHORIZATION**

This authorization is for a conditional use to establish a non-residential (office) use larger than 4,000 square feet located at 1174-1178 Folsom Street, Block 3730 and Lots 023 and 024 pursuant to Planning Code Section 121.2, 303, 743.21 and 743.86 within the Folsom St NCT Zoning District, Western SOMA Special Use District, and a 65-X Height and Bulk District; in general conformance with information stamped "EXHIBIT B" included in the docket for Case No. 2012.1553C and subject to conditions of approval reviewed and approved by the Commission on March 26, 2015 under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

### **RECORDATION OF CONDITIONS OF APPROVAL**

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on March 26, 2015 under Motion No. XXXXX.

### **PRINTING OF CONDITIONS OF APPROVAL ON PLANS**

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

### **SEVERABILITY**

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

### **CHANGES AND MODIFICATIONS**

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

## Conditions of Approval, Compliance, Monitoring, and Reporting

### PERFORMANCE

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

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

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

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

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

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

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

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

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

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

**Additional Project Authorization.** The Project Sponsor must obtain a variance from the Zoning Administrator to address the Planning Code requirements for open space (Planning Code Section 135) and exposure (Planning Code Section 140), and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with

any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## DESIGN

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

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

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

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org).*

**Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

## MONITORING

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

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

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

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## PARKING AND TRAFFIC

**Bicycle Parking.** Pursuant to Planning Code Sections 155.2, the Project shall provide no fewer than 43 Class 1 bicycle parking spaces and 5 Class 2 bicycle parking spaces.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## OPERATION

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

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

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

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

## EXHIBIT C - MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<b>Historic Resources</b>				
<p><b>Project Mitigation Measure 1 - Protect Historical Resources from Adjacent Construction Activities (Mitigation Measure M-CP-7a of the Western SoMa PEIR)</b></p> <p>The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used in a subsequent development project; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the subsequent development project. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p>	Project sponsor/ contractor(s)/ Planning Department's ERO	Prior to any demolition or construction activities	Project sponsor/contractor(s)	Considered complete upon ERO's approval of construction specifications
<p><b>Project Mitigation Measure 2 - Construction Monitoring Program for Historical Resources (Mitigation Measure M-CP-7b of the Western SoMa PEIR)</b></p> <p>For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring</p>	Project sponsor/ contractor(s)/ qualified historic preservation professional/ Planning Department's ERO	Prior to the start of demolition, earth moving, or construction activity proximate to a designated historical resource	Planning Department Preservation Technical Specialist shall review and approve construction monitoring program	Considered complete upon submittal to ERO of post-construction report on construction monitoring program and

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>				effects, if any, on proximately historical resources
<b>Cultural Resources</b>				
<p><b>Project Mitigation Measure 3 – Archeological Testing Program (Mitigation Measure M-CP-4a of the Western SoMa PEIR)</b></p> <p>Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has</p>	Project sponsor/ Planning Department's archeologist or qualified archeological consultant/ Planning Department's ERO	Prior to issuance of a building permit	Planning Department's archeologist or qualified archeological consultant/ Planning Department's ERO	Considered complete upon submittal of PAR or PASS to ERO or designated Planning Department staff



Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.</p> <p>This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.</p> <p>Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist. As the PAR determined that the project has the potential to adversely affect archeological resources, an Archeological Testing Program is required. The Program would more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The Archeological Testing Program is detailed below.</p> <p>A. <i>Consultation with Descendant Communities.</i> On discovery of an archeological site<sup>1</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative<sup>2</sup> of the descendant group and the Environmental Review Officer (ERO) shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with</p>				

<sup>1</sup> The term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>2</sup> An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p> <p>B. <i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>a) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>resource; or</p> <p>b) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>C. <i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions:</p> <ul style="list-style-type: none"> <li>▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</li> <li>▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;</li> <li>▪ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant,</li> </ul>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>determined that project construction activities could have no effects on significant archeological deposits;</p> <ul style="list-style-type: none"> <li>▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li> <li>▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</li> </ul> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p>D. <i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> <li>▪ <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>▪ <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. <ul style="list-style-type: none"> <li>▪ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>▪ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>▪ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>▪ <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>▪ <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</li> </ul> </li> </ul> <p>E. <i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p>F. <i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
<p><b>Project Mitigation Measure 4 – Procedures for Accidental Discovery of Archeological Resources (Mitigation Measure M-CP-4b of the Western SoMa PEIR)</b></p> <p>This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c).</p> <p>The project sponsor shall distribute the San Francisco Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the “ALERT” sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The</p>	<p>Project sponsor/ contractor(s)/ Planning Department’s archeologist or qualified archeological consultant/ Planning Department’s ERO</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction</p>	<p>Project sponsor/ ERO/ archeologist</p>	<p>Considered complete upon ERO’s approval of FARR</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a CD of the FARR along with copies of any formal site recordation forms (CA</p>				



Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.				
<b>Noise and Vibration</b>				
<b>Project Mitigation Measure 5 – Open Space in Noisy Environments (Mitigation Measure M-NO-1d of the Western SoMa PEIR)</b> To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1c, 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. Implementation of this measure shall be undertaken consistent with other principles of urban design.	Project sponsor/ architect/ acoustical consultant/ construction contractor	Prior to issuance of building permit	Planning Department	Considered complete upon approval of project plans by the Planning Department
<b>Project Mitigation Measure 6 - General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the Western SoMa PEIR)</b> To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following: <ul style="list-style-type: none"> <li>The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake</li> </ul>	Project sponsor/ construction contractor	During construction	Project sponsor to provide monthly noise reports during construction	Considered complete upon final monthly report

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).</p> <ul style="list-style-type: none"> <li>The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.</li> <li>The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.</li> <li>The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.</li> <li>Prior to the issuance of each building permit, along with the</li> </ul>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.</p>				
<b>Air Quality</b>				
<p><b>Project Mitigation Measure 7 – Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors (Mitigation Measure M-AQ-3 of the Western SoMa PEIR)</b></p> <p>To reduce the potential health risk to new sensitive receptors resulting from exposure to roadways, stationary sources, and other non-permitted sources of fine particulate matter (PM<sub>2.5</sub>) and toxic air contaminants (TACs), the Planning Department shall require analysis of potential site-specific health risks for all projects that would include sensitive receptors, based on criteria as established by the San Francisco Planning Department (as determined by the ERO or his/her designee), as such criteria may be amended from time to time. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments.</p> <p>Development projects in the Draft Plan Area and on the Adjacent Parcels that</p>	Project sponsor/ Planning Department's ERO	Prior to the first project approval action for new development projects that are expected to generate TACs as part of everyday operations	Project sponsor/ Planning Department's ERO	Prior to the first project approval action for new development projects that are expected to generate TACs as part of everyday operations; during project operations

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>would include sensitive receptors shall undergo, during the environmental review process and no later than the first project approval action, an analysis of potential health risks to new sensitive receptors, consistent with methodology approved by the San Francisco Planning Department, to determine if health risks from pollutant concentrations would exceed applicable significance thresholds as determined by the Environmental Review Officer.</p> <p>If one or more thresholds would be exceeded at the site of the subsequent project where sensitive receptors would be located, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher, as necessary to reduce outdoor-to-indoor infiltration of air pollutants by 80 percent. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor-to-indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration.</p>				
<p><b>Project Mitigation Measure 8 – Construction Emissions Minimization Plan (Mitigation Measure M-AQ-6 of the Western SoMa PEIR)</b></p> <p>A. Construction Emissions Minimization Plan. Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project's construction emissions and if, based on that analysis, construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants (as well as TACs, see Impact M-AQ-6 and M-AQ-7) shall be designed to reduce criteria air</p>	Project sponsor/ construction contractor	Prior to the start of heavy diesel equipment use on site	Planning Department's ERO to review and approve health risk assessment, or other appropriate analysis	Considered complete upon Environmental Planning Air Quality Specialist review and acceptance of health risk assessment, or other appropriate analysis

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>pollutant emissions to the greatest degree practicable. The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> <li>1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> <li>a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;</li> <li>b) All off-road equipment shall have: <ol style="list-style-type: none"> <li>i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, <i>and</i></li> <li>ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).<sup>3</sup></li> </ol> </li> <li>c) Exceptions: <ol style="list-style-type: none"> <li>i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.</li> <li>ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment</li> </ol> </li> </ol> </li> </ol>				

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed												
<p>that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</p> <p>iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.</p> <p><b>TABLE A1</b> <b>OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*</b></p> <table><tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr><tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr><tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr><tr><td>3</td><td>Tier 2</td><td>Alternative Fuel**</td></tr></table> <p>*How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</p> <p>**Alternative fuels are not a VDECS</p> <p>2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel**				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel**														

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>the construction site to remind operators of the two minute idling limit.</p> <p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, Air Resources Board (ARB) verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.</p> <p>B. <i>Reporting.</i> Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase,</p>				

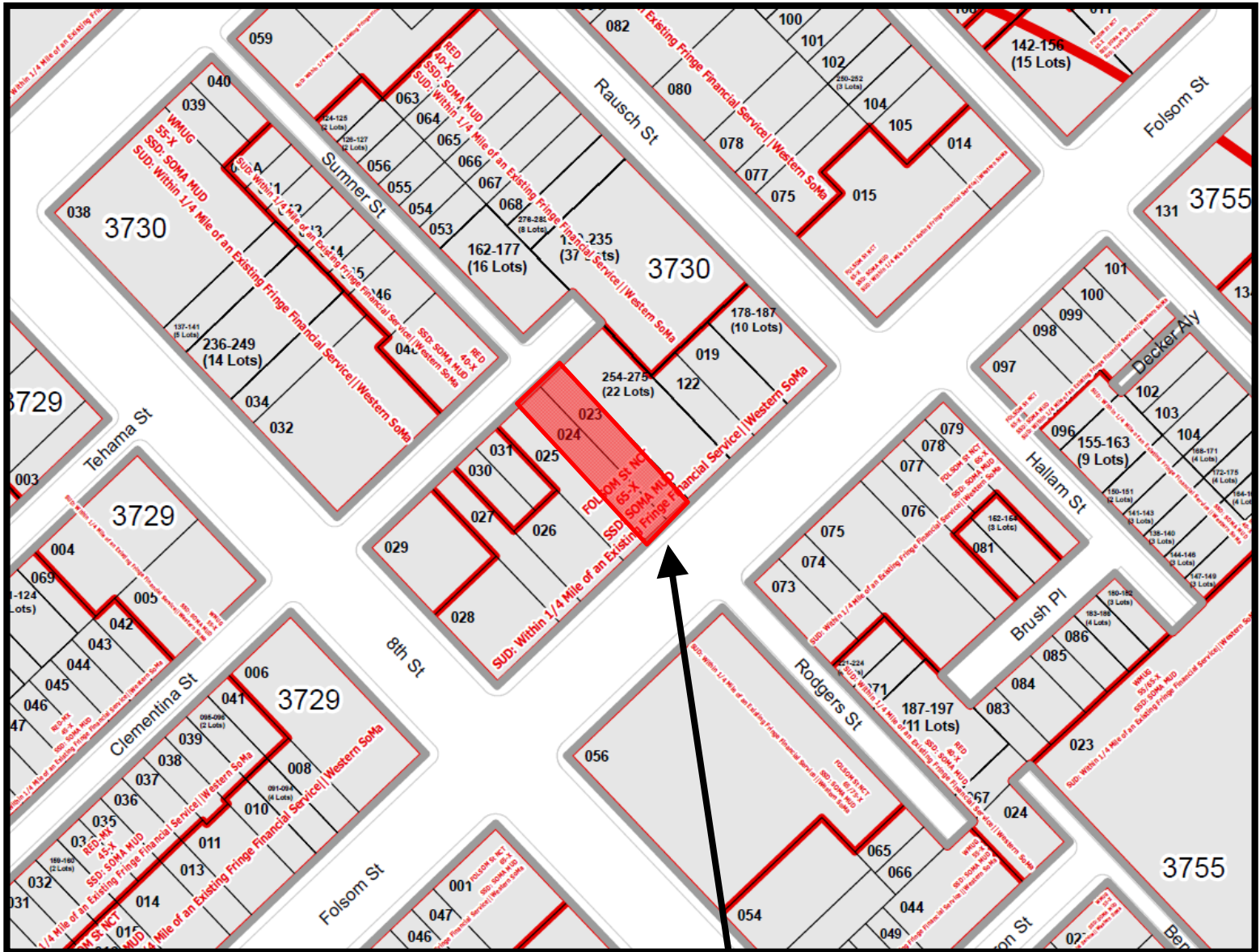
Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.</p> <p>C. <i>Certification Statement and On-site Requirements.</i> Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>				
<p><b>Project Mitigation Measure 9 – Construction Emissions Minimization Plan for Health Risks and Hazards (Mitigation Measure M-AQ-7 of the Western SoMa PEIR)</b></p> <p>To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.</p> <p>All requirements in the Construction Emissions Minimization Plan must be included in contract specifications. The Construction Emissions Minimization Plan is described in Mitigation Measure M-AQ-6, Construction Emissions Minimization Plan for Criteria Air Pollutants.</p>	Project sponsor/ contractor/ certified mechanic	Prior to any demolition or construction activities	Project sponsor/ contractor/ certified mechanic/ Planning Department	Prior to and during any demolition or construction activities



Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<b>Biological Resources</b>				
<p><b>Project Mitigation Measure 10 – Pre-Construction Special-Status Bird Surveys (Mitigation Measure M-BI-1a of the Western SoMa PEIR)</b></p> <p>Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.</p>	Project sponsor/ qualified biologist/ CDFW/ USFWS	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project	Project sponsor/ qualified biologist/ CDFW/ USFWS	Prior to issuance of demolition or building permits
<p><b>Project Mitigation Measure 11 – Pre-Construction Special-Status Bat Surveys (Mitigation Measure M-BI-1b of the Western SoMa PEIR)</b></p> <p>Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no</p>	Project sponsor/ qualified biologist/ CDFW	Prior to issuance of building or demolition permits when trees with trunks over 12 inches in diameter are to be removed or when vacant buildings or those used seasonally or not occupied,	Project sponsor/ qualified biologist	Prior to issuance of building or demolition permits

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.		especially in the upper stories, are to be demolished		
<b>Hazards and Hazardous Materials</b>				
<b>Project Mitigation Measure 12 – Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR)</b> The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, 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 tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	Project sponsor/ Planning Department	Prior to any demolition or construction activities	Project sponsor/ Planning Department	Prior to any demolition or construction activities

# Parcel Map



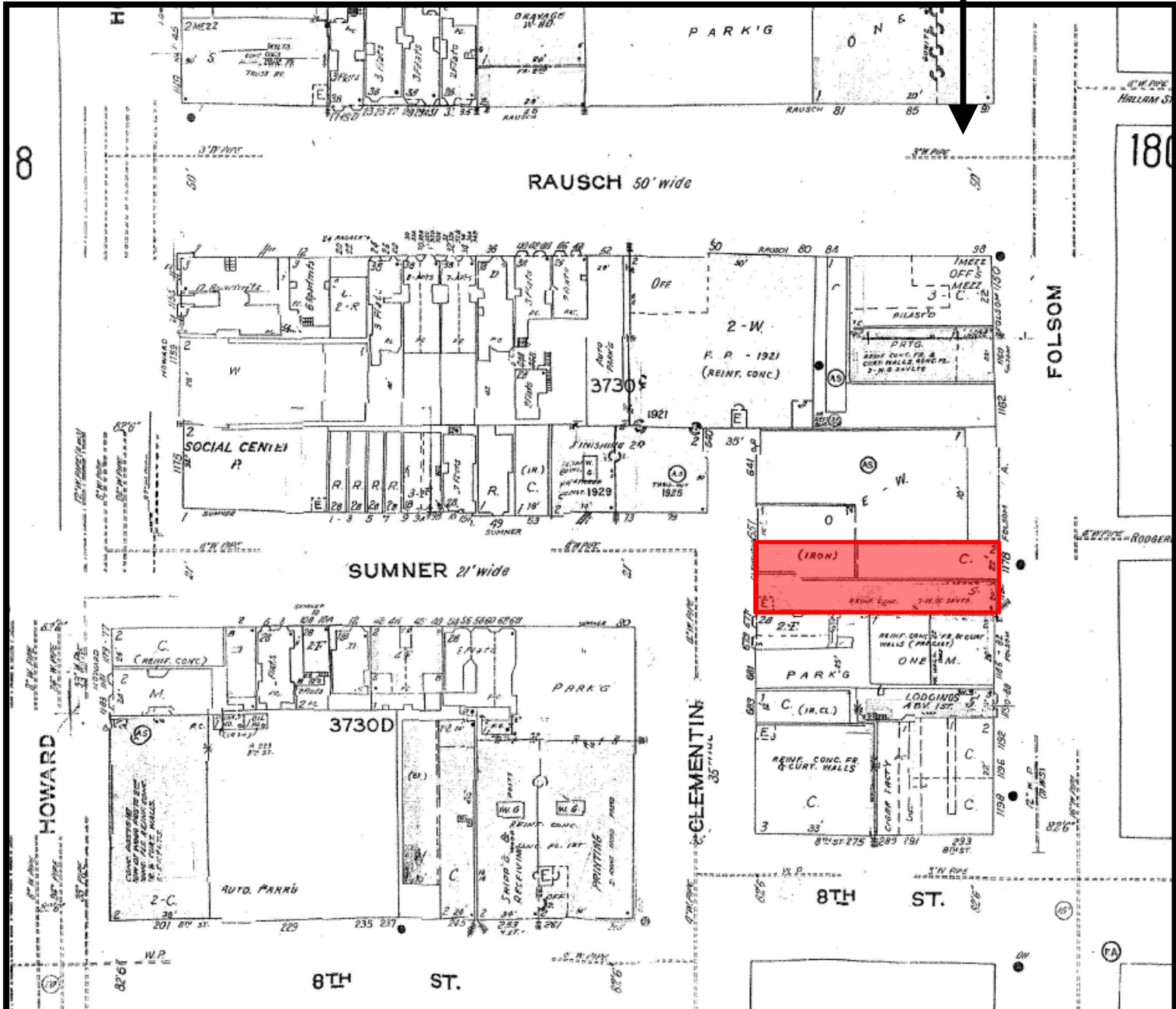
SUBJECT PROPERTY



Conditional Use Authorization Hearing  
Case Number 2012.1553CV  
1174-1178 Folsom Street

# Sanborn Map\*

SUBJECT PROPERTY

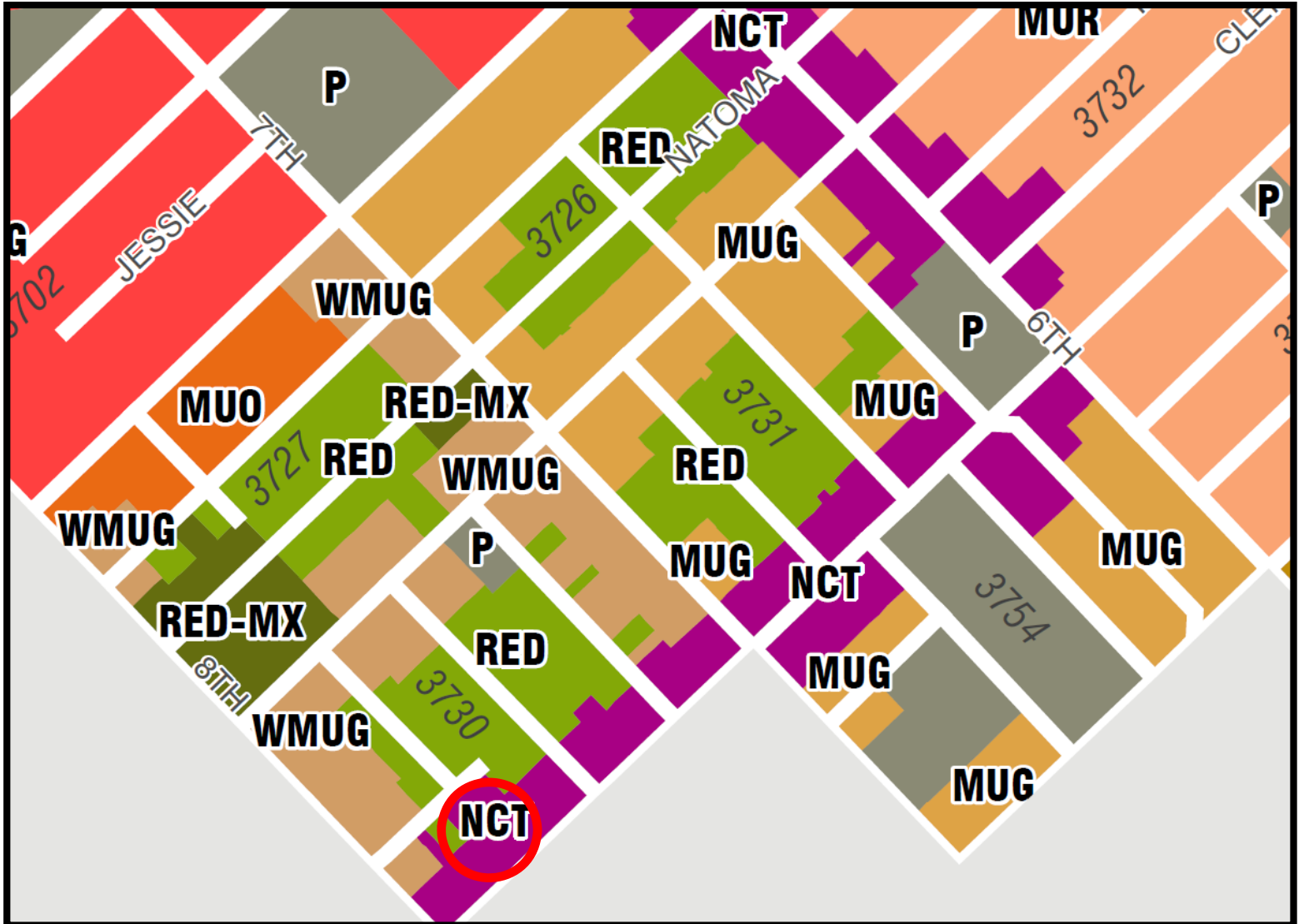


\*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Conditional Use Authorization Hearing  
Case Number 2012.1553CV  
1174-1178 Folsom Street

