



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization

HEARING DATE: MARCH 10, 2016

Date: March 3, 2016
Case No.: **2013.0253ENX**
Project Address: **655 FOLSOM STREET**
Zoning: MUR (Mixed-Use Residential) Zoning District
130-G Height and Bulk District
Block/Lot: 3570/050
Project Sponsor: CJ Higley – Farella Braun + Martell LLP
235 Montgomery Street, 17th Floor
San Francisco, CA 94104
Staff Contact: Shaunn Mendrin – (415) 575-9178
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Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposed project includes demolition of the two-story commercial building (measuring approximately 14,000 square feet), and new construction of a 130-foot fourteen-story, mixed-use building (approximately 75,200 gross square feet) with 89 dwelling units, ground floor retail along Folsom Street (approximately 2,300 square feet total, which is divided into two separate spaces), 1 car-share parking space, 36 off-street parking spaces, 89 Class 1 bicycle parking spaces, and six Class 2 bicycle parking spaces. The project includes a dwelling unit mix consisting of 37 two-bedroom units and 52 one-bedroom units. The proposed project includes private open space, common open space (approximately 3,260 square feet) via a rear yard, and a roof terrace.

SITE DESCRIPTION AND PRESENT USE

The proposed project is located on the southwest corner of Folsom and Hawthorne Streets on an rectangular-shaped corner lot (with a lot area of 7,000± square feet) with approximately 82.5-ft of frontage along Folsom Street and 84.80-ft of frontage along Hawthorne Street. Currently, the subject lot contains an existing two-story building (Canton Restaurant) with frontage on both Folsom and Hawthorne Streets.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located within the Mixed-Use Residential (MUR) Zoning Districts in the East SoMa Area Plan. The immediate context is mixed in character with mixed residential, commercial, Moscone Center and office development along Folsom Street, and residential

development along Hawthorne Street. The immediate neighborhood along Folsom Street includes two-story commercial and residential properties, high-rise office and residential buildings. The immediate neighborhood along Hawthorne Street includes larger-scale residential properties, which range in height from five-to-nine stories. Adjacent to the project site are two-story commercial buildings on Folsom and behind the site on Hawthorne Street is also a two-story building and parking lot. The adjacent site is currently being reviewed by the Planning Department for the construction of a thirteen-story building which forms an “L” around the 655 Folsom Street. The project site has two street frontages: Folsom Street, which is currently identified as a one-way transit thoroughfare with a bike lane on the south side; and, Hawthorne Street, which is a smaller-scale one-way connector street leading to freeway access off of Harrison Street. Other zoning districts in the vicinity of the project site include: C-3-S (Downtown Support), C-3-O (Downtown Office) and C-3-O (SD) (Downtown Office-Special Development).

The subject site is located within the Draft Central SoMa Plan area bounded by Market and Townsend Streets and 2nd and 6th Streets. The Central SoMa Plan is intended to develop an integrated vision for the Central Subway rail corridor which runs down 4th Street connecting to Cal Train and the existing Muni Sunnysdale line. A Draft of the Central SoMa Plan was released in April 2013 and is currently going through refinements and environmental review. It is anticipated that the Central SoMa Plan will begin the review and adoption process in fall of 2016. The Central SoMa Plan includes three alternatives for development concentrations around the rail corridor, with no changes in height or bulk for the subject site. The Land Use Alternatives propose changing the Zoning Designation for the site from MUR (Mixed Use Residential) to MUO (Mixed Use Office), both of which encourage housing with the latter providing more emphasis on office. The requirements for housing in both districts are the same. Citywide staff reviewed the project for consistency with the Draft Central SoMa Plan and have found that the proposal meets the intent by providing higher density housing with the appropriate dwelling unit mix in proximity to existing office areas. Additional information about the Central SoMa plan may be found at the following link: <http://www.sf-planning.org/index.aspx?page=2557>.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on November 3, 2014, 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.

AMENDED HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	February 19, 2016	February 19, 2016	20 days
Posted Notice	20 days	February 19, 2016	February 19, 2016	20 days
Mailed Notice	20 days	February 19, 2016	February 19, 2016	20 days

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

PUBLIC COMMENT

- The project sponsor conducted a Pre-Application meeting on September 24, 2015, which included adjacent neighbors and interested groups. No one attended the Pre-Application meeting.
- The project Sponsor held one additional outreach meeting on February 23, 2016, which included adjacent neighbors, interested community members and the entire required mailing for the LPA and 312 notification. Thirteen residents attended the meeting and inquired about construction timing and improvement to Hawthorne Street.
- As of February 19, 2016, the Department has received one letter in support of the project from the San Francisco Housing Action Coalition.

ISSUES AND OTHER CONSIDERATIONS

- Entitlements: The project site is located within the MUR (Mixed Use Residential) zoning district, which is an Eastern Neighborhoods Zoning District—See Planning Code Section 201); therefore, the project requires a Large Project Authorization (Planning Code Section 329).
- Large Project Authorization Modifications: As part of the Large Project Authorization (LPA), the Commission may grant modifications from certain Planning Code requirements for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The proposed project requests modifications from: 1) rear yard (Planning Code Section 134); 2) dwelling unit exposure (Planning Code Section 140); 3) ground floor ceiling height (Planning Code Section 145.1); and 4) off-street parking (Planning Code Section 151.1). Department staff is in agreement with the proposed modifications given the overall project and its outstanding and unique design.
- Inclusionary Affordable Housing: The Project has elected the Affordable Housing Fee alternative, identified in Planning Code Section 415. The project site is located within the MUR Zoning District, which will require a fee based on 20% of the total number of units proposed in the development. The Project contains 89 units and the Project Sponsor will

fulfill this requirement by paying a fee for a total of 17.8 units (10.4 one bedroom units and 7.4 two bedroom units).

- Vision Zero & Streetscape Improvements: In recognition of the City's Vision Zero Program and understanding that the final layout of Folsom Street is still in flux, the Project Sponsor has updated their streetscape plans, to plant street trees on Folsom Street and to narrow Hawthorne and add in widened sidewalk and street furniture.
- 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
Affordable Housing Fee (20%)	415 (fee varies on unit type)	\$5,508,315
Transportation Sustainability Fee – Residential (Application submitted by 7/21/15- 61,222 gsf)	411A (@ \$7.74/2) <i>Credit (11,642 gsf x \$15.32)</i>	\$236,929 <i>(\$178,355)</i>
Transportation Sustainability Fee –Nonresidential (Application submitted by 7/21/15- 2,300 gsf)	411A-NonRes(@\$15.32)	\$35,236
Eastern Neighborhoods Impact Fee (11,642 sq ft – Tier 1; Change in Use from Non- Residential to Residential)	423 (@ \$2.55)	\$29,687
Eastern Neighborhoods Impact Fee (61,222 sq ft – Tier 1; New Residential)	423 (@ \$10.19)	\$623,852
Childcare Fee (Residential 61,222 gsf)	414A(@1.83)	\$112,036
Childcare Fee (Change of Use 11,642 gsf)	414A(@0.26)	\$3,026
	TOTAL	\$6,370,726.00

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 a Large Project Authorization pursuant to Planning Code Section 329 to allow the new construction of a fourteen-story mixed use development with 89 dwelling units, approximately, 2,300 gross square feet of ground floor retail and to allow modifications to the requirements for rear yard (Planning Code Section 134), dwelling unit exposure (Planning Code Section 140), ground floor ceiling height (Planning Code Section 145.1), and off-street parking (Planning Code Section 151.1).

BASIS FOR RECOMMENDATION

The Department believes this project is approvable for the following reasons:

- 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 a zoning district where residential and ground floor commercial uses are principally permitted.
- The Project produces a new mixed-use development with ground floor corner retail 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 complies with the First Source Hiring Program.
- The Project adds 89 new dwelling units to the City's housing stock, including 37 two-bedroom units, and 52 one-bedroom units.
- The Project will fully utilize the Eastern Neighborhoods Area Plan controls, and will pay the appropriate development impact fees and the inclusionary housing fee at a rate of 20%.
- The Project is consistent with the General Plan.

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Motion-Large Project Authorization
Architectural Drawings
Mitigation Monitoring and Reporting Plan
Parcel Map
Sanborn Map
Aerial Photograph
Zoning Map
Height and Bulk Map
Site Photos (3)
Major Projects within .25 mile Radius
Affidavit for Compliance with the Inclusionary Housing Program
Anti-Discriminatory Housing Policy
Community Letters
Community Plan Exemption

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 checked="" type="checkbox"/> Context Photos | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program:
Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos | |

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

SM
Planner's Initials

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SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW EXCEPTIONS TO 1) REAR YARD (PLANNING CODE SECTION 134); 2) DWELLING UNIT EXPOSURE (PLANNING CODE SECTION 140); 3) GROUND FLOOR CEILING HEIGHT (PLANNING CODE SECTION 145.1); AND 4) OFF-STREET PARKING (PLANNING CODE SECTION 151.1) TO ALLOW CONSTRUCTION OF A NEW 130-FOOT, FOURTEEN-STORY MIXED-USE BUILDING (APPROXIMATELY 75,200 GSF) WITH 89 DWELLING UNITS (CONSISTING OF 52 1-BEDROOM UNITS, AND 37 2-BEDROOM UNITS) AND A TOTAL OF 2,300 GSF OF GROUND FLOOR RETAIL USE, LOCATED AT 655 FOLSOM STREET, LOTS 050 IN ASSESSOR'S BLOCK 3750, WITHIN THE MUR (MIXED USE RESIDENTIAL) ZONING DISTRICT, EAST SOMA PLAN AREA, AND A 130-G HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 17, 2015, CJ Higley of Farella Braun + Martell LLP (hereinafter "Project Sponsor") filed Application No. 2013.0253ENX (hereinafter "Application") on behalf of Forton Fund LLC (Property Owner) with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new fourteen-story mixed-use building with 89 dwelling units and 2,300 gross square feet of ground floor retail at 655 Folsom Street (Block 3750 Lot 050) in San Francisco, California.

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

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

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

On November 3, 2014, 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. 2013.0253ENX 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 10, 2016 the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2013.0253ENX.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization requested in Application No. 2013.0253ENX, 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 the southwest corner of Folsom and Hawthorne Streets on a rectangular-shaped corner lot (with a lot area of 6,9700± square feet) with approximately 82-ft of frontage along Folsom Street and 84-ft of frontage along Hawthorne Street. Currently, the subject lot contains a parking lot and a two-story commercial building along Folsom Street.
3. **Surrounding Properties and Neighborhood.** The project site is located within the MUR Zoning District in the East SoMa Area Plan. The immediate context is mixed in character with mixed residential, commercial and office development along Folsom Street, and industrial and residential development along Hawthorne Street. The immediate neighborhood along Hawthorne Street includes a mix of smaller-scale industrial properties mixed with larger residential buildings ranging in heights from 1 to 8 stories. The immediate neighborhood along Folsom Street includes one-to-two-story commercial properties, five-to-thirteen-story office buildings, and nine-story residential complexes. Adjacent to the project site is a two-story industrial building on Folsom Street and a two-story commercial building (d.b.a. Red Dog Graphics) along Hawthorne 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, Hawthorne Street, which is a

smaller-scale one-way residential street. Other zoning districts in the vicinity of the project site include: C-3-O (SD) (Downtown-Office (Special Development)); C-3-S (Downtown Support); and C-3-O (Downtown-Office).

4. **Project Description.** The proposed project includes demolition of the two-story commercial building (measuring approximately 14,000 square feet), and new construction of a 130-foot, fourteen-story, mixed-use building (approximately 75,200 gross square feet) with 89 dwelling units, ground floor retail along Folsom Street (approximately 2,300 square feet total, which is divided into two separate spaces), 1 car-share parking space, 36 off-street parking spaces, 89 Class 1 bicycle parking spaces, and six Class 2 bicycle parking spaces. The project includes a dwelling unit mix consisting of 37 two-bedroom units and 52 one-bedroom units. The proposed project includes private open space, common open space (approximately 3,260 square feet) via a rear yard, and a roof terrace.
5. **Public Comment.** The Project Sponsor has conducted the required Pre-Application meeting and an additional outreach meeting on February 23, 2016. Concerns regarding construction were voiced at the meeting. Construction management is addressed in the standard Conditions of Approval for the project. The Department has received one letter in support of the proposed project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Permitted Uses in MUR Zoning Districts.** Per Planning Code Section 841.20 and 841.45, retail and residential uses are principally permitted uses within the MUR Zoning District.

The proposed project would construct a new residential use within the MUR Zoning District, and would construct new ground floor retail use. Currently, the Project contains 89 dwelling units. Therefore, the proposed project complies with Planning Code Sections 841.20 and 841.45.

- B. **Rear Yard.** Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot to be provided at the lowest level of dwelling units. Therefore, the Project would have to provide a rear yard, which measures approximately 1,743 square feet, located along the rear property line. Section 134(f) allows for modifications to the rear yard requirements through the Large Project Authorization process by providing an equivalent amount of square footage on the project site.

Currently, the Project features a rear courtyard on the podium level, which measures approximately 50-ft 4-in wide by 34-ft 8-in deep, which comprises approximately 1,750 square feet. Although the Project does not provide a code-complying rear yard, it does provide

rear yard area which is equal to the amount of square footage that would have been provided in a code-complying rear yard. The Project provides code-complying open space through a series of private balconies, roof deck and public open space with a total of 4,490 square feet of open space (see discussion below). Thus, the total amount of open space is over the amount which would have been provided in the required rear yard. The Project is seeking a modification of the rear yard requirement as part of the Large Project Authorization, since the proposed rear yard (or rear courtyard) does not extend the entire length of the subject lot (See Below).

The Project occupies a corner lot at the intersection of Folsom and Hawthorne Streets. Since the surrounding area is mixed in character, the subject block does not possess a definitive pattern of mid-block open space. However, many of the residential properties on the subject block do possess open space areas integrated into each development. The Project contributes to establishing a new rear yard pattern on the subject block, which will be matched as redevelopment occurs.

- C. **Useable Open Space.** Within the MUR Zoning District, Planning Code Section 135 requires a minimum of 80 sq ft of open space per dwelling unit.

Private useable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 sq ft is 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.

For the proposed 89 dwelling units in the MUR Zoning District, the Project is required to provide 80 square feet of private or common open space and 54 square feet of public open space. This amount may be reduced through the placement of Publicly Accessible Open Space.

The Project provides code-complying open space through the use of private balconies for twenty-six dwelling units, a roof deck and publically accessible space on Hawthorne Street. In addition to the private balconies, the project will provide 4,490 square feet of open space between the roof deck and public open space on Hawthorne. The Project also includes a podium terrace area which provides an additional XX square feet of open space for residents.

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

Currently, the Project includes bay windows, which project over the street and useable open space that are approximately 9-ft wide and project approximately 3-ft over the property line; therefore, these features comply with Planning Code Section 136(c)(2).

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

The Project includes the new construction of a fourteen-story mixed-use building on a lot with approximately 80-feet of frontage along Folsom and Hawthorne Streets. Therefore, the Project is required to provide a total of eight street trees along both frontages.

Currently, the Project provides three street trees along Folsom Street and four street trees along Hawthorne 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 one street tree pending consultation with the Department of Public Works (DPW). In addition, the Project includes streetscape elements, including a bulb-out at the corner of Hawthorne and Folsom Streets, which extends the full length of the Hawthorne frontage including new sidewalk planters, planting strips, bicycle parking and street furniture. Therefore, the proposed project complies with Planning Code Section 138.1.

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

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

- G. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, rear yard or other open area that meets minimum requirements for area and horizontal dimensions. To meet exposure

requirements, a public street, public alley, side yard or rear yard must be at least 25 ft in width, or an open area (inner court) must be no less than 25 ft in every horizontal dimension for the floor at which the dwelling unit is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

The Project organizes the dwelling units to have exposure either on Folsom or Hawthorne 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 eighteen dwelling units (primarily on the upper floors), which do not face onto a code-complying inner court.

Therefore, the Project is seeking a modification of the dwelling unit exposure requirement through a Large Project Authorization.

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

The Project meets the requirements of Planning Code Section 145.1, except for nonresidential height. Off-street parking is located below grade. The Project has one 10-foot wide garage entrance to the below-grade off-street parking located along Hawthorne Street. The Project features active uses on the ground floor with retail space on the Folsom frontage wrapping around to Hawthorne and the residential lobby entrance located on Hawthorne. The retail space (commercial space 1) on the corner of Folsom and Hawthorne provides a grade to floor height of 19 feet. The retail space (commercial space 2) on Folsom Street provides a height of 14 feet for a majority of the frontage except for an 11-foot± portion where the grade raises up toward Hawthorne (see Sheet A7.1). The project sponsor is requesting a minor modification through the Large Project Authorization. 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 MUR Zoning District, Planning Code Section 151.1 principally permits one parking spaces for each four dwelling units. Under the Large

Project Authorization from the Planning Commission, the parking ratio may be increased to a maximum of .75 parking spaces per dwelling unit.

For the 89 dwelling units, the Project is principally permitted 22 off-street parking spaces, and allowed a maximum of 67 off-street parking spaces with the Large Project Authorization. For the proposed retail use (approximately 2,300 *gross square feet*), the Project is permitted a maximum of two off-street parking spaces.

Currently, the Project provides 36 below-grade off-street parking spaces. Of these 36 off-street parking spaces, one handicap parking space and 1 carpool have been identified.

Since the Project exceeds the principally permitted amount of parking (approximately 24 parking spaces), the Project is seeking a modification of the off-street parking requirement through a Large Project Authorization. The proposed parking results in a parking ratio of .40 spaces per unit. The Commission supports the off-street parking in excess of the principally permitted amount, since the development is using high efficiency stackers and has located parking below grade, which allows for additional active space at the pedestrian level.

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

The Project includes approximately 75,000 gross square feet, which is below the threshold of requiring off-street loading spaces. Therefore, no off-street loading spaces are required.

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

The Project includes 89 dwelling units; therefore, the Project is required to provide 89 Class 1 bicycle parking spaces and 5 Class 2 bicycle parking spaces.

The Project will provide 89 Class 1 bicycle parking spaces and eight Class 2 bicycle parking spaces, thus exceeding the requirement. Therefore, the proposed project complies with Planning Code Section 155.2.

- L. **Curb Cut.** Within the MUR Zoning District, 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 driveway entrance along Hawthorne Street. Folsom Street is currently under study and is planned to include bike lanes; therefore, the location of the driveway entrance on Hawthorne 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.

- M. **Car Share Requirements.** Planning Code Section 166 requires one car-share parking space for projects constructing 50 to 200 dwelling units.

The Project includes 89 dwelling units; therefore, it is required to provide a minimum of one car-share parking space.

The Project provides one car-share parking spaces; therefore, the proposed project complies with Planning Code Section 166.

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

The Project is providing off-street parking that is accessory to the dwelling units. These spaces will be unbundled and sold and/or leased separately from the dwelling units; therefore, the Project meets this requirement.

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

For the 89 dwelling units, the Project is required to provide at least 35 two-bedroom units or 31 three-bedroom units.

The Project provides 37 two-bedroom units (42%) and 52 one-bedroom units. Therefore, the Project meets and exceeds the requirements for dwelling unit mix.

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

Along Folsom Street, the Project maximum length is approximately 82 feet and along Hawthorne Street, the maximum length is approximately 84 feet and the maximum diagonal

is 112 feet. The total height for the Project is 130 feet. Due to the small lot size, the building massing is within the requirements of Planning Code Section 270.

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

Planning Code Section 147 restricts net new shadow, cast by structures exceeding a height of 50 feet, upon public plazas. Similar to Planning Code Section 295, any project found to cast a net new shadow on a public plaza would be required to reduce the shadow impacts through modifications to the building form.

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

- R. **Transit Impact Development & Transit Sustainability Fees.** Planning Code Sections 411 and 411A are applicable to new development over 800 square feet.

The Project includes 2,300 gross square feet of new retail use (nonresidential use). However, the existing site contains approximately 13,942 gross square feet of existing retail use. The Project would also be subject to a fee for the new residential gross square feet of approximately 72,864 gross square feet (subject to the residential TSF at one half the cost, based on adopted grandfathering). Additionally the Project will receive a prior use credit, as outlined in Planning Code Section 411A.4(b), with the total TIDF fee at approximately \$103,628.24.

- S. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements would apply to projects that consist of ten or more units, where the first application (EE or BPA) was applied for before July 18, 2006. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing for the purpose of increasing affordable housing citywide.

The Project Sponsor has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program through payment of the Fee, in an amount to be established by the Mayor's Office of Housing and Community Development at a rate equivalent to an off-site requirement of 20%. The project sponsor has not selected an alternative to payment of the Fee. The EE application was submitted on January 17, 2015.

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

The proposed project includes approximately 72,864 gross square feet of new residential development and 2,300 gross square feet of new retail 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.

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

- A. Overall building mass and scale.

The Project grounds the corner of Folsom and Hawthorne Streets by providing the mass of the structure at the corner, which also compliments the newer office building on the northwest corner of Folsom and Hawthorne (680 Folsom Street). The Project will be using pre-cast concrete panels on the front facades to provide a transition from office to residential development. The massing is divided into two distinct elements, a central mass with a series of staggered bays which provide movement and framed with a simple surround with punch windows which frames the center element. These two elements face both Folsom and Hawthorne Streets. The mass and form are appropriate for a corner lot given the surrounding context, which includes medium and large scale newer buildings and some smaller-scale industrial properties to the west. Along Hawthorne Street, the Project appropriately frames the corner of Hawthorne, with a few small one and two story buildings remaining before the larger existing residential context exists to the east of the site. Plans are currently in process for the parcels that border the subject site. The proposed building for this adjacent site is approximately 130 feet in height. The Project is further enhanced at the pedestrian level by providing large storefront glazing with a bulkhead to provide pedestrian scale. The rear facades of the building, although simple in form, will be clad with metal siding that will provide a transitional color scale to provide interest. Additionally, all flush facades will provide punched windows with a minimum of a three inch recess. This helps to provide interest and shadow lines to this element of the building. This in combination with the varied bays and quality materials result in a building that is appropriate and consistent with the mass and scale of the surrounding neighborhood.

B. Architectural treatments, facade design and building materials:

The proposed Project's architectural treatments, façade design and building materials include a pre-cast cement panel exterior on the street facades, gradient composite metal panels on the rear elevations of the building, cement plaster with reveals on the sides, stone clad pilasters and bulkhead, and aluminum-sash windows. The Project provides for a unique and contemporary expression along the street frontage through the use of alternating square bay elements for the main body of the structure, providing movement and interest. The Project also uses a darker grey recessed element with punched windows providing a frame for the center body of the structure. Along Folsom Street, the building features two commercial spaces providing active uses along the frontage. Along Hawthorne Street, the commercial space carries around to this frontage which is also adjacent to the main lobby for the residential units. There are minor areas used for mechanical equipment for the building, which leaves well more than 60% of the frontage as active spaces. Overall, the Project offers a high quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.

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

Along the lower floors, the Project provides two commercial spaces of approximately 1,000 square feet each. The space is oriented along Folsom Street and wraps around to Hawthorne Street. The residential lobby entry has been placed on Hawthorne Street to enhance the residential feel that is being established on Hawthorne Street. The commercial space and residential lobby comprise a majority of the building ground floor frontage with mechanical and garage openings taking up minimal space. The Project minimizes potential impacts to pedestrians by providing one 10-ft wide garage entrance, which is located at the eastern end of the project site along Hawthorne Street.

D. The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site;

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

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

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

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

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

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

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

- H. Bulk limits;

The Project is within a 'G' Bulk District, which restricts bulk at building heights above 80 feet by requiring a maximum plan dimensions of a maximum length of 170 feet and diagonal dimension of 200 feet. The proposed building although taller than 80 feet complies with the bulk limits by providing a maximum length of 80 feet and a maximum diagonal length of 112 feet. Therefore the project complies with the 'G' Bulk District requirements.

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

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

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

- A. Exceeding the principally permitted accessory residential parking ratio described in Section [151.1](#) and pursuant to the criteria therein;

In granting such Conditional Use or exception per [329](#) for parking in excess of that principally permitted in [Table 151.1](#), the Planning Commission shall make the

following affirmative findings according to the uses to which the proposed parking is accessory:

(A) Parking for All Uses.

- (i) Vehicle movement on or around the project does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district;

The Project does minimize vehicular movement in and around the Project, since the off-street parking garage is located below grade and the entrance to this garage is accessed via one 10-ft wide opening along Hawthorne Street. This configuration minimizes the potential for conflicts with pedestrians and bicyclists along Folsom Street, and at the intersection of Hawthorne and Folsom Streets. The location of the garage entrance is at the east side of the Hawthorne Street frontage, which allows for queuing on Hawthorne.

- (ii) Accommodating excess accessory parking does not degrade the overall urban design quality of the project proposal;

The Commission finds that accommodating excess accessory parking would not degrade the overall urban design quality of the Project. For this Project, accommodating excess parking would not increase the potential for pedestrian conflicts along Hawthorne Street, due to its location at the building edge and proximity to other sidewalk bump-out and other pedestrian elements which will slow auto movements.

- (iii) All above-grade parking is architecturally screened and lined with active uses according to the standards of Section 145.1, and the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in this Code; and

The Project does not include above-grade, off-street parking.

- (iv) Excess accessory parking does not diminish the quality and viability of existing or planned streetscape enhancements.

Since the excess parking would be located below-grade, the excess accessory parking would not impact any existing or planned streetscape enhancements. Due to its lack of impact upon existing and planned streetscape elements, the Commission finds the proposed parking is appropriate.

(B) Parking for Residential Uses.

- (i) For projects with 50 dwelling units or more, all residential accessory parking in excess of 0.5 spaces per unit shall be stored and accessed by mechanical stackers or

lifts, valet, or other space-efficient means that reduces space used for parking and maneuvering, and maximizes other uses.

The proposed parking of .39 spaces per unit is below the threshold of requiring mechanical parking. However, the development is proposing mechanical parking system to increase efficiencies. The maximum in the garage is 35 spaces plus one car share space.

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

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

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

The Project provides for a comparable amount of open space, in lieu of the required rear yard. Overall, the project site is 6,971 square feet in size, and would be required to provide a rear yard measuring 1,742 square feet. The Project provides private open space for twenty-six dwelling units and approximately 1,805 square feet of rear yard common area located at the podium level. This amount exceeds the amount needed for the rear yard. The project additionally provides a 3,260 square foot roof terrace and 1,230 square feet of Publicly Accessible Open Space, which provides additional open space area for the Project.

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

The Project does not impede access to light and air for the adjacent properties. The Project provides a 34 foot by 50 foot rear yard. Many of the abutting residential properties have narrow rear yards or rear yard that are more oriented toward the interior of the development. The Project contributes to development of a pattern of rear yard open space on the subject block.

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

The Project is seeking a modification to open space and exposure requirements, since the rear inner court does not conform to the dimensional requirements of the Planning Code. Given the overall quality of the Project and its design, the Commission supports the modifications to the rear yard, since the proposed units would not be afforded undue access to light and air.

Overall, the Project meets the intent of exposure and open space requirements defined in Planning Code Sections 135 and 140; therefore, the modification of the rear yard is acceptable.

- C. Where not specified elsewhere in Planning Code Section 329(d), modification of other Code requirements which could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is located;

In addition to the modification of the requirements for rear yard and off-street parking, the proposed project is seeking modifications of the requirements for exposure (Planning Code Section 140) and nonresidential ceiling height (Planning Code Section 145.1(c)(4)(B)).

Under Planning Code Section 140, all dwelling units must face onto an open area, which is at least 25-wide. The Project organizes the dwelling units to have exposure either on Folsom or Hawthorne Streets, or within a podium courtyard. Currently, eighteen dwelling units (two units on each floor between the tenth and second floors) do not face onto an open area, which meets the dimensional requirements of the Planning Code. These dwelling units still face onto an open area, which otherwise exceeds the rear yard requirement in area, and are also afforded sufficient access to light and air. Given the overall design and composition of the Project, the Department is in support of this modification, due to the Project's high quality of design and amount of open space/open areas.

Under Planning Code Section 145.1(c)(4)(B) all ground floor nonresidential space is required to have floor to floor height of 14 feet as measured from grade. Due to the slope of Folsom street, a small portion of commercial space 2 does not meet the exact language of the Planning Code. The discrepancy is an 11 foot portion just upslope from the entry to the commercial space 2. The interior space of commercial space 2 is 14 feet and the interior space for commercial space 1 is 19 feet. Given the overall design of the project and treatment of the ground level of the project, the Department is in support of this modification, due to the Project's high quality of design.

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

HOUSING

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

The Project is a higher density residential development in a transitioning area. The Project is located in a residential buffer area intended to transition from the C-3 area to residential. The Project site is an ideal infill site, since the existing site is single two-story commercial building. The project includes the payment of the Affordable Housing Fee, which complies with the City's affordable housing goals.

OBJECTIVE 4

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

Policy 4.1

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

Policy 4.5

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

Out of 89 new dwelling units, the Project will pay the In Lieu fee, thus meeting the affordable housing requirements. In addition, the two bedroom units will provide housing opportunities for families.

OBJECTIVE 11

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

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

Policy 11.8

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

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

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 6:

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

Policy 6.1

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

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

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.5:

Require private usable outdoor open space in new residential development.

Policy 4.6:

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

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

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 11

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

Policy 11.1

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

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project will install new street trees along Folsom and Hawthorne Streets. Further, the Project will provide a new bulb-out, street plantings, and new site furnishings between the corner of Folsom and Hawthorne and the east edge of the property. 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 89 Class 1 bicycle parking spaces and 8 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 provides slightly more than the principally permitted parking amounts within the Planning Code. The parking spaces are accessed by one ingress/egress point measuring 10-ft wide from Hawthorne Street. Parking is adequate for the project and complies with the amount prescribed by the Planning Code through the Large Project Authorization exception.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.7:

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

OBJECTIVE 2:

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

Policy 2.6:

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

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

OBJECTIVE 4:

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

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

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.

EAST SOMA AREA PLAN

Objectives and Policies

LAND USE

OBJECTIVE 1.1

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

Policy 1.1.6

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

OBJECTIVE 1.2

MAXIMIZE HOUSING DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.