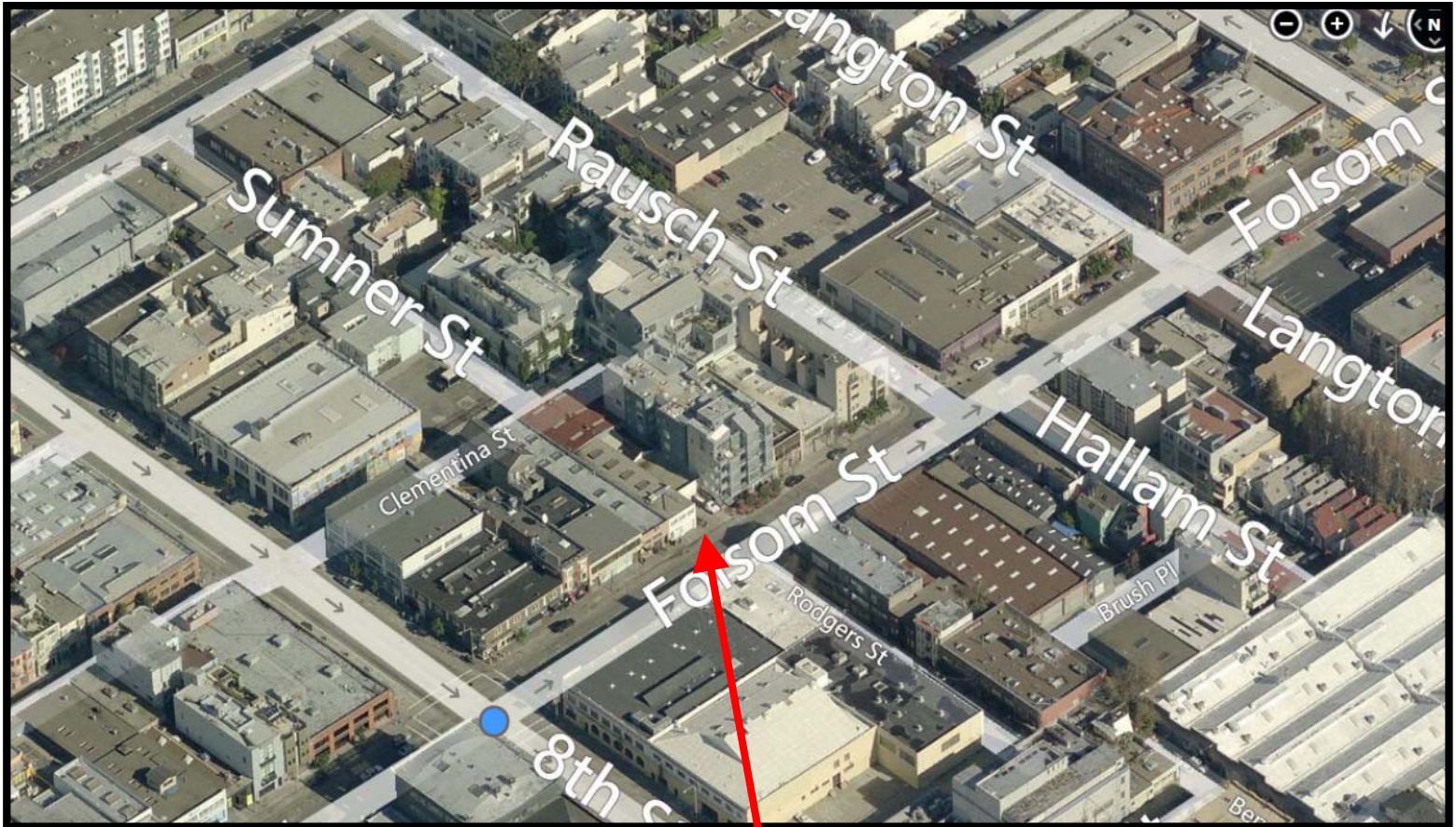


# Zoning Map





# Aerial Photo



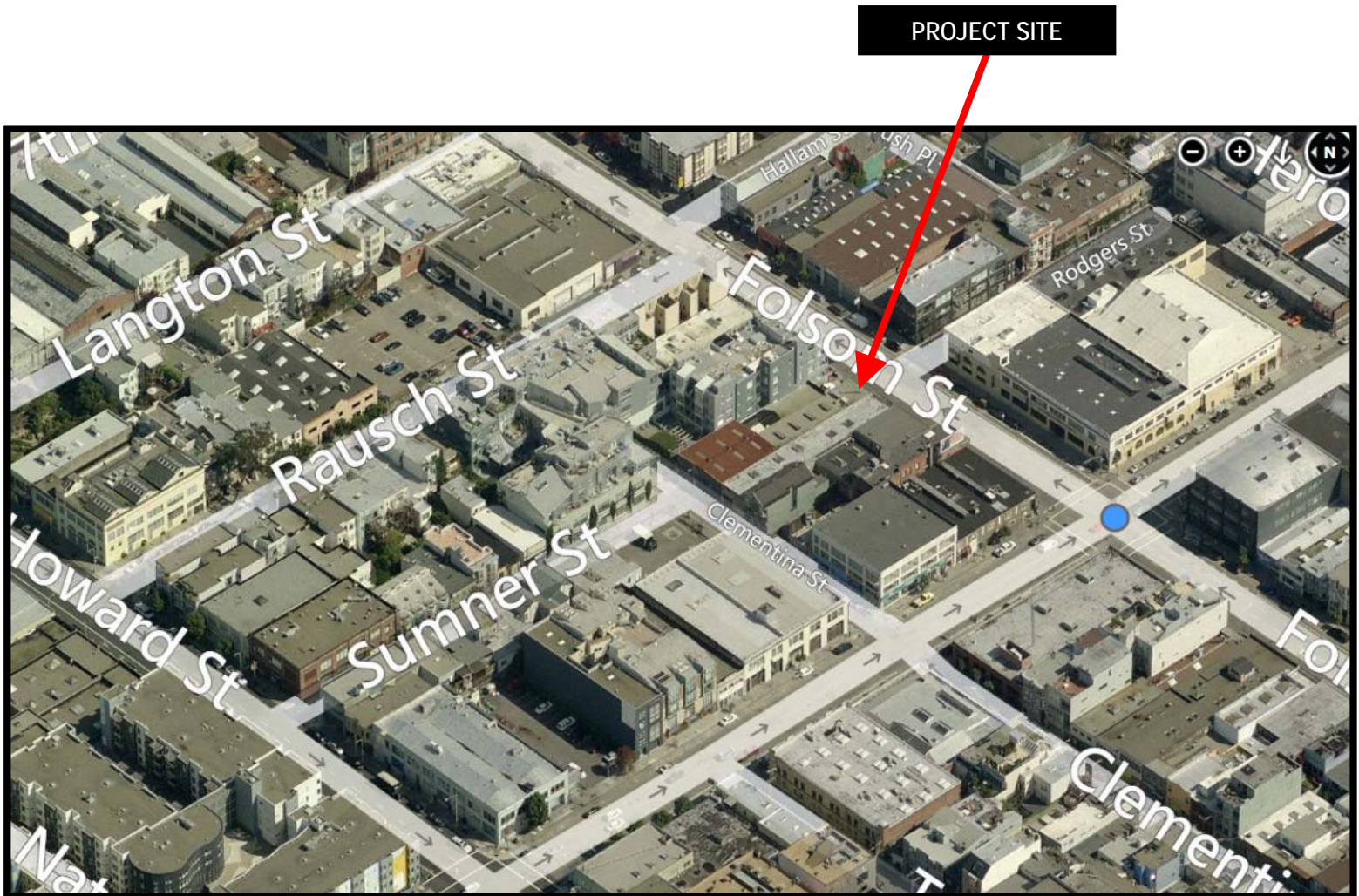
PROJECT SITE



Conditional Use Authorization Hearing  
Case Number 2012.1553CV  
1174-1178 Folsom Street

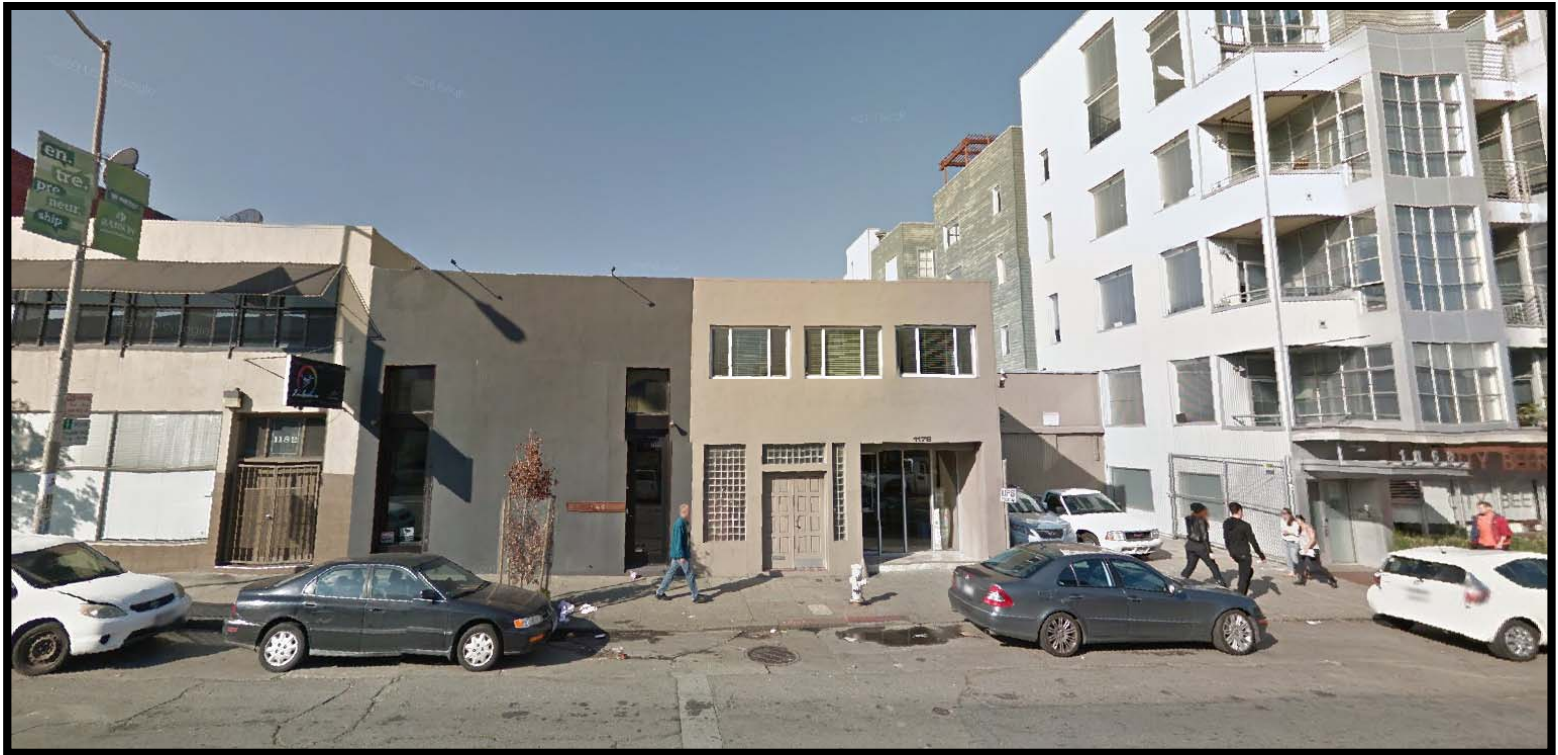


# Aerial Photo



Conditional Use Authorization Hearing  
Case Number 2012.1553CV  
1174-1178 Folsom Street

# Site Photo



1174-1178 Folsom Street, View along Folsom Street

Conditional Use Authorization Hearing  
Case Number 2012.1553CV  
1174-1178 Folsom Street



# Site Photo



1174-1178 Folsom Street, View along Clementina Street

Conditional Use Authorization Hearing  
Case Number 2012.1553CV  
1174-1178 Folsom Street



PROJECT INFORMATION

Site Area: 8,000sf, 0.184 Acres

Lot information:  
1174 Folsom Street, Block/Lot 3730-023, 4000sf  
1178 Folsom Street, Block/Lot 3730-024, 4000sf

Zoning District: Folsom NCT  
Height + Bulk District: 65-X  
Density: Per planning code Sec. 207.4(c) there is no density limit for SRO units

Construction Type: III-A over I-A

Area Tabulation			
USE	Gross Area	Studio Unit Quantities:	
Restuarant / Cafe'	3980 SF	Level 3	12
Residential	14758 SF	Level 4	12
Garage / Bike	5871 SF	Level 5	12
Office	5908 SF	Level 6	6
Circulation	4343 SF	42 total	
Stair / elevator	3734 SF		
Service / storage	2249 SF	Studio Unit Types:	
Trash room	1078 SF	Studio A	24 347 SF
Common Room	754 SF	Studio B	16 290 SF
Grand total	42675 SF	Studio C	2 350 SF

Usable Open Space(Req.)  
Per planning code Sec. 135  
  
(6) units provided with usable private open space > 80 SF

Common Open Space Required:  
80 x 1.33 x (42-6) units = 3830 SF  
  
SRO reduction  
per planning code section 135.(d)(2)  
3830 / 3 = 1277 SF Common usable open space required.

Open Spaces

Type	Level	Area	Note
Common			
Inner court	Level 3	918 SF	W/ modification
Common Deck	Level 6	740 SF	Complying
		1658 SF	
Private			
rear terrace	Level 3	395 SF	for 4 units
rear terrace	Level 6	666 SF	for 2 units
		1061 SF	

Parking:  
  
Per planning code Sec. 151  
Up to 1 car for each 2 dwelling units. (21 spaces)  
Up to 1 car per 1,500 SF occupied nonres. space - (7 spaces)  
Max 28 spaces  
Provided:  
4 Standard + 1 HC + 4 Compact = 9 spaces (below grade)

Off-Street Freight Loading required:  
  
Current (SLR):  
Per planning code table 152.1 and section 152(a)(5):  
1 space for offices < 10,000sf rounded down = 0

Bicycle Parking Required

Per planning code Sec. 155.2:  
RES. 1 Class I space for every unit 42  
1 Class II per 20 units 2  
Office: 1 Class I space for every 5,000 SF of Office 1  
Min. 2 Class II for greater than 5,000 SF 2  
Retail: Min. 2 Class II 2

Bicycle Parking Provided

Class I double decker @ garage 48  
Class II bike racks on grade 6

Sheet Index

A0.1	Conceptual Design
A0.2	Context Photos
A1.0	Folsom Street Perspective
A1.1	Clementina Street Perspective
A1.2	Folsom Street
A1.3	Folsom Street
A2.0	Basment Floor Plan
A2.1	Ground Floor PLaN
A2.2	2nd Floor PLaN
A2.3	3rd Floor PLaN
A2.4	4th & 5th Floor PLaN
A2.5	6th Floor Plan
A2.6	Roof PLaN
A3.1	East Elevation (Folsom)
A3.2	West Elevation (Clementina)
A3.3	South Elevation
A4.0	Section
A4.1	Section
A4.2	Section
A5.0	Unit Plans
A6.0	Aerial Massing Views
A7.0	Survey (existing condition)

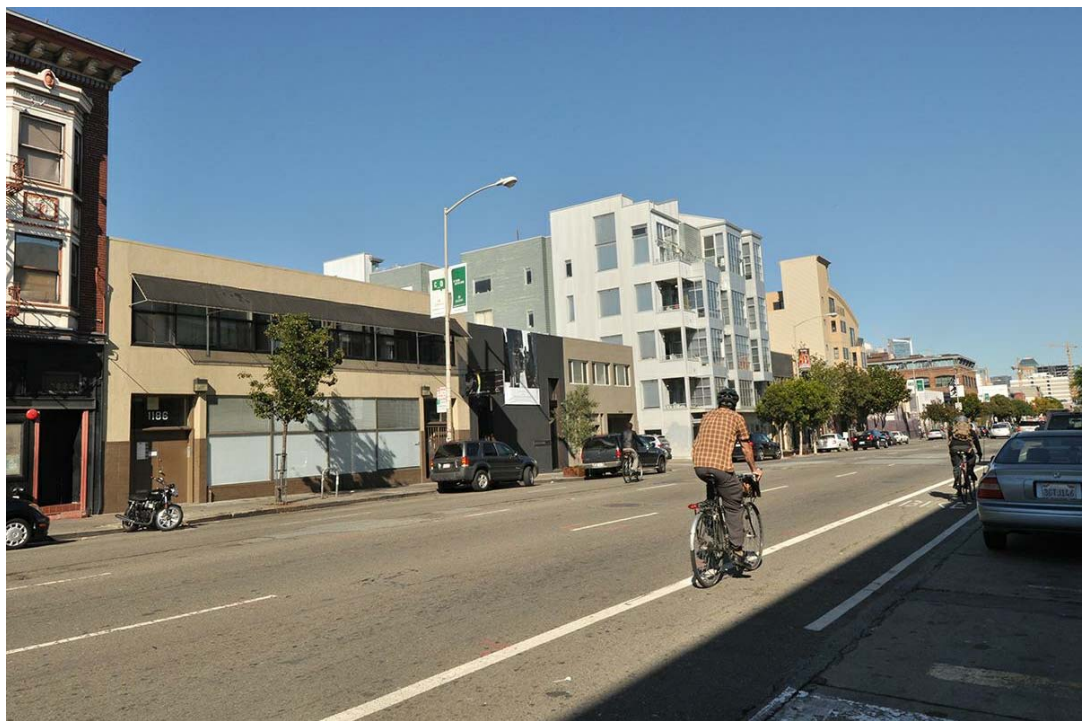
Requested Variance

Inner court open space (Sheet A4.0)  
  
Exposure for four units (Sheet A4.0)

PROJECT TEAM

DEVELOPER Erik Liu 1178 Folsom Street San Francisco, CA 94103 t: 415.626.5500	ARCHITECT David Baker Architects 461 Second Street Loft c127 San Francisco, CA 94107 t: 415.896.6700 f: 415.896.6103 Attn: Pedram Farashbandi pedramfarashbandi@dbarchitect.com
---	--

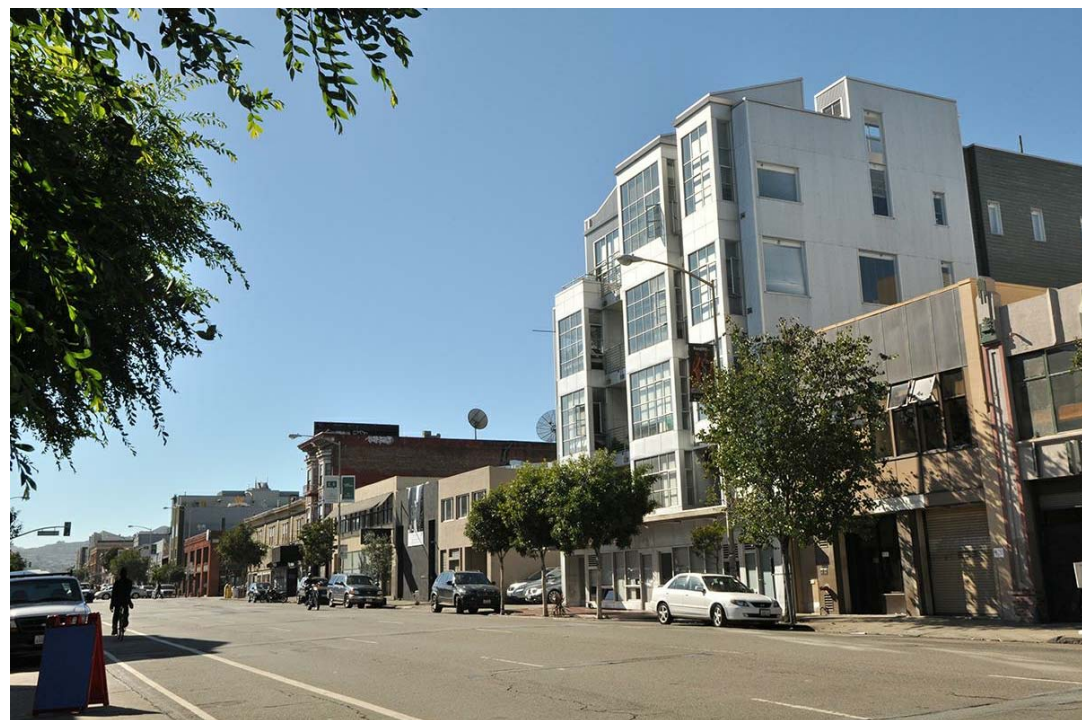




1. Folsom Street, looking northeast



3. View of existing building from Rodgers Street



2. Folsom Street, looking southwest

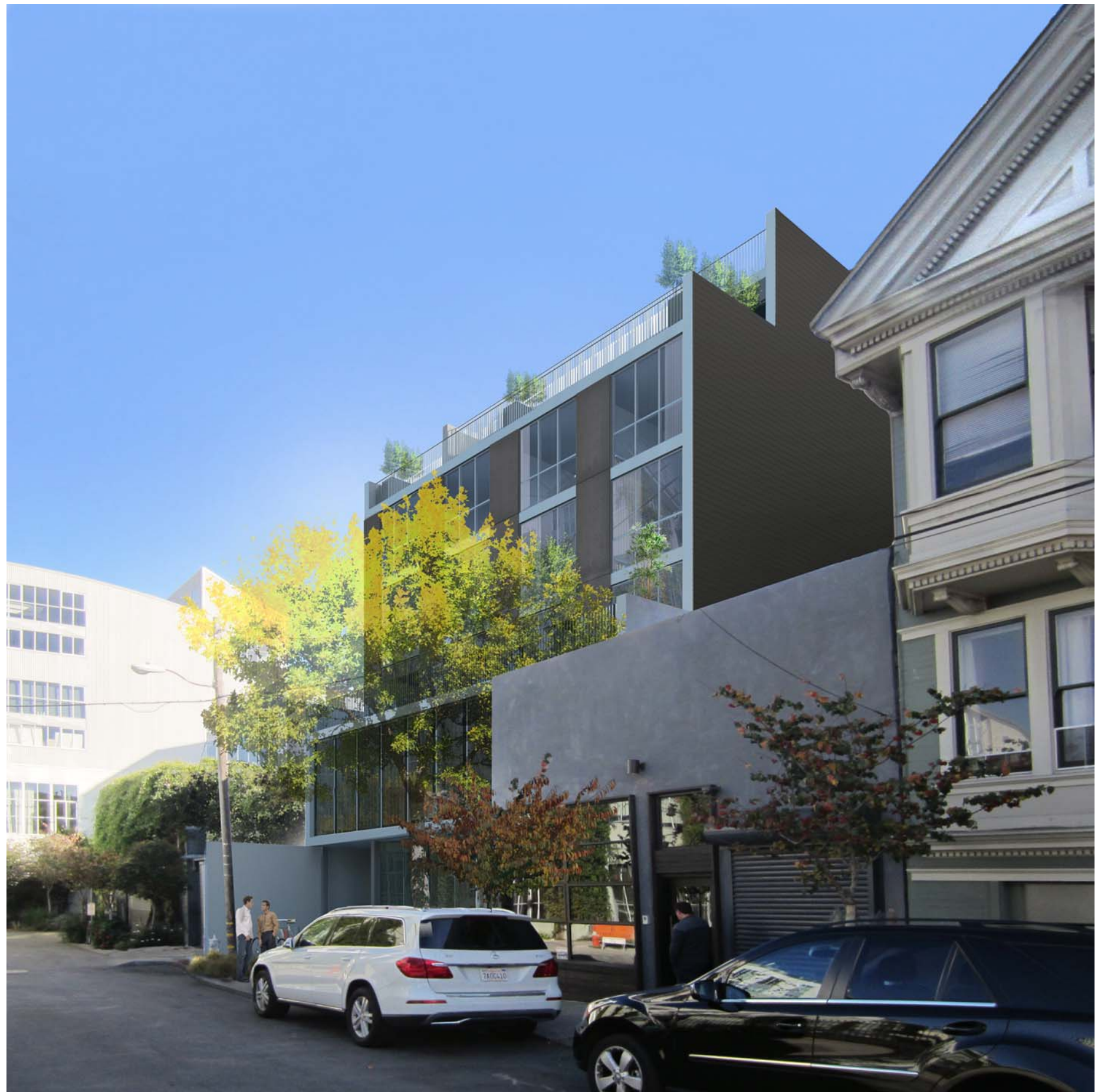


4. Clementina Alley

















Floor Area per Sec. 102.9 @ each level

Garage	
Garage / Bike	5106 SF
Service / storage	1545 SF
Stair / elevator	500 SF
Trash room	278 SF
7429 SF	

Level 1	
Circulation	1089 SF
Garage / Bike	765 SF
Restuarant / Cafe'	3980 SF
Service / storage	263 SF
Stair / elevator	624 SF
Trash room	133 SF
6855 SF	

Level 2	
Office	5908 SF
Service / storage	201 SF
Stair / elevator	629 SF
Trash room	133 SF
6871 SF	

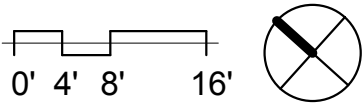
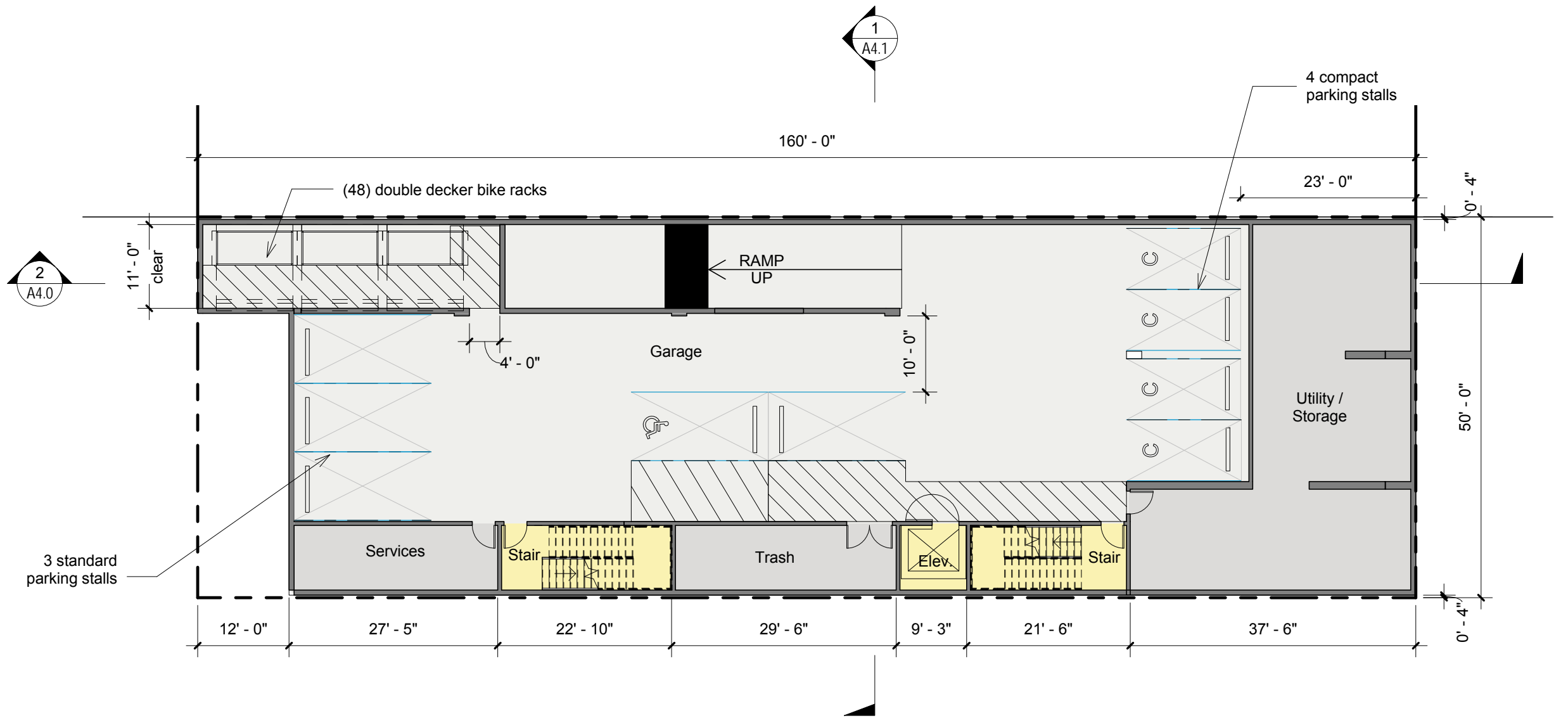
Level 3	
Circulation	799 SF
Residential	4243 SF
Service / storage	60 SF
Stair / elevator	495 SF
Trash room	133 SF
5732 SF	