Policy 1.2.1

Encourage development of new housing throughout East SoMa.

Policy 1.2.2

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

Policy 1.2.3

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

Policy 1.2.4

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

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

HOUSING

OBJECTIVE 2.3

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

POLICY 2.3.2

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

POLICY 2.3.3

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

OBJECTIVE 2.4

LOWER THE COST OF THE PRODUCTION OF HOUSING.

POLICY 2.4.1

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

The Project provides over 40% of the units as two-bedroom units and will provide parking unbundled from the units. The project Sponsor will be paying the Affordable Housing Fee at 20% of the total unit count. These funds will go toward the development of additional affordable housing within the City.

BUILT FORM

OBJECTIVE 3.1

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

POLICY 3.1.1

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

POLICY 3.1.3

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

POLICY 3.1.8

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

OBJECTIVE 3.2

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

POLICY 3.2.1

Require high quality design of street-facing building exteriors.

POLICY 3.2.3

Minimize the visual impact of parking.

POLICY 3.2.5

Building form should celebrate corner locations.

POLICY 3.2.6

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

The Project proposes a building consistent with the allowable of 130 feet and it complies with the established bulk regulations for the area. The Project, at 130 feet in height, anchors the corner by placing the height of the building at the corner and providing active commercial space along the Folsom frontage to activate the space. The Project architecture is of a high quality that provides interest, movement and a transition between office development in the C-3 district to the existing adjacent residential developments.

TRANSPORTATION

OBJECTIVE 4.1

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

POLICY 4.1.4

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

OBJECTIVE 4.3

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

POLICY 4.3.1

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

POLICY 4.3.3

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

OBJECTIVE 4.6

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

POLICY 4.6.1

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

POLICY 4.6.2

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

OBJECTIVE 4.8

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

POLICY 4.8.1

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

The Project is providing parking slightly over permitted amounts and it will be using efficient parking stackers. The Project will provide parking separate from the units as required by the Planning Code. The sidewalks around the Project will be increased in width and planted with street trees per code. Additionally, the Hawthorne frontage will be widened to enhance the

residential nature of the street and to slow traffic. Additional open space and streetscape furniture will be provided in these areas.

STREETS AND OPEN SPACE

OBJECTIVE 5.2

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE.

POLICY 5.2.1

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

POLICY 5.2.2

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

POLICY 5.2.3

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

OBJECTIVE 5.3

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

POLICY 5.3.1

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

POLICY 5.3.2

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

POLICY 5.3.4

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

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

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

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

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

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

No housing exists on the project site. The project will provide up to 89 new dwelling units, thus resulting in an increase in the neighborhood housing stock. The Project is expressive in design, and relates to the scale and form of the surrounding neighborhood by anchoring the street corner and providing relationships to the newer, larger-scale nearby residential and office developments. For these reasons, the proposed project would protect and preserve the cultural and economic diversity of the neighborhood.

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

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

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

The project site is served by nearby public transportation options. The Project is located within one block of bus lines for the 12, 25, 8, 81X and 8AX. Future residents would be afforded close proximity to bus. The Project also provides off-street parking allowed by code and sufficient bicycle parking for residents and their guests.

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

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

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

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

- G. That landmarks and historic buildings be preserved.

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

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

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

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

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2013.0253ENX** under Planning Code Section 329 to allow the new construction of a 130-foot, fourteen-story mixed-use building with 89 dwelling units and a total of 2,300 gsf of ground floor retail use, and a modification to the requirements for: 1) rear yard (Planning Code Section 134); 2) dwelling unit exposure (Planning Code Section 140); 3) ground floor ceiling height (Planning Code Section 145.1); and 4) off-street parking (Planning Code Section 151.1), within the MUR (Mixed Use Residential) Zoning District, and a 130-G Height and Bulk District. The project is subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated November 10, 2014, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

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

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on March 10, 2016.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: March 10, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow for the new construction of a 130-foot, fourteen-story mixed-use building with 89 dwelling units and 2,300 gsf of retail use, and a modification to the requirements for rear yard, dwelling unit exposure, off-street parking, and ground floor ceiling height, located at 655 Folsom Street, Lots 050 in Assessor's Block 3750 pursuant to Planning Code Section 329 within the MUR (Mixed Use Residential) Zoning Districts, and a 130-G Height and Bulk District; in general conformance with plans, dated November 10, 2014, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0253ENX and subject to conditions of approval reviewed and approved by the Commission on March 10, 2016 under Motion No. XXXXXX. 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 10, 2016 under Motion No. XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

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

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

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

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

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

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

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

DESIGN – COMPLIANCE AT PLAN STAGE

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

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

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. Therefore, the Project shall provide at least seven street trees along Folsom Street and fourteen street trees along Rausch Street. 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

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

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

Transformer Vault. The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning

Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

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

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

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

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

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

PARKING AND TRAFFIC

Unbundled Parking. All off-street parking spaces shall be made available to Project residents only as a separate "add-on" option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner's rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

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

Parking Maximum. Pursuant to Planning Code Section 151.1, the Project shall provide no more than 36 off-street parking spaces for the 89 dwelling units MUR Zoning District.

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

Car Share. Pursuant to Planning Code Section 166, no fewer than one (1) car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

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

Bicycle Parking. Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than **89** Class 1 bicycle parking spaces and **8** Class 2 bicycle parking spaces.

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

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

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

PROVISIONS

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

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

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

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

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

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

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

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

MONITORING

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

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

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

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

OPERATION

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

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

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

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

Community Liaison. Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information

change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

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

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

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

INCLUSIONARY HOUSING

Affordable Units

1. **Requirement.** Pursuant to Planning Code 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is twenty percent (20%).

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

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

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale or rent.

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

- a. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document.

- b. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
- c. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.

EXHIBIT B



ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

FULL-SIZE PRINT 22"x34"
HALF-SIZE PRINT 11"x17"

CONCEPT PACKAGE
NPDR #1 / FEBRUARY 08, 2016

655 FOLSOM ST
SAN FRANCISCO, CA 94107

SHEET INDEX

GENERAL

G1 Sheet Index

G2 Project Data

G3 Urban Context & Massing

G4 Shadow Analysis

G5 Existing Survey

ARCHITECTURE

A1.0 Site Plan

L1.0 Landscape Plan

L1.1 Landscape Plan

A2.0 Level B1 Parking Plan

A2.1 Level 1 Floor Plan

A2.2 Level 2 Floor Plan

A2.3A Level 3,5,7,9,11,13 Floor Plans

A2.3B Level 4,6,8,10,12 Floor Plans

A2.4 Level 14 Floor Plan

A2.5 Roof Deck Plan

A3.1 Elevation - Folsom St

A3.2 Elevation - Hawthorne St

A3.3 Elevation - South

A3.4 Elevation - West

A4.1 Building Section A

A4.2 Building Section B

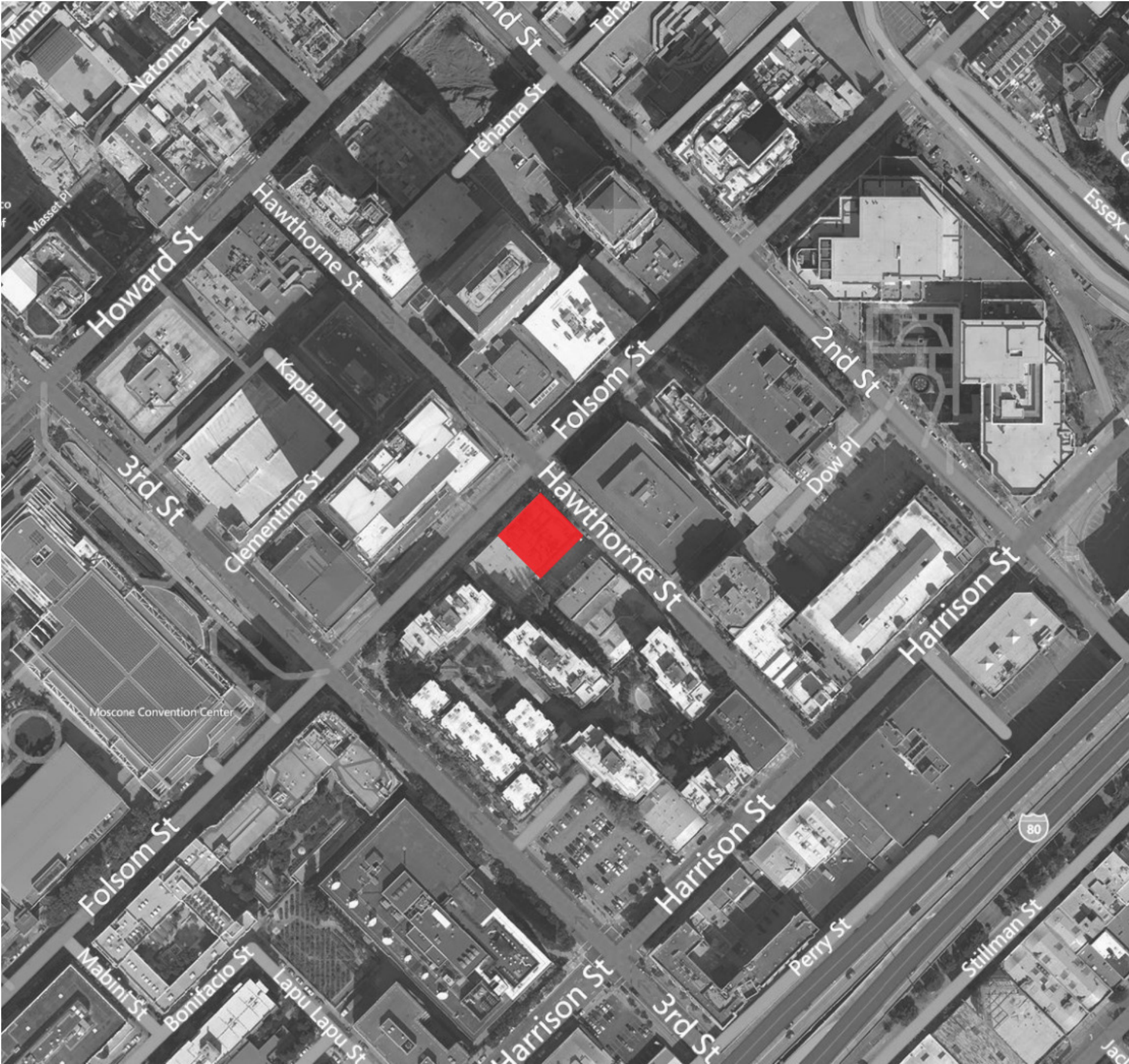
A6.1 Perspective Rendering

A6.2 Perspective Rendering

A7.0 Materials Sample Board

A7.1 Enlarged Elevation - Folsom St

A7.2 Enlarged Bay Windows Plan & Section



UNIT MIX AND AREA SUMMARY						
LEVEL	HEIGHT	GROSS AREA (SF)	NET UNIT AREA (SF)	1 BED	2 BED	TOTAL
LEVEL 14	9'-2 1/2"	5,088	4,065	4	3	7
LEVEL 13	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 12	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 11	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 10	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 9	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 8	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 7	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 6	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 5	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 4	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 3	9'-2 1/2"	5,300	4,310	4	3	7
LEVEL 2	9'-2 1/2"	5,088	2,735	4	1	5
LEVEL 1	14'-0"	6,688	0	COMMERCIAL/PARKING/BIKE/MEP		0
TOTAL	130'-0"	75,164	54,210	52	37	89
Average Unit Size: 609 SF				58%	42%	100%

LEVEL B1	16'-0"	6,970	0	0	0	0
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RESIDENTIAL PARKING SUMMARY		
Permitted	0.25 space/unit	22 spaces
Conditional	up to 0.75 space/unit	66 spaces
Proposed	STANDARD	34 spaces (in stackers)
	CAR SHARE	1
	ACCESSIBLE	1
Total Proposed	0.40 space/unit	36

BICYCLE PARKING SUMMARY			
	Use	Required Spaces	Provided Spaces
Class 1	Residential (1/Unit)	89	89
	Commercial	0	0
Class 2	Residential (84/20)	4	6
	Commercial (1,900 SF/2,500 SF)	1	2

OPEN SPACE SUMMARY		
COMMON OPEN SPACE CALCULATION:		
UNITS W/ PRIVATE OPEN SPACE (80 SF MIN):	26	
REMAINING UNITS (required common open space:)	63	
COMMON OPEN SPACE REQUIRED:	63 units x 80 SF/Unit =	5,040 SF
COMMON OPEN SPACE PROVIDED:	Roof Terrace	3,260 SF
DIFFERENCE:		1,780 SF
PUBLICLY ACCESSIBLE OPEN SPACE REQUIRED:	(1,780 / 80) x 54 =	1,202 SF
COMMERCIAL COMMON OPEN SPACE REQUIRED:	2,300 SF / 250 =	10 SF
PUBLICLY ACCESSIBLE OPEN SPACE PROVIDED:	Ground Floor Bulb Out	1,230 SF

URBAN CONTEXT

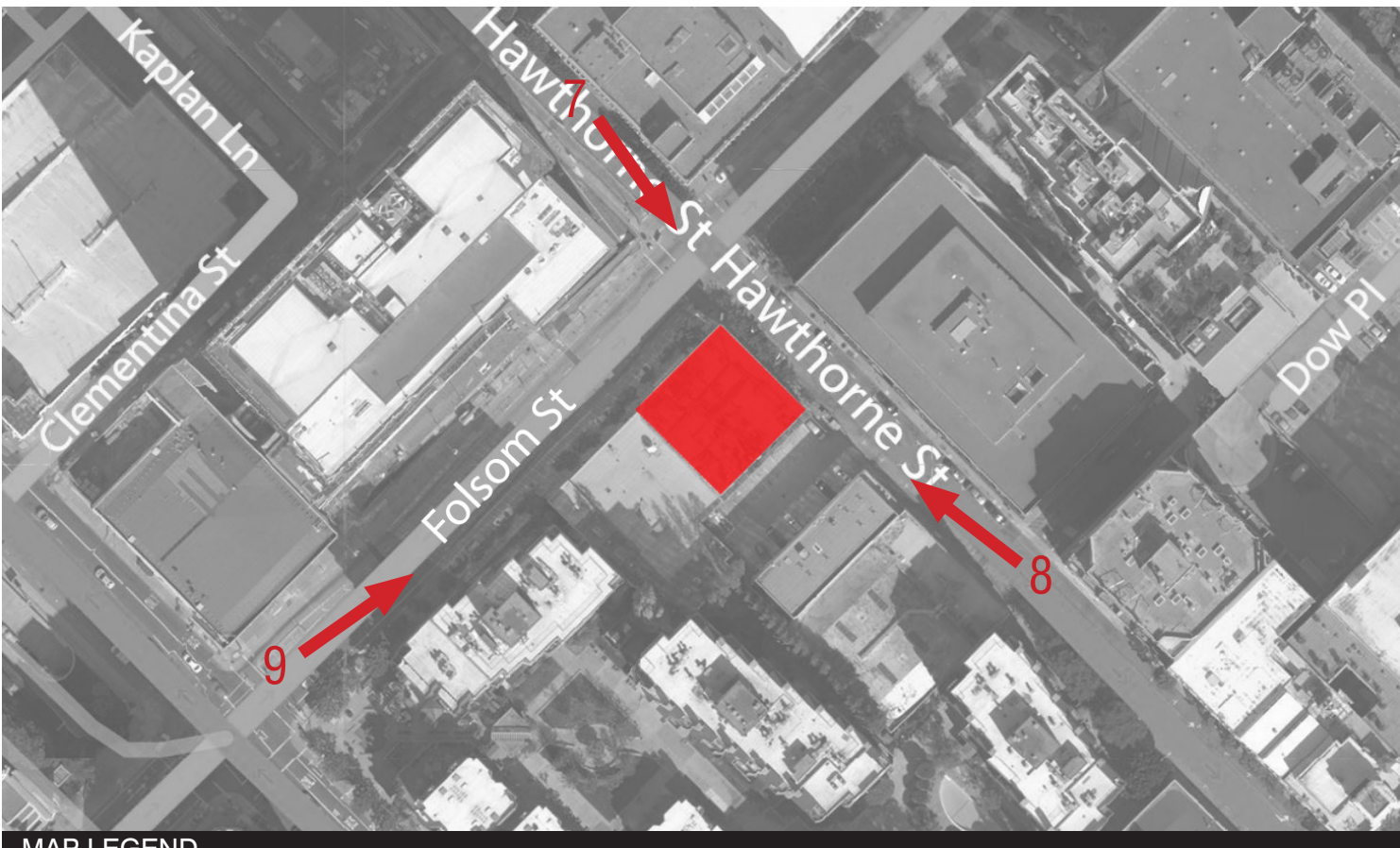


MAP LEGEND



MAP LEGEND

BUILDING MASSING



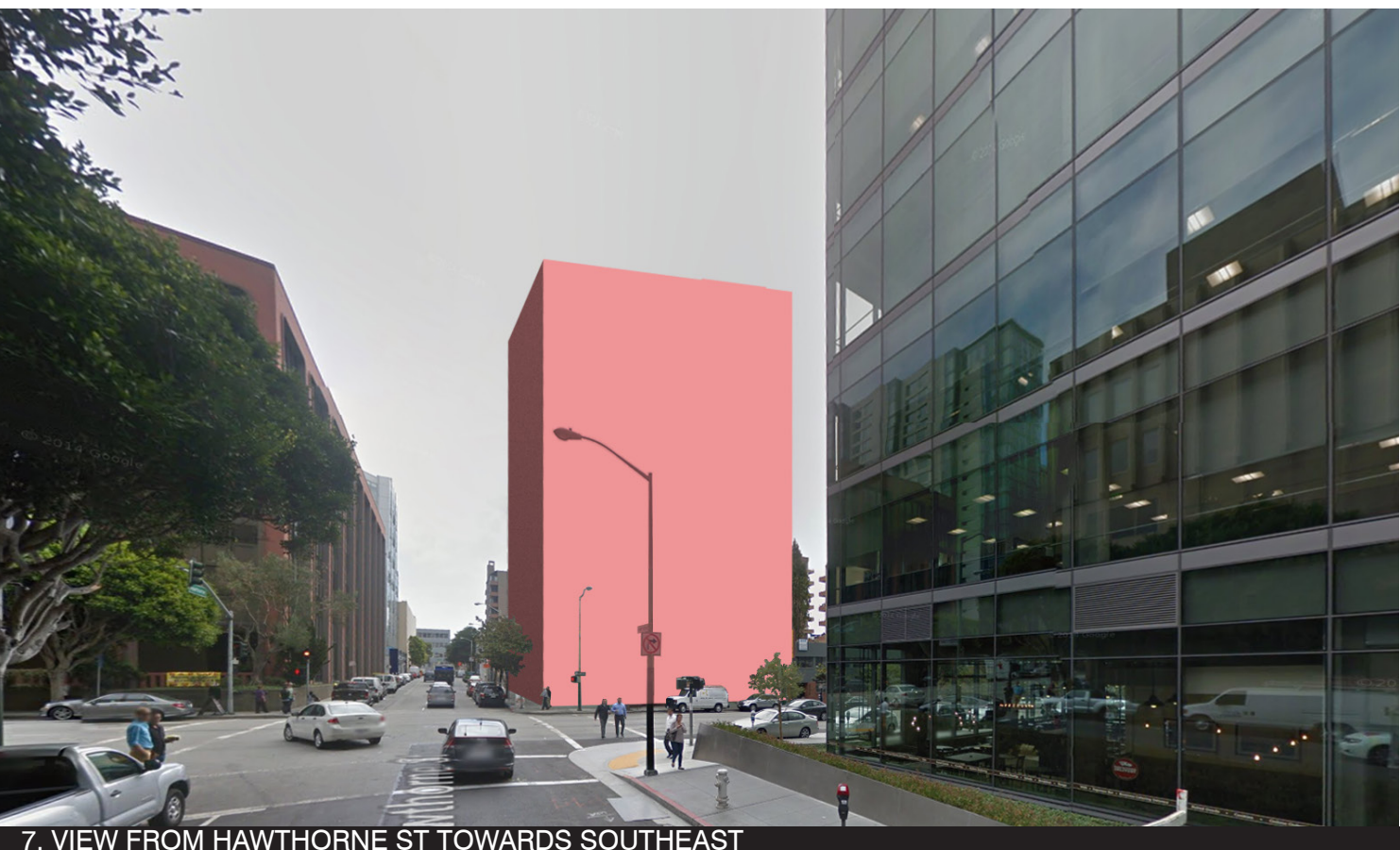
MAP LEGEND



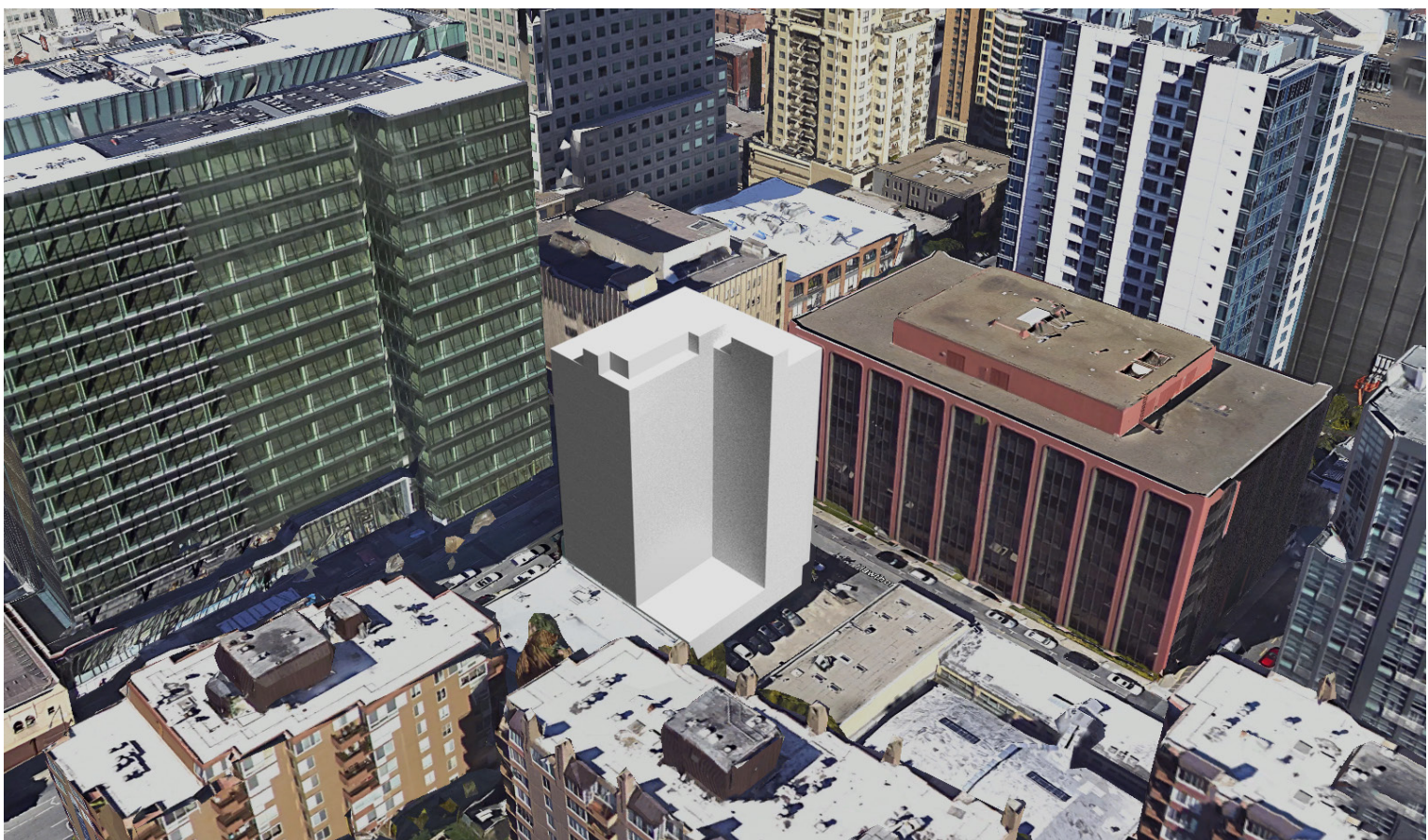
1. VIEW FROM FOLSOM AND HAWTHORNE INTERSECTION



4. VIEW FROM HAWTHORNE ST TOWARDS NORTHWEST



7. VIEW FROM HAWTHORNE ST TOWARDS SOUTHEAST



2. VIEW FROM FOLSOM ST TOWARDS NORTHEAST



5. VIEW FROM HAWTHORNE ST TOWARDS NORTHWEST



8. VIEW FROM FOLSOM ST TOWARDS NORTHEAST



3. VIEW FROM FOLSOM ST TOWARDS SOUTHWEST



6. VIEW FROM HAWTHORNE ST TOWARDS SOUTH



9. VIEW FROM HAWTHORNE ST TOWARDS NORTHWEST



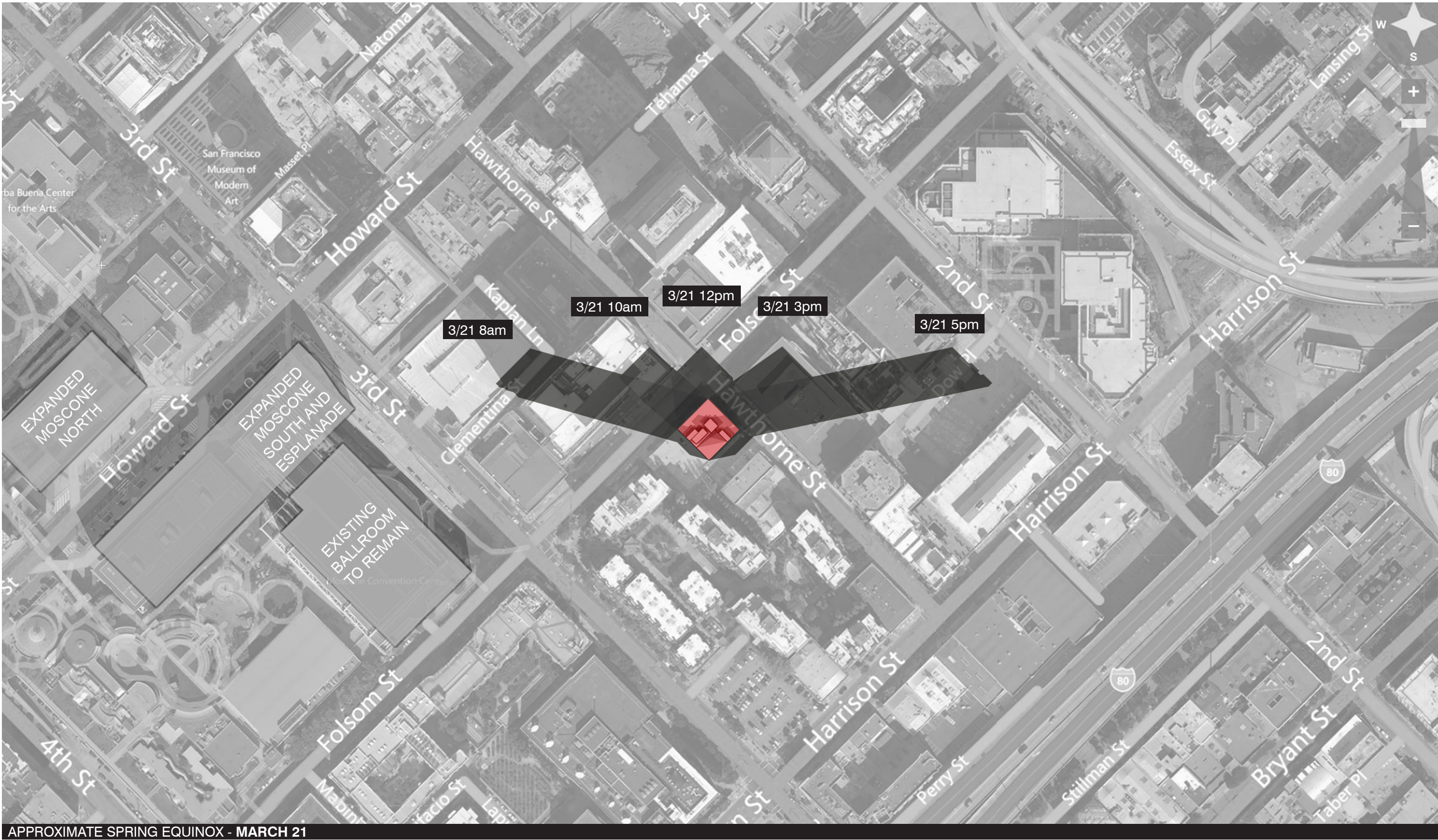
ARQUITECTONICA

FULL-SIZE PRINT 22"x34"
HALF-SIZE PRINT 11"x17"