Level 4	
Circulation	799 SF
Residential	4243 SF
Service / storage	60 SF
Stair / elevator	495 SF
Trash room	133 SF
5732 SF	

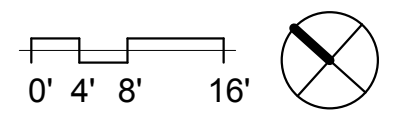
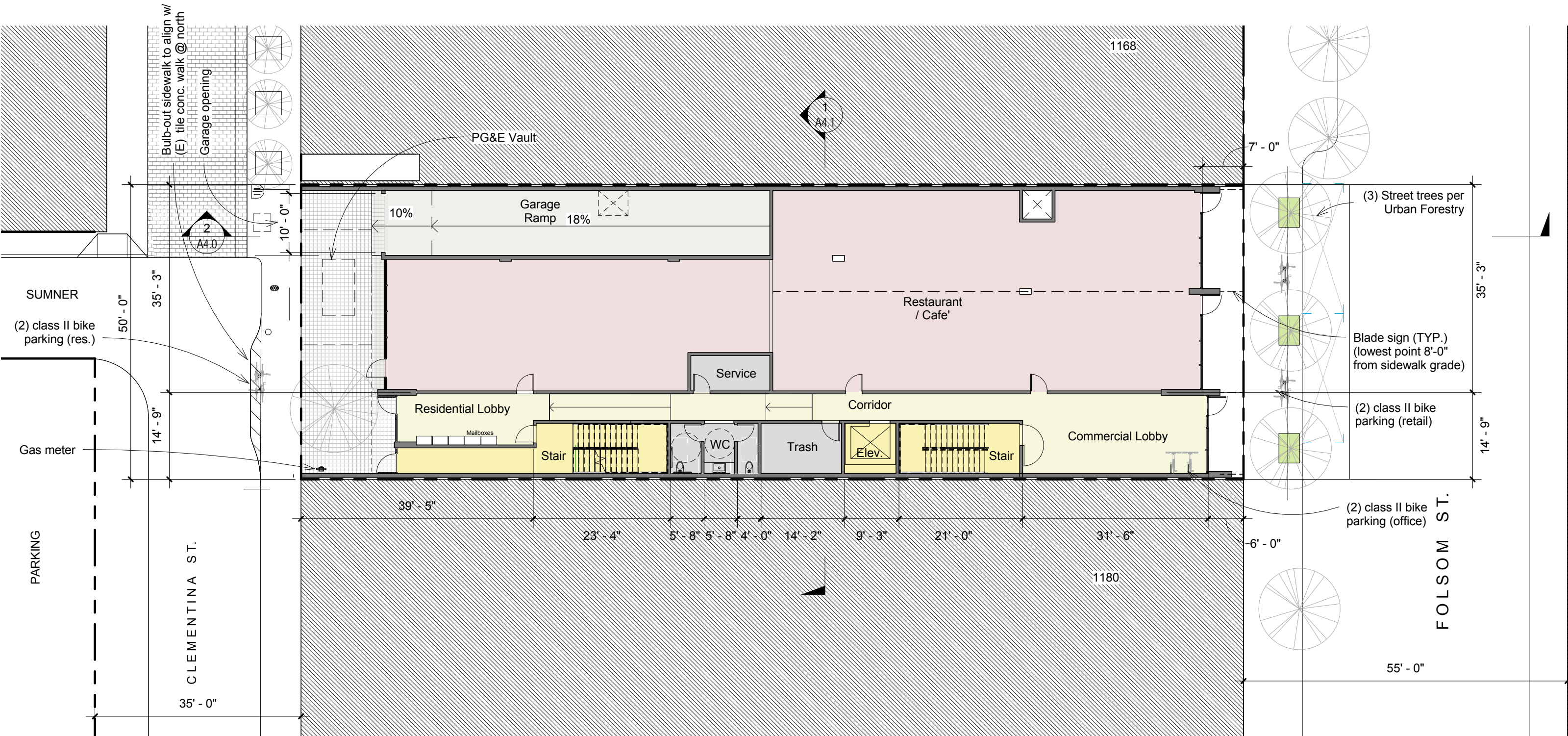
Level 5	
Circulation	799 SF
Residential	4243 SF
Service / storage	60 SF
Stair / elevator	495 SF
Trash room	133 SF
5732 SF	

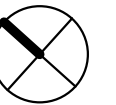
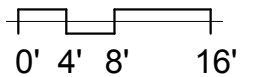
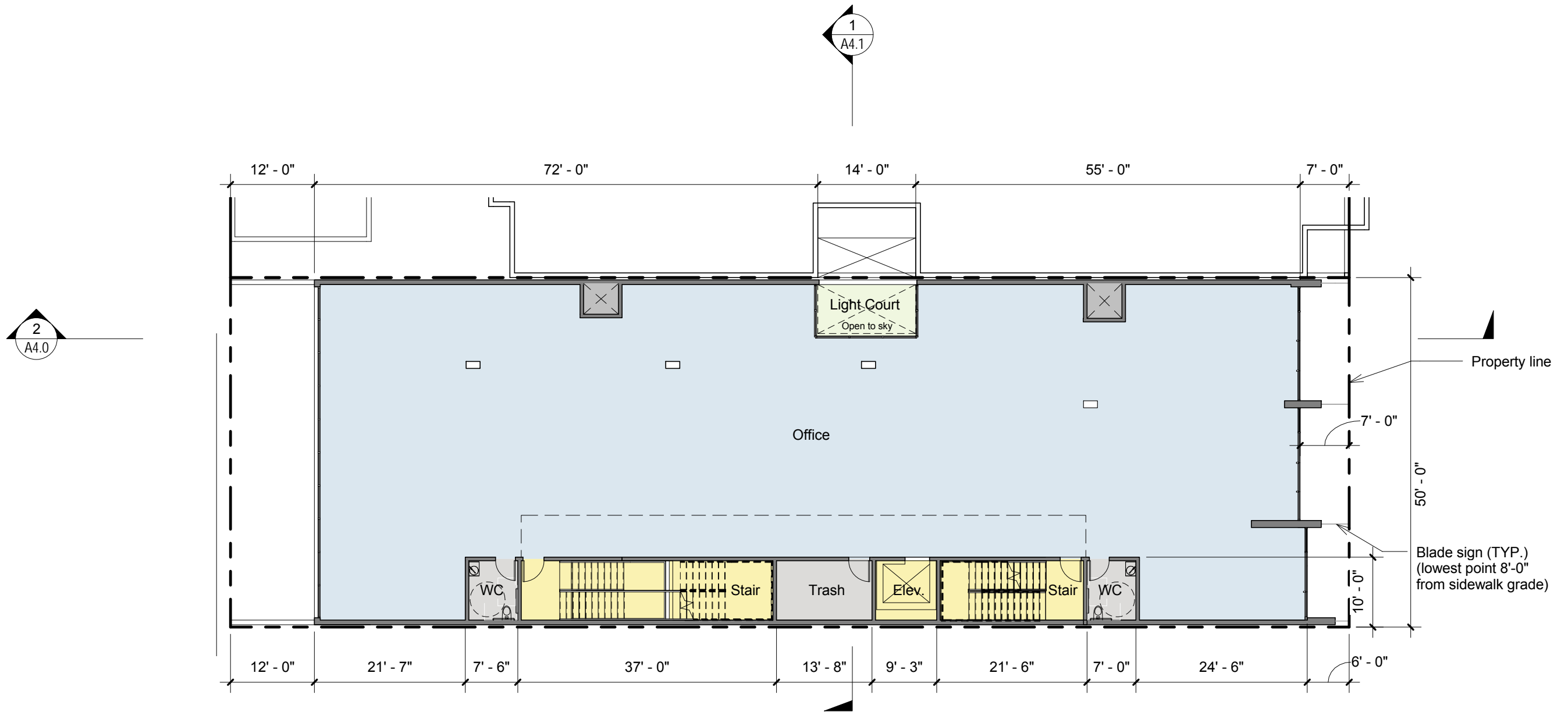
Level 6	
Circulation	856 SF
Common Room	754 SF
Residential	2027 SF
Service / storage	60 SF
Stair / elevator	495 SF
Trash room	133 SF
4326 SF	

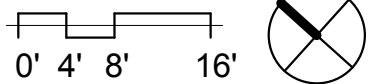
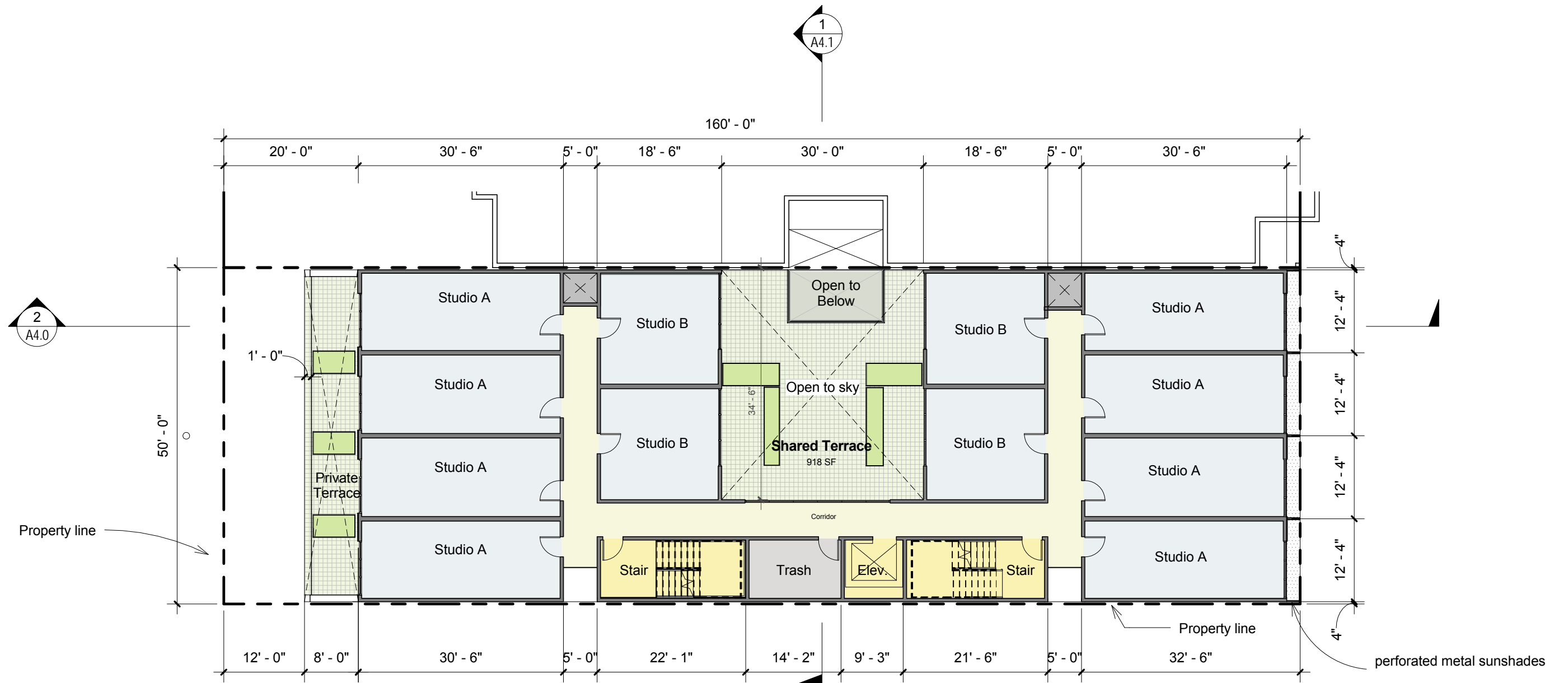
Grand total 42675 SF

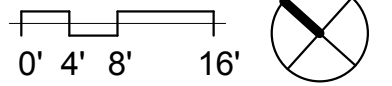
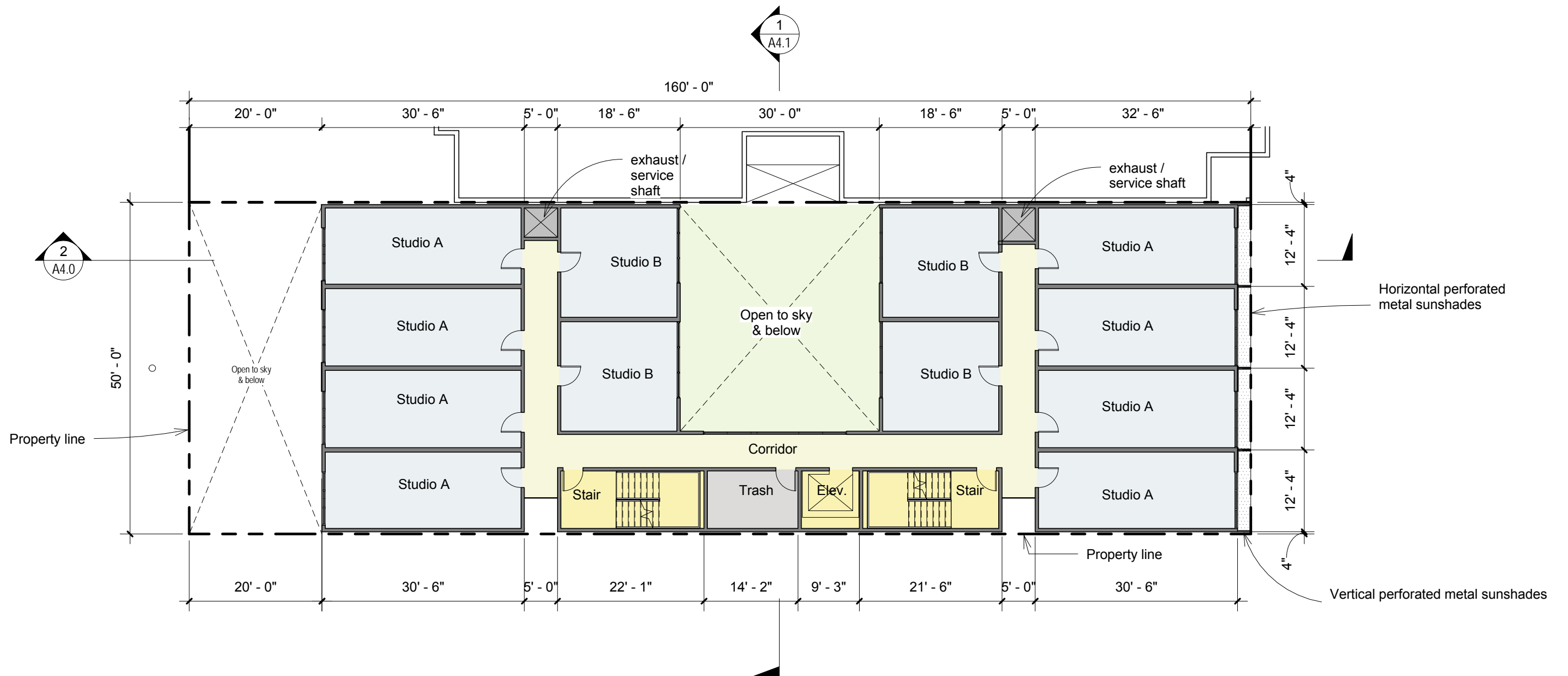


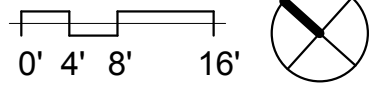
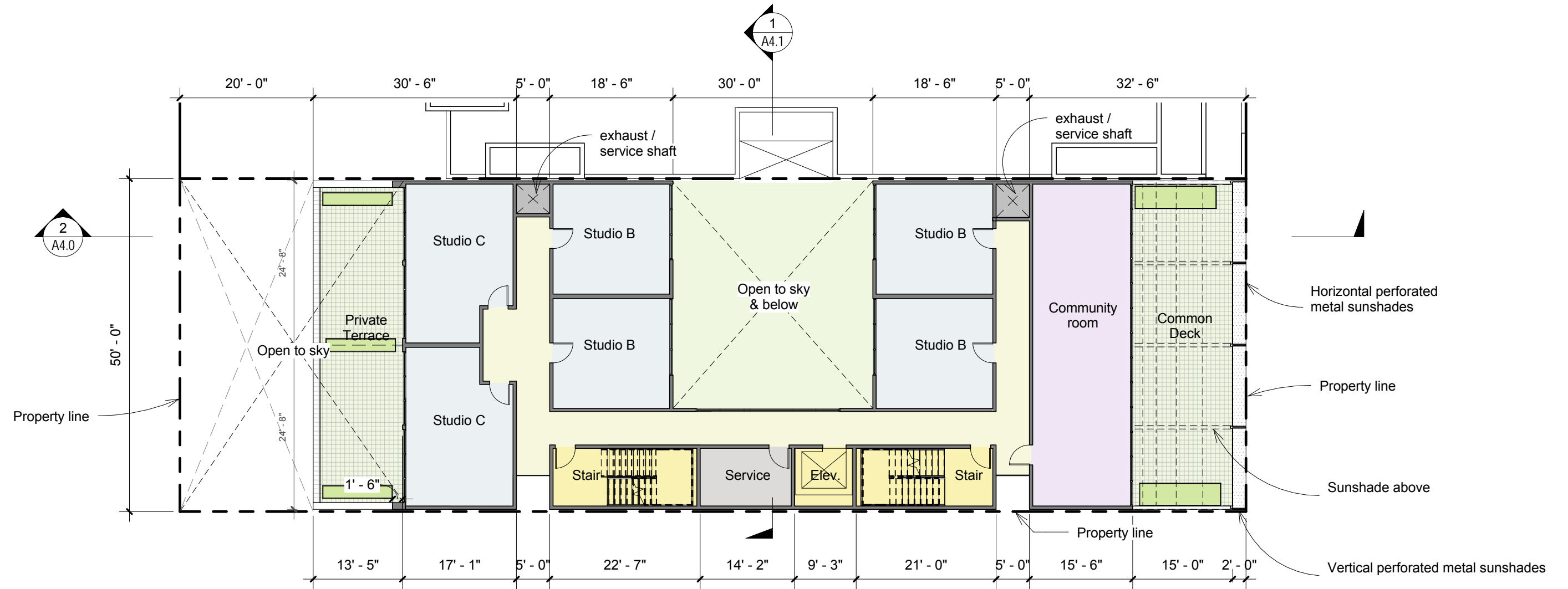


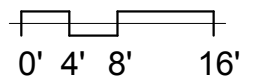
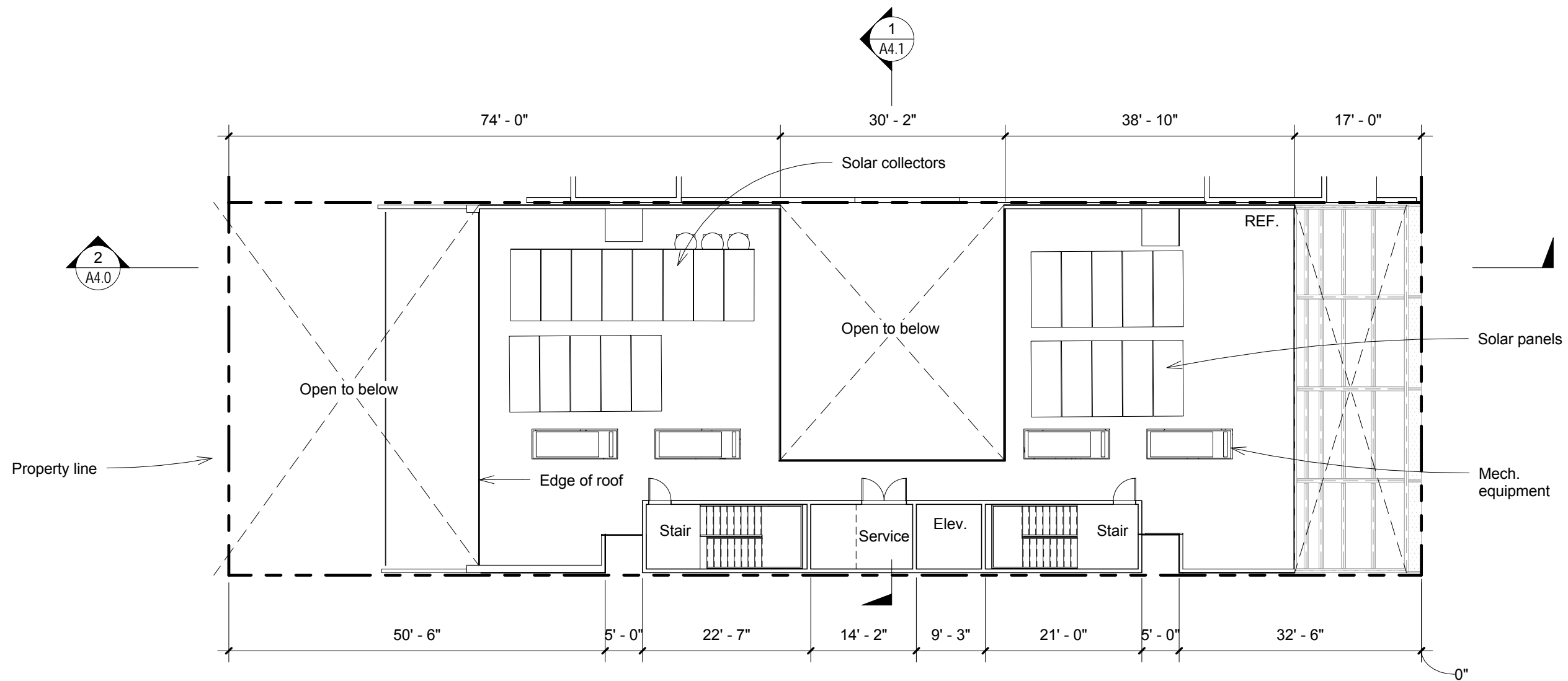














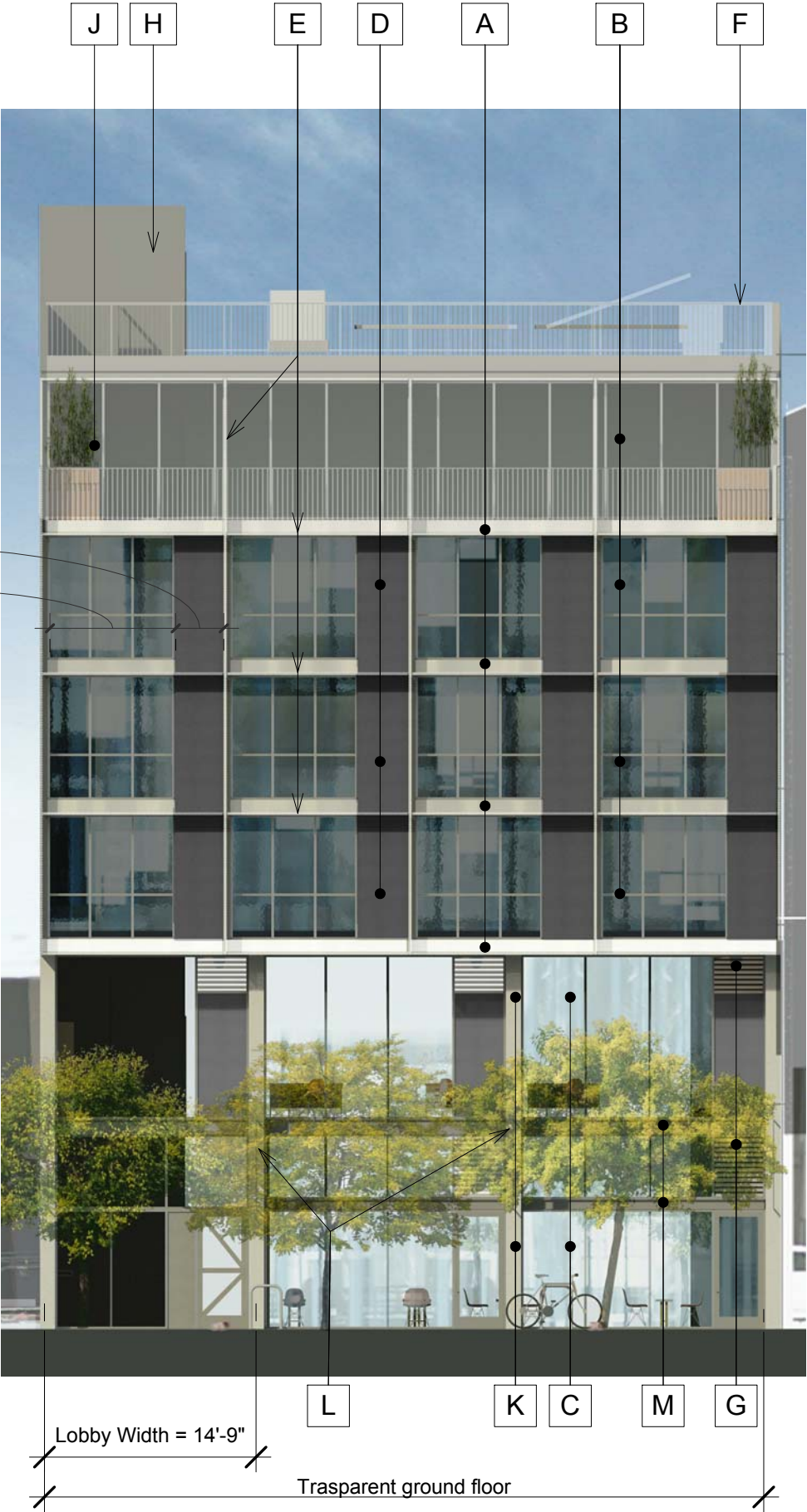
- A Aluminum Sheet
- B Clear Glass
- C Storefront System
- D Painted Composite Panel
- E Perforated Aluminum Sunshade
- F Railing
- G Aluminum louver
- H Dark Color Siding
- J Greenery on terrace
- K Textured Concrete
- L Blade Signage
- M C Channel

3'-4" Typical Cor-ten panel  
8'-6" Typical Opening @ units



① Southeast Elevation - Folsom Street  
1/32" = 1'-0"

- Roof 65' - 0"
- Level 6 54' - 0"
- Level 5 44' - 8"
- Level 4 35' - 4"
- Level 3 26' - 0"
- Level 2 14' - 0"
- Level 1 0' - 0"





- A Aluminum Sheet
- B Clear Glass
- C Storefront System
- D Painted Composite Panel
- E Perforated Aluminum Sunshade
- F Railing
- G Aluminum louver
- H Dark Color Siding
- J Greenery on terrace
- K Textured Concrete
- L Blade Signage
- M C Channel



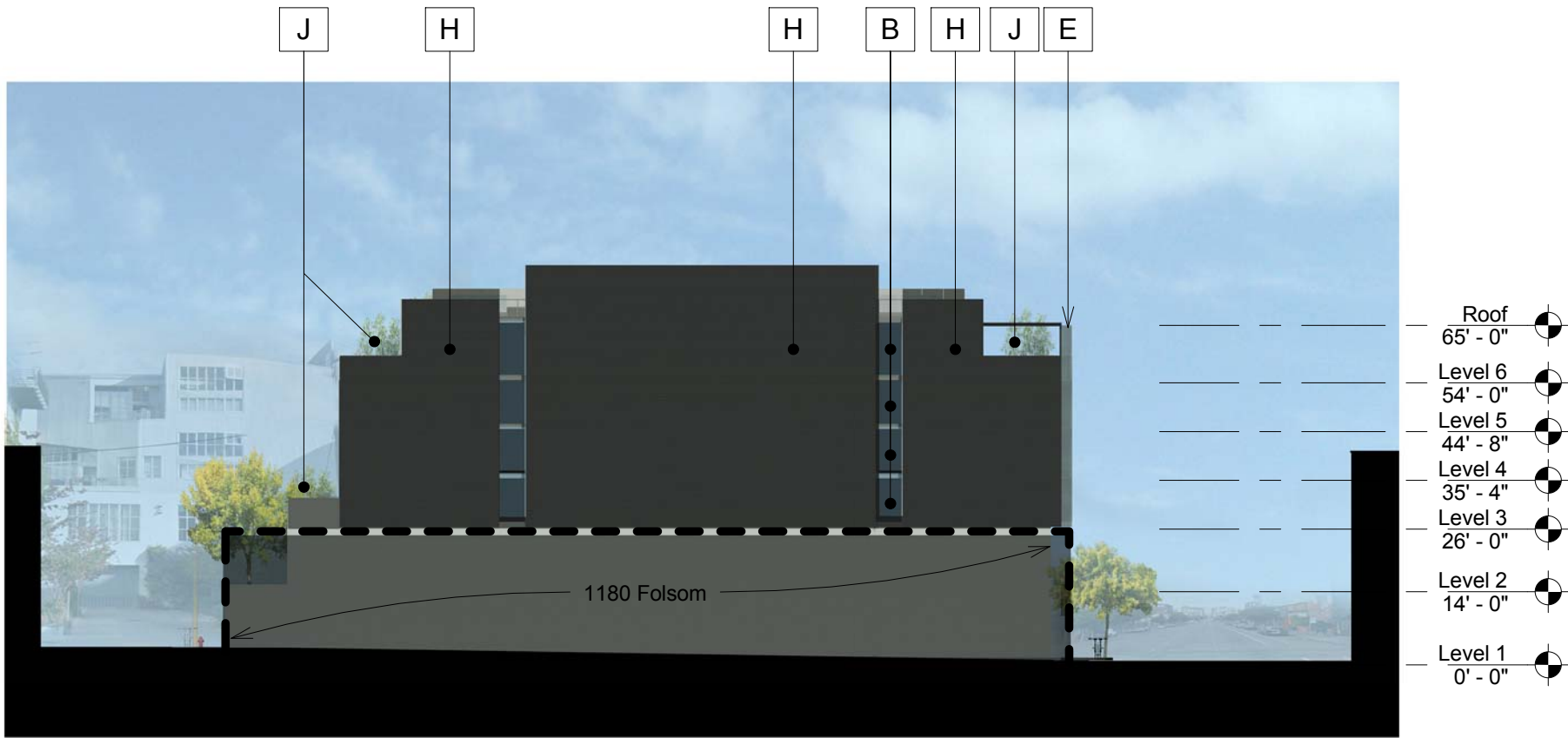
1 Northwest Elevation - Clementina Street  
1/32" = 1'-0"



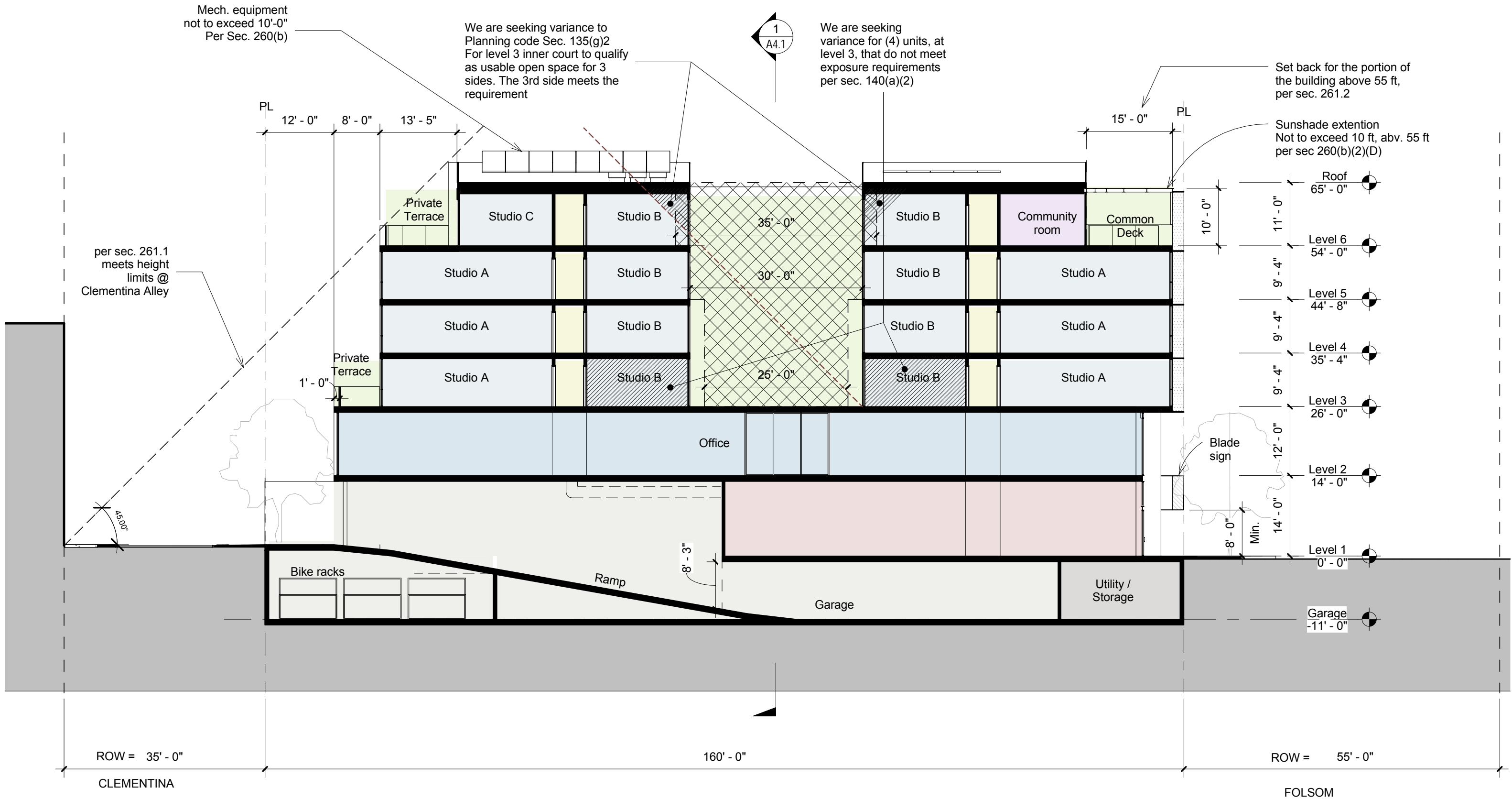
10'-0" parking entry opening      Retail      Residential Lobby      Exit

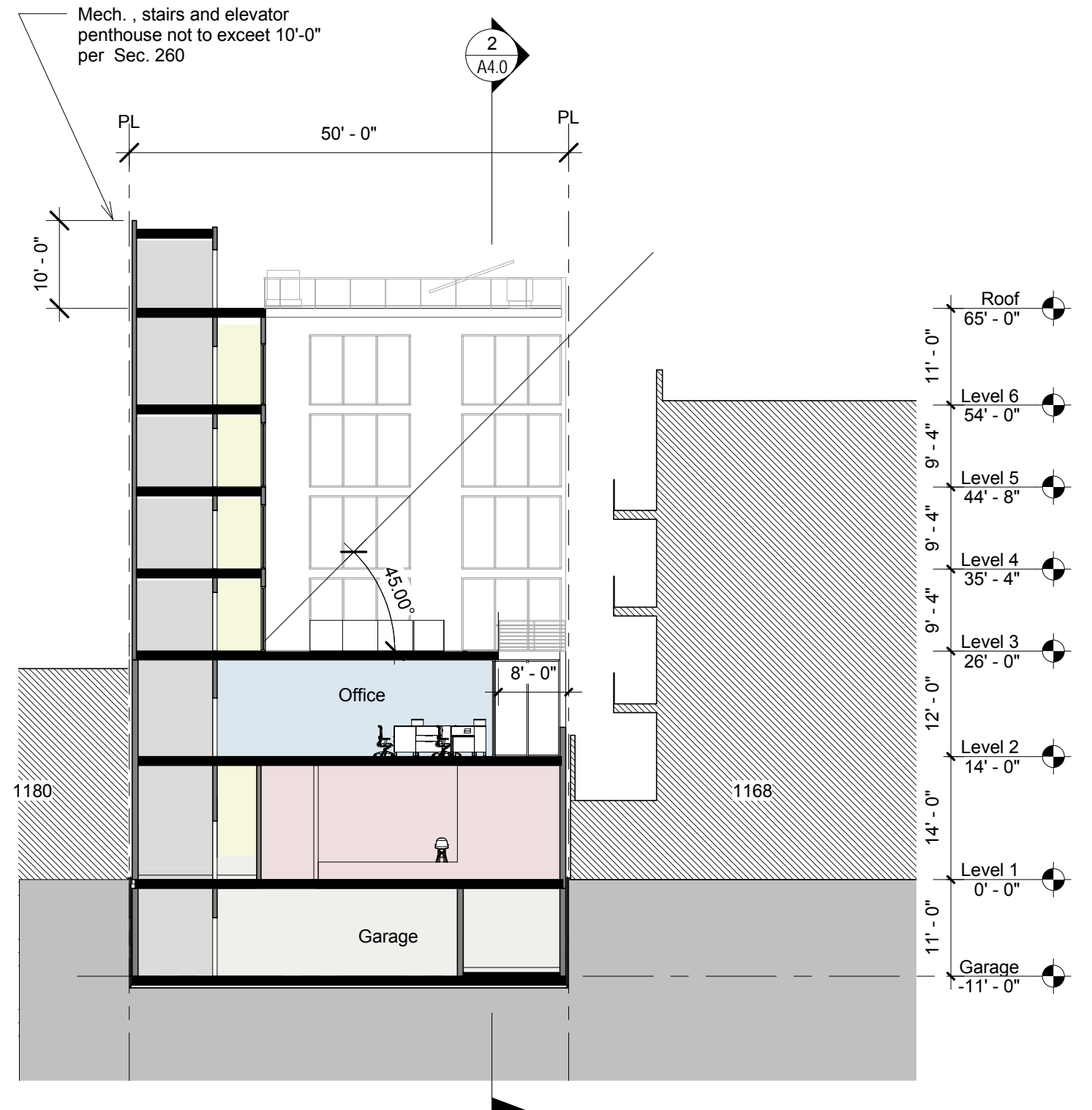


- A Aluminum Sheet
- B Clear Glass
- C Storefront System
- D Painted Composite Panel
- E Perforated Aluminum Sunshade
- F Railing
- G Aluminum louver
- H Dark Color Siding
- J Greenery on terrace
- K Textured Concrete
- L Blade Signage
- M C Channel



① Southwest Elevation  
1/32" = 1'-0"

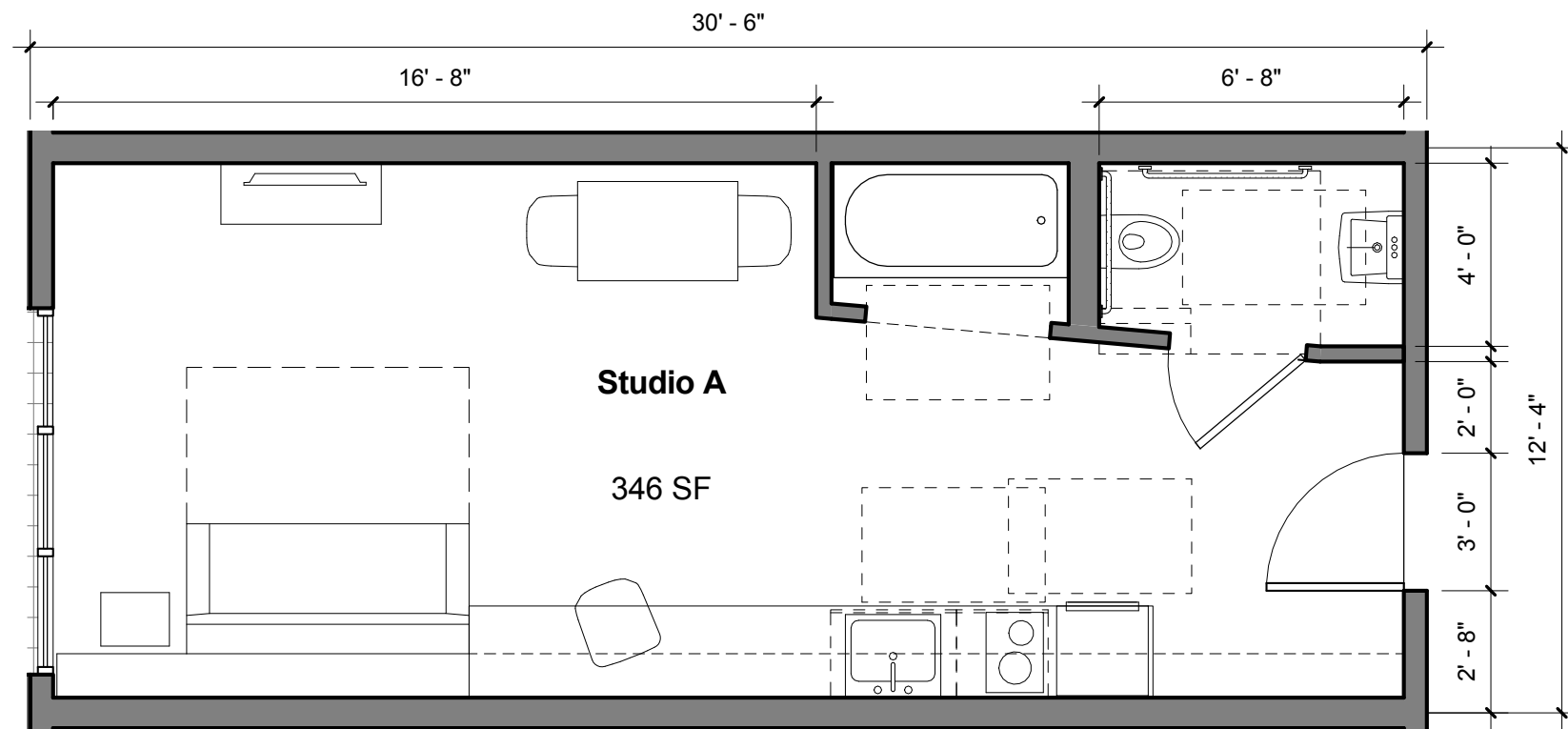




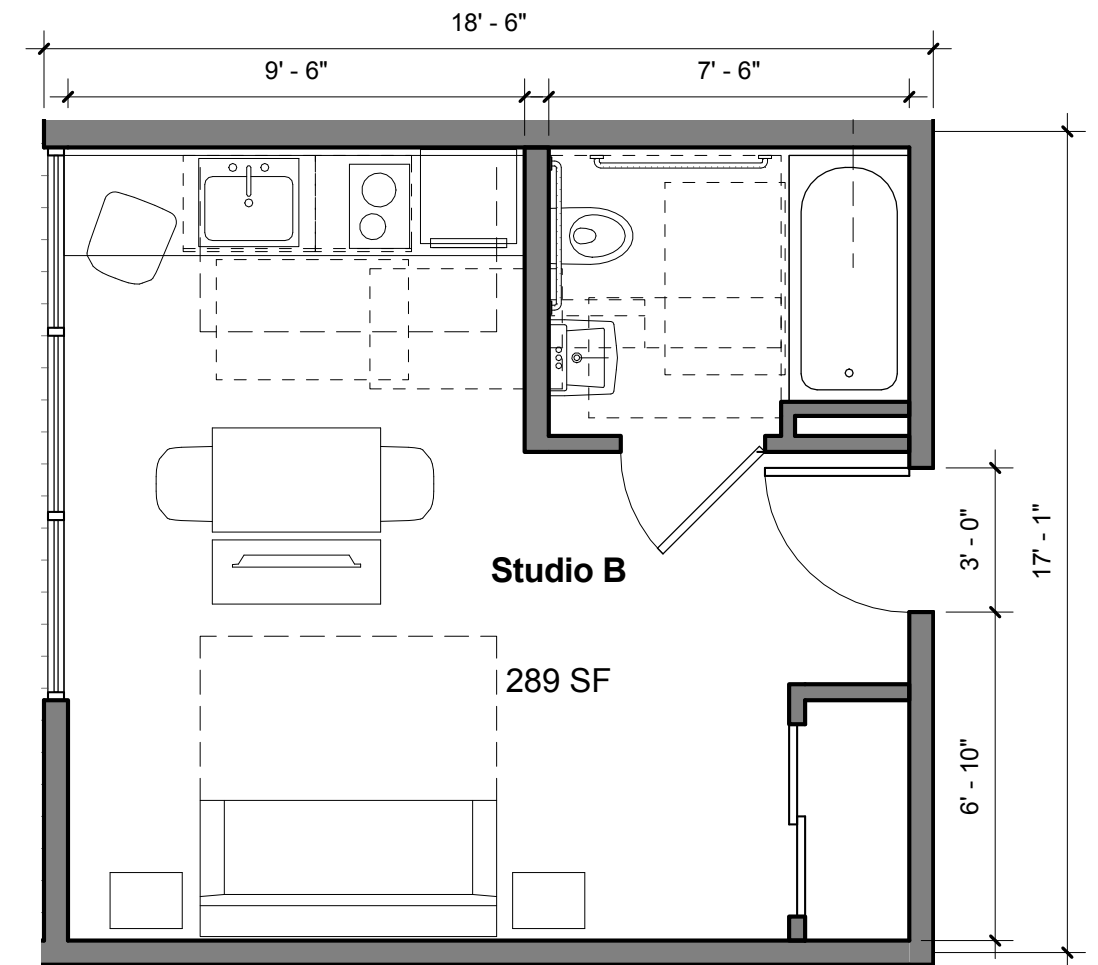
① North-South Section  
1/16" = 1'-0"





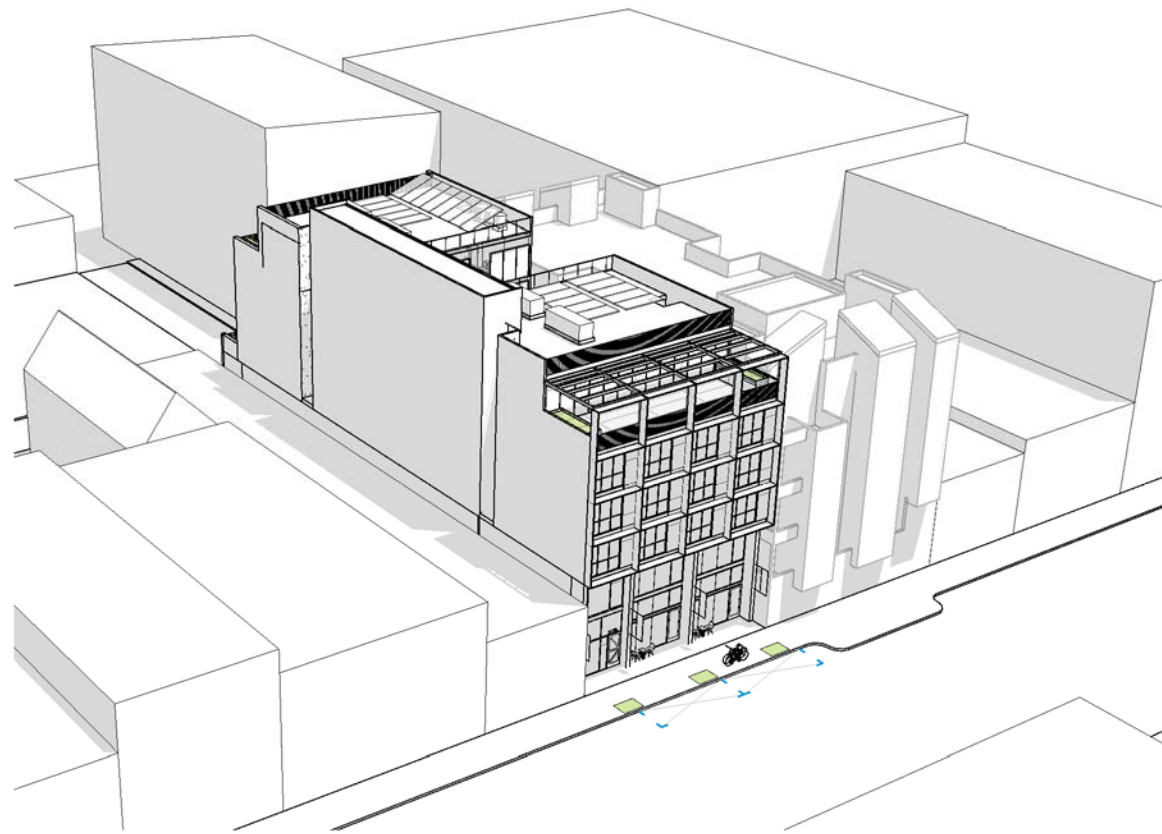


① Studio A - Perimeter  
1/4" = 1'-0"