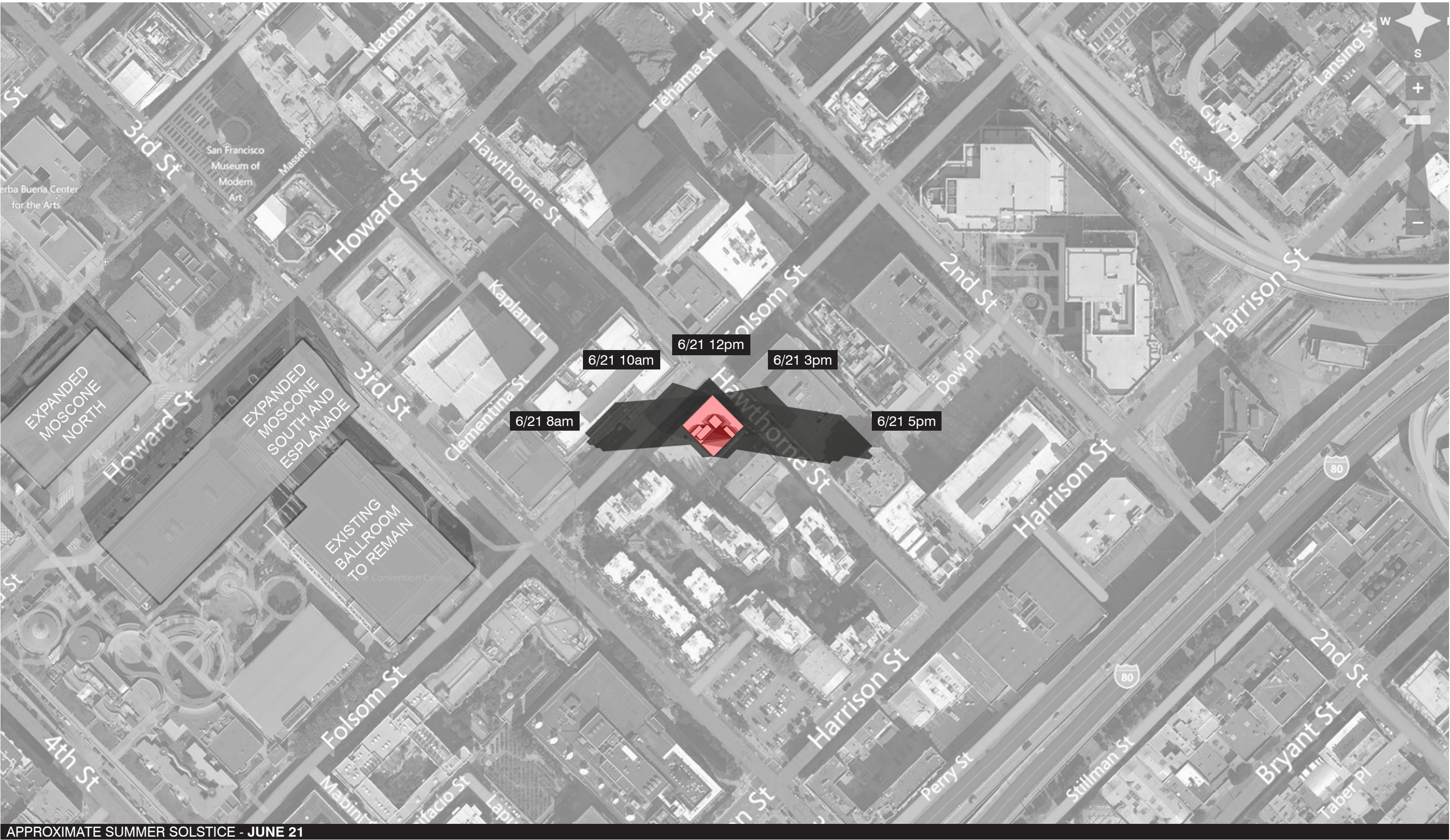
655 FOLSOM ST
SAN FRANCISCO, CALIFORNIA / FEBRUARY 08, 2015

URBAN CONTEXT & MASSING G3

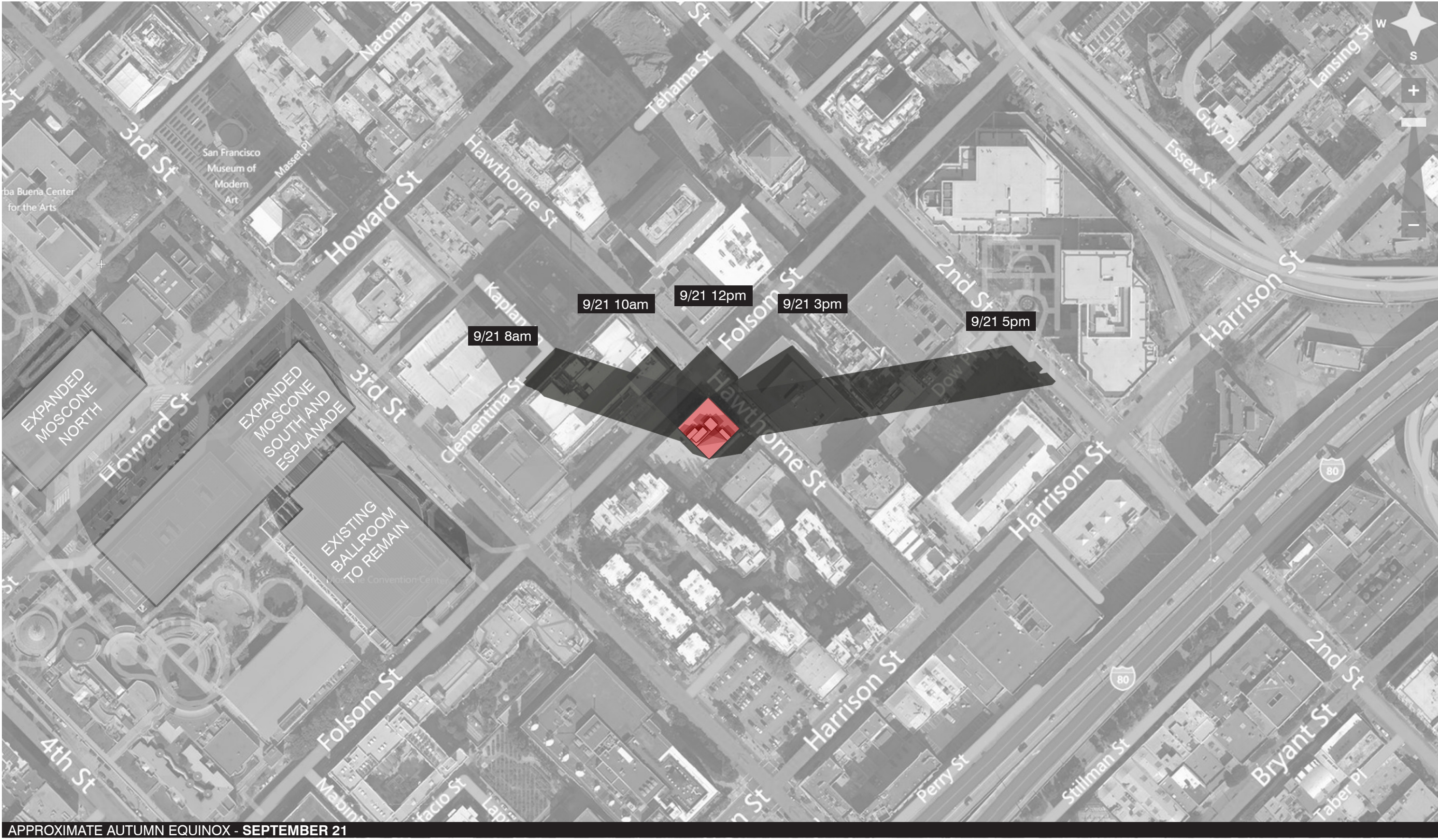
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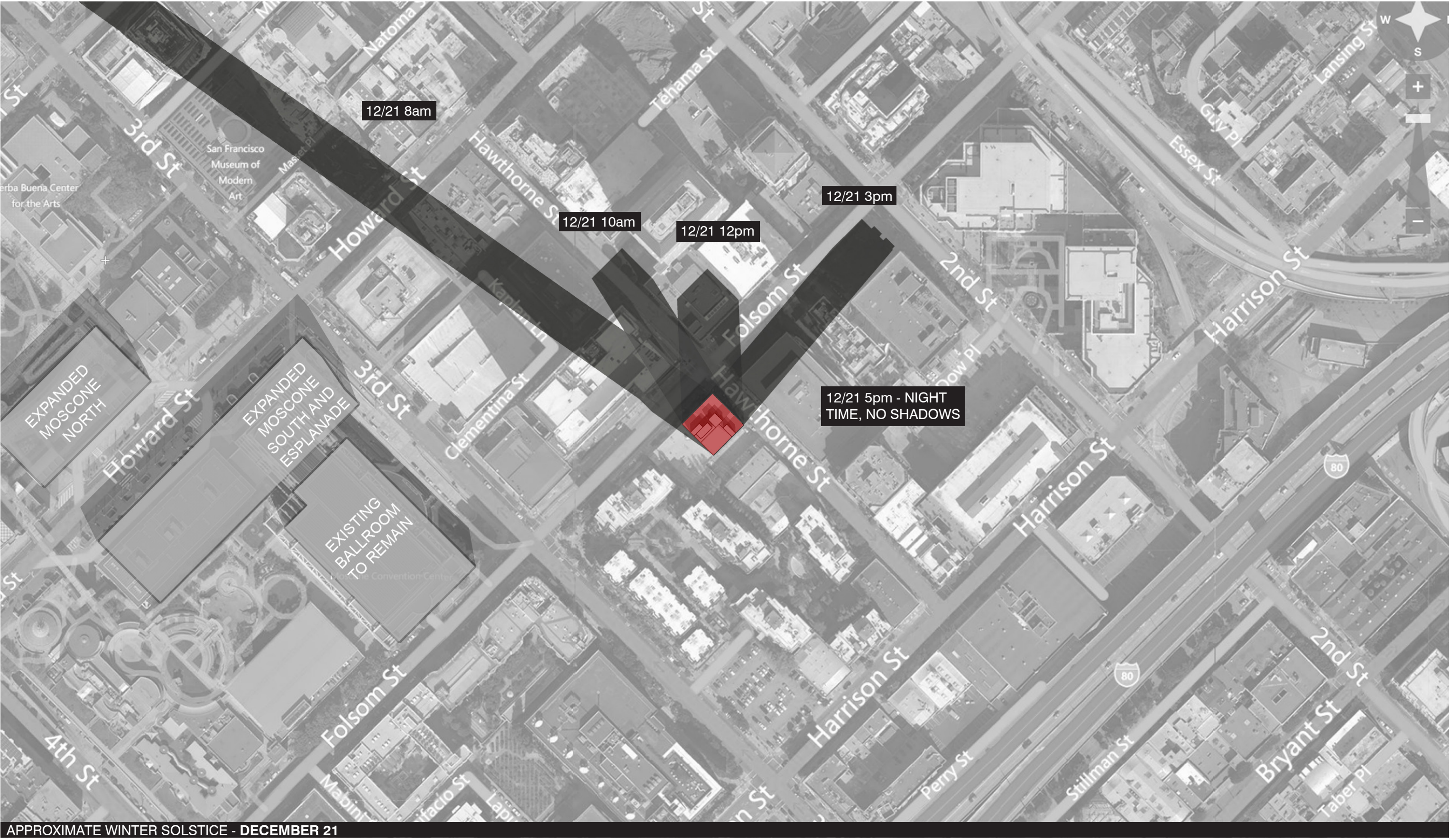
APPROXIMATE SPRING EQUINOX - MARCH 21



APPROXIMATE SUMMER SOLSTICE - JUNE 21



APPROXIMATE AUTUMN EQUINOX - SEPTEMBER 21



APPROXIMATE WINTER SOLSTICE - DECEMBER 21

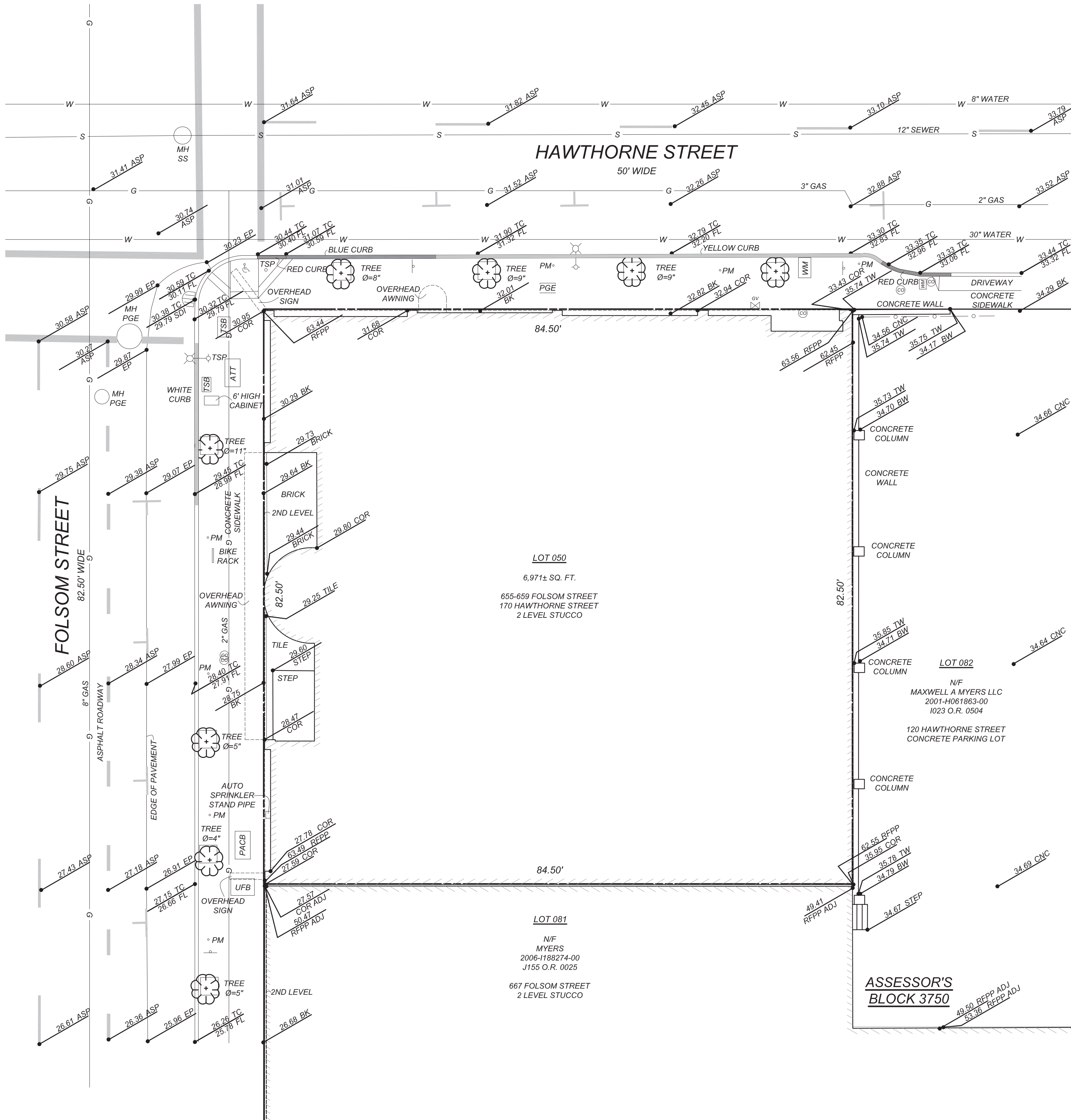
NOTE: TO ANYONE HAVING ANY TYPE OF INTEREST IN THIS MAP PLEASE BE ADVISED AS FOLLOWS:

1. THAT ALL TITLE INFORMATION HEREON INCLUDING EASEMENTS WAS PREPARED SOLELY FOR AND IN STRICT CONFORMANCE WITH OUR CLIENT'S OR HIS AGENT'S REQUIREMENTS AND TITLE INFORMATION SUPPLIED TO FREDERICK T. SEHER & ASSOCIATES, INC.; FURTHERMORE, WE HEREBY DISCLAIM ANY AND ALL TITLE SEARCH RESPONSIBILITY ON THIS JOB.
2. NO PRELIMINARY TITLE REPORT WAS REVIEWED IN CONJUNCTION WITH THIS MAPPING. IT IS RECOMMENDED THAT A TITLE REPORT BE RECEIVED FROM THE OWNER TO VERIFY THE EXISTENCE OF ANY ADDITIONAL EASEMENTS OF RECORD OR LOT LINE ADJUSTMENTS THAT MAY HAVE ALTERED THE INFORMATION SHOWN HEREON PRIOR TO ANY DESIGN AND/OR CONSTRUCTION.
3. THAT THIS MAP WAS PREPARED AS A PROFESSIONAL INSTRUMENT OF SERVICE FOR FORTON FUND LLC AND THAT IT REMAINS THE PROPERTY OF FREDERICK T. SEHER & ASSOCIATES, INC. WHETHER THE PROJECT (IF ANY PROPOSED) ON THIS SITE IS CONSTRUCTED OR NOT.
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5. THAT ANY IMPROVEMENT CHANGES WITHIN THIS SITE OR THE ADJACENT SITE THEREOF AS WELL AS TITLE TRANSFERS OF THE PROPERTY IN QUESTION (EITHER BY ALTA MAPS) AND/OR THE LAPSE OF 3 OR MORE YEARS FROM THE DATE OF THE MAP (WHICHEVER COMES FIRST) SHALL VOID ALL INFORMATION, HEREON UNLESS A RE-SURVEY IS ORDERED TO RECTIFY, UPDATE OR RE-CERTIFY THIS MAP.
6. THAT THIS INFORMATION SHALL NOT BE USED FOR ANY IMPROVEMENT STAKING UNLESS STATED IN ITEM NO. 3 ABOVE.
7. THAT THE USE OF THIS MAP BY OTHER CONSULTANTS OR CONTRACTORS ON BEHALF OF OUR CLIENT SHALL PROMPT THE IMMEDIATE FULFILLMENTS OF ALL CLIENT'S OBLIGATIONS TO FREDERICK T. SEHER & ASSOCIATES, INC. UNLESS OTHERWISE AGREED TO.
8. IT SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ALL ISSUES REGARDING PROPERTY DISPUTES WHICH MAY ARISE OUT OF INFORMATION SHOWN HEREON.
9. THIS MAP WILL BE PROVIDED IN AN ELECTRONIC FORMAT AS A COURTESY TO THE CLIENT. THE DELIVERY OF THE ELECTRONIC FILE DOES NOT CONSTITUTE THE DELIVERY OF OUR PROFESSIONAL WORK PRODUCT. A SIGNED PRINT DELIVERED TO THE CLIENT OR CLIENT REPRESENTATIVE CONSTITUTES OUR PROFESSIONAL WORK PRODUCT, AND IN THE EVENT THE ELECTRONIC FILE IS ALTERED, THE PRINT MUST BE REFERRED TO FOR THE ORIGINAL AND CORRECT SURVEY INFORMATION. WE SHALL NOT BE RESPONSIBLE FOR ANY MODIFICATIONS MADE TO THE ELECTRONIC FILE, OR FOR ANY PRODUCTS DERIVED FROM THE ELECTRONIC FILE WHICH ARE NOT REVIEWED, SIGNED AND SEALED BY US.

LEGEND

ADJ	ADJACENT BUILDING
ASP	ASPHALT
ATT	AT&T
BK	BACK OF WALK
BW	BOTTOM OF WALL
CNC	CONCRETE
COR	CORNER
EP	EDGE OF PAVEMENT
FL	FLOW LINE
MH	MANHOLE
PACB	PACIFIC BELL
PGE	PACIFIC GAS & ELECTRIC
PM	PARKING METER
RPFP	ROOF PARAPET
SDI	STORM DRAIN INLET
SS	SANITARY SEWER
TC	TOP OF CURB
TSB	TRAFFIC SIGNAL BOX
TSP	TRAFFIC SIGNAL POLE
TW	TOP OF WALL
UFB	UNIDENTIFIED BOX
—○—	CHAIN LINK FENCE
—G—	GAS LINE
—S—	SANITARY SEWER LINE
—W—	WATER LINE
Ø	DIAMETER
sv	GAS VALVE
♿	HANDICAP RAMP
⦿	STREET LIGHT
—	PAINT STRIPE
⊙	SANITARY SEWER CLEAN OUT/VENT
—	SIGN
•ELEV DESC	SPOT ELEVATION
⦿	STORM DRAIN INLET
⊕	TREE
⊕	WATER METER

1' 0' 4' 8' 12' 16' 20' 24'
SCALE: 1/8"= 1'-0"



BOUNDARY NOTES:

PROPERTY AND RIGHT-OF-WAY LINES SHOWN HEREON ARE PREDICATED ON AN ANALYSIS OF EXISTING IMPROVEMENTS, RECORD DATA, FIELD TIES AND ASSESSOR'S PARCEL MAPS. IT IS NOT THE INTENT OF THIS MAP TO PROVIDE A FORMAL BOUNDARY RESOLUTION FOR THE SUBJECT PROPERTY SHOWN HEREON. SAID RESOLUTION WOULD REQUIRE THE SETTING OF PROPERTY CORNERS AND THE FILING OF A RECORD OF SURVEY UNDER CALIFORNIA STATE LAW. BOUNDARY INFORMATION SHOWN HEREON IS FOR PLANNING PURPOSES ONLY.

ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED

ALL DISTANCES ARE MEASURED IN FEET AND DECIMALS THEREOF.

DATE OF FIELD SURVEY:

TOPOGRAPHIC INFORMATION SHOWN HERE IS BASED UPON A FIELD SURVEY PERFORMED BY FREDERICK T. SEHER & ASSOCIATES INC. ON SEPTEMBER 17, 2014.

SURVEY REFERENCE:

THE SURVEY HEREON IS BASED ON THE LEGAL DESCRIPTION DESCRIBED IN THE FOLLOWING GRANT DEED:

LOT 050: RECORDED FEBRUARY 26, 2013 DOCUMENT NUMBER 2013-J608965-00, ON REEL K841 AT IMAGE 0829

UTILITY NOTE:

UNDERGROUND UTILITIES SHOWN HEREON WERE PLOTTED FROM A COMBINATION OF OBSERVED SURFACE EVIDENCE (CONDITIONS PERMITTING) AND RECORD INFORMATION OBTAINED FROM THE RESPECTIVE UTILITY COMPANIES, AND ARE NOT INTENDED TO REPRESENT THEIR ACTUAL LOCATIONS. THEREFORE, ALL UTILITIES MUST BE VERIFIED WITH RESPECT TO SIZES, HORIZONTAL AND VERTICAL LOCATIONS BY THE OWNER AND/OR CONTRACTOR PRIOR TO DESIGN OR CONSTRUCTION. NO RESPONSIBILITY IS ASSUMED BY THE SURVEYOR FOR THE LOCATION AND CAPACITY OF SAID UTILITIES.

PROJECT BENCHMARK - DESCRIPTION:

ELEVATIONS SHOWN HEREON WERE OBTAINED FROM A GROUP OF CITY BENCHMARKS, LOCATED AT THE INTERSECTION OF 3RD AND BRYANT STREETS. ELEVATIONS ARE BASED ON CITY AND COUNTY OF SAN FRANCISCO DATUM. NE 12' W, DIV OF HWYS BRASS DISC #PH-25 IN PARKING STRIP ELEVATION = 5.837'

GENERAL NOTE:

THE FOLIAGE LINES OF ALL TREES PLOTTED HEREON ARE SHOWN IN A GRAPHICAL FORM ONLY, AND ARE NOT INTENDED TO REPRESENT ACTUAL DRIPLINES THEREOF.

SURVEYOR'S STATEMENT:

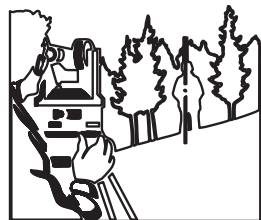
THIS MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION, AND IS BASED UPON A FIELD SURVEY.



Frederick T. Seher
FREDERICK T. SEHER, PLS
LICENSE NO. 6216
LICENSE EXPIRES: MARCH 31, 2016

OCTOBER 9, 2014
DATE:

DATE: OCTOBER, 2014
SCALE: 1/8" = 1"
DRAWING NAME: 1835-14
DRAWN BY: JC
SURVEYED BY: FTS
CHECKED BY: HRF
CHECKED BY:



FREDERICK T. SEHER & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
SURVEYING & MAPPING
841 LOMBARD STREET, SAN FRANCISCO, CA 94133
(415) 921-7690 FAX (415) 921-7655

ARCHITECTURAL SITE SURVEY
655-659 FOLSOM STREET & 170 HAWTHORNE STREET, SAN FRANCISCO, CA 94105
ASSESSOR'S BLOCK 3750, LOT 050

SHEET
1
OF 1 SHEETS
JOB NO.:
1835-14

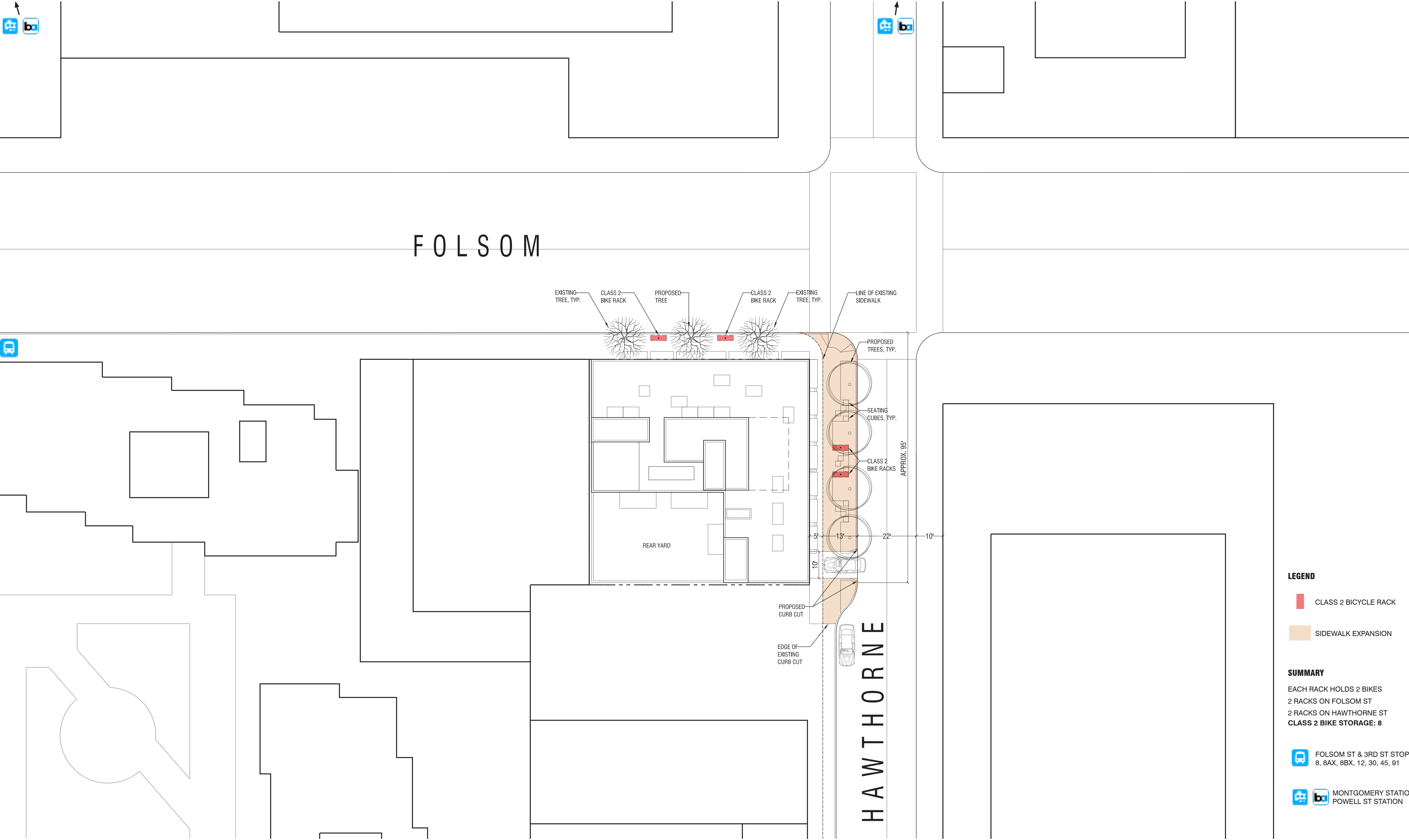
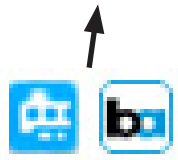
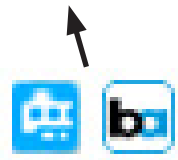
ARQUITECTONICA

FULL-SIZE PRINT 22"x34"
HALF-SIZE PRINT 11"x17"