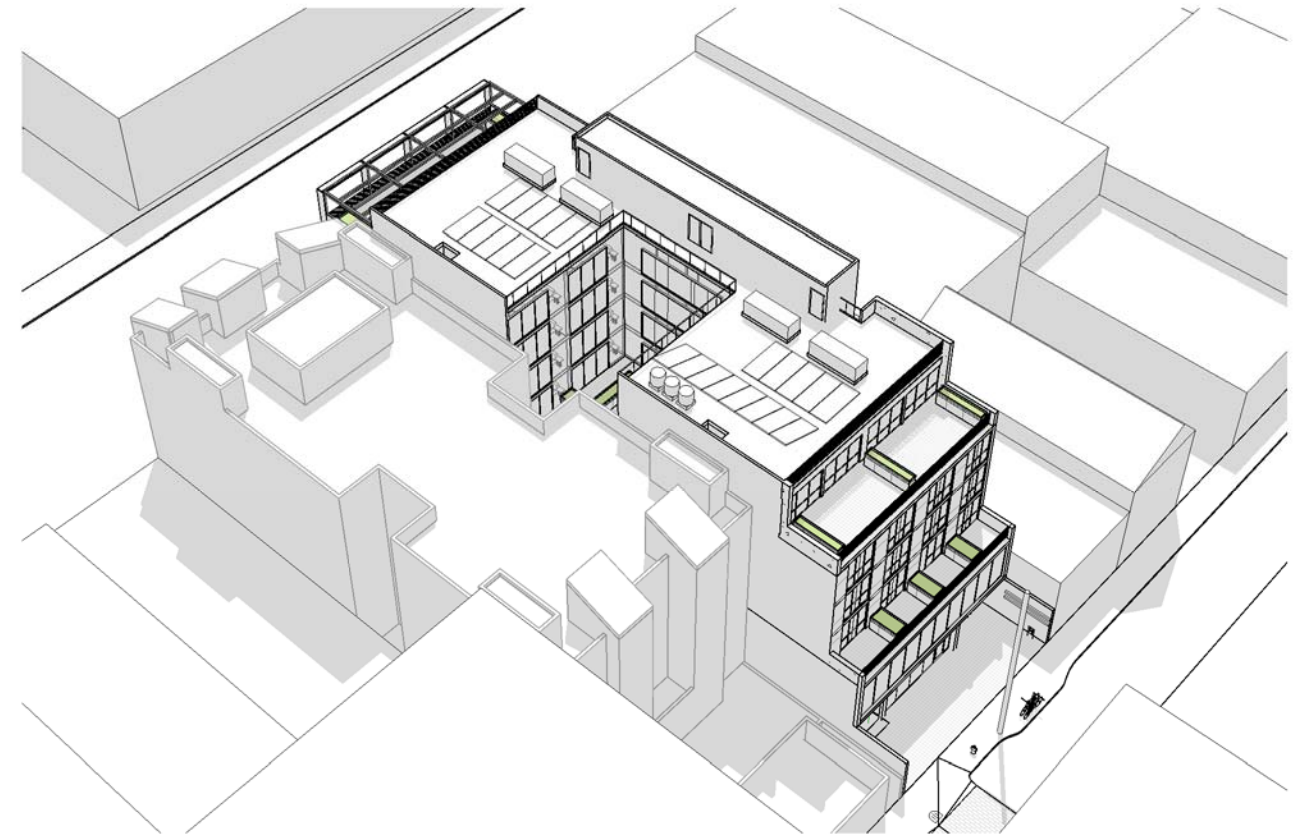


② Studio B - Interior  
1/4" = 1'-0"

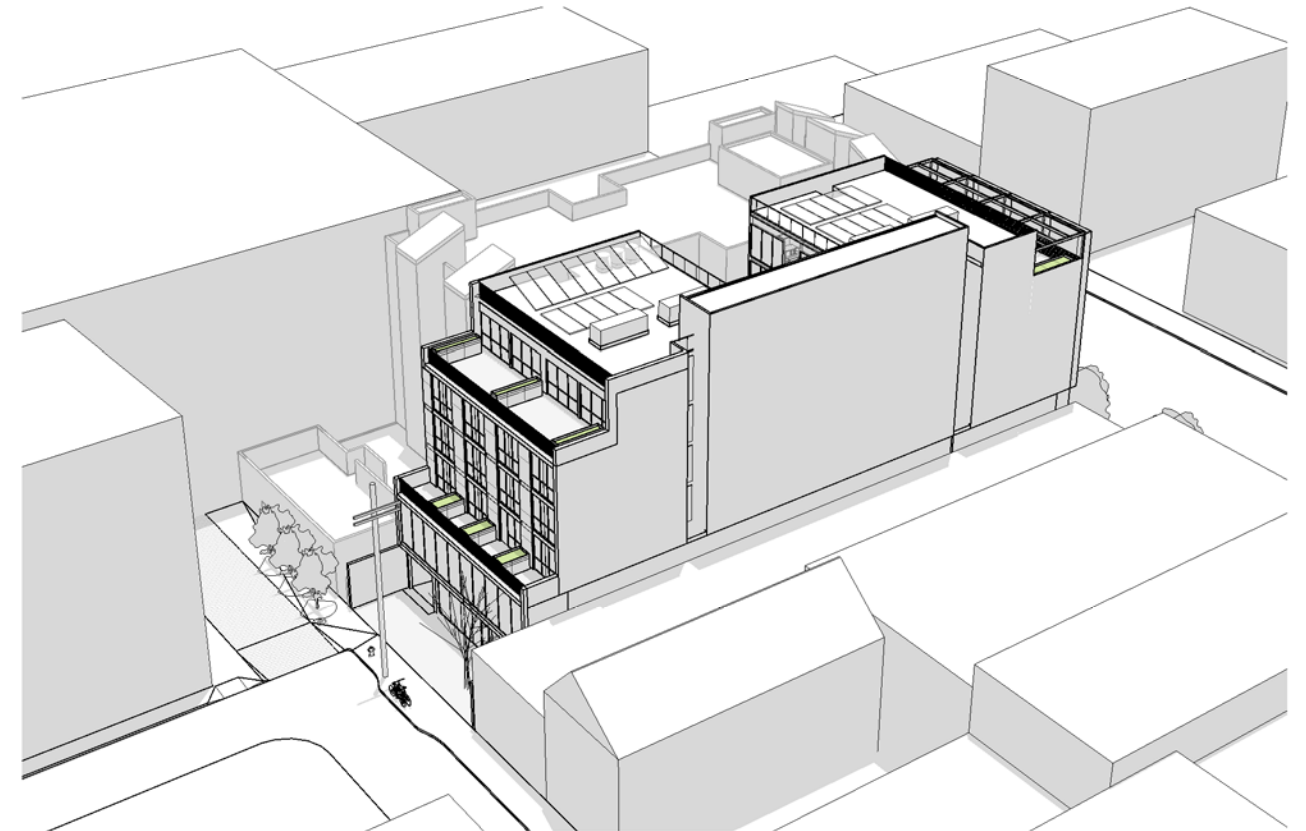




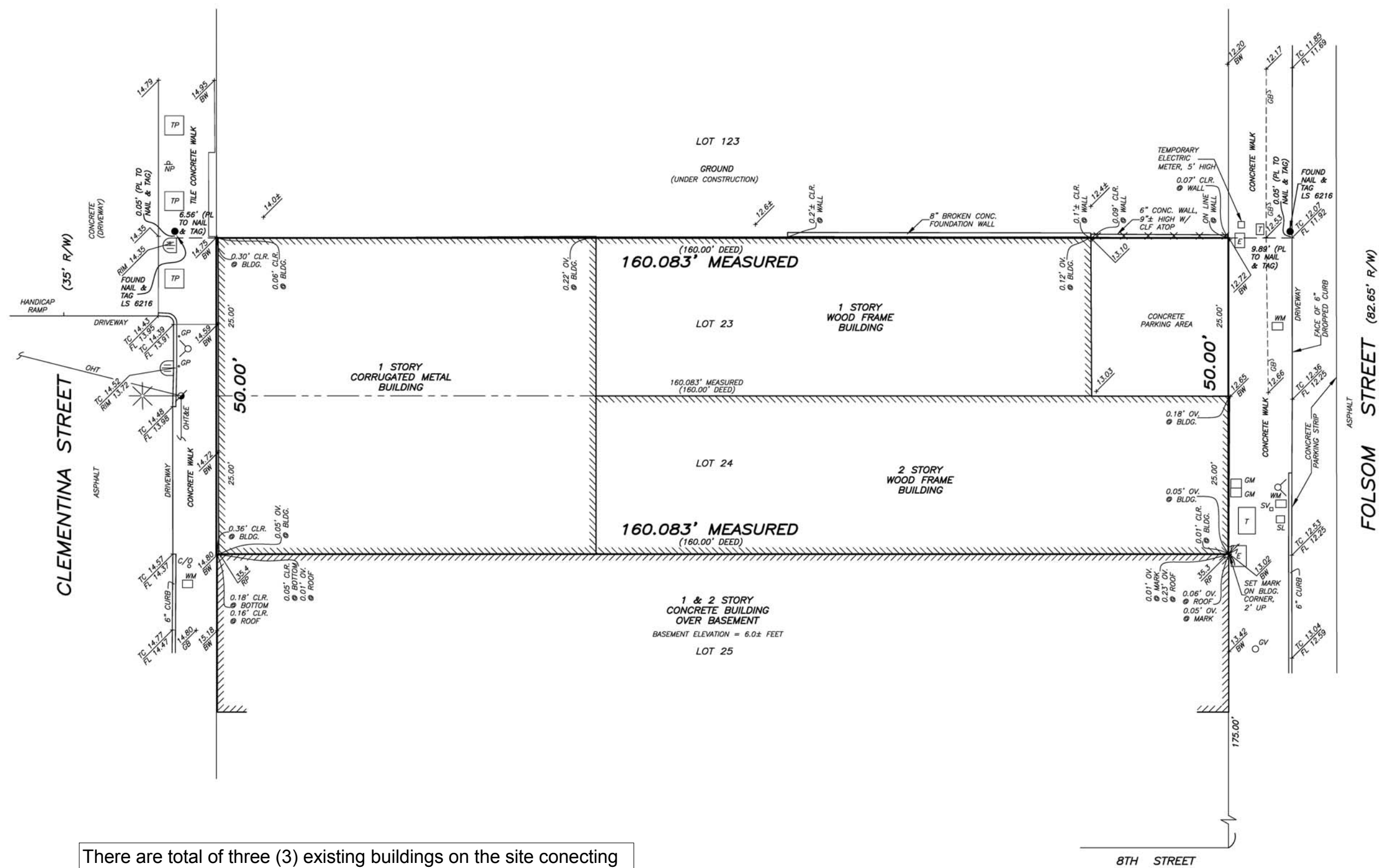
① Aerial From South



② Aerial from North



③ Aerial from West



- LEGEND**
- CLR. CLEAR OF PROPERTY LINE
  - OV. OVER PROPERTY LINE
  - PL. PROPERTY LINE
  - BLDG. BUILDING
  - R/W RIGHT OF WAY
  - TC TOP OF CURB
  - FL FLOW LINE
  - BW BACK OF WALK
  - GB GRADE BREAK
  - RP ROOF PARAPET
  - CONC. CONCRETE
  - P.A. PLANTED AREA
  - CLF CHAIN LINK FENCE
  - TP TREE PIT W/TREE
  - NP NO PARKING SIGN
  - CB CATCH BASIN
  - GP GUARD POST
  - FH FIRE HYDRANT
  - JPE JOINT POLE W/ ELECTROLIER
  - C/O SEWER CLEANDOUT
  - WM WATER METER
  - T TELEPHONE PULLBOX
  - E ELECTRIC PULLBOX
  - GM GAS METER
  - SV SEWER VENT
  - SL STREET LIGHT PULLBOX
  - GV GAS VALVE
  - OHT OVERHEAD TELEPHONE WIRES
  - OHT&E OVERHEAD TELEPHONE & ELECTRIC WIRES

**SURVEY REFERENCE**  
CHICAGO TITLE COMPANY PRELIMINARY REPORT NO. 729761-RG FIRST UPDATED, DATED MAY 28, 2004.  
THE FOLLOWING IS AN EXCEPTION TO TITLE WITHIN THE ABOVE REFERENCED PRELIMINARY REPORT:  
DECLARATION OF USE LIMITATION RECORDED OCTOBER 30, 2003, IN REEL 1504, IMAGE 739, OFFICIAL RECORDS.

**BASIS OF SURVEY**  
1. CITY OF SAN FRANCISCO MONUMENT MAP NO. 285 ON FILE IN THE OFFICE OF THE CITY ENGINEER.  
2. BLOCK DIAGRAM OF 100 VARA BLOCK NO. 408 FILED IN BOOK 41, PAGES 28-31, APRIL 26, 1910, IN THE OFFICE OF THE CITY ENGINEER.

**GENERAL NOTES**  
1. ELEVATIONS ARE ON SAN FRANCISCO CITY DATUM.  
2. DETAILS NEAR PROPERTY LINES ARE NOT TO SCALE.  
3. ALL PROPERTY LINE ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.  
4. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

**SURVEY**  
OF A PORTION OF ASSESSOR'S BLOCK NO. 3730  
FOR  
**ELIZABETH & GEOMEN LIU**  
SAN FRANCISCO CALIFORNIA

SCALE: NTS	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 (415) 543-4500	SURV: JM DES: DRW: JP CHK: BR REV: ND
DATE: 7/8/04		
SHEET: 1		
OF: 1		
JOB NO. S-5681		

There are total of three (3) existing buildings on the site connecting by interior doors. The industrial and office buildings total of 9,600 sq.ft, and are one-to two-stories, and are up to 25-feet in height. There are currently no off-street parking spaces and three loading spaces

SITE AREA = 8,004 SQ. FT.



SAN FRANCISCO  
PLANNING  
DEPARTMENT

# AFFIDAVIT FOR First Source Hiring Program Administrative Code Chapter 83

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

T: 415.558.6378  
F: 415.558.6409

For all projects subject to Administrative Code Chapter 83, this completed form must be filed with the Planning Department prior to any Planning Commission hearing or, if principally permitted, Planning Department approval of the site permit.

PROJECT ADDRESS		BLOCK/LOT(S)
1174-1178 Folsom Street		3730/023 & 024
BUILDING PERMIT APPLICATION NO.	CASE NO (IF APPLICABLE)	MOTION NO.
	2012.1553CV	

Please check the boxes below that are applicable to this project. Select all that apply.

- ☐ 1A. The project is wholly residential.
- ☐ 1B. The project is wholly commercial. (For the purposes of Administrative Code Chapter 83, any project that is not residential is considered to be a commercial activity.)
- ☒ 1C. The project is a mixed use.
- ☒ 2A. The project will create ten (10) or more new residential units.
- ☒ 2B. The project will create 25,000 square feet or more of new or additional gross floor area.
- ☐ 3A. The project will create less than ten (10) new residential units.
- ☐ 3B. The project will create less than 25,000 square feet of new or additional gross floor area.

If you checked either 2A or 2B, your project is subject to the First Source Hiring Program. Please contact the First Source Hiring Program Manager with the San Francisco Human Services Agency's Workforce Development Division to develop a contract to satisfy this requirement.

If you checked 3A and 3B, your project is not subject to the First Source Hiring Program.

For questions, please contact the First Source Hiring Manager at (415) 401-4960. For frequently asked questions, you may access First Source information at [www.onestopsf.org](http://www.onestopsf.org)



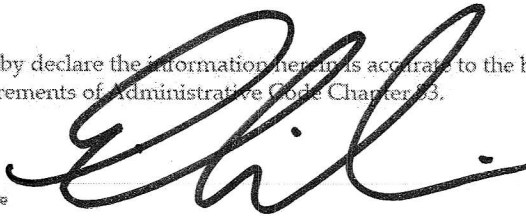
# Affidavit for First Source Hiring Program

## Contact Information and Declaration of Sponsor of Principal Project

NAME	
Erik Liu	
ADDRESS:	TELEPHONE:
1178 Folsom Street	( 415 ) 626 - 5500
San Francisco, CA 94103	FAX:
	(   )
	EMAIL:
	erik@transworldconstruction.com

I hereby declare the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Administrative Code Chapter 33.

Signature



Date

5/22/2014

73 Sumner Street, #201  
San Francisco, CA 94103

March 18, 2015

Richard Sucre  
Preservation Technical Specialist/Planner  
Southeast Quadrant, Current Planning  
Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Dear Richard,

The community met with Erik Liu, the owner of 1178 Folsom, and David Baker, the architect responsible for the design of the proposed building on Thursday, March 12, 2015. Around 10 neighbors attend and the meeting was cordial.

We agreed that that a few items should be included as a matter of public record with the Planning Commission, and consist of:

1. delivery trucks would access the building form Folsom not Clementina as Clementina is too narrow and there is significant commercial traffic on the street already. Further, Erik agreed to add this to the house rules for the property; and,
2. trash cans will be placed in enclosed locked indoor space, cans to be retrieved from there by garbage pickup staff, and replaced there after emptying.

We also agreed that an In-Kind agreement would be optimal for the neighborhood. To this end we, will:

3. work with the Supervisor Kim and city on an in kind arrangement;
4. solicit street improvement ideas from the neighborhood for the in kind fees.

We also discussed with a fair amount of understanding and willingness the following neighborhood recommendations:

Trees:

5. place a large tree on Clementina so that it would provide an unobstructed view from Sumner Street. This would be accomplished by flipping the proposed location of the tree with the proposed location of the PG&E sidewalk vault. PG&E can make this change. (This has since been amended in recognition of the utility poll in the way; nevertheless, positioning the tree well to allow for maximum development is optimal.);

In a prior meeting and subsequent emails, several neighbors recommended that the development include:

6. a watering system to both the Folsom and Clementina tree wells;
7. consider some interesting lighting for the trees on both frontages. Up-lighting?
8. work with neighbors re the tree species selection;

Sidewalk on Clementina:

9. neighbors stressed the use or reuse old granite curbing along Clementina; it's an old street and the old granite provides a nice historical context. Apparently, some folks in the city don't like doing this, but we hope it is not an unreasonable request;
10. consider a bulb out for Clementina frontage if possible, subject to city approval;
11. add planter wells to bulb out;

Misc., but Very Important:

12. reduce car headlights from shining on the 73 Sumner building when they exit the garage;
13. re-install one large bollard at the NE intersection of Sumner/Clementina to protect 73 Sumner from construction trucks during tear down and to protect 73 Sumner from additional traffic exiting and entering the garage;
14. consider adding yellow commercial parking spaces at the intersection of 8th/Clementina and Howard/Sumner Streets for delivery truck parking in an effort to reduce the over use of large commercial vehicles on Clementina and Sumner
15. consider rat abatement, which were a serious problems when the 60 Rausch, 1168 Folsom, and 73 Sumner developments started.

Garage Location:

The most controversial item was the proposed location of the garage on Clementina Street as opposed to Folsom Street. Although the controversy was diminished by the reduction in number of parking spaces to 9 from approximately 22, the addition of more traffic on Clementina Street is disappointing and sets a bad precedent. Specifically the proposed garage location on Clementina Street:

16. is not optimal given the small streets widths (Sumner is only 13' wide), number of residents, and current amount of traffic;
17. is not compliant with the Western Soma Task Force's recommendations that garages stay off of small feeder streets like Clementina;

18. will result in three garages and three building entrances “coexisting” within the Clementina dead end<sup>1</sup> – all within 75 feet of each other;
19. will place the new garage within 100 feet of the 6,000 square foot parking lot owned currently used by a commercial company;
20. makes the alleyways the dumping ground for more traffic, which they were never designed for;
21. makes the area a “dead zone” for the neighborhood and makes it impossible to activate the space;
22. will result in car lights shining onto 73 Sumner; **lastly and very importantly,**
23. it sets a bad precedent for other developments with frontages on Folsom and the 600 block of Clementina. Approximately three other properties with similar frontages could propose this arrangement on the 600 block of Clementina, which as you know is a very narrow street. If unabated, this small half-block could end up with as many as eight garage/driveway entrances on the alleyway. Such a possibility, would be completely impracticable.

In closing, no one at the meeting expressed opposition to the development and, I believe, most meeting attendees believe the project will add to the neighborhood experience. We do have our difference on some issues - especially the location of the garage, but are pleased that Erik Liu and the David Baker are willing to listen to folks who live and work in the neighborhood.

Regards,

John Dunlap

---

<sup>1</sup> If permitted by the Planning Commission, there will be three garages within the Clementina Street dead end: 60 Rausch, 1168 Folsom and the proposed 1178 Folsom, **plus** three building entrances: 73 Sumner, 60 Rausch, and 1168 Folsom.



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

Mr. Eric Liu  
Transworld Construction, Inc.  
1178 Folsom Street  
San Francisco, CA 94103

March 18, 2015

**Ref: 1178 Folsom Street – Mixed-Use Development**

Dear Mr. Liu,

Thank you for bringing your proposed project for 1178 Folsom Street to the San Francisco Housing Action Coalition's (SFHAC) Project Review Committee on February 25, 2015. Following review, we endorse your project, believe it has merit and will contribute to SFHAC's mission of increasing the supply of well-designed, well-located housing that meets the needs of both present and future San Franciscans. This letter reflects our endorsement of your project and includes recommendations made by our members for modest improvements. We believe, however, that in general this project embodies the best principals of urban design.

Please see our report card, which grades your proposal according to our guidelines. We have attached a copy of our project review guidelines for your reference.

**Project Description:** The project proposes construction of 42 micro-units above one floor of office space and one floor of ground-floor retail, with one floor of subterranean parking.

**Land Use:** Office space and a warehouse currently occupy the site. Housing is a much better use, considering the site's proximity to jobs, transit and neighborhood amenities.

**Density:** The project takes advantage of the building envelope by proposing 42 well-designed micro-units that average about 350 square feet.

**Affordability:** The project is not subject to the Inclusionary Housing Ordinance because the units are legally defined as Single-Occupancy-Rooms (SROs) under the Planning Code, meaning they are not dwelling units. However, these homes will be naturally more affordable than most new studios and would be within financial reach of more residents than most market-rate products.

**Parking and Alternative Transportation:** The site is located along the Folsom Street Bicycle Corridor and is within walking distance to several Muni lines, BART and the Caltrain Station. We support your decision to provide nine parking spaces, a very low ratio, and 42 bicycle parking spaces in the garage and six Class II spaces at grade. We still encourage you to explore ways to increase the amount of bicycle parking since the bicycle usage in this area is so convenient.

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

Mr. Eric Liu  
March 18, 2015  
Page Two

**Urban Design:** Our members support the design, including the setbacks in the front and back of the buildings, as well as the interior courtyard. The setback on the ground floor along Folsom Street will widen the sidewalk and improve the pedestrian experience. The rear of the building will also include a pedestrian plaza. All of these features promote good urbanism.

Because this project is located within the Western SoMa Plan, the rooftop cannot contribute to the building's open space requirement, something we have never understood.

**Environmental Features:** You indicated the rooftop could accommodate solar thermal or photovoltaic systems, but are still not certain of your plans. We encourage you to consider incorporating individual water sub-metering into the units. It's likely there will be local or statewide legislation mandating this before long.

**Community Input:** We believe you have been thorough in your community outreach and successfully engaged the community. You have held four community meetings since December 2013.

Thank you for submitting this project to the SFHAC Project Review Committee. We endorse it without reservation. Please keep us abreast of any changes and let us know how we may be of assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Colen", is shown on a light blue background.

Tim Colen, Executive Director

CC: Planning Commission

## **SFHAC Project Review Guidelines**

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

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

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

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

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

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

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

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

Mr. Eric Liu  
March 18, 2015  
Page Four

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

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





## San Francisco Housing Action Coalition (SFHAC) Project Report Card

**Address:** 1178 Folsom Street

**Project Sponsor:** Erik Liu

**Date of SFHAC Review:** February 25, 2015

**Grading Scale:**

1 = Fails to meet project review guideline criteria

2 = Meets some project review guideline criteria

3 = Meets basic project review guideline criteria

4 = Exceeds basic project review guideline criteria

5 = Goes far beyond of what is required

**Criteria for SFHAC Endorsement:**

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

<i>Guideline</i>	<i>Comments</i>	<i>Grade</i>
<b>Land Use</b>	Office space and a warehouse currently occupy the site. Housing is a much better use given the site's proximity to transit, jobs and neighborhood amenities.	5
<b>Density</b>	The project takes advantage of the building envelope by building 42 small, well-designed micro-units averaging 350 square feet.	5
<b>Affordability</b>	The project is not subject to the Inclusionary Housing Ordinance because the units are legally defined as SROs. But the small size of these homes will make them naturally affordable.	4
<b>Parking and Alternative Transportation</b>	The project proposes a low car-parking ratio, with only nine total spaces, as well as 42 Class I and six Class II bicycle parking spaces. The site is close to excellent transit amenities.	5
<b>Preservation</b>	There are no projects of significant cultural or historic merit on or near the site that would be affected by the proposed project.	N/A
<b>Urban Design</b>	Our members support the design, including setbacks in the front and back of the buildings, as well as the interior courtyard. The project strongly improves the pedestrian realm.	5
<b>Environmental Features</b>	There were no definitive plans yet, but the project sponsor indicated that the rooftop would include either solar thermal or photovoltaic systems. We urge installinig individual water metering for the units.	3
<b>Community Input</b>	The project sponsor has been thorough in engaging the community on the proposed project.	5
<b>Additional Comments</b>		N/A
<b>Final Comments</b>	The SFHAC endorses the project without reservation.	4.6/5

*Please see attached letter for further explanation.*

## Sucre, Richard (CPC)

---

**From:** Colin Baptie <colinbaptie@me.com>  
**Sent:** Sunday, November 09, 2014 9:13 AM  
**To:** Kim, Jane (BOS); Angulo, Sunny (BOS)  
**Cc:** Snyder, Mathew (CPC); Sucre, Richard (CPC)  
**Subject:** 1172-1178 Folsom Street Project

Dear Supervisor Kim,

I agree with John's suggestions below and would very much like to see the developer of this project move the proposed garage entrance back to Folsom Street given the overuse of the small feeder streets. I also think that increased traffic on Sumner and Clementina Streets poses a public safety issue, especially given the number of homeless folk who use these streets and are at risk of being hit by a car. Looking forward to your thoughts.