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655 FOLSOM ST
SAN FRANCISCO, CALIFORNIA / FEBRUARY 08, 2015

EXISTING SURVEY G5



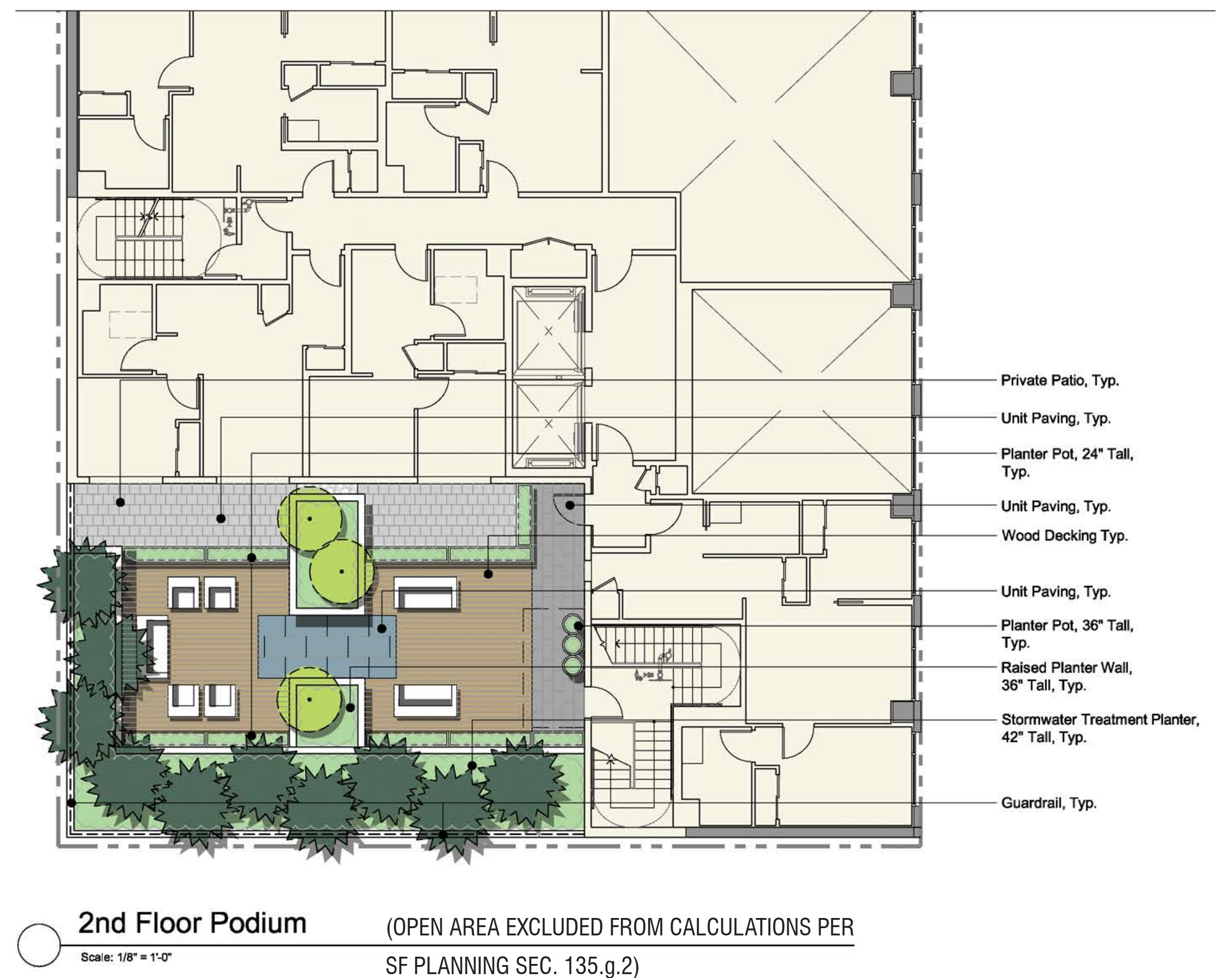
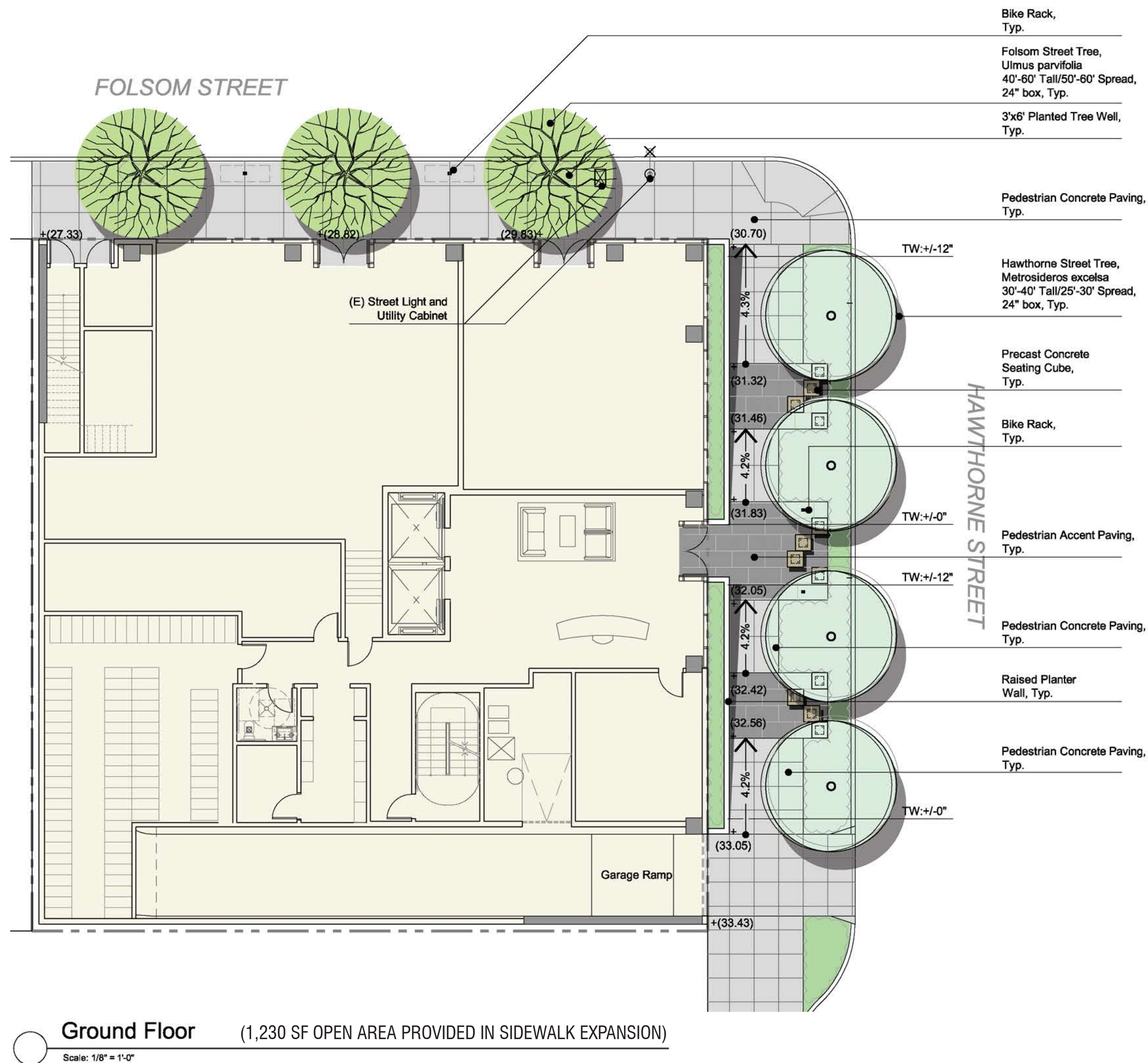
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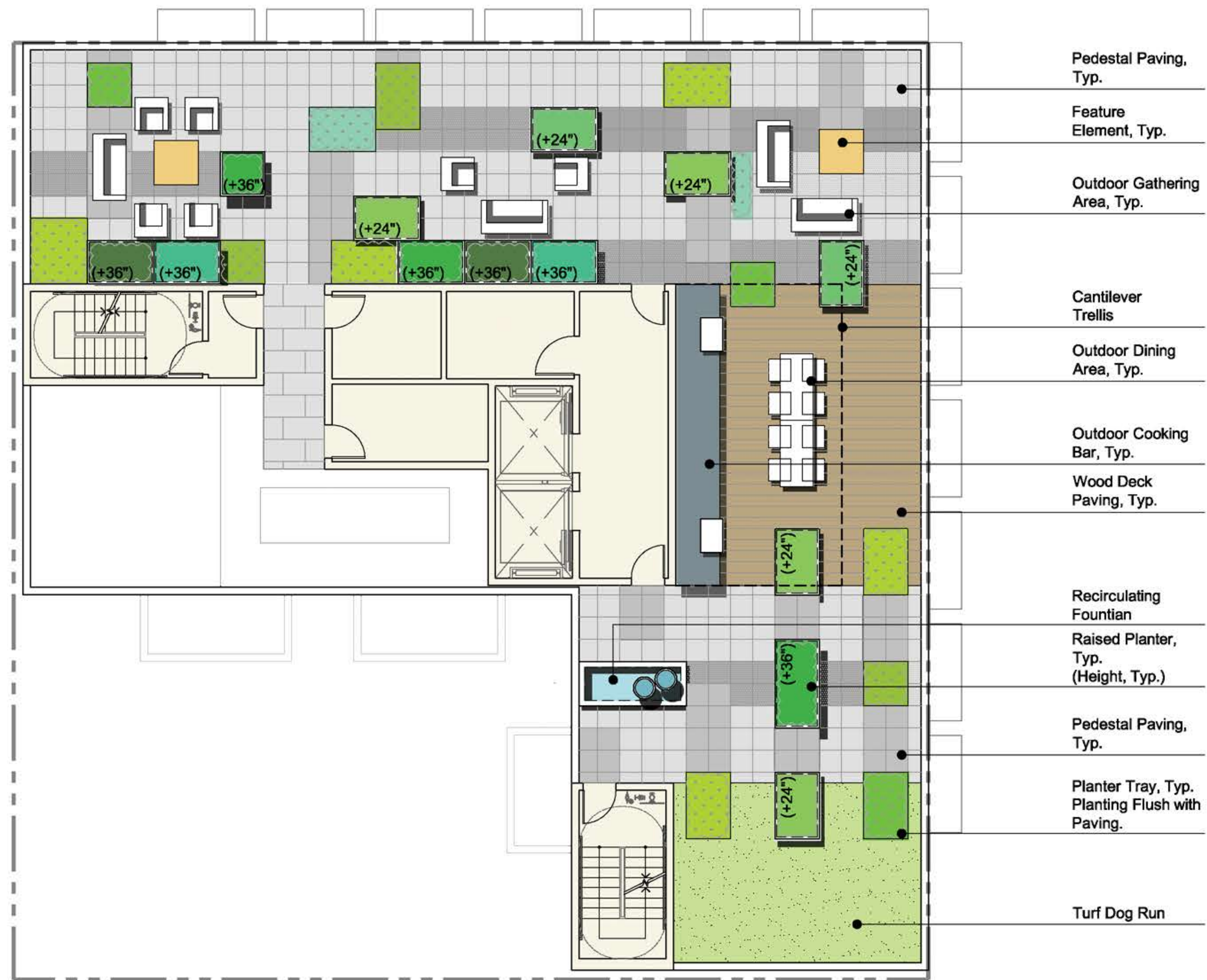
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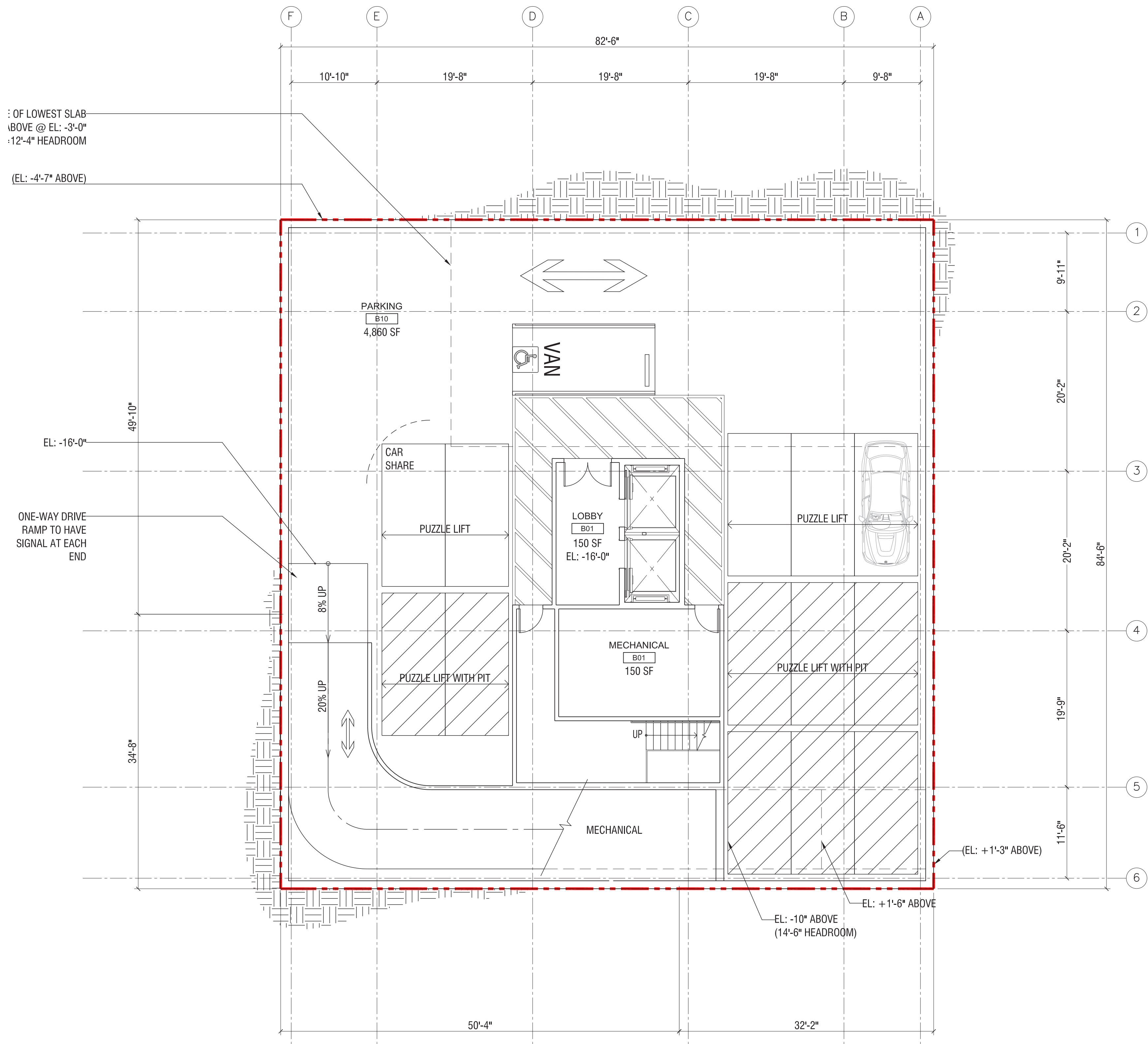
655 FOLSOM ST
SAN FRANCISCO, CALIFORNIA / FEBRUARY 08, 2015

SITE PLAN A1.0






Roof Deck (3,260 SF OPEN AREA PROVIDED)
 Scale: 1/8" = 1'-0"

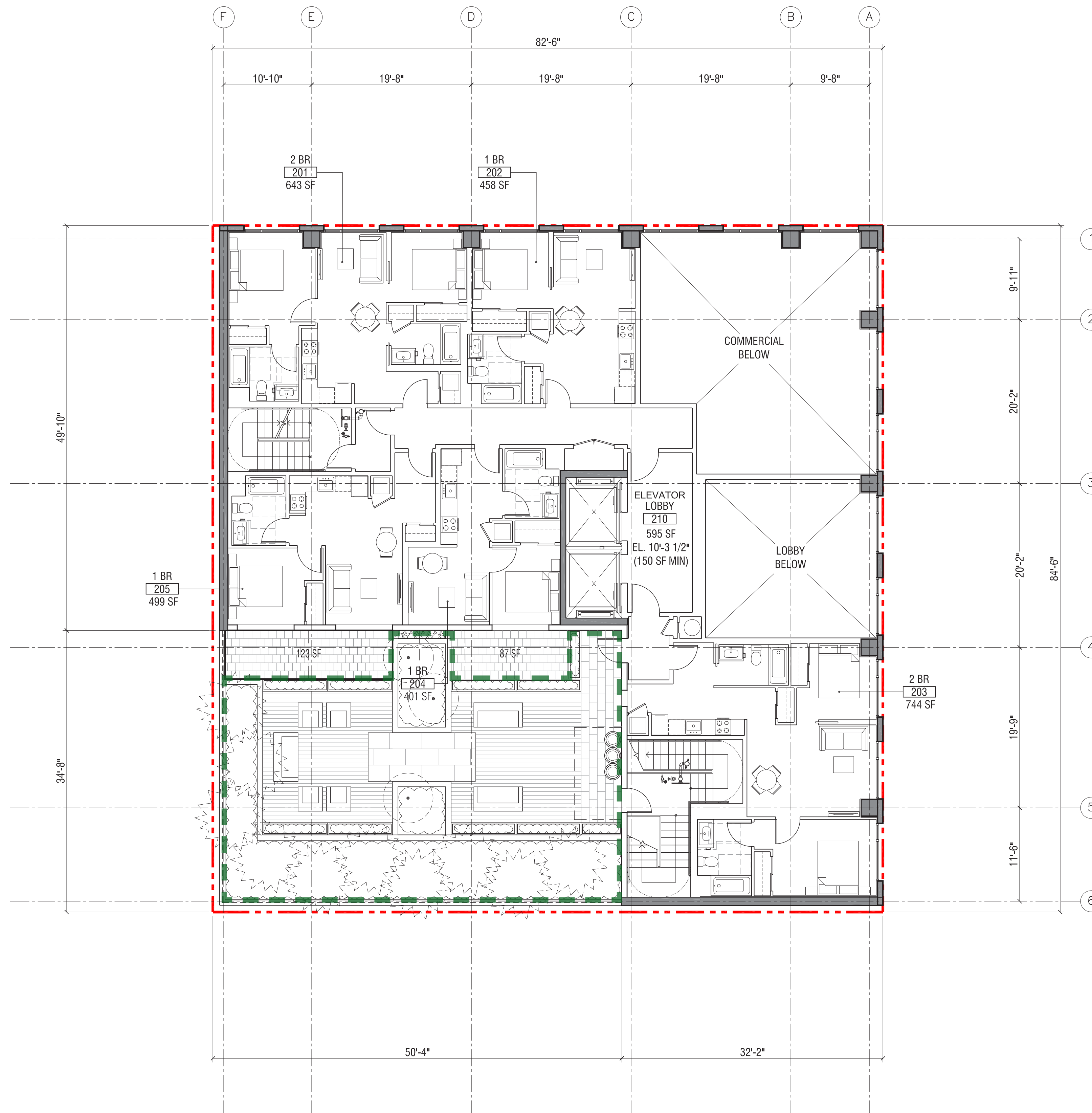


34 SPACES IN STACKER
1 HDCP SPACE
1 CAR SHARE SPACE

36 TOTAL SPACES

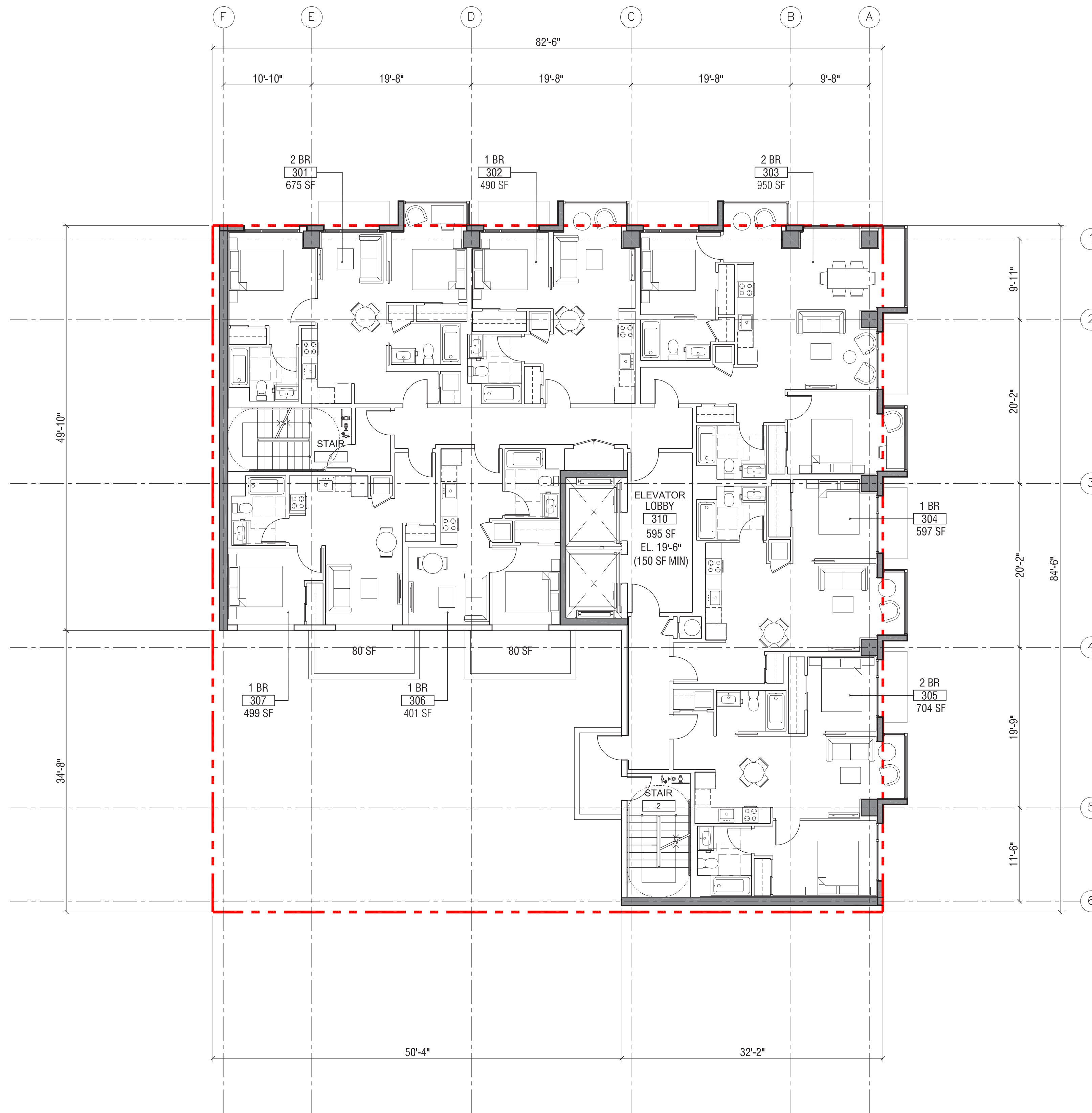
ALL PARKING WILL BE UNBUNDLED

1 CAR SHARE SPACE PROVIDED AT B1 LEVEL,
ACCESS THROUGH HAWTHORNE ST



REAR YARD MINIMUM, 25% OF LOT:
 25% x 6971 SF
 = 1,742 SF

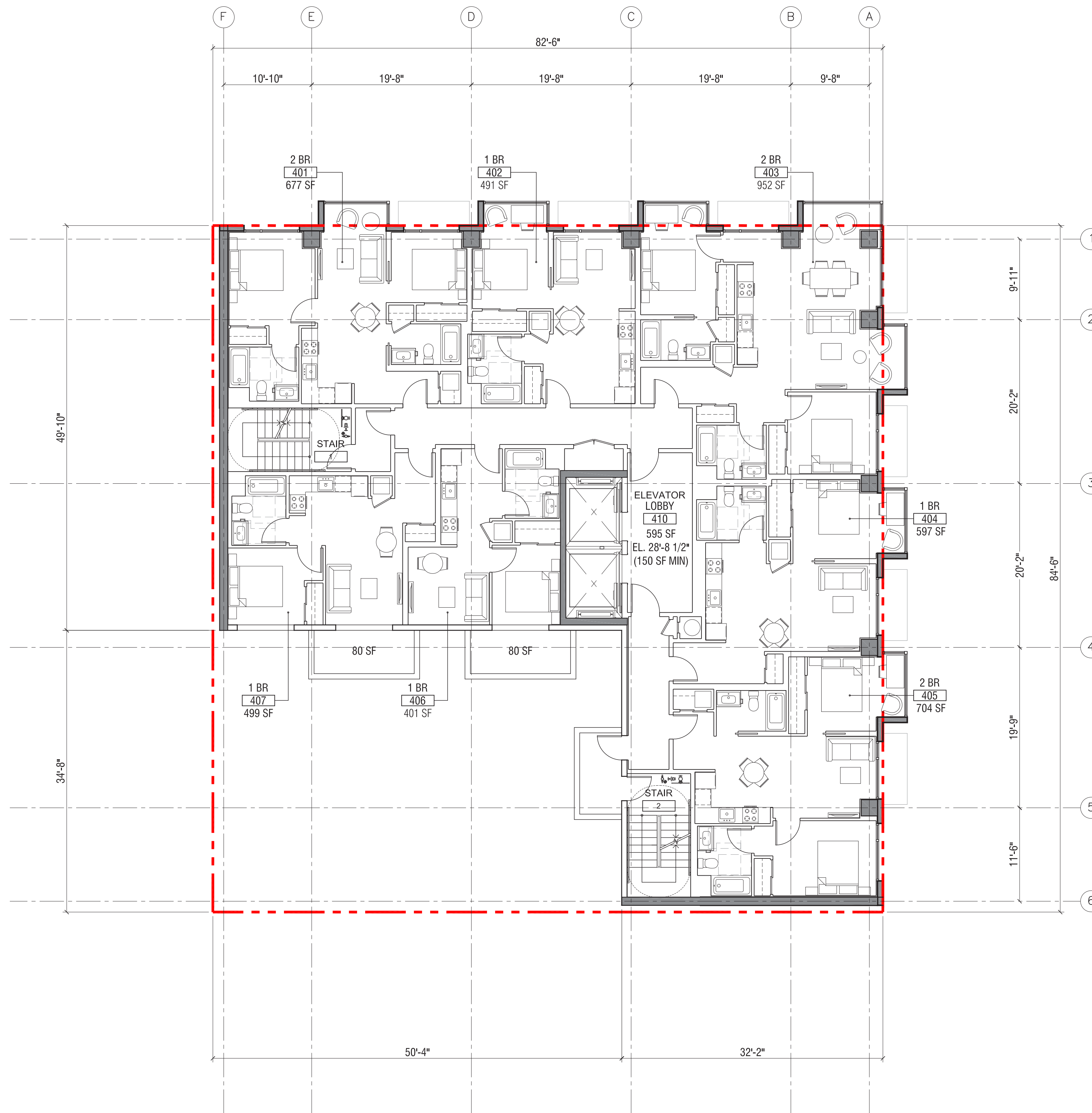
REAR YARD PROPOSED:
 1,805 SF



GROSS FLOOR FOOTPRINT: 5,298 SF
NET UNIT AREA: 4,300 SF
PAINT TO PAINT APPROX: 4,040 SF

UNITS PER . FLOOR: 7
AVERAGE UNIT SIZE: 614 SF
TOTAL UNIT NUMBER: 88

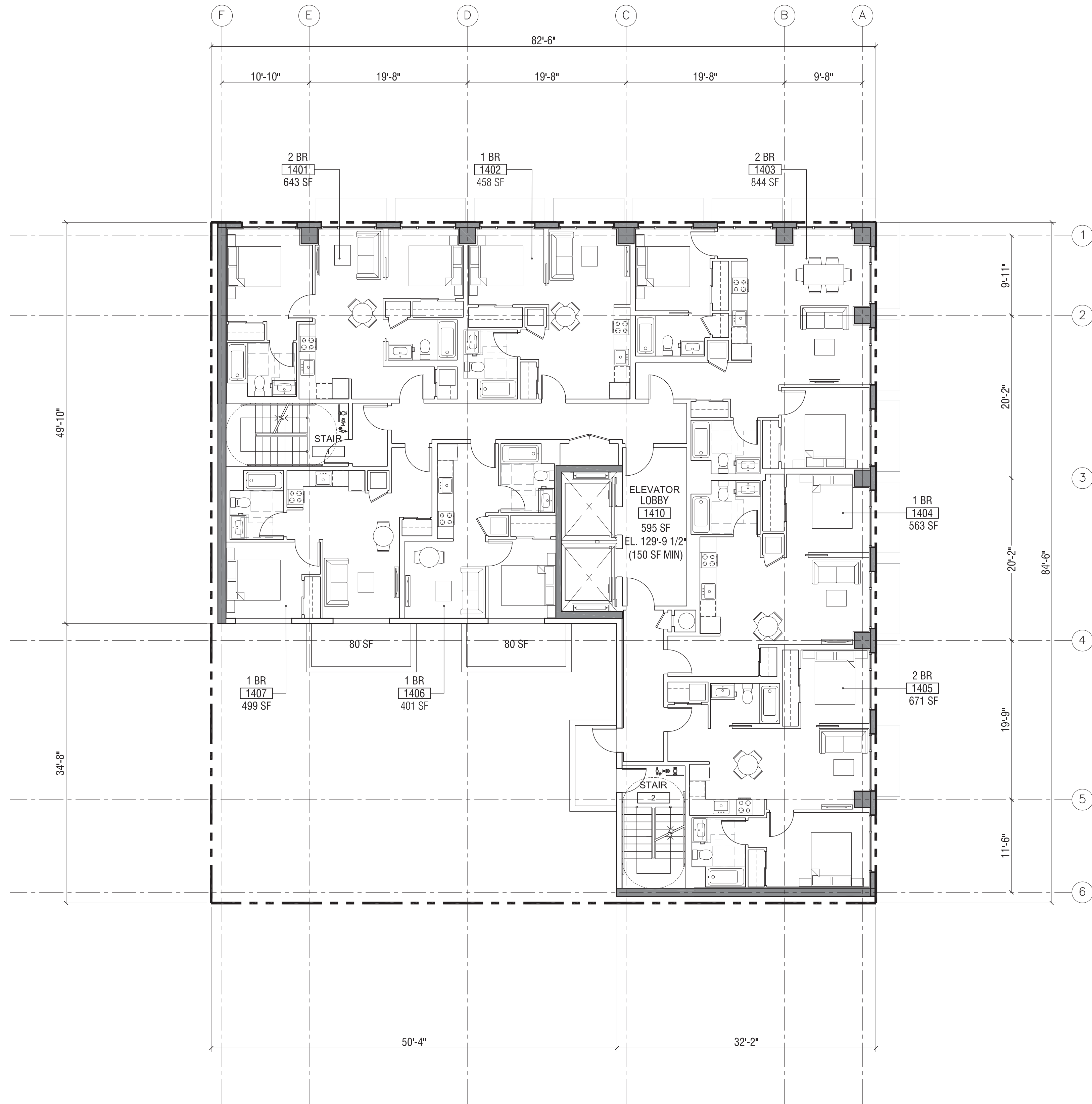
UNIT MIX:
TWO BEDROOMS: 43%
(40% MIN)
ONE BEDROOMS: 57%



GROSS FLOOR FOOTPRINT: 5,298 SF
NET UNIT AREA: 4,300 SF
PAINT TO PAINT APPROX: 4,040 SF

UNITS PER . FLOOR: 7
AVERAGE UNIT SIZE: 614 SF
TOTAL UNIT NUMBER: 88

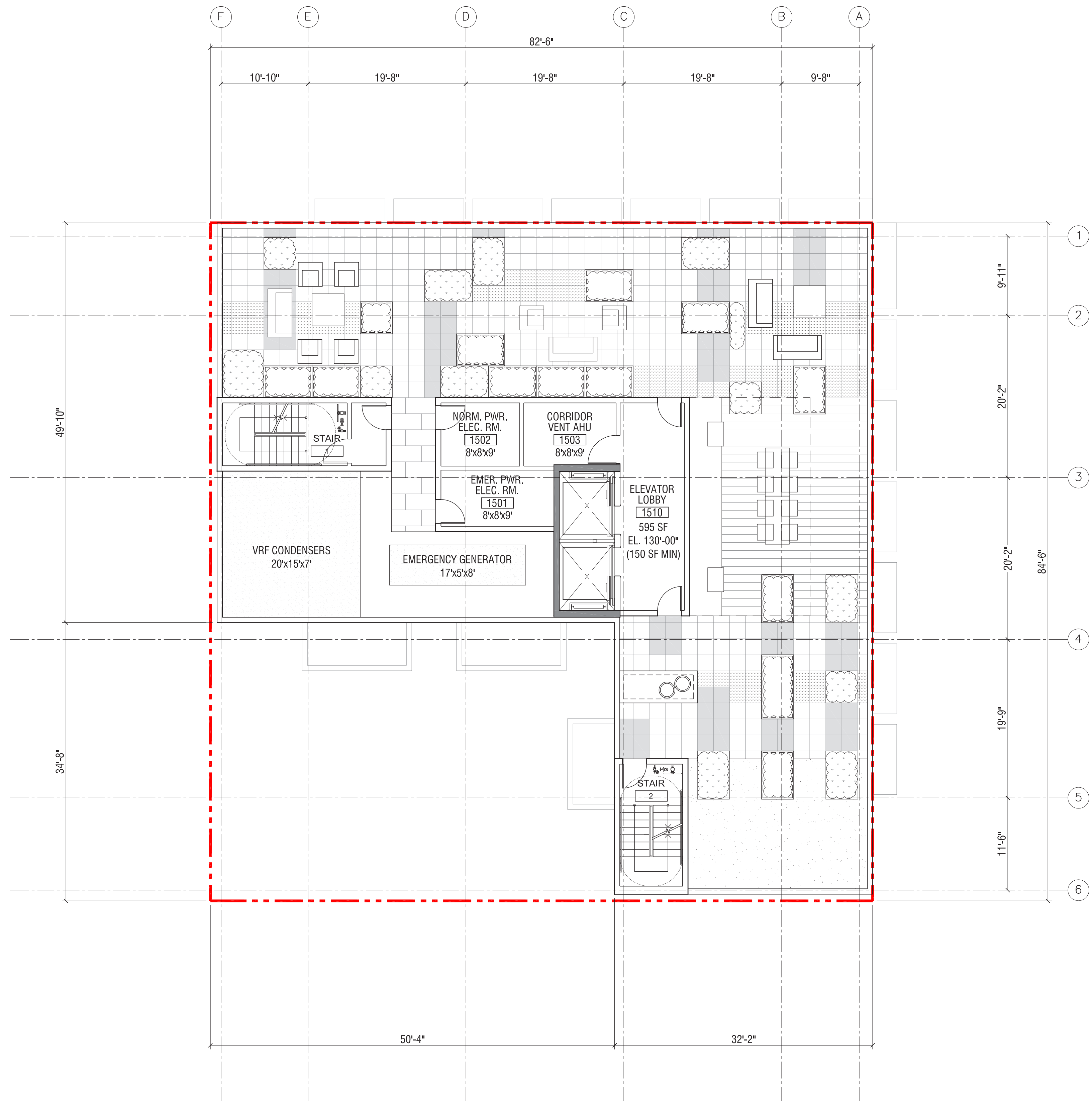
UNIT MIX:
TWO BEDROOMS: 43%
(40% MIN)
ONE BEDROOMS: 57%



GROSS FLOOR FOOTPRINT: 5,298 SF
NET UNIT AREA: 4,300 SF
PAINT TO PAINT APPROX: 4,040 SF

UNITS PER . FLOOR: 7
AVERAGE UNIT SIZE: 614 SF
TOTAL UNIT NUMBER: 88

UNIT MIX:
TWO BEDROOMS: 43%
(40% MIN)
ONE BEDROOMS: 57%



TOTAL ROOF AREA: 5,158 SF

**STAIRS AND ELEVATOR PENTHOUSE:
= 1,129 SF**

**UNROOFED SCREENED MEP AREA:
= 387 SF**

**TOTAL MEP W/ STAIRS AND ELEVATOR:
= 1,516 SF**

**30% ALLOWED FOR COMBINED
UNROOFED SCREENED EXCEPTIONS
ABOVE HEIGHT LIMIT:
5,158 SF x 30%
= 1,547 SF**



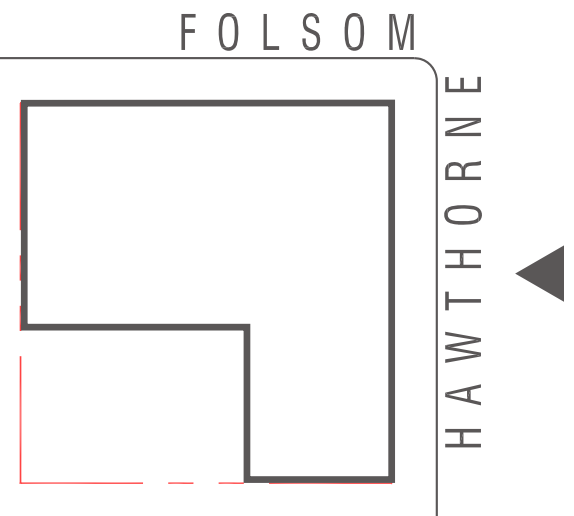
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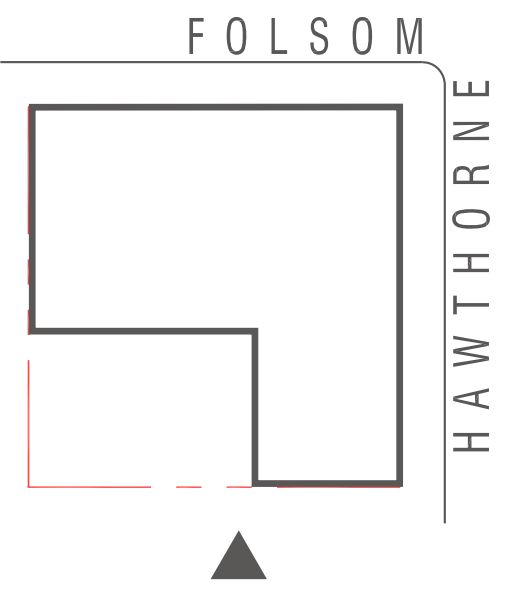
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HALF-SIZE PRINT 11"x17"

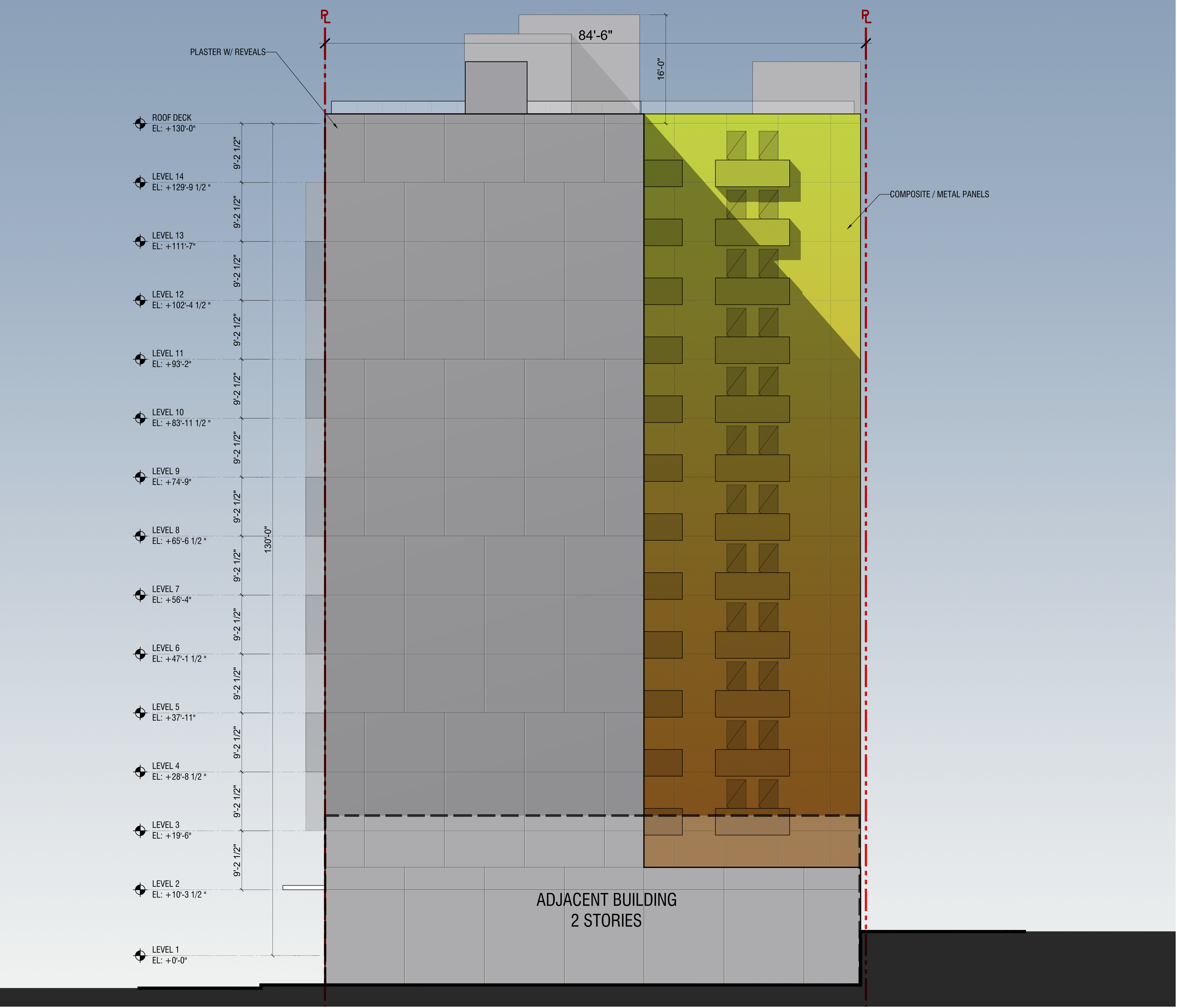
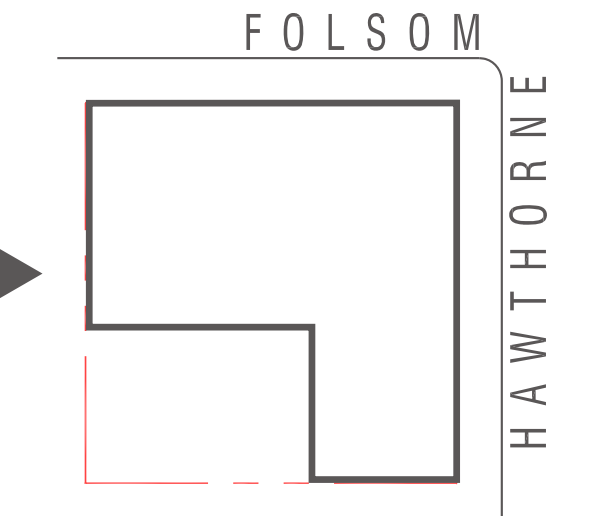
0' 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

655 FOLSOM ST
SAN FRANCISCO, CALIFORNIA / FEBRUARY 08, 2015

ELEVATION / FOLSOM ST A3.1







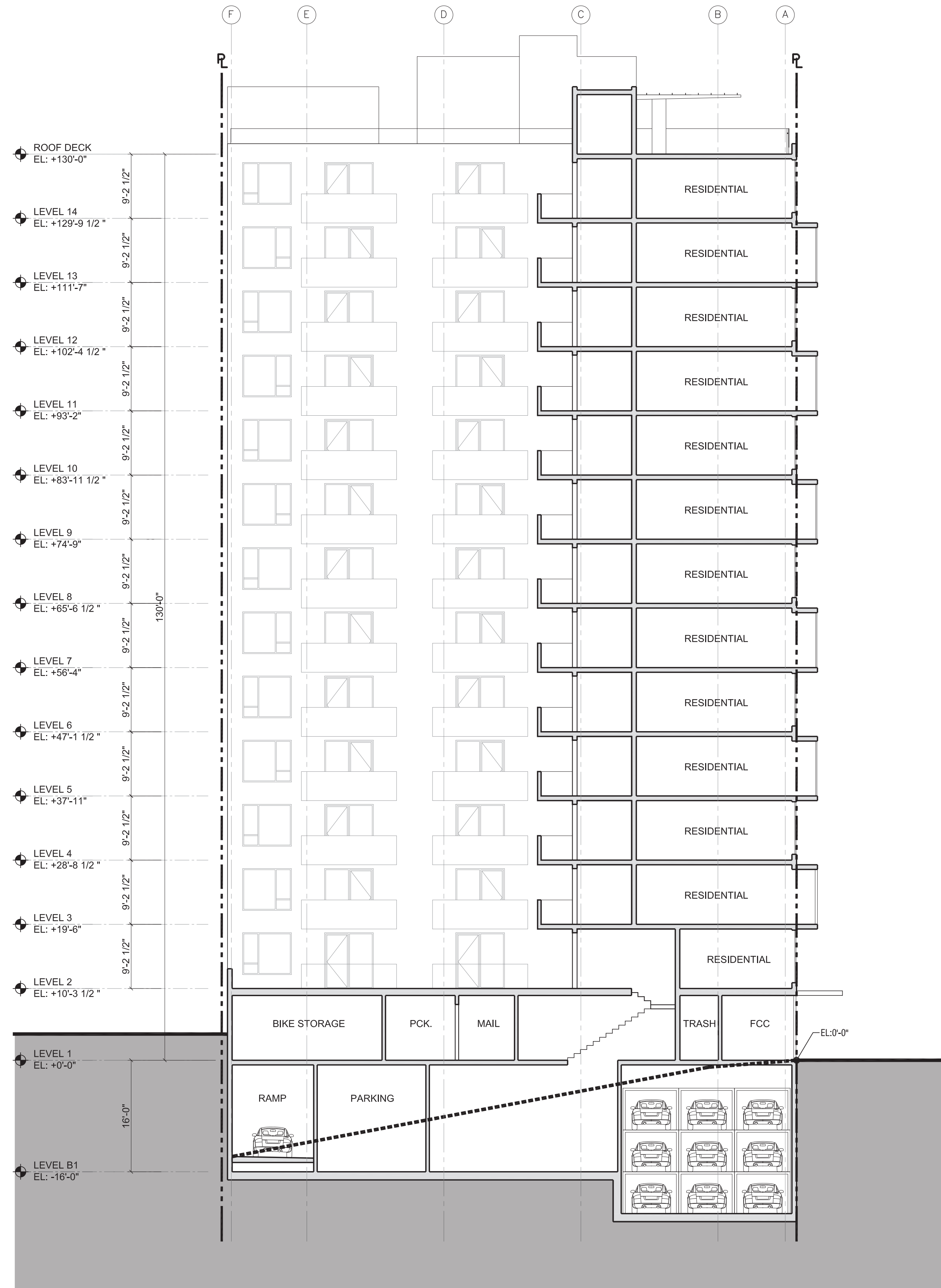
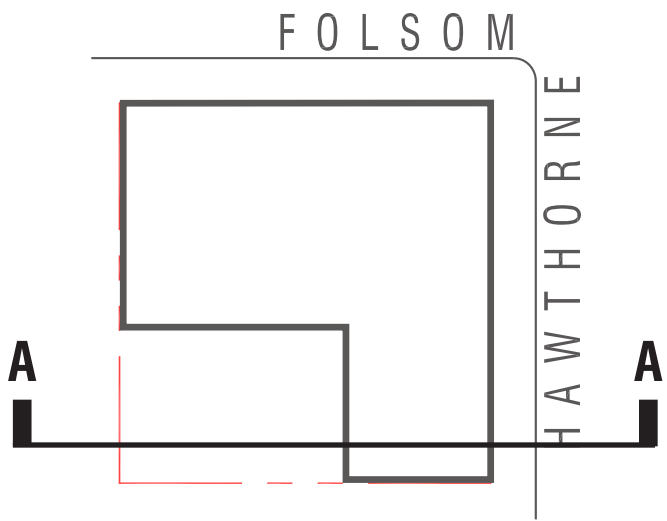
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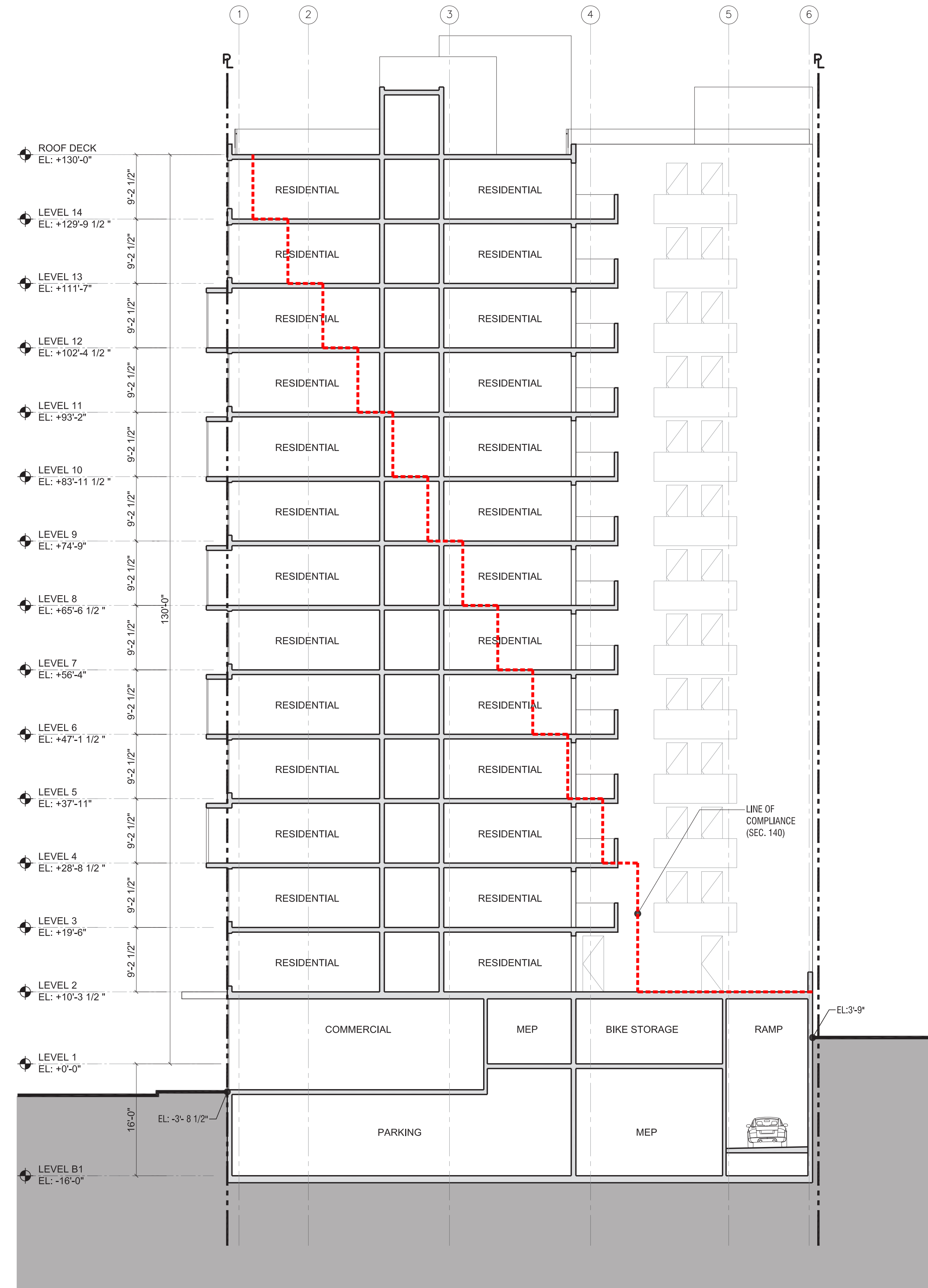
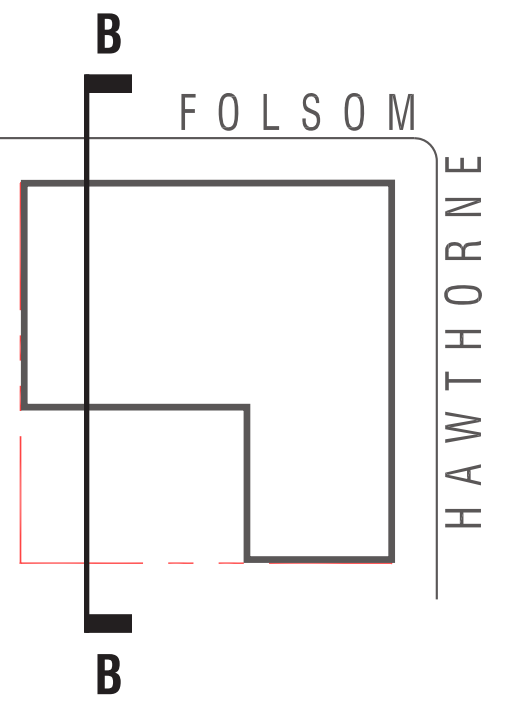
FULL-SIZE PRINT 22"x34"
HALF-SIZE PRINT 11"x17"

0' 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

655 FOLSOM ST
SAN FRANCISCO, CALIFORNIA / FEBRUARY 08, 2015

ELEVATION / WEST A3.4







ARQUITECTONICA

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HALF-SIZE PRINT 11"x17"

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VIEW FROM FOLSOM & HAWTHORNE A6.1

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VIEW FROM FOLSOM & HAWTHORNE A6.2

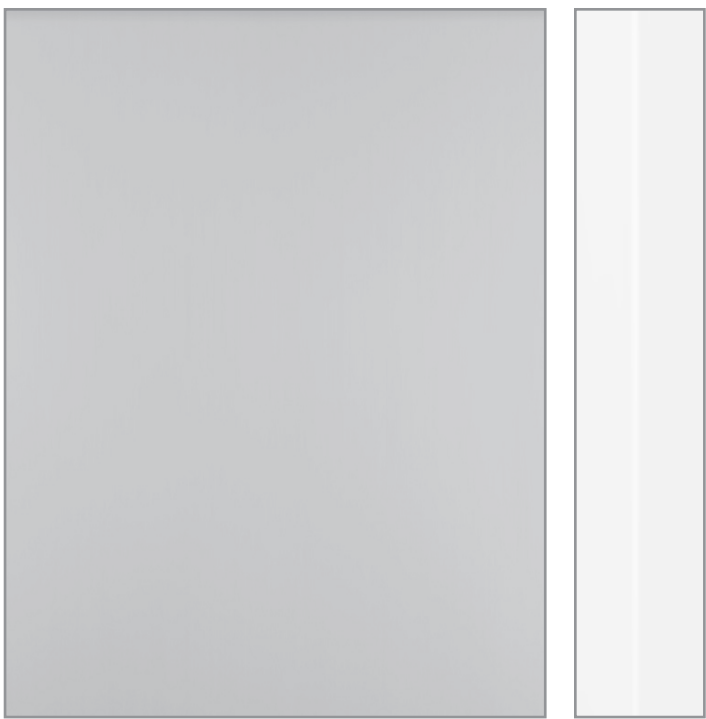
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METAL PANEL - DARK | M1



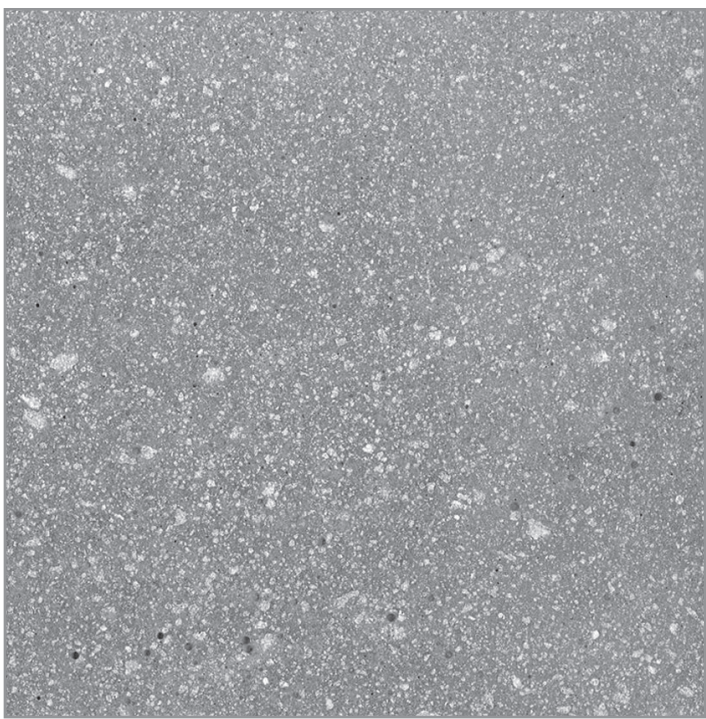
METAL PANEL - LIGHT | M2



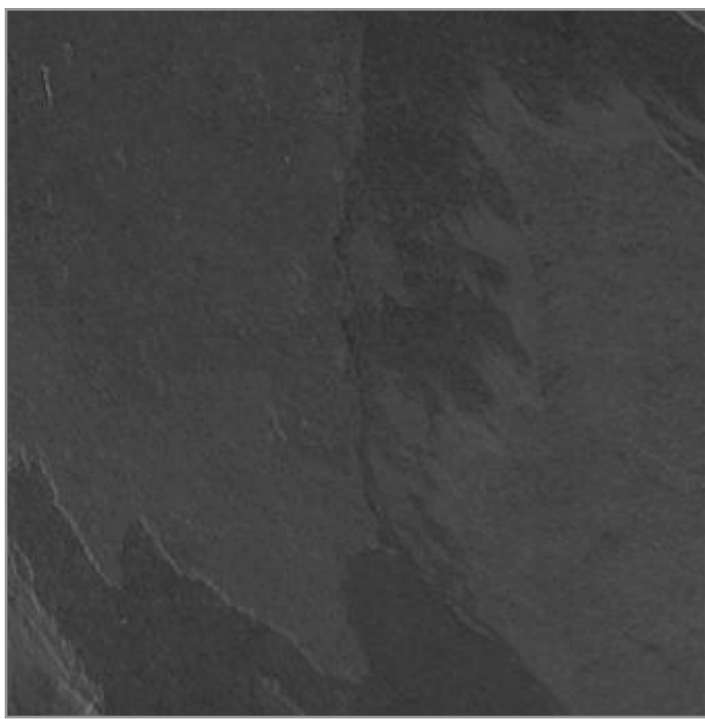
VISION GLAZING + WHITE MULLION | G1 + L1



GFRC - LIGHT | P1



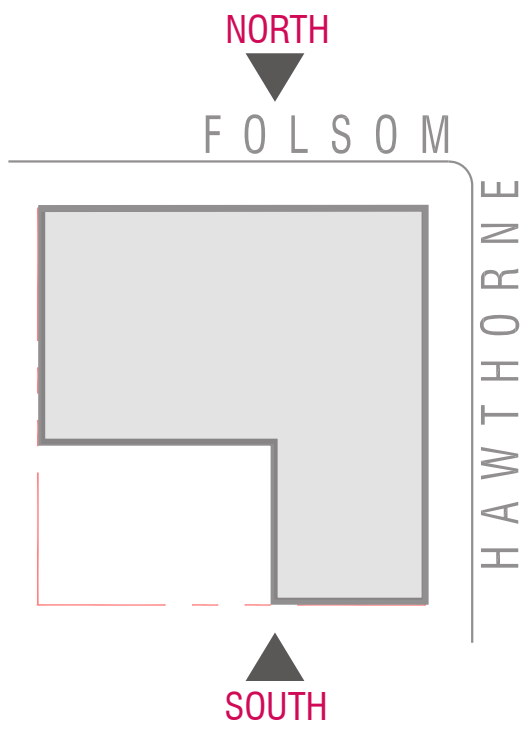
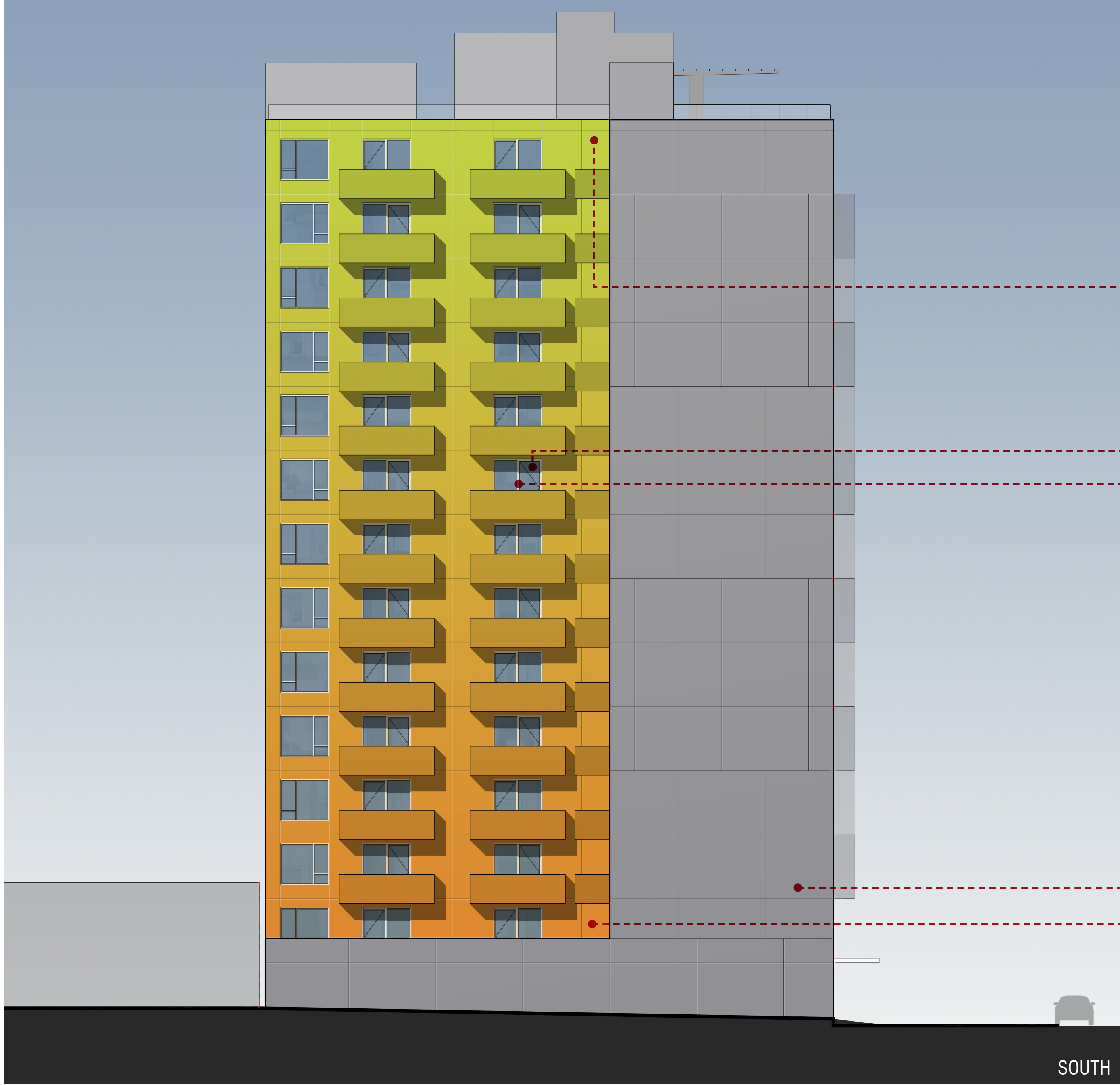
GFRC - DARK | P2