With regards,

Colin Baptie  
73 Sumner Street

---

**From:** John W Dunlap <[john@johndunlap.org](mailto:john@johndunlap.org)>

**Date:** Wednesday, October 29, 2014 at 8:00 AM

**To:** "Kim, Jane (BOS)" <[jane.kim@sfgov.org](mailto:jane.kim@sfgov.org)>, "Angulo, Sunny (BOS)" <[sunny.angulo@sfgov.org](mailto:sunny.angulo@sfgov.org)>

**Subject:** 1172-1178 Folsom Street Project

Hi Jane and Sunny,

Just wanted to touch base and get your impressions on the proposed development at 1172-1178 Folsom Street with frontage on Clementina Street. Although few would claim that the current buildings are appealing and should stay, certain aspects of the new development seem one-sided and a little deaf to community concerns.

Of greatest concern is the planned location of the garage entrance on Clementina Street instead of continuing to use the very wide driveway on Folsom Street (see attached photo). The majority of people living around Clementina and Sumner Streets are not in favor of another garage entrance on Clementina given that this street, as well as Sumner, are very narrow, overused, feeder streets that were designed in the 1920s for limited amounts of traffic. In addition, another garage entrance on Clementina creates an ever expanding "dead zone" of garage facades that denudes/diminishes efforts to create the greater neighborhood feel we all seek. Lastly, and very importantly, adding another garage entrance on Clementina Street makes blocking off the lower section of Sumner Street and turning it into a small tree-lined pedestrian walkway less likely to happen.

Another concern is the lack of interest in removing above ground utility lines on Clementina and/or Sumner Streets. As you know, the city and PG&E have a 75-year

plan to underground utilities in San Francisco, which is interminable. In effect, the neighborhood affected by the development would rather not wait decades for this improvement and instead is seeking this improvement as part of the development process. Perhaps there is a way to fast track city plans by combining city and developer funds for such an improvement?

In addition, we are concerned that impact fees paid by the developer are not earmarked for improvements in the neighborhood. Ideally, these fees would be used to help with the envisioned pedestrian alleyway improvements mentioned above, with the undergrounding of utility lines, or a combination of the two. Further among other options, such funds could assist in partially funding the development of a park at the intersection of Sumner and Clementina where a parking lot currently exists. Of course these and other ideas require further input from the neighborhood.

I am taking the liberty of forwarding this email to neighbors residing on Rausch and Langton Streets. They are currently dealing with a similar issue in which a proposed project at 1140 Folsom Street places the garage on Rausch rather than Folsom Street. I can't speak for this group, but I believe they share a common interest in how the developer and city reconcile neighborhood interests.

Lastly, I would be pleased to host a meeting with Sumner, Clementina, plus Rausch and Langton Street neighbors, to talk in more detail about our shared concerns. Please let me know if such a meeting would be beneficial.

Your thoughts are very much appreciated.

Regards,

John Dunlap  
73 Sumner St. #201  
San Francisco, CA 94103  
415-518-3854  
[john@johndunlap.org](mailto:john@johndunlap.org)

---

**From:** "Sucre, Richard (CPC)" <[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)>  
**Date:** Wednesday, October 15, 2014 at 2:44 PM  
**To:** John W Dunlap <[john@johndunlap.org](mailto:john@johndunlap.org)>  
**Cc:** "[brett.becker@sfgov.org](mailto:brett.becker@sfgov.org)" <[brett.becker@sfgov.org](mailto:brett.becker@sfgov.org)>  
**Subject:** RE: 1174 Folsom St Updated Plans

Hi John,

I am progressing with my review of the plans for 1174 Folsom St. A set of revisions was sent to me on September 8<sup>th</sup>, in response to my initial notice.

The garage is still specified on Clementina Street.

Let me know if you have any questions.

Rich

**Richard Sucre**  
**Preservation Technical Specialist/Planner, Southeast Quadrant, Current Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9108 | Fax: 415-558-6409  
Email: [richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)

Pedram Farashbandi  
David Baker Architects  
461 2nd Street, Loft C-127  
San Francisco, CA 94107

March 18, 2015

**Ref: 1178 Folsom Street – Mixed-Use Development**

Dear Mr. Farashbandi,

As the owner of 1168 Folsom St , the 22 unit adjoining apartment building, I want to thank you and the owners for accommodating my request to move the light well in your building to the east side which helps bring more light into our units.

I have no other objection to your building and believe it will benefit the area and surrounding properties if it were built. You can tell the planning commission that I fully support its approval.

Sincerely,

John Shalavi  
Bridge Capital Partners Inc.  
Tel: (415) 461-6700  
Fax: (415) 461-3628  
john@bcpartnersinc.com  
700 Larkspur Landing Circle Suite #208  
Larkspur, CA 94939

## Sucre, Richard (CPC)

---

**From:** Jim Meko <Jim.Meko@comcast.net>  
**Sent:** Saturday, October 04, 2014 7:12 PM  
**To:** Rahaim, John (CPC); Sucre, Richard (CPC); Jaszewski, Erik (CPC)  
**Cc:** Kim, Jane (BOS); e5@localdevgroup.com; Cindy Wu; planning@rodneyfong.com; Kathrin Moore; Mike Antonini; richhillissf@yahoo.com; chrisdjohn04@gmail.com; Dennis Richards  
**Subject:** don't dump more cars into our alleys

Our Residential Enclave Districts (REDs), the network of small alleys of Western SoMa, are the heart and soul of our community. To preserve and enhance these residential neighborhoods was so important to the fabric of our community that the Board of Supervisors wrote this mandate into [Board of Supervisors Resolution 731-04](#):

"... map and evaluate land uses proximate to existing and proposed REDs and develop basic height, density and design guidelines **in order to provide a buffer between REDs and areas where more intense development might be allowed.**"

In other words, this community made a deal with the city: **we will accept increased density and development but only if you don't screw up what we already have.**

Several projects are currently moving through the pipeline and the Planning Department has returned to business as usual. Anything unpleasant, inconvenient or ugly gets dumped into the alleys. Garage entrances and exits fall into that category. Project sponsors at 1140 Folsom Street and 1178 Folsom Street are being told that their parking must empty into the alleys.

The REDs are already unsafe. Cars race through these narrow streets, using them as shortcuts to the freeways, damaging parked cars along the way. The neighbors on Sumner Street, where the developer of 1178 Folsom Street has been told to exit his garage, have been trying to find funds for traffic calming measures for years. More traffic would endanger pedestrians, children and bicyclists. Neighbors are furious that your recommendations will further compromise their safety and quality of life.

The standard for parking on the Folsom Street Neighborhood Commercial District, as stated in the draft Design Standards for Western SoMa, discourages garage entrances and exits in the adjacent alleys:

"Access to off-street loading and parking spaces shall be from the main streets in preference to pedestrian and bicycle use of alleys." In addition, the Residential Enclave District standards state, "Where a property fronts both a main street and an alley, access to off-street loading and parking spaces shall be designed to be appropriate for both streets and when possible should discourage alley facades that do not respond to the design details of proximate alley building frontage details. **Parking access, when possible, shall be from the main streets with preference to pedestrian and bicycle use of alleys.**"

Folsom Street is not a freeway. It is identified in the Western SoMa Community Plan as a "neighborhood-serving street." The Plan recommends that **"all pass-through traffic should be channeled along [regional-serving] streets leading to/from established freeway on-ramps/off-ramps."** The east/west regional-serving streets are in the light industrial area south of Harrison Street, not on our neighborhood commercial corridor.

Former Director of Current Planning Jose Campos assured me that "until there is an alternative, the Western SoMa draft [design] standards will be used in the meantime to inform the designs of new buildings in Western SoMa." Your recommendation is in direct conflict with his promise.

Jim Meko, former chair, 2005-2013

**Western SoMa Citizens Planning Task Force**

(415) 552-2401 office

(415) 624-4309 cell

(415) 552-2424 fax

<http://www.sf-planning.org/index.aspx?page=3545>

**Sucre, Richard (CPC)**

---

**From:** Ardalan Payvar <ardalanpayvar@gmail.com>  
**Sent:** Wednesday, November 26, 2014 1:34 PM  
**To:** Sucre, Richard (CPC); Snyder, Mathew (CPC); Kim, Jane (BOS); Angulo, Sunny (BOS); John Dunlap  
**Subject:** 1172-1178 Folsom Street Development

Dear All,

My name is Ardalan Payvar I'm a resident/owner in 73 Sumner Street building (#402). I was informed that the developer of 1172-1178 Folsom Street building is planning to have a garage entrance on Clementina Street. Keeping in mind that two more garage entrances already exist at Sumner/Clementina intersection, this addition will cause too much traffic for such a small and narrow street. We're already having problems with cars from different buildings arriving at the same time and not being able to enter into the garages. Adding a third garage entrance will sure create more conflict.

Also, with future plans to turn Clementina/Sumner intersection into a green pedestrian walk-way, it'd be wise to keep traffic to a minimum. I'm certain that future owners at the 1172-1178 Folsom development would also prefer to live on a tree-lined street with a pedestrian walk-way and a park, as opposed to an alley with too much car traffic. After all, they'll be part of this neighborhood community as well.

I'm sure other neighbors have expressed similar concerns and I'd appreciate if you took these suggestions into consideration.

Sincerely,

Ardalan Payvar  
73 Sumner Street, #402  
San Francisco, CA 94103  
415-533-7365



## Sucre, Richard (CPC)

---

**From:** Dennis Spain <rdennisspain@gmail.com>  
**Sent:** Monday, November 10, 2014 12:11 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** 1172-1178 Folsom Street Project

Richard Sucre

Preservation Technical Specialist

South Quadrant

[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)

Dear Mr. Sucre

As a ground floor owner that faces Clementina Street, I wish to register my strong opposition to the proposed garage access of the 1172-1178 Folsom Street Project on to Clementina Street. Anyone trying to drive on Clementina Street knows that it is very narrow and does not accommodate two-way traffic without forcing one vehicle out of the roadway. With additional traffic, we risk turning Clementina into an “alley” to the detriment of those of us with homes that open to the street. For the local neighbors, Clementina Street is our front yard not a driveway serving high rise residents. In the not too distant future as private automobile traffic becomes less attractive in the city, Clementina Street should more appropriately become a pedestrian walkway or park.

Further there appears to be a perfectly adequate driveway / entrance solution for the project on Folsom Street. I feel that the developers are proposing to sacrifice the “neighborhood” ambiance and future “livability” in order to have the small short term gain of additional Folsom Street store frontage.

We are really going to have this opportunity only once in our lifetime if we want to create a pedestrian friendly and esthetically attractive neighborhood. While I welcome the project as a positive contribution to the South-of-Market community, I object to the disregard the developers have shown to the local neighbors and the future, especially since simple relocation of the garage entrance appears to be such an obvious solution.

Regards

Dennis Spain

73 Sumner Street, #101

San Francisco, CA

707-3336-5010

[rdennispain@gmail.com](mailto:rdennispain@gmail.com)

## Sucre, Richard (CPC)

---

**From:** Brian Wallace <somawally@comcast.net>  
**Sent:** Sunday, November 23, 2014 10:35 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** Prosed Development at 1172-1178 Folsom Street

Dear Richard Sucre,

My neighbors living at the intersection of Clementina and Sumner Streets have informed me that the project sponsor for a residential building to be constructed at 1172-1178 Folsom Street is considering placing their garage on the Clementina side of the building, rather than on the Folsom side. I strongly urge the project sponsor to reconsider this decision and design.

The tiny intersection of Clementina and Sumner Streets is such a precious South of Market jewel, a charming little oasis, quietly tucked away from the surrounding hubbub. Placing a garage entrance on Clementina creates an ever expanding dead zone of garage facades that diminishes all the efforts expended so far to create a greater “neighborhood feel.”

Bottom line: Keep the garage entrance on Folsom Street. The Recology trucks are going to be there anyway to pick up trash for all the other properties on the 1100 block of Folsom Street. There is no compelling reason to route their trucks down Clementina Street. It makes more sense to keep *that* entrance as a pedestrian-only entrance.

Thank you,

Brian Wallace  
473-A Tehama Street  
San Francisco, CA 94103  
[somawally@comcast.net](mailto:somawally@comcast.net)

**Sucre, Richard (CPC)**

---

**From:** Mari Zatman <grouptravel4u@gmail.com>  
**Sent:** Wednesday, November 05, 2014 10:32 AM  
**To:** Angulo, Sunny (BOS); Kim, Jane (BOS); Sucre, Richard (CPC)  
**Cc:** john Dunlap  
**Subject:** 1172-1178 Folsom Street project

Hi Jane, Richard, and Sunny,

regarding the 1172-1178 Folsom Street project (with frontage on Clementina)

I am a resident living at 3 Sumner Alley. I am NOT in favor of this project having access to frontage on Clementina.

Sumner is already way to busy and used by far to many cars and other vehicles. We have been neglected for far to long and we seem to have no priority to have any help or improvements.

Please do NOT allow this new project to add more insult to our quality of life.

mari

Mari Zatman  
(415) 863-9415  
cell 415-706-1995  
3 Sumner Alley, San Francisco CA 94103  
[Grouptravel4u@gmail.com](mailto:Grouptravel4u@gmail.com)  
Group Travel 4U / Zatman Marketing, Inc.  
GREEN HOUSING and MEETING SPECIALIST



# SAN FRANCISCO PLANNING DEPARTMENT

---

## Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

*Case No.:* 2012.1553E  
*Project Title:* 1174-1178 Folsom Street  
*Zoning/Plan Area:* Folsom NCT (Folsom Neighborhood Commercial Transit) District  
65-X Height and Bulk District  
Western SoMa Community Plan  
*Block/Lot:* 3730/023, 024  
*Lot Size:* 2 lots totaling 8,000 square feet  
*Project Sponsor:* Erik Liu; 1178Folsom LLC  
(415) 314-8700  
*Staff Contact:* Brett Becker, (415) 554-1650, Brett.Becker@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 proposed project includes the following: 1) merging two 4,000-square-foot lots; 2) demolition of two existing one- and two-story warehouse/office buildings which total 9,600 square feet; and 3) construction of a new six-story, 65-foot tall, 42,781-square-foot mixed-use building with basement garage. The existing buildings were built circa 1952/1970 and are located within the eligible Western SoMa Light Industrial and Residential Historic District.

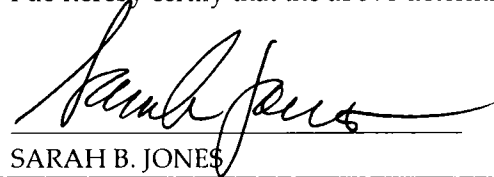
(Continued on next page)

### EXEMPT STATUS

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

### DETERMINATION

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

  
SARAH B. JONES

Environmental Review Officer

March 12, 2015  
Date

cc: Erik Liu, Project Sponsor  
Rich Sucre, Current Planner  
Supervisor Jane Kim, District 6

Virna Byrd, M.D.F.  
Exclusion/Exemption Dist. List  
Historic Preservation Dist. List

## PROJECT DESCRIPTION (continued)

The new building would be constructed on a slab foundation and would include 3,990 square feet of retail space on the ground floor, 5,988 square feet of office space on the second floor, and 14,758 square feet of residential space with 42 single-room occupancy (SRO) dwelling units on the remaining floors. The 5,942 square-foot basement level garage would involve up to 14 feet of soil disturbance and would require the excavation of approximately 5,000 cubic yards of soil. The garage would be accessed from Clementina Street and would contain 9 off-street vehicle parking spaces, 48 Class 1 bicycle parking spaces, and 6 Class 2 bicycle parking spaces. The project would provide private open space for six dwelling units and approximately 1,658 square feet of common useable open space via a roof deck and court terrace for the remaining dwelling units. The project site is located within the Western SoMa Community Plan Area on the block bound by Clementina, 8<sup>th</sup>, Folsom, and Rausch Streets.

## PROJECT APPROVAL

The proposed project would require the following approvals:

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

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

## COMMUNITY PLAN 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 1174-1178 Folsom Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eight Street Project

(Western SoMa Community Plan PEIR)<sup>1</sup>. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Western SoMa PEIR.

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

The 1174-1178 Folsom Street site is located in the Western SoMa Community Plan. As a result of the Western SoMa rezoning process, the project site has been rezoned to a 65-X Height and Bulk District, as well as a Folsom Street Neighborhood Commercial Transit (NCT) District. The Folsom Street NCT District is intended to protect the balance and variety of ground-floor retail uses along the ground floor, and promote housing in the floors above. The proposed project is consistent with uses permitted within the Folsom Street NCT Districts.

Individual projects that could occur in the future under the Western SoMa Community Plan will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1174-1178 Folsom Street is consistent with and was encompassed within the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 1174-1178 Folsom Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>2,3</sup> Therefore, no further CEQA evaluation for the 1174-1178 Folsom Street project is required. In sum, the Western SoMa 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 block of Folsom Street between 7<sup>th</sup> and 8<sup>th</sup> Streets, on which the project site is located, consists of retail, residential, commercial, and office uses. The surrounding buildings vary in appearance and height; the existing two story buildings are generally industrial in character and consist of masonry construction, while the taller four- to six-story buildings are of more modern appearance characterized by stucco, steel, and glass. Several tall five- to six-story residential buildings line both sides of the Folsom Street block, interspersed with the low-rise industrial-style buildings. The existing warehouse/office buildings are currently being used for office and storage space. Immediate surrounding properties to the project site along Folsom Street include commercial/warehouse buildings and a five-story 65-foot tall multi-family residential building. The project site is located within 25 feet of a Historic District contributor (three-and-

---

<sup>1</sup> Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031.

<sup>2</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 1174-1178 Folsom Street, March 25, 2014. This document is on file and available for review as part of Case File No. 2012.1553E.

<sup>3</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1174-1178 Folsom Street, January 30, 2015. This document is on file and available for review as part of Case File No. 2012.1553E.

a-half-story, Queen Anne Style, wood frame residential building) at 675-679 Clementina Street (one building away from the project site).

## POTENTIAL ENVIRONMENTAL EFFECTS

The proposed 1174-1178 Folsom Street project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and would represent a small part of the growth that was forecast for the Western SoMa Community Plan. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 1174-1178 Folsom Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. As described above, the proposed project includes demolition of two existing warehouse/office buildings built in 1952/1970 that are located within the eligible Western SoMa Light Industrial and Residential Historic District (Historic District). This Historic District developed primarily between the years 1906 and 1936 and consists of a group of resources that are cohesive in regard to scale, building typology, materials, architectural style, and relationship to the street. According to the Historic Resource Evaluation Report (HRER) prepared for the project,<sup>4</sup> neither of these buildings would qualify as a historic resource and were determined to be non-contributors to the Historic District since they were built after the period of significance of the Historic District and have low architectural value. Further, the HRER found that the proposed design of the new building would be compatible with the Historic District and would not cause a substantial adverse change in the significance of the Historic District. Therefore, the project would not contribute to a historic resource impact. Traffic and transit ridership generated by the project would not considerably contribute to the traffic and transit impacts identified in the Western SoMa PEIR.

The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials. **Table 1** below lists the mitigation measures identified in the Western SoMa PEIR and states whether each measure would apply to the proposed project.

**Table 1 – Western SoMa PEIR Mitigation Measures**

Mitigation Measure	Applicability
<b>D. Cultural and Paleontological Resources</b>	
M-CP-1a: Documentation of a Historical Resource	Not Applicable: site is not a historic resource and is not located in a historic district
M-CP-1b: Oral Histories	Not Applicable: site is not a historic resource and is not located in a historic district
M-CP-1c: Interpretive Program	Not Applicable: site is not a historic resource

<sup>4</sup> Historic Resource Evaluation Report, 1174-1178 Folsom Street, December 23, 2013. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1553E.



<b>Mitigation Measure</b>	<b>Applicability</b>
	and is not located in a historic district
M-CP-4a: Project-Specific Preliminary Archeological Assessment	Applicable: soil disturbing activities proposed
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Applicable: soil disturbing activities proposed
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Applicable: one adjacent historic resource present
M-CP-7b: Construction Monitoring Program for Historical Resources	Applicable: one adjacent historic resource present
<b>E. Transportation and Circulation</b>	
M-TR-1c: Traffic Signal Optimization (8 <sup>th</sup> /Harrison/I-80 WB off-ramp)	Not Applicable: plan level mitigation by SFMTA
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not Applicable: project would not remove loading spaces along Folsom Street
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not Applicable: transit ridership generated by project would not considerably contribute to impact
<b>F. Noise and Vibration</b>	
M-NO-1a: Interior Noise Levels for Residential Uses	Applicable: project would site residential use along noisy street
M-NO-1b: Siting of Noise-Sensitive Uses	Applicable: project would site noise-sensitive use along noisy street
M-NO-1c: Siting of Noise-Generating Uses	Not Applicable: project is not proposing a noise-generating use
M-NO-1d: Open Space in Noisy Environments	Applicable: project includes open space in a noisy environment
M-NO-2a: General Construction Noise Control Measures	Applicable: project includes construction activities
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: project would not include pile-driving activities
<b>G. Air Quality</b>	
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not Applicable: project would not generate more than 3,500 daily vehicle trips
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Applicable: project would site sensitive receptors in an area of poor air quality

<b>Mitigation Measure</b>	<b>Applicability</b>
M-AQ-4: Siting of Uses that Emit PM <sub>2.5</sub> or other DPM and Other TACs	Not Applicable: project-related construction and operation would not introduce substantial emissions
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Applicable: project includes construction in an area of poor air quality
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: project includes construction in an area of poor air quality
<b>I. Wind and Shadow</b>	
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not Applicable: project would not exceed 80 feet in height
<b>L. Biological Resources</b>	
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: project includes building demolition
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Applicable: project includes building demolition
<b>O. Hazards and Hazardous Materials</b>	
M-HZ-2: Hazardous Building Materials Abatement	Applicable: project includes demolition of a pre-1970s building
M-HZ-3: Site Assessment and Corrective Action	Not Applicable: superseded by Health Code Article 22A (Maher Ordinance)

As analyzed and discussed in the CPE Checklist, the following mitigation measures identified in the PEIR do not apply to the proposed project: M-CP-1a, M-CP-1b, M-CP-1c, M-TR-1c, M-TR-4, M-C-TR-2, M-NO-1c, M-NO-2b, M-AQ-2, M-AQ-4, M-HZ-3.

As discussed in the CPE Checklist, Western SoMa PEIR Mitigation Measures M-CP-4a, M-CP-4b, M-CP-7a, and M-CP-7b were determined to apply to the proposed project as the project would involve soil disturbing activities in an archeologically sensitive area and demolition/construction activities adjacent to a historic resource. Mitigation Measures M-NO-1a, M-NO-1b, M-NO-1d and M-NO-2a were determined to apply to the proposed project as the project would include construction, siting of open space, and siting of noise-sensitive residential uses in a noisy environment. Mitigation Measures M-AQ-3, M-AQ-6, and M-AQ-7 were determined to apply to the proposed project as the project would include construction and siting of sensitive receptors in an area of poor air quality. Mitigation Measures M-BI-1a and M-BI-1b were determined to apply to the proposed project as the project would demolish an existing building that could contain bird or bat species. Mitigation Measure M-HZ-2 was determined to apply to the proposed project as the project would include demolition of a building constructed before 1970. Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures.

With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Western SoMa PEIR.

## PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on January 3, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. 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. One comment was received regarding physical environmental effects. This comment was related to the proposed building’s height and bulk, in that the proposed building would be close to and taller than the neighboring residential building and could affect the availability of natural light for the adjacent residents. The new mixed-use residential building would be visible from and adjacent to some residential and commercial buildings within the project site vicinity, which could reduce private views from some locations and natural light on nearby private property and buildings. Reduced private views and natural light on private property and buildings would be an unavoidable consequence of the proposed project and may be an undesirable change for those individuals affected. Nonetheless, the change in private views and natural light on private property and buildings would not exceed those commonly expected in an urban setting and would not constitute a significant impact under CEQA. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified and disclosed in the Western SoMa PEIR.

## CONCLUSION

As summarized above and further discussed in the CPE Checklist<sup>5</sup>:

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

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

---

<sup>5</sup> The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2012.1553E.