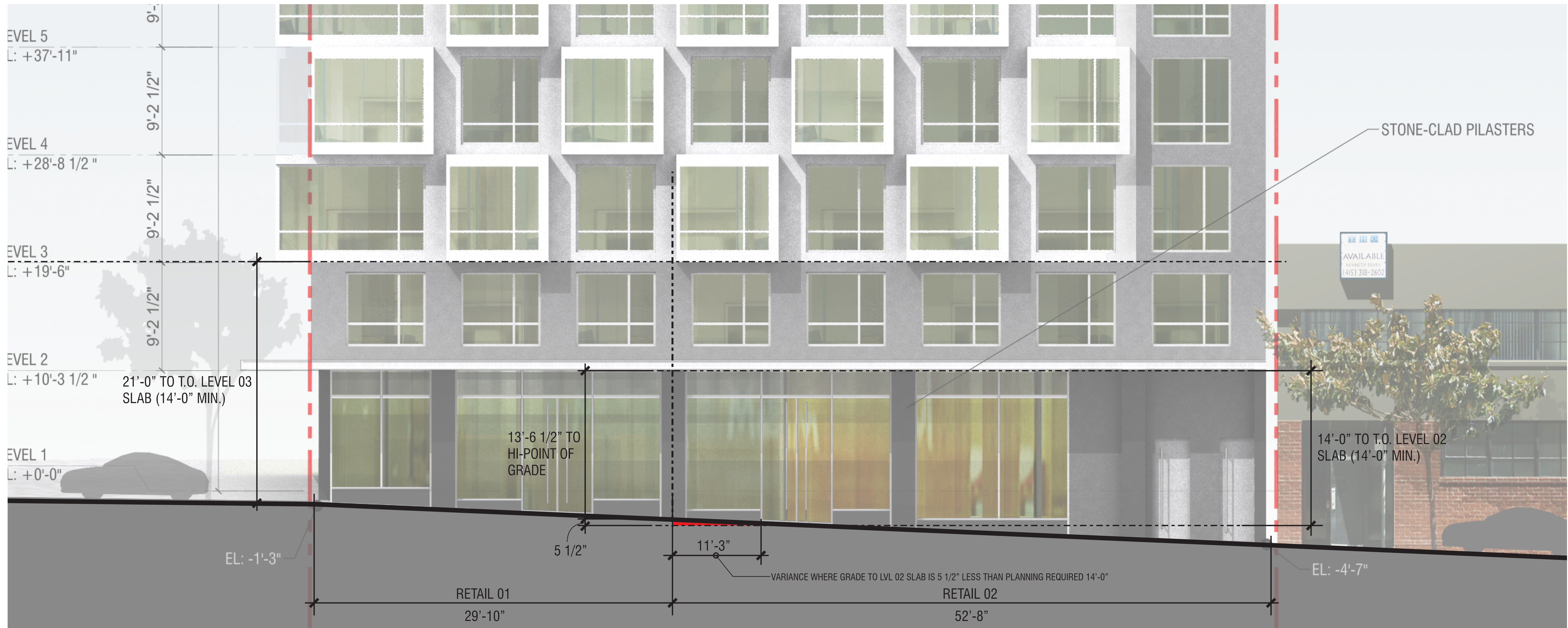


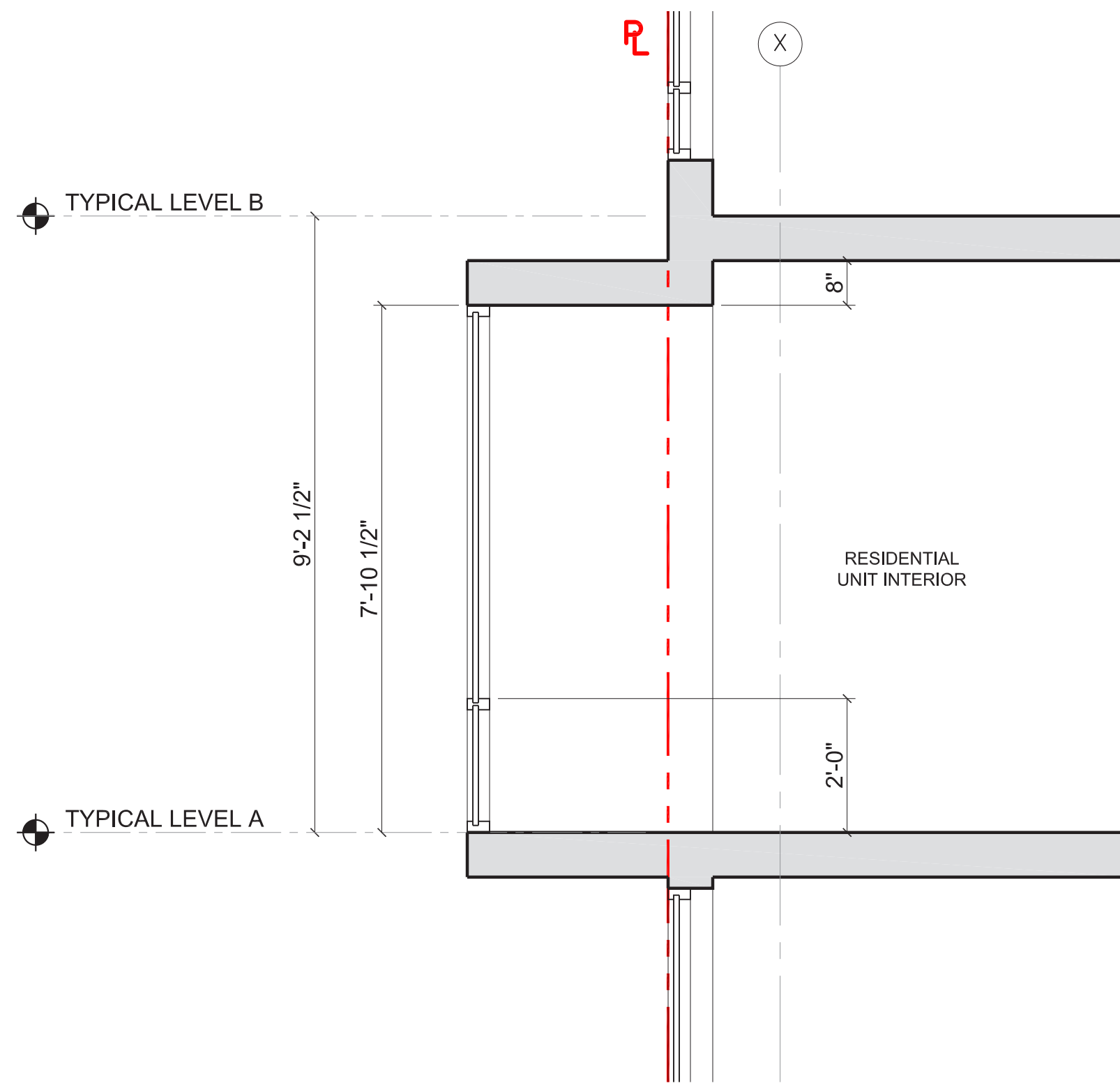
SLATE - BLACK | S1



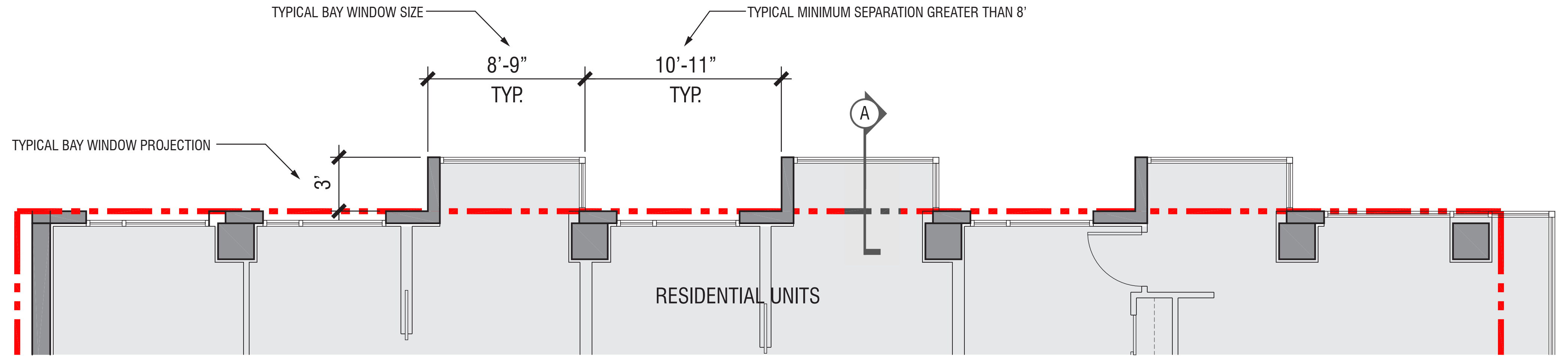
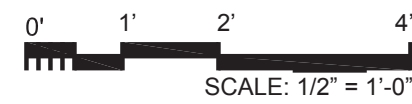
METAL PANEL - BLACK | M3







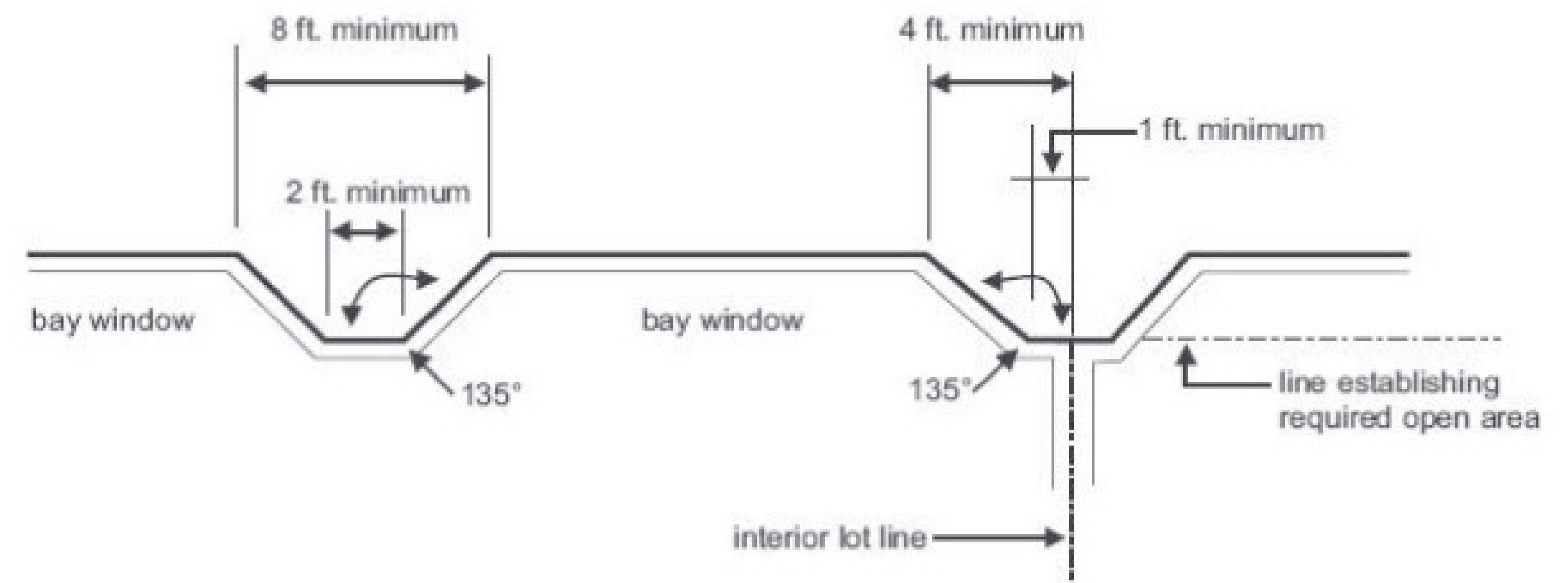
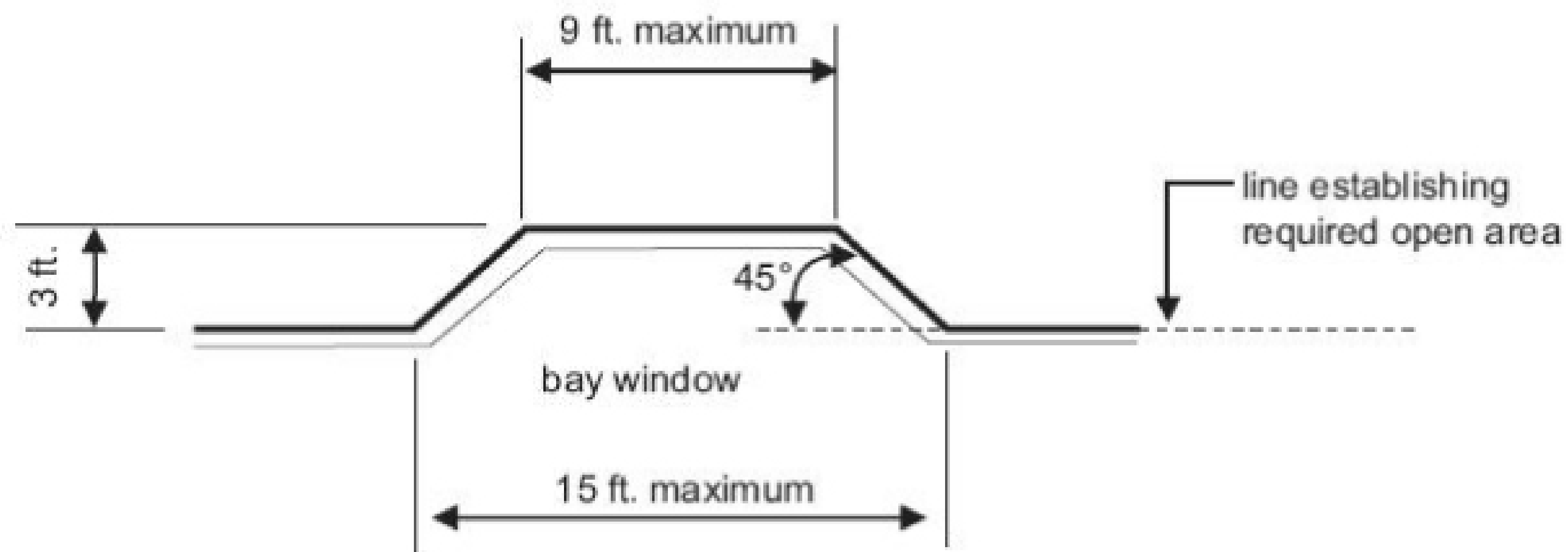
ENLARGED BAY WINDOW SECTION A - TYP.



ENLARGED BAY WINDOWS PLAN - TYP.



SAN FRANCISCO PLANNING CODE EXCERPT | ARTICLE 1.2 | SEC. 136



N.T.S

EXHIBIT C

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

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

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

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

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

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>Neighborhoods Mitigation Measure F-3)</i></p> <p>For new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), as shown in EIR Figure 18, where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations, the project sponsor shall conduct a detailed analysis of noise reduction requirements. Such analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise insulation features identified and recommended by the analysis shall be included in the design, as specified in the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.</p>	<p>along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>measures to be incorporated into project design and evaluated in environmental/building permit review, prior to issuance of a final building permit and certificate of occupancy</p>	<p>Department and the Department of Building Inspection</p>	<p>upon approval of final construction drawing set.</p>
<p><i>Project Mitigation Measure 4 – Siting of Noise-Sensitive Uses (Eastern Neighborhoods Mitigation Measure F-4)</i></p> <p>To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.</p>	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>Design measures to be incorporated into project design and evaluated in environmental/building permit review, prior to issuance of a final building permit and certificate of occupancy</p>	<p>San Francisco Planning Department and the Department of Building Inspection</p>	<p>Considered complete upon approval of final construction drawing set.</p>
<p><i>Project Mitigation Measure 5 – Open Space in Noisy Environments</i></p>	<p>Project Architect of each subsequent</p>	<p>Design measures to be</p>	<p>San Francisco Planning Department and the</p>	<p>Considered complete upon approval of final</p>

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

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>(Eastern Neighborhoods Mitigation Measure F-6)</i></p> <p>To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.</p>	<p>development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project</p>	<p>incorporated into project design and evaluated in environmental/building permit review</p>	<p>Department of Building Inspection</p>	<p>construction drawing set.</p>
<p>AIR QUALITY</p>				
<p><i>Project Mitigation Measure 6 – Construction Air Quality (Eastern Neighborhoods Mitigation Measure G-1)</i></p> <p>The City shall condition approval of individual development proposals under the proposed project upon implementation of an appropriate dust abatement program, patterned after the Bay Area Air Quality Management District (BAAQMD) approach described below.</p> <p>The BAAQMD approach to dust abatement, as put forth in the BAAQMD CEQA Guidelines, calls for “basic” control measures that should be implemented at all construction sites, “enhanced” control measures that should be implemented at construction sites greater than four acres in area, and “optional” control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions.</p> <p>Elements of the “basic” dust control program for project components that disturb less than four acres shall include, but not necessarily be limited to the following:</p> <ul style="list-style-type: none"> • Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased 	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>During construction</p>	<p>Each Project Sponsor to provide Planning Department with monthly reports during construction period.</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction.</p>

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

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.</p> <ul style="list-style-type: none"> • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). • Pave, apply water (reclaimed if possible) three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. • Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads. <p>Elements of the “enhanced” dust abatement program for project components that disturb four or more acres are unlikely to be required, in that no sites anticipated for development in the Plan area are as large as four acres. Should a site this size be proposed for development, dust control shall include all of the “basic” measures in addition to the following measures to be implemented by the construction contractor(s):</p> <ul style="list-style-type: none"> ▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more). ▪ Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). ▪ Limit traffic speeds on unpaved roads to 15 miles per hour. ▪ Limit the amount of the disturbed area at any one time, where possible. ▪ Pave all roadways, driveways, sidewalks, etc. as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the BAAQMD prior to the start of construction. <p>The “optional” dust-control measures supplement the “basic” and “enhanced” programs to address site-specific issues. They include:</p> <ul style="list-style-type: none"> ▪ Install wheel washers where vehicles enter and exit unpaved roads onto 				

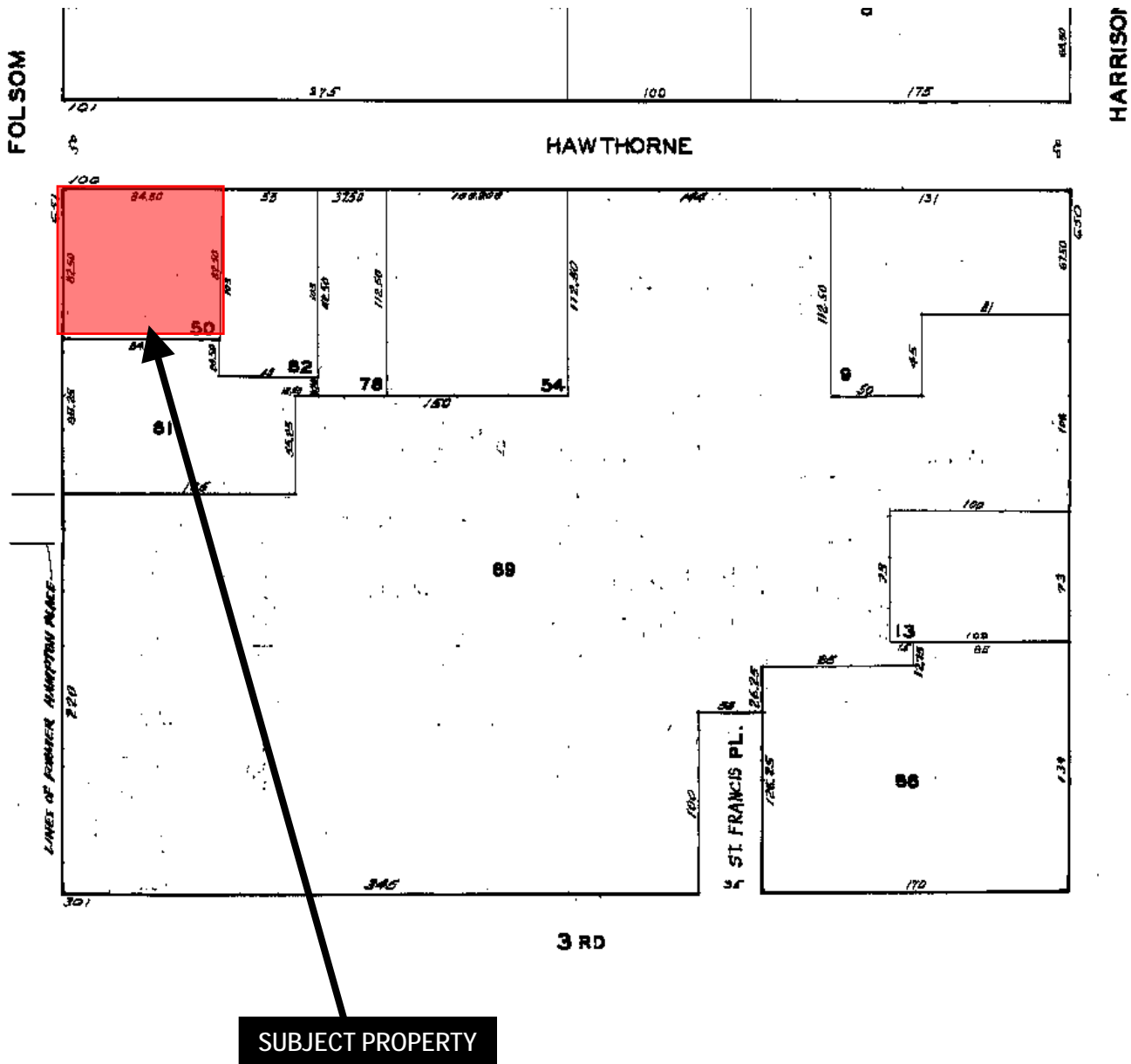
MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>streets, or wash off trucks and equipment leaving the site.</p> <ul style="list-style-type: none"> ▪ Install windbreaks, or plant tree/vegetative wind breaks at windward side(s) of construction areas. ▪ Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph. <p>Ordinance 175-91, passed by the San Francisco Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, project sponsors would require that construction contractors obtain reclaimed water from the Clean Water Program for this purpose.</p> <p>The City would also condition project approval such that each subsequent project sponsor would require the contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period. Implementation of Mitigation Measure G-1 would reduce construction-related air quality effects to a less-than-significant level.</p>				
<p><i>Project Mitigation Measure 7 – Best Available Control Technology for Diesel Generators (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-4)</i></p> <p>The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>During construction</p>	<p>Each Project Sponsor to provide Planning Department with monthly reports during construction period.</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction.</p>

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

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
HAZARDOUS MATERIALS				
<p><i>Project Mitigation Measure 8 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)</i></p> <p>The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	Project Sponsor/project archeologist of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Areas Plans and Rezoning	Prior to approval of each subsequent project, through Mitigation Plan.	Planning Department, in consultation with DPH; where Site Mitigation Plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction.	Considered complete upon approval of each subsequent project.

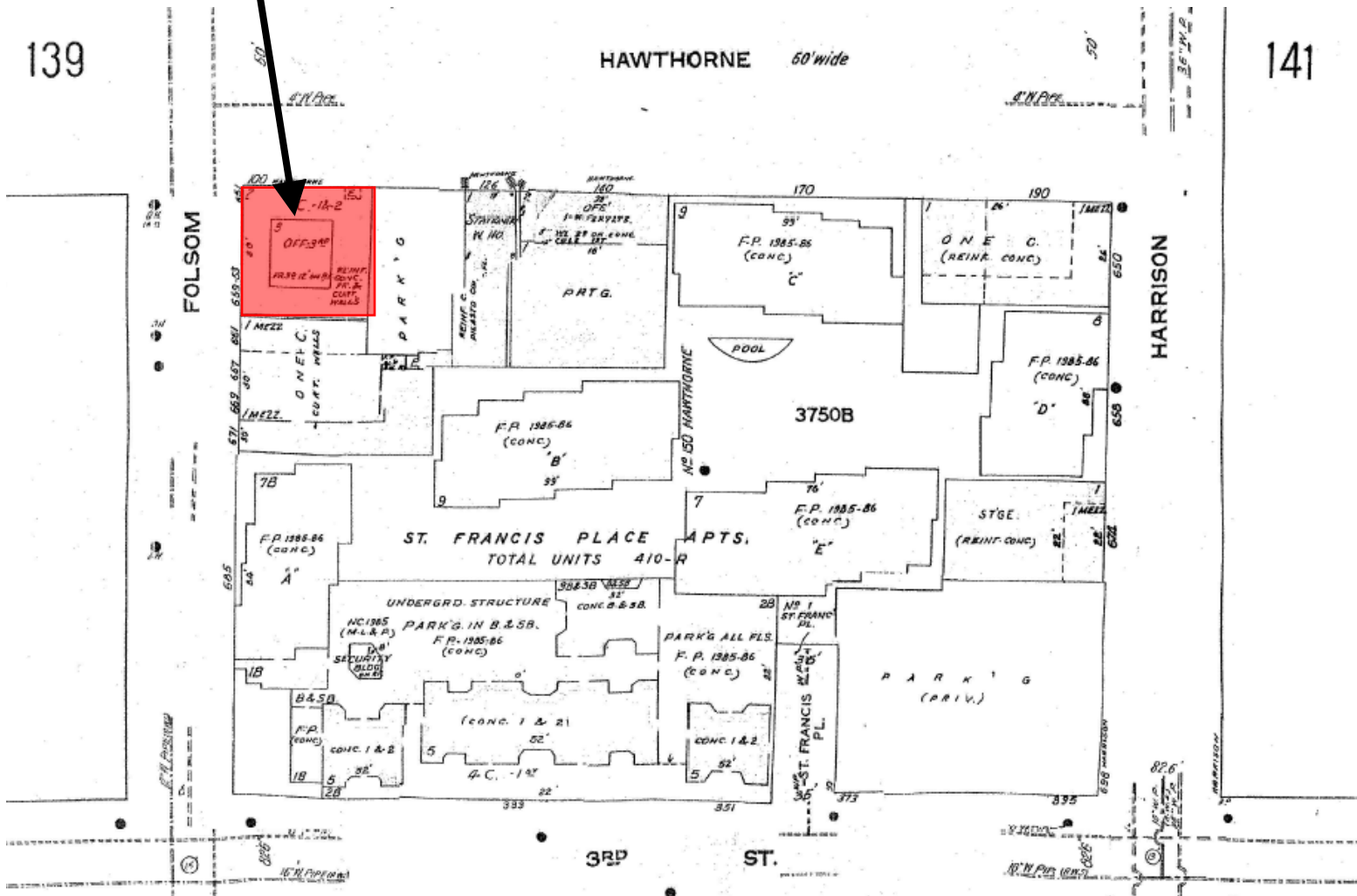
Parcel Map



Discretionary Review Hearing
Case Number 2013.0253ENX
655 Folsom Street

Sanborn Map*

SUBJECT PROPERTY

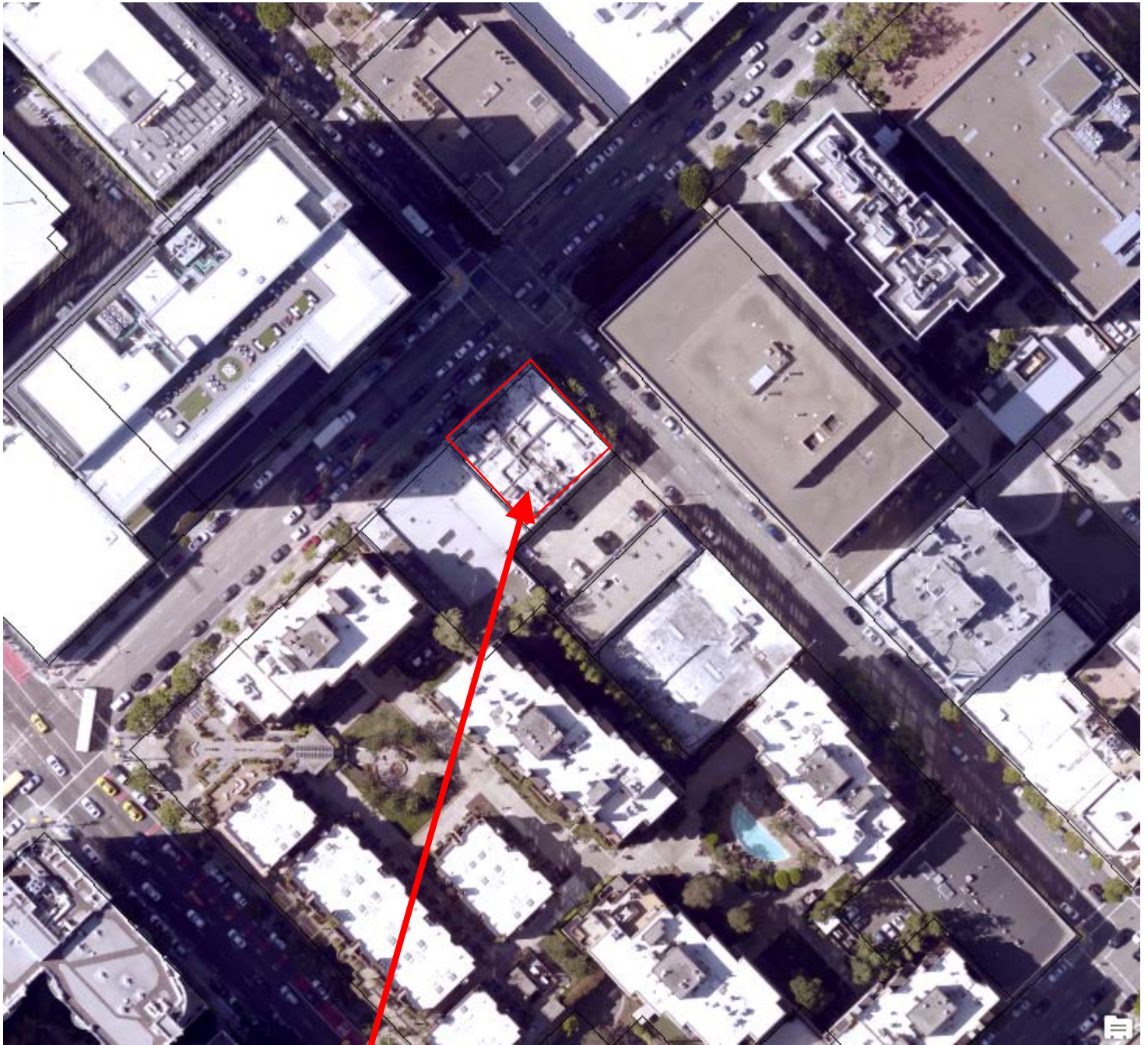


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Discretionary Review Hearing
Case Number 2013.0253ENX
655 Folsom Street