**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<b>Historic Resources</b>				
<p><b>Project Mitigation Measure 1 - Protect Historical Resources from Adjacent Construction Activities (Mitigation Measure M-CP-7a of the Western SoMa PEIR)</b></p> <p>The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used in a subsequent development project; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the subsequent development project. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p>	Project sponsor/ contractor(s)/ Planning Department's ERO	Prior to any demolition or construction activities	Project sponsor/contractor(s)	Considered complete upon ERO's approval of construction specifications
<p><b>Project Mitigation Measure 2 - Construction Monitoring Program for Historical Resources (Mitigation Measure M-CP-7b of the Western SoMa PEIR)</b></p> <p>For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring</p>	Project sponsor/ contractor(s)/ qualified historic preservation professional/ Planning Department's ERO	Prior to the start of demolition, earth moving, or construction activity proximate to a designated historical resource	Planning Department Preservation Technical Specialist shall review and approve construction monitoring program	Considered complete upon submittal to ERO of post-construction report on construction monitoring program and

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>				effects, if any, on proximately historical resources
<b>Cultural Resources</b>				
<p><b>Project Mitigation Measure 3 – Archeological Testing Program (Mitigation Measure M-CP-4a of the Western SoMa PEIR)</b></p> <p>Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has</p>	Project sponsor/ Planning Department's archeologist or qualified archeological consultant/ Planning Department's ERO	Prior to issuance of a building permit	Planning Department's archeologist or qualified archeological consultant/ Planning Department's ERO	Considered complete upon submittal of PAR or PASS to ERO or designated Planning Department staff

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.</p> <p>This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.</p> <p>Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist. As the PAR determined that the project has the potential to adversely affect archeological resources, an Archeological Testing Program is required. The Program would more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The Archeological Testing Program is detailed below.</p> <p>A. <i>Consultation with Descendant Communities.</i> On discovery of an archeological site<sup>1</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative<sup>2</sup> of the descendant group and the Environmental Review Officer (ERO) shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with</p>				

<sup>1</sup> The term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>2</sup> An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.



Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p> <p>B. <i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>a) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>resource; or</p> <p>b) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>C. <i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions:</p> <p>§ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</p> <p>§ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;</p> <p>§ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant,</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>determined that project construction activities could have no effects on significant archeological deposits;</p> <p>§ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</p> <p>§ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p>D. <i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> <li>§ <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>§ <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures.</li> <li>§ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>§ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>§ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>§ <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>§ <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</li> </ul> <p>E. <i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p>F. <i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
<p><b>Project Mitigation Measure 4 – Procedures for Accidental Discovery of Archeological Resources (Mitigation Measure M-CP-4b of the Western SoMa PEIR)</b></p> <p>This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c).</p> <p>The project sponsor shall distribute the San Francisco Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the “ALERT” sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The</p>	<p>Project sponsor/ contractor(s)/ Planning Department’s archeologist or qualified archeological consultant/ Planning Department’s ERO</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction</p>	<p>Project sponsor/ ERO/ archeologist</p>	<p>Considered complete upon ERO’s approval of FARR</p>



Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a CD of the FARR along with copies of any formal site recordation forms (CA</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.				
<b>Noise and Vibration</b>				
<p><b>Project Mitigation Measure 5 – Open Space in Noisy Environments (Mitigation Measure M-NO-1d of the Western SoMa PEIR)</b></p> <p>To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1c, 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. Implementation of this measure shall be undertaken consistent with other principles of urban design.</p>	Project sponsor/ architect/ acoustical consultant/ construction contractor	Prior to issuance of building permit	Planning Department	Considered complete upon approval of project plans by the Planning Department
<p><b>Project Mitigation Measure 6 - General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the Western SoMa PEIR)</b></p> <p>To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:</p> <ul style="list-style-type: none"> <li>The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake</li> </ul>	Project sponsor/ construction contractor	During construction	Project sponsor to provide monthly noise reports during construction	Considered complete upon final monthly report

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).</p> <ul style="list-style-type: none"> <li>• The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.</li> <li>• The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.</li> <li>• The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.</li> <li>• Prior to the issuance of each building permit, along with the</li> </ul>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.</p>				
<b>Air Quality</b>				
<p><b>Project Mitigation Measure 7 – Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors (Mitigation Measure M-AQ-3 of the Western SoMa PEIR)</b></p> <p>To reduce the potential health risk to new sensitive receptors resulting from exposure to roadways, stationary sources, and other non-permitted sources of fine particulate matter (PM<sub>2.5</sub>) and toxic air contaminants (TACs), the Planning Department shall require analysis of potential site-specific health risks for all projects that would include sensitive receptors, based on criteria as established by the San Francisco Planning Department (as determined by the ERO or his/her designee), as such criteria may be amended from time to time. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments.</p> <p>Development projects in the Draft Plan Area and on the Adjacent Parcels that</p>	<p>Project sponsor/ Planning Department's ERO</p>	<p>Prior to the first project approval action for new development projects that are expected to generate TACs as part of everyday operations</p>	<p>Project sponsor/ Planning Department's ERO</p>	<p>Prior to the first project approval action for new development projects that are expected to generate TACs as part of everyday operations; during project operations</p>

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>would include sensitive receptors shall undergo, during the environmental review process and no later than the first project approval action, an analysis of potential health risks to new sensitive receptors, consistent with methodology approved by the San Francisco Planning Department, to determine if health risks from pollutant concentrations would exceed applicable significance thresholds as determined by the Environmental Review Officer.</p> <p>If one or more thresholds would be exceeded at the site of the subsequent project where sensitive receptors would be located, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher, as necessary to reduce outdoor-to-indoor infiltration of air pollutants by 80 percent. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor-to-indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration.</p>				
<p><b>Project Mitigation Measure 8 – Construction Emissions Minimization Plan (Mitigation Measure M-AQ-6 of the Western SoMa PEIR)</b></p> <p>A. Construction Emissions Minimization Plan. Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project’s construction emissions and if, based on that analysis, construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants (as well as TACs, see Impact M-AQ-6 and M-AQ-7) shall be designed to reduce criteria air</p>	Project sponsor/ construction contractor	Prior to the start of heavy diesel equipment use on site	Planning Department’s ERO to review and approve health risk assessment, or other appropriate analysis	Considered complete upon Environmental Planning Air Quality Specialist review and acceptance of health risk assessment, or other appropriate analysis

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>pollutant emissions to the greatest degree practicable. The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> <li>1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> <li>a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;</li> <li>b) All off-road equipment shall have: <ol style="list-style-type: none"> <li>i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, <i>and</i></li> <li>ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).<sup>3</sup></li> </ol> </li> <li>c) Exceptions: <ol style="list-style-type: none"> <li>i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.</li> <li>ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment</li> </ol> </li> </ol> </li> </ol>				

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed												
<p>that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</p> <p>iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.</p> <p><b>TABLE A1</b> <b>OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*</b></p> <table><tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr><tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr><tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr><tr><td>3</td><td>Tier 2</td><td>Alternative Fuel**</td></tr></table> <p>*How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</p> <p>**Alternative fuels are not a VDECS</p> <p>2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel**				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel**														



Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>the construction site to remind operators of the two minute idling limit.</p> <p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, Air Resources Board (ARB) verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.</p> <p><i>B. Reporting.</i> Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase,</p>				

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<p>the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.</p> <p>C. <i>Certification Statement and On-site Requirements.</i> Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>				
<p><b>Project Mitigation Measure 9 – Construction Emissions Minimization Plan for Health Risks and Hazards (Mitigation Measure M-AQ-7 of the Western SoMa PEIR)</b></p> <p>To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.</p> <p>All requirements in the Construction Emissions Minimization Plan must be included in contract specifications. The Construction Emissions Minimization Plan is described in Mitigation Measure M-AQ-6, Construction Emissions Minimization Plan for Criteria Air Pollutants.</p>	Project sponsor/ contractor/ certified mechanic	Prior to any demolition or construction activities	Project sponsor/ contractor/ certified mechanic/ Planning Department	Prior to and during any demolition or construction activities

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
<b>Biological Resources</b>				
<p><b>Project Mitigation Measure 10 – Pre-Construction Special-Status Bird Surveys (Mitigation Measure M-BI-1a of the Western SoMa PEIR)</b></p> <p>Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.</p>	Project sponsor/ qualified biologist/ CDFW/ USFWS	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project	Project sponsor/ qualified biologist/ CDFW/ USFWS	Prior to issuance of demolition or building permits
<p><b>Project Mitigation Measure 11 – Pre-Construction Special-Status Bat Surveys (Mitigation Measure M-BI-1b of the Western SoMa PEIR)</b></p> <p>Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no</p>	Project sponsor/ qualified biologist/ CDFW	Prior to issuance of building or demolition permits when trees with trunks over 12 inches in diameter are to be removed or when vacant buildings or those used seasonally or not occupied,	Project sponsor/ qualified biologist	Prior to issuance of building or demolition permits

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.		especially in the upper stories, are to be demolished		
<b>Hazards and Hazardous Materials</b>				
<b>Project Mitigation Measure 12 – Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR)</b> The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, 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 tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	Project sponsor/ Planning Department	Prior to any demolition or construction activities	Project sponsor/ Planning Department	Prior to any demolition or construction activities



# SAN FRANCISCO PLANNING DEPARTMENT

---

## Community Plan Exemption Checklist

*Case No.:* **2012.1553E**  
*Project Title:* **1174-1178 Folsom Street**  
*Zoning/Plan Area:* Folsom NCT (Folsom Neighborhood Commercial Transit) District  
65-X Height and Bulk District  
Western SoMa Community Plan  
*Block/Lot:* 3730/023, 024  
*Lot Size:* 2 lots totaling 8,000 square feet  
*Project Sponsor:* Erik Liu; 1178Folsom LLC  
(415) 314-8700  
*Staff Contact:* Brett Becker, (415) 554-1650, Brett.Becker@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 proposed project includes the following: 1) merging two 4,000-square-foot lots; 2) demolition of two existing one- and two-story warehouse/office buildings which total 9,600 square feet; and 3) construction of a new six-story, 65-foot tall, 42,781-square-foot mixed-use building with basement garage. The existing buildings were built circa 1952/1970 and are located within the eligible Western SoMa Light Industrial and Residential Historic District.

The new building would be constructed on a slab foundation and would include 3,990 square feet of retail space on the ground floor, 5,988 square feet of office space on the second floor, and 14,758 square feet of residential space with 42 single-room occupancy (SRO) dwelling units on the remaining floors. The 5,942 square-foot basement level garage would involve up to 14 feet of soil disturbance and would require the excavation of approximately 5,000 cubic yards of soil. The garage would be accessed from Clementina Street and would contain 9 off-street vehicle parking spaces, 48 Class 1 bicycle parking spaces, and 6 Class 2 bicycle parking spaces. The project would provide private open space for six dwelling units and approximately 1,658 square feet of common useable open space via a roof deck and court terrace for the remaining dwelling units. The project site is located within the Western SoMa Community Plan Area on the block bound by Clementina, 8<sup>th</sup>, Folsom, and Rausch Streets.

The block of Folsom Street between 7<sup>th</sup> and 8<sup>th</sup> Streets, on which the project site is located, consists of retail, residential, commercial, and office uses. The surrounding buildings vary in appearance and height; the existing two story buildings are generally industrial in character and consist of masonry construction, while the taller four- to six-story buildings are of more modern appearance characterized by stucco, steel, and glass. Several tall five- to six-story residential buildings line both sides of the Folsom Street block, interspersed with the low-rise industrial-style buildings. The existing warehouse/office buildings on the project site are currently being used for office and storage space. Immediate surrounding properties to the project site along Folsom Street include commercial/warehouse buildings and a five-story 65-foot tall multi-family residential building. The project site is located within 25 feet of a Historic District

contributor (three-and-a-half-story, Queen Anne Style, wood frame residential building) at 675-679 Clementina Street (one building away from the project site).

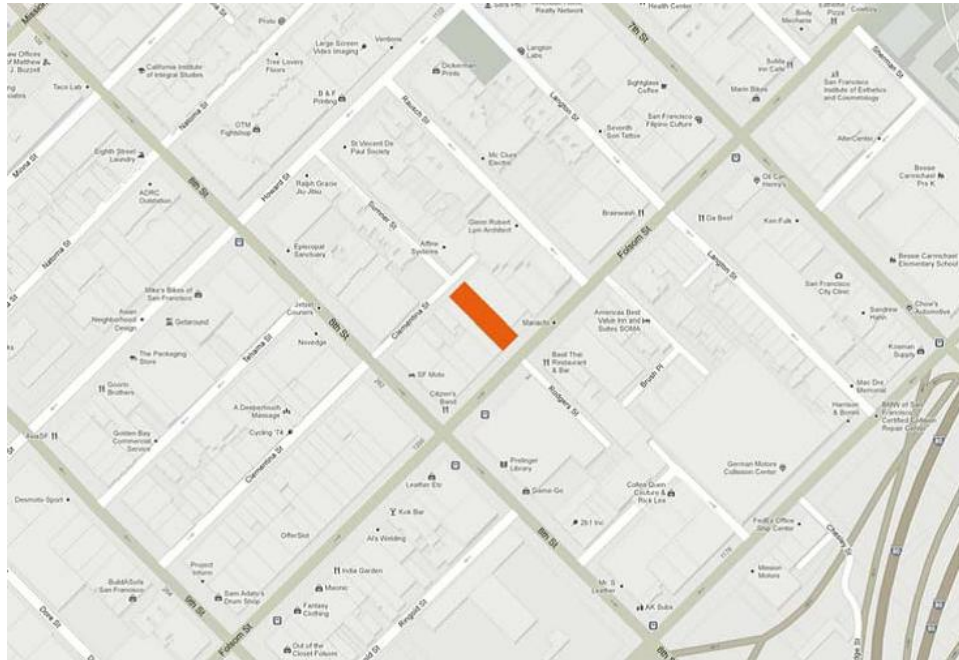
### **Project Approval**

The proposed project would require the following approvals:

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

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

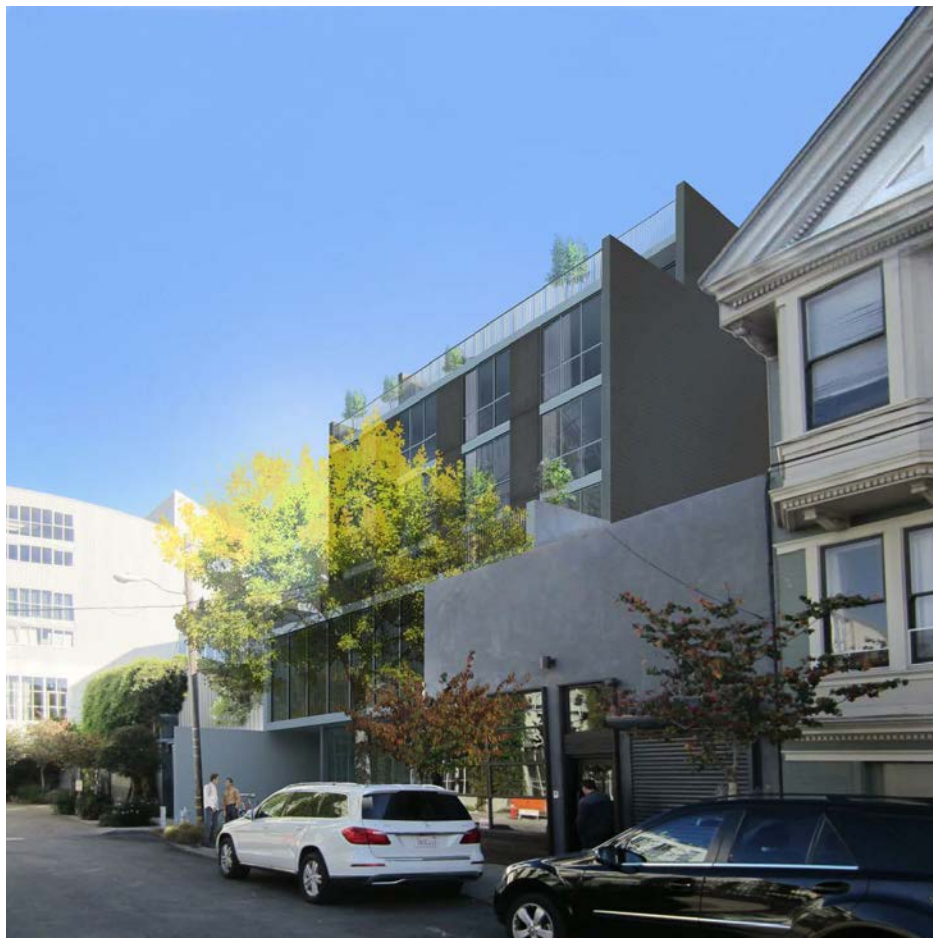
**FIGURE 1: PROJECT LOCATION**



**FIGURE 2: PROPOSED PROJECT DESIGN – FOLSOM STREET**





**FIGURE 3: PROPOSED PROJECT DESIGN – CLEMENTINA STREET**

## 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 Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).<sup>1</sup> 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 Western SoMa 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 topics are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

---

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

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

The Western SoMa PEIR identified significant impacts related to transportation and circulation, cultural and paleontological resources, wind and shadow, noise and vibration, air quality, biological resources, and hazards and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to shadow, transportation and circulation, cultural and paleontological resources, air quality, and noise. Aside from shadow, mitigation measures were identified for the above impacts and reduced said impacts to less-than-significant except for those related to transportation (program-level and cumulative traffic impacts at three intersections; and cumulative transit impacts on several Muni lines), cultural and paleontological resources (cumulative impacts from demolition of historic resources), noise (cumulative noise impacts), air quality (program-level TACs and PM<sub>2.5</sub> pollutant impacts, program-level and cumulative criteria air pollutant impacts).

The proposed project would include construction of a 65-foot-tall mixed-use residential building containing 42 SRO dwelling units, 3,990 square feet of retail space, 5,988 square feet of office space, and a basement parking garage. 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 Western SoMa PEIR.

#### AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

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

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

---

<sup>2</sup> San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 1174-1178 Folsom Street, March 11, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1553E.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>1. LAND USE AND LAND USE PLANNING— Would the project:</b>				
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 Western SoMa PEIR determined that adoption of the Western SoMa Community Plan would not result in a significant impact related to land use and would not result in a cumulative loss of production, distribution, and repair (PDR) uses. The Western SoMa PEIR anticipated that future development under the Community Plan would result in more cohesive neighborhoods and would include more clearly defined residential, commercial, and industrial areas. No mitigation measures were identified in the PEIR.

Furthermore, the Citywide Planning and Neighborhood Planning Divisions of the Planning Department have determined that the proposed project is permitted in the Folsom Street Neighborhood Commercial Transit (NCT) District and is consistent with the height, density, and land uses as specified in the Western SoMa Community Plan, maintaining the mixed character of the area by encouraging residential and commercial development.<sup>3,4</sup>

For these reasons, implementation of the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to land use and land use planning.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>2. POPULATION AND HOUSING— Would the project:</b>				
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"/>

<sup>3</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 1174-1178 Folsom Street, March 25, 2014. This document is on file and available for review as part of Case File No. 2012.1553E.

<sup>4</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1174-1178 Folsom Street, January 30, 2015. This document is on file and available for review as part of Case File No. 2012.1553E.

<b>Topics:</b>	<b><i>Significant Impact Peculiar to Project or Project Site</i></b>	<b><i>Significant Impact not Identified in PEIR</i></b>	<b><i>Significant Impact due to Substantial New Information</i></b>	<b><i>No Significant Impact not Previously Identified in PEIR</i></b>
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 Western SoMa Community Plan is to identify appropriate locations for housing to meet the citywide demand for additional housing. The Western SoMa PEIR concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the 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 Community Plan project area. The Western SoMa 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's residential, retail, and office uses would be expected to add approximately 42 residents and 33 employees to the site, respectively. Demolition of the existing warehouse/office buildings would remove existing manufacturing uses and associated employees (approximately 17). These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Western SoMa Community Plan, and evaluated in the Western SoMa PEIR.

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

<b>Topics:</b>	<b><i>Significant Impact Peculiar to Project or Project Site</i></b>	<b><i>Significant Impact not Identified in PEIR</i></b>	<b><i>Significant Impact due to Substantial New Information</i></b>	<b><i>No Significant Impact not Previously Identified in PEIR</i></b>
<b>3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:</b>				
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"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
d) 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 Western SoMa PEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of a historic resource through demolition.

Mitigation Measures M-CP-1a: Documentation of a Historic Resource, M-CP-1b: Oral Histories, and M-CP-1c: Interpretive Program require methods to document historic resources for individual projects that would demolish these resources. The proposed project would involve demolition of two existing warehouse/office buildings and construction of a six-story, 65-foot tall mixed-use building. The existing buildings were built circa 1952/1970 and are located within the eligible Western SoMa Light Industrial and Residential Historic District (Historic District). This Historic District developed primarily between the years 1906 and 1936 and consists of a group of resources that are cohesive in regard to scale, building typology, materials, architectural style, and relationship to the street. As such, a Historic Resource Evaluation Report (HRER) was prepared for the project to assess impacts to historic resources.<sup>5</sup> According to the HRER, neither of these buildings would qualify as a historic resource and were determined to be non-contributors to the Historic District since they were built after the period of significance of the Historic District and have low architectural value. Further, the HRER found that the proposed design of the new building would be compatible with the Historic District and would not cause a substantial adverse change in the significance of the Historic District. Therefore, the project would not contribute to a historic resource impact and Mitigation Measures M-CP-1a, M-CP-1b, and M-CP-1c would not apply to the proposed project.

The Western SoMa Community Plan PEIR identified potential construction impacts related to substantial damage to offsite historic architectural resources. The Western SoMa Community Plan PEIR identified two mitigation measures that would reduce historic architectural resource impacts to a less than significant level.

Mitigation Measures M-CP-7a: Protect Historical Resources from Adjacent Construction Activities and M-CP-7b: Construction Monitoring Program for Historical Resources require implementation of protection methods and a monitoring program during construction in order to minimize construction-related vibration effects on nearby historic buildings. For purposes of these measures, nearby historic buildings would include those within 100 feet of a construction site if pile driving would be used or those within 25 feet of a construction site if heavy equipment would be used. The proposed project would involve demolition of two existing warehouse/office buildings and construction of a new six-story mixed-use building. The project site is located within 25 feet of a Historic District contributor (three-and-a-half-

<sup>5</sup> Historic Resource Evaluation Report, 1174-1178 Folsom Street, December 23, 2013. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1553E.

story, Queen Anne Style, wood frame residential building) at 675-679 Clementina Street (one building away from the project site), and construction of the project may involve heavy equipment that could potentially affect the nearby historic resource. Therefore, the proposed project would contribute to construction-related historic architectural resource impacts, and would be subject to Mitigation Measures M-CP-7a and M-CP-7b (identified in this document as Project Mitigation Measures 1 and 2, respectively) requiring implementation of protection methods and a monitoring program during construction in order to reduce these impacts to a less than significant level.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Western SoMa Community Plan PEIR.

### **Archeological Resources**

The Western SoMa PEIR determined that implementation of the Community Plan could result in significant impacts on archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant-level. Western SoMa PEIR Mitigation Measure M-CP-4a: Project-Specific Preliminary Archeological Assessment and M-CP-4b: Procedures for Accidental Discovery of Archeological Resources apply to projects involving any soils-disturbing or soils-improving activities including excavation to a depth of five or more feet below grade. As the proposed project at 1174-1178 Folsom Street would involve up to 14 feet of soil disturbance to construct an underground parking garage, Mitigation Measures M-CP-4a and M-CP-4b apply to the project.

As part of project implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologist conducted a Preliminary Archeology Review (PAR) of the project site and the proposed project.<sup>6</sup> The PAR determined that the project would have the potential to adversely affect an archeological resource. Therefore, in accordance with Mitigation Measure M-CP-4a, the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. In addition, the project would be subject to Mitigation Measure M-CP-4b to reduce potential impacts from accidental discovery of buried archeological resources during project construction to a less-than-significant level. Western SoMa Mitigation Measures M-CP-4a and M-CP-4b are detailed at the end of this document as Project Mitigation Measure 3 and Project Mitigation Measure 4, respectively. The project would not result in significant impacts related to archeological resources with implementation of these mitigation measures.

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

---

<sup>6</sup> Environmental Planning Preliminary Archeological Review: Checklist for 1174-1178 Folsom Street from Allison Vanderslice, March 27, 2014. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1553E.

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

The Western SoMa PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, emergency access, or construction. As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on pedestrians, bicyclists, emergency access, or construction beyond those analyzed in the Western SoMa PEIR. Transportation system improvements included as part of the Western SoMa Plan were identified to have significant impacts related to loading, but the impact was reduced to less-than-significant with mitigation.

The Western SoMa PEIR anticipated that adoption of the Western SoMa Community Plan could result in significant impacts on traffic, transit, and loading, and identified four transportation mitigation measures. One mitigation measure reduced loading impacts to less-than-significant. Even with mitigation, however, it was anticipated that the significant adverse traffic impacts and the cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

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 involves construction of a six-story, mixed-use building containing 42 SRO dwelling units, 3,990 square feet of retail space, 5,988 square feet of office space, and a basement parking



garage. 48 secured bicycle parking spaces and six sidewalk bicycle racks would be provided. The project would provide up to 9 parking spaces in an underground garage.