Aerial Photo

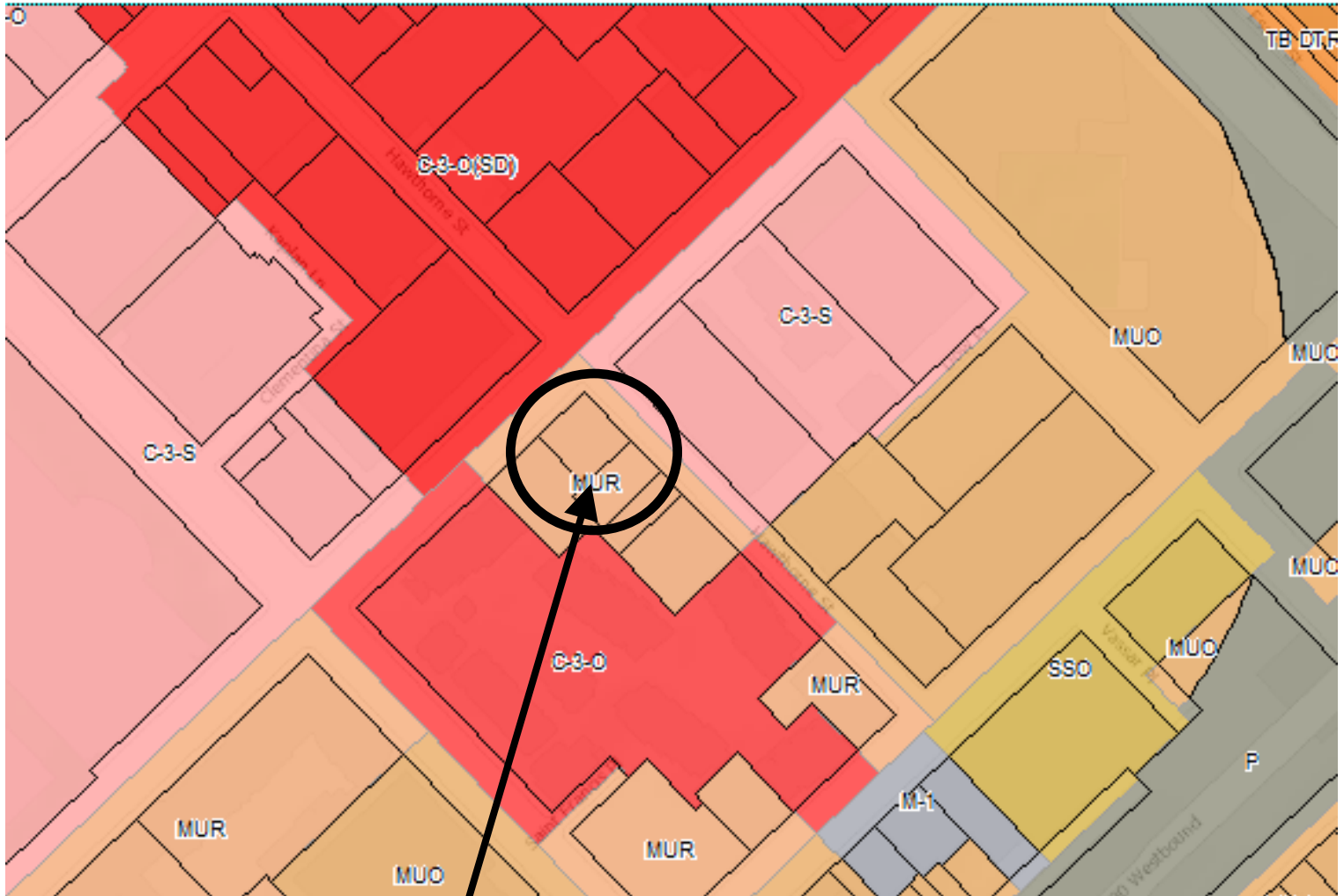


SUBJECT PROPERTY



Discretionary Review Hearing
Case Number 2013.0253ENX
655 Folsom Street

Zoning Map

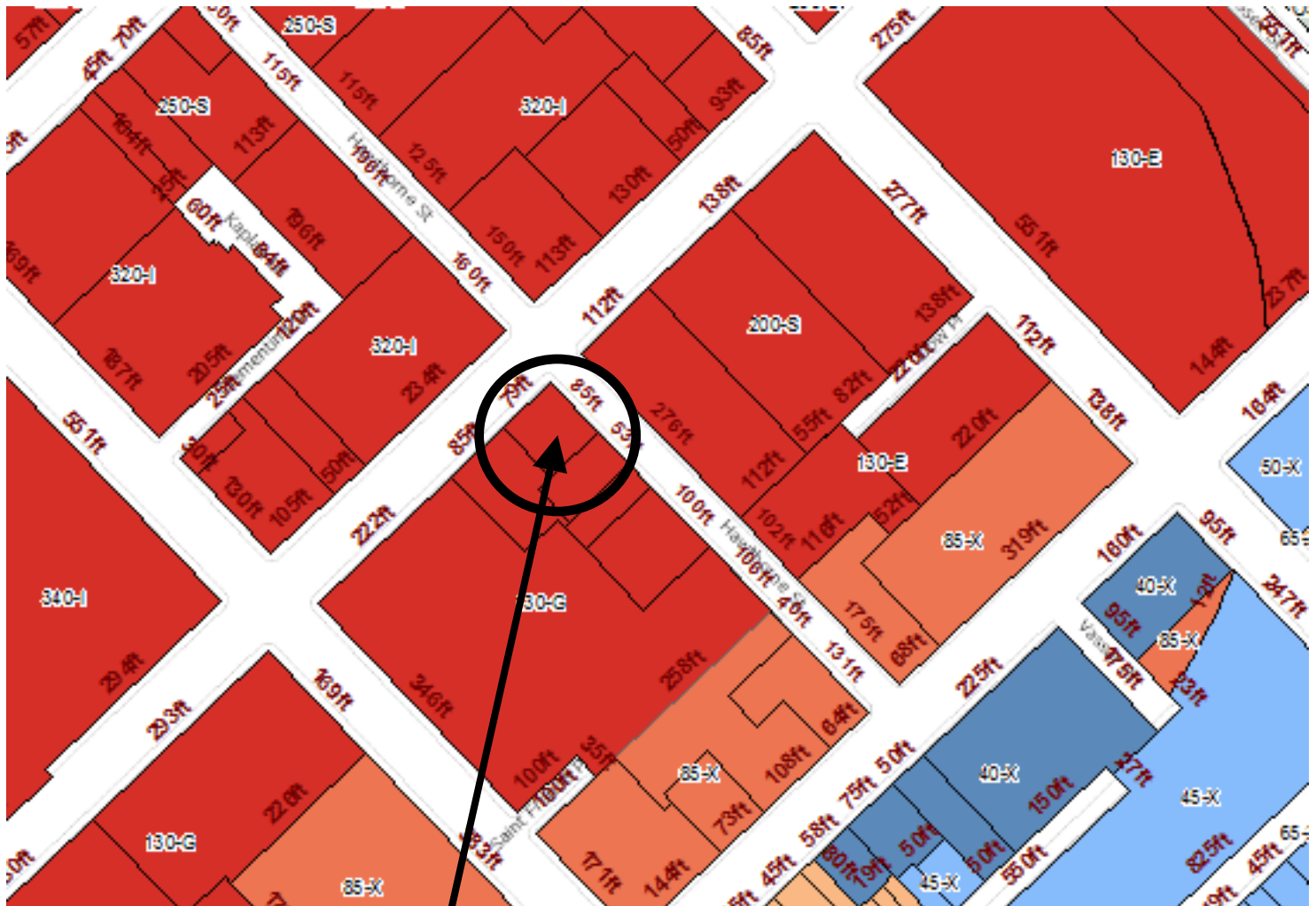


SUBJECT PROPERTY



Discretionary Review Hearing
Case Number 2013.0253ENX
655 Folsom Street

Height and Bulk Map



SUBJECT PROPERTY



Discretionary Review Hearing
Case Number 2013.0253ENX
 655 Folsom Street

Site Photo



Discretionary Review Hearing
Case Number 2013.0253ENX
655 Folsom Street

Site Photo



Discretionary Review Hearing
Case Number 2013.0253ENX
655 Folsom Street

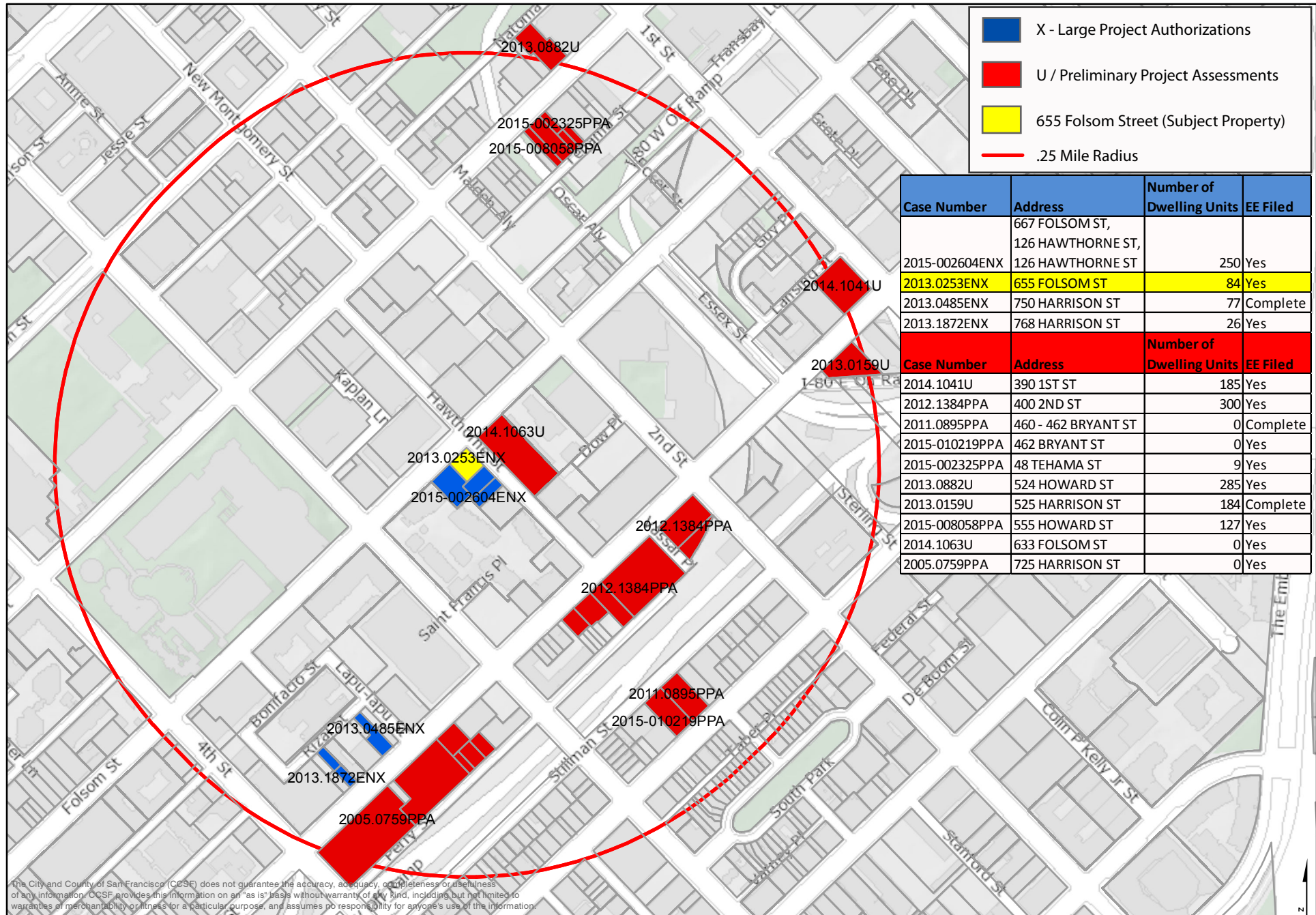
View Down Folsom-Looking North

SUBJECT PROPERTY



Discretionary Review Hearing
Case Number 2013.0253ENX
655 Folsom Street

Major Projects Within .25 Mile Radius of 655 Folsom Street



The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

0 187.5 375 750 Feet

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
Forton Fund LLC	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
1725 Clay Street #102	(415) 706-7688
San Francisco, CA 94109	EMAIL:
	angela@thepillarcapital.com
APPLICANT'S NAME:	
Faella Brown + Martel (attn CJ Higley)	
Same as Above <input type="checkbox"/>	
APPLICANT'S ADDRESS:	TELEPHONE:
235 Montgomery St., 17th Floor	(415) 954 4400
San Francisco, CA 94104	EMAIL:
	cjhigley@fbm.com
CONTACT FOR PROJECT INFORMATION:	
CJ Higley	
Same as Above <input checked="" type="checkbox"/>	
ADDRESS:	TELEPHONE:
	()
	EMAIL:
COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):	
CJ Higley	
Same as Above <input checked="" type="checkbox"/>	
ADDRESS:	TELEPHONE:
	()
	EMAIL:

2. Location and Project Description

STREET ADDRESS OF PROJECT:		ZIP CODE:
655 Folsom Street, San Francisco, CA		94107
CROSS STREETS:		
Hawthorne Street		
ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
3750 1050	MUR	130-9
PROJECT TYPE: (Please check all that apply)		
<input checked="" type="checkbox"/> New Construction		
<input checked="" type="checkbox"/> Demolition		
<input type="checkbox"/> Alteration		
<input type="checkbox"/> Other: _____		
EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:

Compliance with the Anti-Discriminatory Housing Policy

1. Does the applicant or sponsor, including the applicant or sponsor's parent company, subsidiary, or any other business or entity with an ownership share of at least 30% of the applicant's company, engage in the business of developing real estate, owning properties, or leasing or selling individual dwelling units in States or jurisdictions outside of California?

☐ YES ☒ NO

1a. If yes, in which States? _____

- 1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest?

☐ YES ☒ NO

- 1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property?

☐ YES ☒ NO

If the answer to 1b and/or 1c is yes, please provide a copy of that policy or policies as part of the supplemental information packet to the Planning Department.

Human Rights Commission contact information
Mullane Ahern at (415)252-2514 or mullane.ahern@sfgov.org

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or authorized agent of the owner of this property.
- b: The information presented is true and correct to the best of my knowledge.
- c: Other information or applications may be required.

Signature: _____

Date: 2/18/2016

Print name, and indicate whether owner, or authorized agent:

CJ Higley
Owner / Authorized Agent (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

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

Notification of Incomplete Information made:

To: _____ Date: _____

BUILDING PERMIT NUMBER(S): _____

DATE FILED: _____

RECORD NUMBER: _____

DATE FILED: _____

VERIFIED BY PLANNER: _____

Signature: _____ Date: _____

Printed Name: _____ Phone: _____

ROUTED TO HRC: _____

DATE: _____

☐ Emailed to: _____

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

2/16/2016
Date

I, Charles J. Higley, do hereby declare as follows:

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

655 Folsom Street
Address

3750/050
Block / Lot

b. The proposed project at the above address is subject to the Inclusionary Affordable Housing Program, Planning Code Section 415 et seq.

The Planning Case Number and/or Building Permit Number is:

2013.0253 ENX
Planning Case Number

~~###~~ 201602099171
Building Permit Number

This project requires the following approval:

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

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

Shaunn Mendrin
Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

- ☒ Yes (if yes, please indicate Tier) Tier 1
☐ No

This project is exempt from the Inclusionary Affordable Housing Program because:

- ☐ This project is 100% affordable.

c. This project will comply with the Inclusionary Affordable Housing Program by:

- ☒ Payment of the Affordable Housing Fee prior to the first site or building permit issuance (Planning Code Section 415.5).
☐ On-site or Off-site Affordable Housing Alternative (Planning Code Sections 415.6 and 416.7).

Affidavit for **Compliance with the Inclusionary Affordable Housing Program**

d. If the project will comply with the Inclusionary Affordable Housing Program through an **On-site** or **Off-site Affordable Housing Alternative**, please fill out the following regarding how the project is eligible for an alternative and the accompanying unit mix tables on page 4.

- ☐ **Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.
- ☐ **Rental.** Exemption from Costa Hawkins Rental Housing Act.² The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:
- ☐ Direct financial contribution from a public entity.
- ☐ Development or density bonus or other public form of assistance.
- ☐ Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

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

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

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

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

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

San Francisco, CA
Location

2/16/2016
Date

Charles J. Higley
Signature

Charles J. Higley, Authorized Agent of Owner
Name (Print), Title

415. 954. 4942
Contact Phone Number

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

Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
89	-	-	52	37	-

If you selected an On-site or Off-Site Alternative, please fill out the applicable section below:

- ☐ On-site Affordable Housing Alternative (Charter Section 16.110 (g) and Planning Code Section 415.6): calculated at 12% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

- ☐ Off-site Affordable Housing Alternative (Planning Code Section 415.7): calculated at 20% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)			Number of Market-Rate Units in the Off-site Project	

- ☐ Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:
Indicate what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. Fee _____ % of affordable housing requirement.

2. On-Site _____ % of affordable housing requirement.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

3. Off-Site _____ % of affordable housing requirement.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)			Number of Market-Rate Units in the Off-site Project	

Affidavit for **Compliance with the Inclusionary Affordable Housing Program**

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name <i>Forton Fund, LLC</i>	Company Name
Print Name of Contact Person <i>Farella Braun + Martel (a/n: CJ Higley)</i>	Print Name of Contact Person
Address <i>235 Montgomery St.</i>	Address
City, State, Zip <i>San Francisco, CA 94104</i>	City, State, Zip
Phone, Fax <i>415. 954. 4942, FAX 415. 954. 4480</i>	Phone, Fax
Email <i>cjhigley@fbm.com</i>	Email
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.
Signature <i>CJ Higley</i>	Signature
Name (Print), Title <i>Charles J. Higley, Authorized Agent of Owner</i>	Name (Print), Title



February 24, 2016

Shaunn Mendrin
Planner, San Francisco Planning Department
1650 Mission Street, Suite 400,
San Francisco, CA 94103

Support Letter


Project: 655 Folsom Street, Residential Development
Block / Lot: 3750/050
Height: 130 feet
Case No: 2013.0253ENX
Building Permit: 2015.01.021234

Dear Mr. Mendrin,

On Tuesday February 23 rd, 2016, we met with the sponsors and architect and reviewed the plans submitted for this proposed residential development on the corner of Folsom Street and Hawthorne Street.

Hawthorne Place is an 84 unit condominium development, built in 2002, on Hawthorne Street, between Folsom Street, and Harrison Street. Our building's back and garage entrance is on Hawthorne Street, just south of this proposed development.

We like the plans and renderings presented to us. This residential project will be a valuable addition to our neighborhood in transition. We are supportive of the development. We therefore recommend Planning Commission to approve it.


Ed Tansev

President
Hawthorne Place Homeowners Association



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

Angela Cheung, President
Pillar Capital
1725 Clay Street, Suite 102
San Francisco, CA 94109

February 19, 2016

Re: 665 Folsom Street – Mixed-Use Development

Dear Ms. Cheung,

Thank you for presenting your plans for 665 Folsom Street to the San Francisco Housing Action Coalition's (SFHAC) Project Review Committee on January 27, 2016. Following thorough discussion, our members believe the project has merit and aligns with our mission of increasing the supply of well-designed, well-located housing in San Francisco. Please review our letter, which explains how it meets our guidelines, as well as areas suggested for modest improvement. Also, see our report card, which grades your project according to each guideline. We have attached a copy of our project review guidelines for your reference.

Project Description: The project proposes to demolish the existing two-story restaurant and construct a 14-story, 89-unit building with ground-floor retail and underground parking for 31 cars.

Land Use: This is an excellent site for higher density housing. The area is within close proximity to numerous job centers, transit options and neighborhood amenities.

Density: The building appropriately maximizes the use of the 6,000 square-foot lot. The project is comprised of one- and two-bedroom units, with the average square footage at about 609 square-feet.

Affordability: The project includes 11 below-market-rate (BMR) units, 12 percent of the total. We encourage you to examine the pending Inclusionary "Dial" program to see if it might be possible to provide more BMRs with a greater range of incomes.

Parking and Alternative Transportation: The site is within a 10-minute walk of the Powell and Montgomery Street BART Stations and is located along the Folsom Street bicycle corridor. The current parking ratio is 0.31 spaces per units, slightly over the as-of-right ratio of 0.25. We encourage you to reduce that count to the as-of-right ratio

Angela Cheung
February 19, 2016
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and add another car-share space. We also urge you to increase the number of bicycle parking spaces to one space per bedroom. We commonly hear from developers that they've over-estimated their need for car parking while under-estimating it for bike parking.

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


Urban Design: The project would improve the pedestrian experience at this corner by significantly widening the sidewalks and adding a bulb-out at the corner of Folsom and Hawthorne Streets. This would also allow for planting and landscaping improvements. The ground floor would include two commercial spaces and open space would be provided in the form of a rear interior courtyard and rooftop open space.

Environmental Features: The project will meet the Green Point rating requirements. While we understand these requirements are of a higher standard than most other cities, we encourage you to consider other features that further green the building, especially for water conservation.

Community Input: You stated that you have held the required pre-application meetings with the immediate neighborhoods. The SFHAC strongly encourages thorough community outreach and engagement by project sponsors. We understand this particular area may not be as engaged in new housing developments as other neighborhoods, but we urge you to meet with more neighborhood residents. This gives them an opportunity to provide feedback and might help improve your project.

Thank you for presenting your plans for 665 Folsom Street to our Project Review Committee. We are pleased to endorse the project, with the reservation about conducting more community outreach. Please keep us abreast of any changes and let us know how we may be of assistance.

Sincerely,



Tim Colen
Executive Director

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.

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

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: 665 Folsom Street

Project Sponsor: Pillar Capital

Date of SFHAC Review: January 27, 2016

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>
Land Use	The project would demolish the existing two-story restaurant and construct a 85-foot mixed-use building with 89 homes, ground-floor retail and subterranean parking for 31 cars.	5
Density	The project maximizes the 6,000 square foot lot and provides one- and two-bedroom units, averaging 609 square feet.	5
Affordability	The project will provide the below-market-rate (BMR) units on-site, or 11 BMRs. We encourage the project sponsor to examine the Inclusionary "Dial," should it become a option.	3
Parking and Alternative Transportation	We urge the project to reduce the parking to the as-of-right ratio, add a car share space and increase the bike parking to one space per bedroom. The site is transit-rich and highly walkable.	3
Preservation	There are no structures of significant cultural or historic merit on or near the site that would be impacted by the proposed project.	N/A
Urban Design	The project improves the pedestrian experience by widening the sidewalks and adding a bulb-out at the corner. There will also be landscaping improvements and two commercial spaces.	5
Environmental Features	The project will be Green Point rated, the City's basic requirement. We encourage the project sponsor to consider features that further green the project and especially conserve water.	3
Community Input	The project sponsor has met with immediate neighbors and held the mandatory pre-application meeting. We urge your team to reach out to more residents in the neighborhood on the project.	3
Additional Comments	There are no comments to add.	N/A
Final Comments	The SF Housing Action Coalition endorses the proposed project at 665 Folsom, with the reservation about needing more community outreach.	3.9/5

Please see attached letter for further explanation.



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2013.0253E
Project Address: 655 Folsom Street
Zoning: MUR (Mixed Use – Residential) Zoning District
130-G
Block/Lot: 3750/050
Lot Size: 6,972 square feet [0.16 acres]
Plan Area: Eastern Neighborhoods Area Plan
Project Sponsor: Angela Cheung, Pillar Capital – (415) 706-7688
Staff Contact: Christopher Espiritu – (415) 575-9022

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

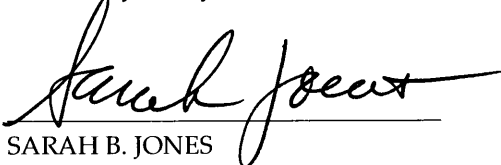
The project site is located on a corner lot bounded by Folsom Street to the north, Harrison Street to the south, Hawthorne Street to the east, Third Street to the west, and within the South of Market neighborhood. The proposed project would include the demolition of an existing 33-foot-tall, 2-story, approximately 13,400-square-foot, commercial building (no basement) on the project site. The project would include the construction of a new 14-story, approximately 130-foot-tall building, with 14 levels and a basement on the project site. The project would include an additional 16 feet in height for a mechanical penthouse. The proposed structure would be approximately 89,000 square feet (sq ft) with 89 dwelling units, 2,300 sq ft for ground-floor commercial space along Folsom Street, and a below-grade parking garage for 36 vehicles (35 spaces in stackers). The project would also provide 97 bicycle parking spaces in an at-grade bicycle storage room (89 Class I and eight Class II bicycle parking spaces). The existing building on the project site is currently used as a restaurant and was constructed in 1910. The site is not located within a historic district. The project site was included in the South of Market Historic Resource Survey and was rated "6Z" (Ineligible for National, State, or Local designation through survey evaluation). (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 3, 2016
Date

cc: Angela Cheung, Project Sponsor; Supervisor Kim, District 6; Shaunn Mendrin, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The residential units located on floors two through 14 would be accessed from a residential lobby located on Hawthorne Street. In total, the proposed building would include 52 one-bedroom units and 37 two-bedroom units, approximately 2,300 sq ft of ground-floor commercial space. Additionally, there would be approximately 3,260 sq ft of usable open space located on a rooftop terrace. The proposed building would require excavation of up to 22 feet below existing grade for one basement level and an additional three to five feet excavation for the proposed building's foundation systems (mat foundation). There are no existing curb cuts located along the Folsom Street and Hawthorne Street frontages of the project site. The project would include 36 off-street vehicle parking spaces within a basement level and would be accessed through a new curb cut located along the Hawthorne Street frontage of the project. In addition, the proposed 97 bicycle parking spaces for use by residents and visitors would be located at the ground floor and accessed through the residential lobby entrance at Hawthorne Street.

PROJECT APPROVAL

The proposed project would require approval of a Large Project Authorization (LPA) by the Planning Commission, pursuant to Planning Code Section 329.

LPAs are required for new construction greater than 25,000 gross square feet in the Mixed Use – Residential (MUR) Zoning Districts. The LPA would also authorize project-specific modifications to the following Planning Code requirements:

- Open Space (Planning Code Section 135)
- Rear Yard (Planning Code Section 134)
- Exposure (Planning Code Section 140)
- Dwelling Unit Mix (Planning Code Section 207)

Other approvals that would be required in order to implement the proposed project include the following:

- **Department of Building Inspection (DBI).** Approval of demolition, grading, building and occupancy permits for demolition of the existing structures and new construction.
- **Department of Public Health (DPH).** Approval of a Site Mitigation Plan pursuant to the Maher Ordinance prior to the commencement of any excavation work, and approval of a Soil Mitigation Plan and Dust Control Plan prior to construction-period activities.
- **San Francisco Municipal Transportation Agency (SFMTA).** Approval of all proposed changes in curb cuts and parking zones pursuant to the SFMTA Color Curb Program. Coordination with the SFMTA Interdepartmental Staff Committee on Traffic and Transportation to coordinate temporary construction-related changes to the transportation network.
- **San Francisco Public Works Department (Public Works), Bureau of Streets and Mapping.** Approval of modifications to public sidewalks, street trees, curb cuts, and bulb out extensions.
- **San Francisco Public Utilities Commission (SFPUC).** Approval of a stormwater control plan and an erosion and sediment control plan prior to commencing construction.