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.<sup>7</sup> The proposed project would generate an estimated 1,076 person trips (inbound and outbound) on a weekday daily basis, consisting of 372 person trips by auto, 233 transit trips, 352 walk trips and 118 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 27 vehicle trips (accounting for vehicle occupancy data for this Census Tract).

### Traffic

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

The intersections near the project site, including Sixth/Bryant Streets, Seventh/Mission Streets, Seventh/Folsom Streets, Seventh/Harrison Streets, Eighth/Bryant Streets, Ninth/Mission Streets, Ninth/Folsom Street, Ninth/Harrison Streets, and Ninth/Bryant Streets, are currently operating and would continue to operate acceptably (at LOS D or better) during the PM peak hour (see **Table 1 – Intersection Level of Service**).

**Table 1 – Intersection Level of Service**

#1	Study Intersection	Existing P.M. Peak Hour	Cumulative (2030) P.M. Peak Hour
		LOS <sub>2</sub>	LOS
1	Fifth/ Bryant/ I-80 Eastbound on-ramp	E	F
3	Sixth Street/ Bryant Street	B	B
4	Sixth Street/ Brannan/ I-280 ramps	E	F
5	Seventh Street/ Mission Street	C	D
6	Seventh Street/ Folsom Street	B	C
7	Seventh/ Harrison/ I-80 Westbound on-ramp	B	C
8	Eighth Street/ Howard Street	B	C
9	Eighth Street/ Folsom Street	B	D
10	Eighth/Harrison/ I-80 Westbound off-ramp	D	F
11	Eighth Street/ Bryant Street	C	D
12	Ninth Street/ Mission Street	C	D
13	Ninth Street/ Folsom Street	B	D
14	Ninth Street/ Harrison Street	B	B

<sup>7</sup> San Francisco Planning Department, Transportation Calculations for 1174-1178 Folsom Street, June 12, 2013. These calculations are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1553E.

15	Ninth/Bryant/U.S. 101 Northbound off-ramp	D	D
----	---	---	---

Source: *Western SoMa PEIR, 2013, Table 4.E-1.*

**BOLD** indicates intersection operates at unacceptable LOS conditions (LOS E or F).

Notes: (1) Intersection number refers to numbering in PEIR. (2) LOS/delay for signalized intersection represents conditions for the overall intersection.

The proposed project would generate an estimated 27 new p.m. peak hour vehicle trips that could travel through surrounding intersections. This amount of new p.m. peak hour vehicle trips would not substantially increase traffic volumes at these or other nearby intersections, would not substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, and would not substantially increase average delay at intersections that currently operate at unacceptable LOS.

The proposed project would not contribute considerably to LOS delay conditions as its contribution of an estimated 27 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 Western SoMa Community Plan projects. The proposed project would also not contribute considerably to 2030 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 Western SoMa PEIR.

### Transit

The project site is located within a quarter mile of several local transit lines including Muni lines 12 and 19. The proposed project would be expected to generate 233 daily transit trips, including 29 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 29 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

The Western SoMa Community Plan PEIR identified less than significant impacts relating to exceedance of the capacity utilization standards for Muni lines or regional transit providers, or a substantial increase in delays or operating costs.

The proposed project's minor contribution of 29 PM peak hour transit trips would not be a substantial proportion of the overall transit volume generated by Western SoMa Community Plan area projects. The proposed project would not contribute considerably to cumulative transit conditions and thus, the proposed project would not result in any significant direct or cumulative transit impacts that were not identified in the PEIR.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan PEIR related to transit.

### 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.<sup>8</sup> 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, retail, and office 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 64 spaces. The proposed project would provide 9 off-street spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated 55 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. 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 Neighborhood Commercial Transit zoning district where under Section 151 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 64 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

---

<sup>8</sup> San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 1174-1178 Folsom Street, March 11, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1553E.

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

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

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>5. NOISE—Would the project:</b>				
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"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) 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 Western SoMa PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noise-generating uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. In addition, the Western SoMa PEIR noted that implementation of the Community Plan would incrementally increase traffic-generated noise on some streets in the Plan Area and result in construction noise impacts from pile driving and other construction activities. The Western SoMa PEIR therefore identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels.

Mitigation Measure M-NO-1a: Interior Noise Levels for Residential Uses requires a detailed analysis of noise reduction requirements for new development including noise-sensitive uses located along streets with noise levels above 60 dBA<sup>9</sup> ( $L_{dn}$ <sup>10</sup>), where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations. Mitigation Measure M-NO-1b: Siting of Noise-Sensitive Uses requires a noise analysis for new residential development and development that includes other noise-sensitive uses in order to reduce potential conflicts between existing noise-generating uses and new sensitive receptors. The proposed project would construct a new six-story residential mixed-use building—a noise sensitive use—in an area where traffic-related noise exceeds 60 dBA ( $L_{dn}$ ). Accordingly, the project sponsor has conducted an environmental noise study demonstrating that the proposed project can feasibly attain acceptable interior noise levels consistent with Title 24.<sup>11</sup>

Mitigation Measure M-NO-1c: Siting of Noise-Generating Uses requires a noise analysis for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity in order to reduce potential conflicts between existing sensitive receptors and new noise-generating uses. The proposed project includes retail use on the ground floor that could be considered a noise-generating use. The project's environmental noise

<sup>9</sup> The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

<sup>10</sup> The  $L_{dn}$  is the  $L_{eq}$ , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The  $L_{eq}$  is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

<sup>11</sup> Exterior Noise Isolation and Impact Assessment for 1174-1178 Folsom Street, Smith, Fause & McDonald Inc., January 25, 2014.

study concluded that the proposed retail use would be able to comply with the use compatibility requirements in the San Francisco General Plan and Police Code Section 2909, would not adversely affect nearby noise-sensitive uses, and there would be no particular circumstances about the project site that appear to warrant heightened concern about noise levels that would be generated by the proposed retail use.

Mitigation Measure M-NO-1d: Open Space in Noisy Environments requires that new open space associated with new development that includes noise-sensitive uses be protected from existing ambient noise levels in order to minimize disruption to users of the open space. The proposed project's new residential units would be considered a noise-sensitive use. As part of project implementation of Mitigation Measure M-NO-1d, an environmental noise study was prepared demonstrating that open space associated with the residential units could be protected from existing ambient noise levels that could prove annoying or disruptive to users of the open space since the site design uses the building itself to shield on-site open space from the greatest noise sources. As the project proposes a noise-sensitive use with provision of open space, Mitigation Measure M-NO-1d would apply to the project, and is detailed as Project Mitigation Measure 5 at the end of this document.

Mitigation Measures M-NO-2a: General Construction Noise Control Measures and M-NO-2b: Noise Control Measures During Pile Driving require implementation of noise controls during construction in order to reduce construction-related noise impacts. The proposed project would involve demolition of two existing warehouse/office buildings and construction of a new six-story mixed-use building, and therefore, would contribute to construction-related noise impacts. Since the proposed slab foundation would not require pile driving and would avoid vibration effects typically generated by pile-driving activities, Mitigation Measure M-NO-2b would not apply to the proposed project. However, the project would be subject to Mitigation Measures M-NO-2a—detailed under Project Mitigation Measure 6—in order to reduce these impacts to a less-than-significant level.

In addition, all construction activities for the proposed project (occurring over the course of approximately 12 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<sup>12</sup> ( $L_{dn}$ <sup>13</sup>) at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

---

<sup>12</sup> The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

<sup>13</sup> The  $L_{dn}$  is the  $L_{eq}$ , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The  $L_{eq}$  is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

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

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topics 5e and 5f are not applicable.

For the above reasons, the proposed project would not result in significant noise impacts that were not identified in the Western SoMa 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>
<b>6. AIR QUALITY—Would the project:</b>				
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 Western SoMa PEIR identified significant and unavoidable impacts related to violation of an air quality standard, uses that emit Diesel Particulate Matter (DPM), and construction emissions. The Western SoMa PEIR identified five mitigation measures that would help reduce air quality impacts; however, they would not be able to reduce these impacts to a less-than-significant level.

Mitigation Measure M-AQ-2: Transportation Demand Management Strategies for Future Development Projects is required for projects generating more than 3,500 vehicle trips resulting in excessive criteria pollutant emissions. The proposed project would generate approximately 214 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project.



For determining potential health risk impacts, San Francisco has partnered with the Bay Area Air Quality Management District (BAAQMD) to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco and identify portions of the City in which there are additional health risks for affected populations (“Air Pollutant Exposure Zone”). The Air Pollutant Exposure Zone was identified based on two health based criteria:

- (1) Excess cancer risk from all sources > 100 per one million persons; and
- (2) PM<sub>2.5</sub><sup>14</sup> concentrations from all sources including ambient >10µg/m<sup>3</sup>.<sup>15</sup>

Sensitive receptors<sup>16</sup> within the Air Pollutant Exposure Zone are more at risk for adverse health effects from exposure to substantial air pollutant concentrations than sensitive receptors located outside the Air Pollutant Exposure Zone. These locations (i.e., within the Air Pollutant Exposure Zone) require additional consideration when projects or activities have the potential to emit TACs, including DPM emissions from temporary and variable construction activities.

Mitigation Measure M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors and Article 38 of the San Francisco Health Code require new residential development in areas of poor air quality and near high-volume roadways to be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher, as necessary to reduce outdoor-to-indoor infiltration of air pollutants by 80 percent, which would minimize exposure of future residents to DPM and other pollutant emissions, as well as odors. Since the proposed project would include the addition of 42 residential units in an Air Pollutant Exposure Zone, the project would be required to install air filters in all residential units that will reduce PM<sub>2.5</sub> by 80% to comply with Mitigation Measure M-AQ-3 and Article 38. Therefore, Mitigation Measure M-AQ-3 would apply to the proposed project, as detailed under Project Mitigation Measure 7 at the end of this document.

The BAAQMD, the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), provided updated 2011 BAAQMD CEQA Air Quality Guidelines (Air Quality Guidelines),<sup>17</sup> which provided new methodologies for analyzing air quality impacts, including construction activities. The Air Quality Guidelines provide screening criteria for determining whether a project’s criteria air pollutant emissions may violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. If a project meets the screening criteria, then the project would have less-than-significant air quality impacts; the lead agency or applicant would thus not need to perform a detailed air quality assessment of the proposed project’s air pollutant emissions from construction or operations.

Mitigation Measures M-AQ-4: Siting of Uses that Emit PM<sub>2.5</sub> or DPM and Other TACs involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations. The project

---

<sup>14</sup> PM<sub>2.5</sub> is defined as particulate matter less than 2.5 micrometers in diameter, often called “fine” particles.

<sup>15</sup> A microgram per cubic meter (µg/m<sup>3</sup>) is a derived System International measurement unit of density—measuring volume in cubic meters—used to estimate weight or mass in micrograms.

<sup>16</sup> The 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. Bay Area Air Quality Management District (BAAQMD), Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

<sup>17</sup> Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011.

proposes construction of a six-story, mixed-use building containing 42 SRO dwelling units, 3,990 square feet of retail space, and 5,988 square feet of office space; the project would not generate more than 10,000 vehicle trips per day, 1,000 truck trips per day, or include a new stationary source, items that would emit TACs as part of everyday operations. The project site is located within an identified Air Pollutant Exposure Zone and the proposed project would result in an increase in construction- and operational-related criteria air pollutants including from the generation of daily vehicle trips and energy demand. The proposed project meets the screening criteria provided in the BAAQMD *CEQA Air Quality* Guidelines (May 2011) for construction- and operational-related criteria air pollutants. Thus, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. Therefore, Mitigation Measure M-AQ-4 is not applicable to the proposed project.

Mitigation Measure M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants and M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards require projects to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. For projects with construction activities located in an Air Pollutant Exposure Zone, compliance with Mitigation Measures M-AQ-6 and M-AQ-7 would require submittal of a Construction Emissions Minimization Plan to the Environmental Review Officer for review and approval. The project site is located within an identified Air Pollutant Exposure Zone. Construction activities from the proposed project would result in DPM and other TACs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction would last approximately seven months, and diesel-generating equipment would be required for the duration of the project's construction phase. Therefore, the proposed project's temporary and variable construction activities would result in short-term emissions of DPM and other TACs that would add emissions to areas already adversely affected by poor air quality. Thus, Mitigation Measures M-AQ-6 and M-AQ-7 are applicable to the proposed project, and are detailed in Project Mitigation Measures 8 and 9, respectively. Compliance with these mitigation measures would result in less-than-significant air quality impacts from construction vehicles and equipment.

To reduce construction dust impacts, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Construction activities from the proposed project would result in dust, primarily from ground-disturbing activities. The proposed project would be subject to and would comply with the Construction Dust Control Ordinance, which would ensure that these impacts would remain less than significant.

For the above reasons, the proposed project would not result in significant impacts on air quality that were not identified in the Western SoMa 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>
<b>7. GREENHOUSE GAS EMISSIONS—Would the project:</b>				
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 Western SoMa PEIR assessed the Greenhouse Gas (GHG) emissions that could result from implementation of the Western SoMa Community Plan. The PEIR concluded that the resulting GHG emissions from plan implementation would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco's Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy. Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, 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 Western SoMa Community Plan, there would be no additional impacts on GHG emissions beyond those analyzed in the Western SoMa 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>
<b>8. WIND AND SHADOW—Would the project:</b>				
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

The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the PEIR determined that this impact could be reduced to a less-than-significant level with implementation of Mitigation Measure M-WS-1: Screening-Level Wind

Analysis and Wind Testing, which would require a wind analysis for any new structures within the Community Plan area that have a proposed height of 80 feet or taller.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects under 80 feet in height would not have the potential to generate significant wind impacts. The proposed 65-foot-tall mixed-use residential building would be similar in height to existing buildings in the area, and thus the project would not contribute to the significant wind impact identified in the Western SoMa PEIR because the proposed structure would not rise substantially above nearby buildings and would not exceed 80 feet in height. Therefore, Mitigation Measure M-WS-1 would not apply to the proposed project.

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

### Shadow

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

Planning Code Section 295 generally prohibits new buildings that would cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Parks Department between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. The proposed project would demolish two existing one- and two-story warehouse/office buildings building and construct a six-story, approximately 65-foot tall mixed-use residential building. To determine whether the proposed project would conform to Section 295, the Planning Department conducted a preliminary shadow fan analysis. The preliminary shadow fan analysis determined that the project would not cast shadows on any public open spaces or recreational resources, including but not limited to parks under the jurisdiction of the San Francisco Recreation and Parks Department. Therefore, the project would not contribute to the significant shadow impact identified in the Western SoMa Community Plan PEIR.

For the above reasons, the proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa Community Plan PEIR related to shadow.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>9. RECREATION—Would the project:</b>				
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 Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures were identified in the PEIR.

The limited increase of population in the vicinity due to the proposed project would not substantially increase the use and deterioration of the local recreational facilities nor require construction of new or expansion of facilities. As the proposed project would not degrade recreational facilities and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on recreation beyond those analyzed in the Western SoMa 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>
<b>10. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
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 Western SoMa PEIR determined that the anticipated increase in population in the Plan area would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on utilities and service systems beyond those analyzed in the Western SoMa 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>
<b>11. PUBLIC SERVICES—Would the project:</b>				
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 Western SoMa PEIR determined that the anticipated increase in population in the Plan area would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on public services beyond those analyzed in the Western SoMa 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>
<b>12. BIOLOGICAL RESOURCES—Would the project:</b>				
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"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) 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 Western SoMa PEIR, the Western SoMa Community Plan Area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the project area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Western SoMa Community Plan would largely consist of new construction of mixed-uses in these heavily built-out former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the Western SoMa PEIR concluded that implementation of the Plan would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

The Western SoMa PEIR determined that the Western SoMa Community Plan would result in significant but mitigable impacts on special-status birds and bats that may be nesting in trees or roosting in buildings that are proposed for removal/demolition as part of an individual project. As identified in the PEIR, Mitigation Measures M-BI-1a: Pre-Construction Special-Status Bird Surveys and M-BI-1b: Pre-Construction Special-Status Bat Surveys would reduce these impacts to a less-than-significant level. Mitigation Measure M-BI-1a requires that conditions of approval for building permits issued for construction of projects within the Western SoMa Community Plan area include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. Mitigation Measure M-BI-1b requires pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. The proposed project would involve demolition of two existing one- and two-story warehouse/office buildings, and therefore would contribute to this significant impact. Therefore, the project would be subject to Mitigation Measures M-BI-1a and M-BI-1b requiring pre-construction special-status bird and bat surveys to be conducted prior to demolition in order to reduce these impacts to a less-than-significant level. Mitigation Measures M-BI-1a and M-BI-1b are detailed at the end of this document as Project Mitigation Measures 10 and 11, respectively.

As the proposed project includes the above mitigation measures and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on biological resources beyond those analyzed in the Western SoMa 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>
<b>13. GEOLOGY AND SOILS—Would the project:</b>				
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 Western SoMa PEIR concluded that implementation of the Plan would indirectly increase the population that would be subject to an earthquake, including seismically induced groundshaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risk, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Therefore, the PEIR concluded that the project would not result in significant impacts related to geological hazards. No mitigation measures were identified in the PEIR.

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

proposed project which provided recommendations for final building design.<sup>18</sup> The report concluded that there were no unusual geology and soil conditions at the project site. The proposed project would comply with the recommendations of this geotechnical review by incorporating the recommendations into the final building design subject to DBI review.

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 Western SoMa PEIR, and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>14. HYDROLOGY AND WATER QUALITY—Would the project:</b>				
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"/>
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"/>

<sup>18</sup> Rockridge Geotechnical, "Geotechnical Investigation Proposed Residential Building 1174 and 1178 Folsom Street", June 28, 2013. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1553E.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
i) 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 Western SoMa PEIR determined that the anticipated increase in population would not result in a significant impact to hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

The project site is entirely covered by impervious surfaces and the proposed building and courtyard areas would fully occupy the project site. As a result, the proposed project would not result in an increase in the amount of impervious surface area on the site, which in turn would not increase the amount of runoff and drainage. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with the Stormwater Design Guidelines, incorporating Low Impact Design (LID) approaches and stormwater management systems into the project. Therefore, the proposed project would not adversely affect runoff and drainage.

For the above reasons, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Western SoMa 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>
<b>15. HAZARDS AND HAZARDOUS MATERIALS— Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) 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"/>

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

### **Hazardous Building Materials**

The proposed project would involve demolition of the existing one- and two-story warehouse/office buildings on the project site, which was built circa 1952. Because this structure was built before the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the existing structure could expose workers or the community to hazardous building materials. In compliance with the Western SoMa PEIR, the project would be required to implement Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement, identified as Project Mitigation Measure 12 before demolition of the existing structure, which would reduce potential impacts related to hazardous building materials to a less-than-significant level.

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

### **Handling of Potentially Contaminated Soils**

The Western SoMa PEIR identified potentially significant impacts related to exposing the public or the environment to unacceptable levels of hazardous materials as a result of subsequent projects within the Plan Area. The PEIR determined that Mitigation Measure M-HZ-3: Site Assessment and Corrective Action would reduce these impacts to a less-than-significant level.

Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A, which is administered and overseen by the Department of Public Health (DPH) and is also known as the Maher Ordinance. Amendments to the Maher Ordinance became effective August 24, 2013, and require that sponsors for projects that disturb more than 50 cubic yards of soil to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. Mitigation Measure M-HZ-3 of the Western SoMa PEIR related to contaminated soil and groundwater is therefore superseded by the Maher Ordinance.

The proposed project is located on the Maher Map<sup>19</sup> and would excavate up to 14 feet below grade and approximately 5,000 cubic yards of soil. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

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

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination.<sup>20</sup> The Phase I found no evidence of the presence or likely presence of any hazardous substances or petroleum products that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, ground water, or surface water. The Phase I did not find any physical or documentary evidence of any use, storage or disposal of any chemicals, hazardous materials, reportable substances or hazardous waste at the site. No Recognized Environmental Concerns are associated with the property and none were identified in the nearby areas.

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

Therefore, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Western SoMa 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>
<b>16. MINERAL AND ENERGY RESOURCES— Would the project:</b>				
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"/>

<sup>19</sup> The Maher Map identifies sites that are known or suspected to contain contaminated soil and/or groundwater.

<sup>20</sup> AEI Consultants. July 15, 2010. Phase I Environmental Site Assessment Report, 1174-1178 Folsom Street, San Francisco, CA 94103. This document is on file for review as part of Case File No. 2012.1553E.

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

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

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Western SoMa 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>
<b>17. AGRICULTURE AND FOREST RESOURCES:—Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

---

## MITIGATION MEASURES

### **Project Mitigation Measure 1 - Protect Historical Resources from Adjacent Construction Activities (Mitigation Measure M-CP-7a of the Western SoMa PEIR)**

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

### **Project Mitigation Measure 2 - Construction Monitoring Program for Historical Resources (Mitigation Measure M-CP-7b of the Western SoMa PEIR)**

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



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

**Project Mitigation Measure 3 – Archeological Testing Program (Mitigation Measure M-CP-4a of the Western SoMa PEIR)**

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

This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.

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

- A. *Consultation with Descendant Communities.* On discovery of an archeological site<sup>21</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative<sup>22</sup> of the descendant group and the Environmental Review Officer (ERO) shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

---

<sup>21</sup> The term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>22</sup> An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

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

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

- a) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
  - b) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.
- C. *Archeological Monitoring Program.* If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions:
- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
  - The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
  - The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

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

- E. *Human Remains and Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.
- F. *Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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

**Project Mitigation Measure 4 – Procedures for Accidental Discovery of Archeological Resources (Mitigation Measure M-CP-4b of the Western SoMa PEIR)**

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

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

Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall

immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

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

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

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

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

**Project Mitigation Measure 5 – Open Space in Noisy Environments (Mitigation Measure M-NO-1d of the Western SoMa PEIR)**

To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1c, 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. Implementation of this measure shall be undertaken consistent with other principles of urban design.

**Project Mitigation Measure 6 - General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the Western SoMa PEIR)**

To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in

advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

**Project Mitigation Measure 7 – Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors (Mitigation Measure M-AQ-3 of the Western SoMa PEIR)**

To reduce the potential health risk to new sensitive receptors resulting from exposure to roadways, stationary sources, and other non-permitted sources of fine particulate matter (PM<sub>2.5</sub>) and toxic air contaminants (TACs), the Planning Department shall require analysis of potential site-specific health risks for all projects that would include sensitive receptors, based on criteria as established by the San Francisco Planning Department (as determined by the ERO or his/her designee), as such criteria may be amended from time to time. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments.

Development projects in the Draft Plan Area and on the Adjacent Parcels that would include sensitive receptors shall undergo, during the environmental review process and no later than the first project approval action, an analysis of potential health risks to new sensitive receptors, consistent with methodology approved by the San Francisco Planning Department, to determine if health risks from pollutant concentrations would exceed applicable significance thresholds as determined by the Environmental Review Officer.

If one or more thresholds would be exceeded at the site of the subsequent project where sensitive receptors would be located, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher, as necessary to reduce outdoor-to-indoor infiltration of air pollutants by 80 percent. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor-to-indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration.

**Project Mitigation Measure 8 – Construction Emissions Minimization Plan (Mitigation Measure M-AQ-6 of the Western SoMa PEIR)**

- A. Construction Emissions Minimization Plan. Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project's construction emissions and if, based on that analysis, construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants (as well as TACs, see Impact M-AQ-6 and M-AQ-7) shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable. The Plan shall detail project compliance with the following requirements:

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

- a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;
- b) All off-road equipment shall have:
  - i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, *and*
  - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).<sup>23</sup>
- c) Exceptions:
  - i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.
  - ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).
  - iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

**TABLE A1  
OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE\***

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

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

\*\*Alternative fuels are not a VDECS

<sup>23</sup> Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.



2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
  3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
  4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, Air Resources Board (ARB) verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.
  5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.
- B. Reporting.* Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.
- Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.
- C. Certification Statement and On-site Requirements.* Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

**Project Mitigation Measure 9 – Construction Emissions Minimization Plan for Health Risks and Hazards (Mitigation Measure M-AQ-7 of the Western SoMa PEIR)**

To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.

All requirements in the Construction Emissions Minimization Plan must be included in contract specifications. The Construction Emissions Minimization Plan is described in Mitigation Measure M-AQ-6, Construction Emissions Minimization Plan for Criteria Air Pollutants.

**Project Mitigation Measure 10 – Pre-Construction Special-Status Bird Surveys (Mitigation Measure M-BI-1a of the Western SoMa PEIR)**

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

**Project Mitigation Measure 11 – Pre-Construction Special-Status Bat Surveys (Mitigation Measure M-BI-1b of the Western SoMa PEIR)**

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

**Project Mitigation Measure 12 – Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR)**

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, 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 tube fixtures, which could contain mercury, are similarly removed intact 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.