Approval of the Large Project Authorization by the Planning Commission would be 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 655 Folsom Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)¹. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 655 Folsom Street.

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

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

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

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

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

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

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

As a result of the Eastern Neighborhoods rezoning process, the project site was rezoned from RSD (Residential/Service Mixed-Use) to MUR (Mixed Use - Residential) District. The MUR District is intended to promote a vibrant mix of uses. The MUR District is intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. Also, the MUR District is designed to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The 655 Folsom Street site, which is located in the South of Market area of the Eastern Neighborhoods, was designated as a site with building up to 130 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 655 Folsom Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 655 Folsom Street project, and identified the mitigation measures applicable to the 655 Folsom Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{4,5} Therefore, no further CEQA evaluation for the 655 Folsom Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate

⁴ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 655 Folsom Street, March 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0253E.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 655 Folsom Street, March 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0253E.

of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is within the MUR Zoning District and a 130-G Height and Bulk District. The surrounding properties contain a mix of office, residential, and commercial/retail uses. The project site contains an existing two-story building that is currently used as a restaurant. The project site is a corner lot and is directly adjacent to an existing two-story office building to the southwest that is currently vacant (667 Folsom Street). Along the Hawthorne Street frontage of the site, adjacent buildings are a mix of two-story office buildings and a nine-story residential building. Along the Folsom Street frontage of the site, adjacent buildings include a mix of two- to eight-story office and mixed use buildings. To the northwest, across Folsom Street, is a 14-story office building occupying the majority of the block. Across Hawthorne Street, to the northeast of the project site, is a mix of eight- to 21-story office buildings. The project site is located one and a half blocks northwest of the Interstate 80 freeway, and an eastbound on-ramp is located one and a half block to the northeast, at the intersection of Folsom Street and Essex Street. The major arterial streets surrounding the subject block (Folsom, Third, Second, Harrison, and Brannan Streets) are multi-lane streets that serve as primary access routes to and from the Interstate 80, Interstate 280, and Highway 101 freeways.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 655 Folsom Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 655 Folsom Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR. In addition, the proposed project, at approximately 130 feet in height, would have the potential to cast new shadow on nearby facilities under the jurisdiction of the Recreation and Parks Department. Additional analysis of shadow impacts of the proposed project, as well as other projects of similar height in the immediate vicinity, found that the proposed project would not result in a substantial adverse impact on use of the facility. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would not contribute to the significant unavoidable land use impact identified in the Eastern Neighborhoods PEIR because it would not result in the removal of PDR space. Also, the existing building on the project site was not found to be a historic resource. Thus, the proposed project would not result in demolition, alteration, or modification of any historic resources, and would not therefore contribute to any historic resource impact. Traffic and transit ridership generated by the proposed project would not considerably contribute to the traffic and transit impacts identified in the Eastern Neighborhoods PEIR. Finally, the proposed project would not contribute to the significant shadow impacts on public open spaces identified in the PEIR.

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

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving not proposed	N/A
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment	Project sponsor has agreed to implement Project Mitigation 2 and agreed to develop and implement a set of noise attenuation measures during construction.
F-3: Interior Noise Levels	Applicable: noise-sensitive uses where street noise exceeds 60dBA	Project sponsor has agreed to implement Project Mitigation 3 and has conducted and submitted a detailed analysis of noise reduction requirements.
F-4: Siting of Noise-Sensitive Uses	Applicable: project includes siting of sensitive uses (residences) in where street noise exceeds 60dBA	Project sponsor has agreed to implement Project Mitigation 4 and has conducted and submitted a detailed analysis of noise reduction requirements.
F-5: Siting of Noise-Generating Uses	Not Applicable: project would not include the siting of noise-generating uses	N/A
F-6: Open Space in Noisy Environments	Applicable: project includes private and common open space where street noise exceeds 60 dBA	Project sponsor has agreed to implement Project Mitigation 5 and has conducted and submitted a detailed analysis of noise reduction requirements.
G. Air Quality		
G-1: Construction Air Quality	Applicable: project required to comply with Construction Dust Control Ordinance; project located in area of poor air quality	Project sponsor has agreed to implement Project Mitigation 6 and has agreed to comply with Dust Control Ordinance.

Mitigation Measure	Applicability	Compliance
G-2: Air Quality for Sensitive Land Uses	Not applicable: project required to comply with Health Code Article 38	Requirement satisfied by sponsor.
G-3: Siting of Uses that Emit DPM	Not applicable: project would not include uses that emit DPM	N/A
G-4: Siting of Uses that Emit other TACs	Applicable: project would include a backup diesel generator	Project sponsor has agreed to implement Project Mitigation 7.
J. Archeological Resources		
J-1: Properties with Previous Studies	Not applicable: No previous archeological research design and treatment plan is on file for the project site property.	N/A
J-2: Properties with no Previous Studies	Applicable: soil disturbance to approximately 22 feet below grade proposed in this mitigation area.	Project sponsor has agreed to implement Project Mitigation Measure 1.
J-3: Mission Dolores Archeological District	Not applicable. Project site is not located within the Mission Dolores Archeological District.	N/A
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: demolition of existing commercial building that may contain hazardous building materials	Project sponsor has agreed to implement Project Mitigation 8.

Mitigation Measure	Applicability	Compliance
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: plan level mitigation by SFMTA	N/A
E-2: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA	N/A
E-3: Enhanced Funding	Not Applicable: plan level mitigation by SFMTA & SFTA	N/A
E-4: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA & Planning Department	N/A
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA	N/A
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA	N/A
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA	N/A
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA	N/A
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA	N/A

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

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on December 30, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. No comments were received from members of the public regarding the proposed project. However, several individuals requested to be notified of any further public notices regarding the project. The proposed project would not result in significant adverse

environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist⁶:

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

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

⁶ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0253E.

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

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

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

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

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

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>Neighborhoods Mitigation Measure F-3)</i></p> <p>For new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), as shown in EIR Figure 18, where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations, the project sponsor shall conduct a detailed analysis of noise reduction requirements. Such analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise insulation features identified and recommended by the analysis shall be included in the design, as specified in the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.</p>	<p>along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>measures to be incorporated into project design and evaluated in environmental/building permit review, prior to issuance of a final building permit and certificate of occupancy</p>	<p>Department and the Department of Building Inspection</p>	<p>upon approval of final construction drawing set.</p>
<p><i>Project Mitigation Measure 4 – Siting of Noise-Sensitive Uses (Eastern Neighborhoods Mitigation Measure F-4)</i></p> <p>To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.</p>	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>Design measures to be incorporated into project design and evaluated in environmental/building permit review, prior to issuance of a final building permit and certificate of occupancy</p>	<p>San Francisco Planning Department and the Department of Building Inspection</p>	<p>Considered complete upon approval of final construction drawing set.</p>
<p><i>Project Mitigation Measure 5 – Open Space in Noisy Environments</i></p>	<p>Project Architect of each subsequent</p>	<p>Design measures to be</p>	<p>San Francisco Planning Department and the</p>	<p>Considered complete upon approval of final</p>

MITIGATION MONITORING AND REPORTING PROGRAM
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MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>(Eastern Neighborhoods Mitigation Measure F-6)</i></p> <p>To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.</p>	<p>development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project</p>	<p>incorporated into project design and evaluated in environmental/building permit review</p>	<p>Department of Building Inspection</p>	<p>construction drawing set.</p>
AIR QUALITY				
<p><i>Project Mitigation Measure 6 – Construction Air Quality (Eastern Neighborhoods Mitigation Measure G-1)</i></p> <p>The City shall condition approval of individual development proposals under the proposed project upon implementation of an appropriate dust abatement program, patterned after the Bay Area Air Quality Management District (BAAQMD) approach described below.</p> <p>The BAAQMD approach to dust abatement, as put forth in the BAAQMD CEQA Guidelines, calls for “basic” control measures that should be implemented at all construction sites, “enhanced” control measures that should be implemented at construction sites greater than four acres in area, and “optional” control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions.</p> <p>Elements of the “basic” dust control program for project components that disturb less than four acres shall include, but not necessarily be limited to the following:</p> <ul style="list-style-type: none"> • Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased 	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>During construction</p>	<p>Each Project Sponsor to provide Planning Department with monthly reports during construction period.</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction.</p>

MITIGATION MONITORING AND REPORTING PROGRAM
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MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.</p> <ul style="list-style-type: none"> • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). • Pave, apply water (reclaimed if possible) three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. • Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads. <p>Elements of the “enhanced” dust abatement program for project components that disturb four or more acres are unlikely to be required, in that no sites anticipated for development in the Plan area are as large as four acres. Should a site this size be proposed for development, dust control shall include all of the “basic” measures in addition to the following measures to be implemented by the construction contractor(s):</p> <ul style="list-style-type: none"> ▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more). ▪ Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). ▪ Limit traffic speeds on unpaved roads to 15 miles per hour. ▪ Limit the amount of the disturbed area at any one time, where possible. ▪ Pave all roadways, driveways, sidewalks, etc. as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the BAAQMD prior to the start of construction. <p>The “optional” dust-control measures supplement the “basic” and “enhanced” programs to address site-specific issues. They include:</p> <ul style="list-style-type: none"> ▪ Install wheel washers where vehicles enter and exit unpaved roads onto 				

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<p>streets, or wash off trucks and equipment leaving the site.</p> <ul style="list-style-type: none"> ▪ Install windbreaks, or plant tree/vegetative wind breaks at windward side(s) of construction areas. ▪ Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph. <p>Ordinance 175-91, passed by the San Francisco Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, project sponsors would require that construction contractors obtain reclaimed water from the Clean Water Program for this purpose.</p> <p>The City would also condition project approval such that each subsequent project sponsor would require the contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period. Implementation of Mitigation Measure G-1 would reduce construction-related air quality effects to a less-than-significant level.</p>				
<p><i>Project Mitigation Measure 7 – Best Available Control Technology for Diesel Generators (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-4)</i></p> <p>The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>During construction</p>	<p>Each Project Sponsor to provide Planning Department with monthly reports during construction period.</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction.</p>

MITIGATION MONITORING AND REPORTING PROGRAM
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MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
HAZARDOUS MATERIALS				
<p><i>Project Mitigation Measure 8 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)</i></p> <p>The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	Project Sponsor/project archeologist of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Areas Plans and Rezoning	Prior to approval of each subsequent project, through Mitigation Plan.	Planning Department, in consultation with DPH; where Site Mitigation Plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction.	Considered complete upon approval of each subsequent project.



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: **2013.0253E**
Project Address: **655 Folsom Street**
Zoning: MUR (Mixed Use – Residential) Zoning District
130-G Height and Bulk District
Block/Lot: 3750/050
Lot Size: 6,972 square feet [0.16 acres]
Plan Area: Eastern Neighborhoods Area Plan
Project Sponsor: Angela Cheung, Pillar Capital – (415) 706-7688
Staff Contact: Christopher Espiritu – (415) 575-9022
christopher.espiritu@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

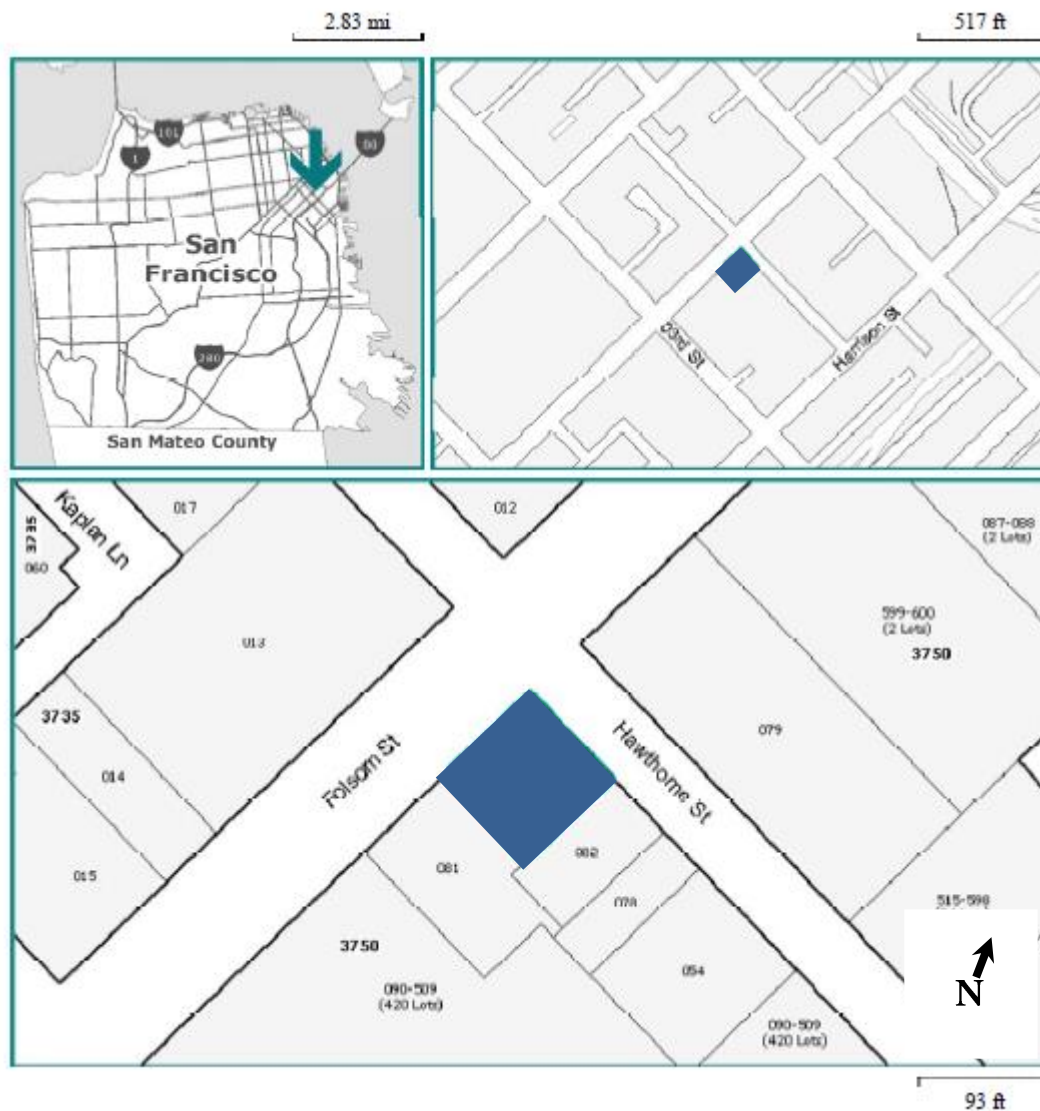
Planning
Information:
415.558.6377

PROJECT DESCRIPTION

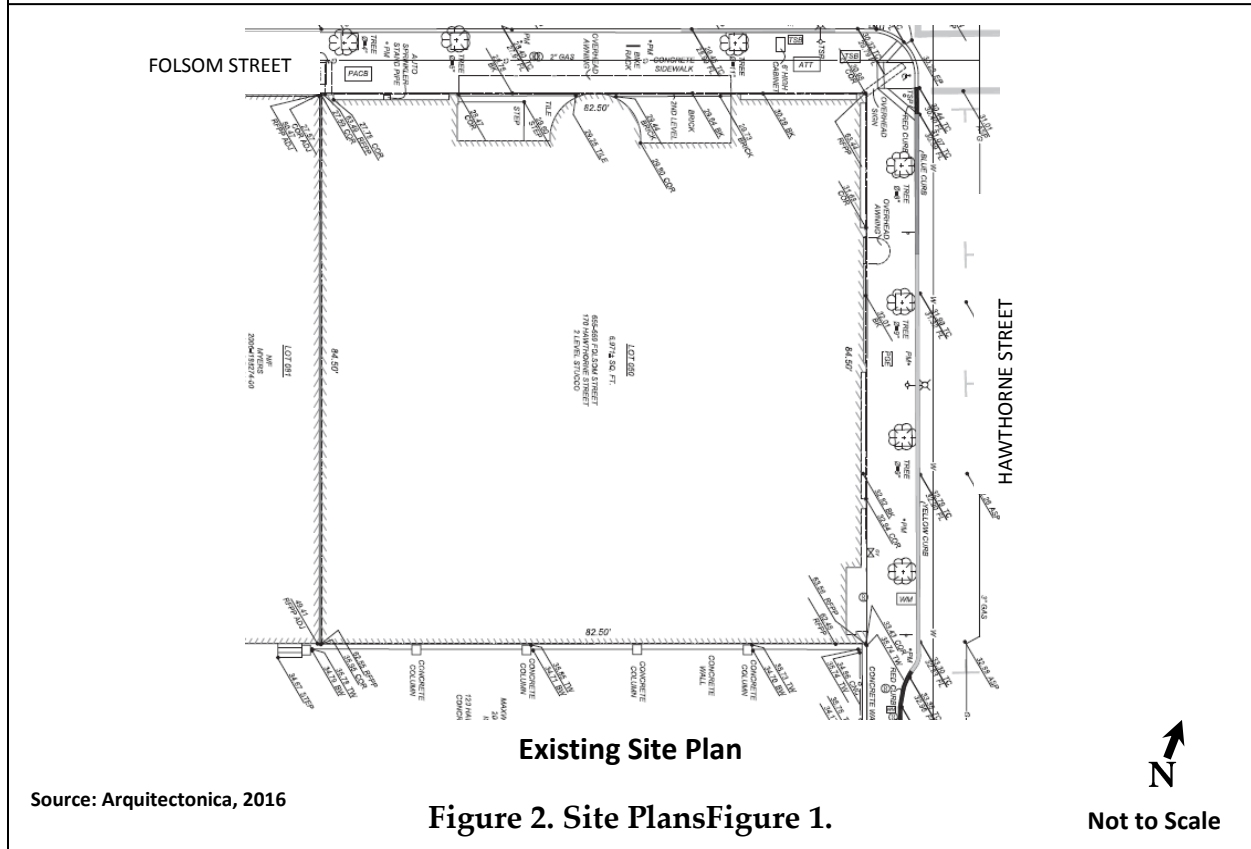
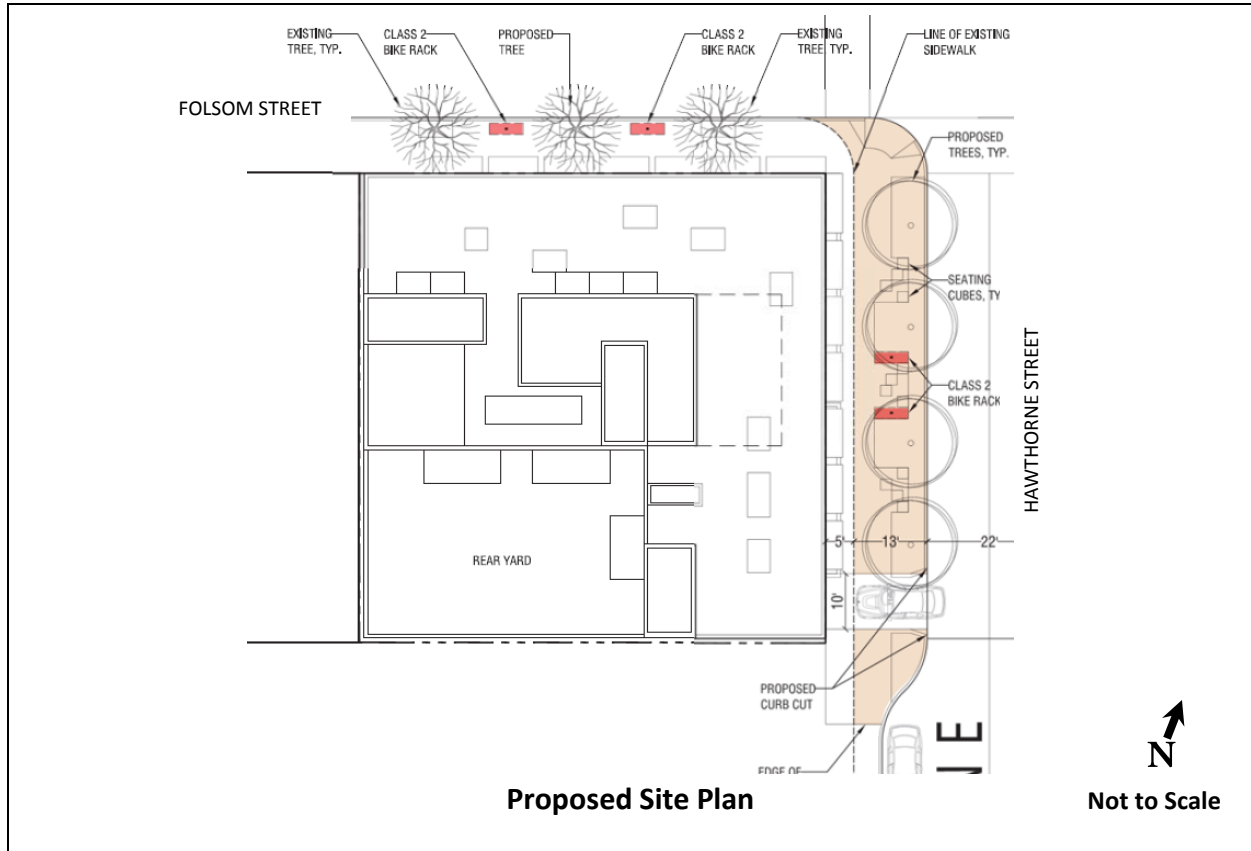
The project site is located on a corner lot bounded by Folsom Street to the north, Harrison Street to the south, Hawthorne Street to the east, Third Street to the west, and within the South of Market (SoMa) neighborhood (See Figure 1, Location Map). The proposed project would include the demolition of an existing 33-foot-tall, 2-story, approximately 13,400-square-foot, commercial building (no basement) on the project site. The existing building on the project site is currently used as a restaurant and was constructed in 1910. The site is not located within a historic district. The project site was included in the South of Market Historic Resource Survey and was rated “6Z” (Ineligible for National, State, or Local designation through survey evaluation).

The proposed project includes the construction of a new 14-story, approximately 130-foot-tall building (with an additional 16 feet in height for a mechanical penthouse), with 14 levels and a basement on the project site (See Figure 2, Site Plans). The project would include an additional 16 feet in height for a mechanical penthouse. Figures 7 and 8 provide elevations, as well as a rendering of the finished building. The proposed structure would be approximately 89,000 square feet (sq ft) with 89 dwelling units, 2,300 sq ft for ground-floor commercial space along Folsom Street, and a below-grade parking garage for 36 vehicles (35 spaces in stackers). The project would also provide 97 bicycle parking spaces in an at-grade bicycle storage room (89 Class I and eight Class II bicycle parking spaces) (See Figure 3, Floor Plans). There are no existing curb cuts located along the Folsom Street and Hawthorne Street frontages of the project site. The proposed basement level would be accessed through a new curb cut located along the Hawthorne Street frontage of the project. In addition, the proposed 97 bicycle parking spaces for use by residents would be accessed through the residential lobby entrance at Hawthorne Street and visitors utilizing bicycle racks located on the sidewalk along Folsom and Hawthorne streets.

As shown on Figure 3, the retail space would be accessed the Folsom Street frontage. The residential units located on floors two through 14 would be accessed from a residential lobby located on Hawthorne Street. Figures 4 and 5 provide floor plans of the proposed residences. Additionally, there would be approximately 3,260 sq ft of usable open space located on a rooftop terrace (See Figure 6, Roof Plan and Landscaping Plans).

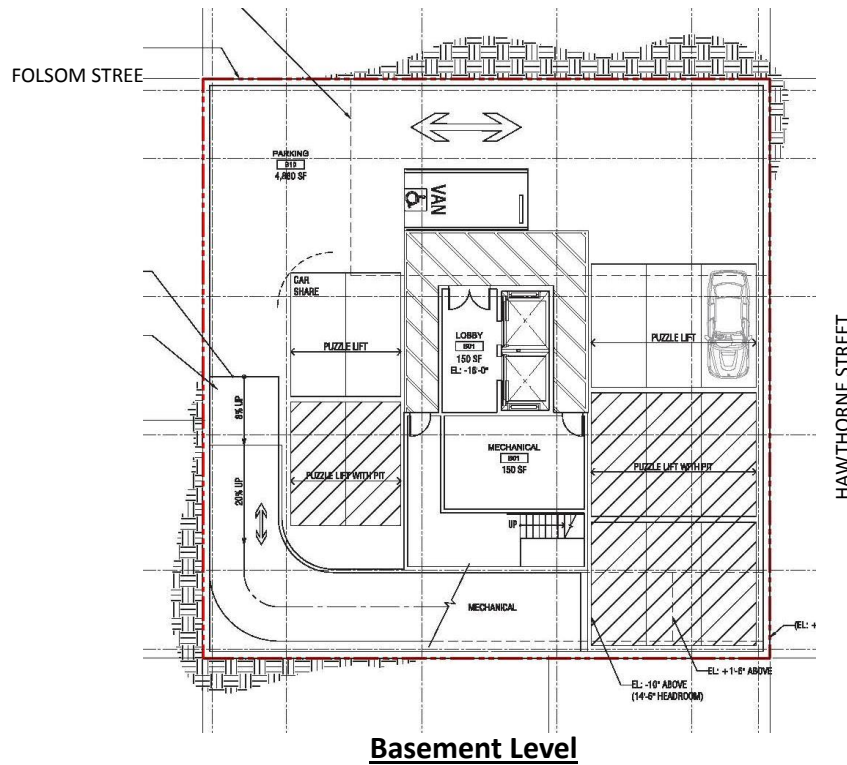
CITY AND COUNTY OF SAN FRANCISCO
PLANNING DEPARTMENT

Location Map

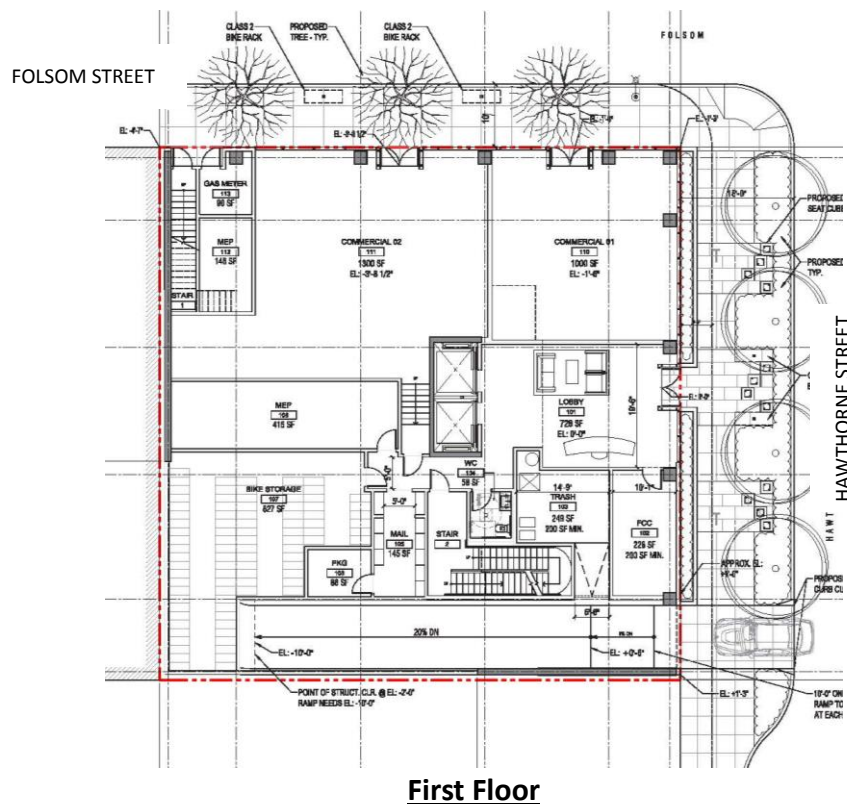


Source: Arquitectonica, 2016

Figure 2. Site PlansFigure 1.



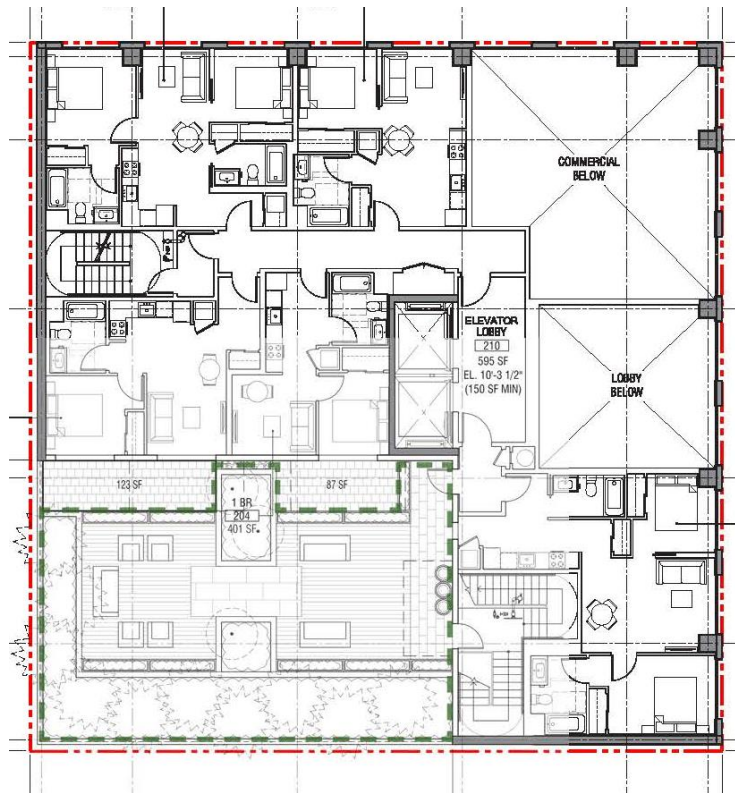
Not to Scale



Source: Arquitectonica, 2016

Figure 3. Floor Plans (Basement and First Floor)

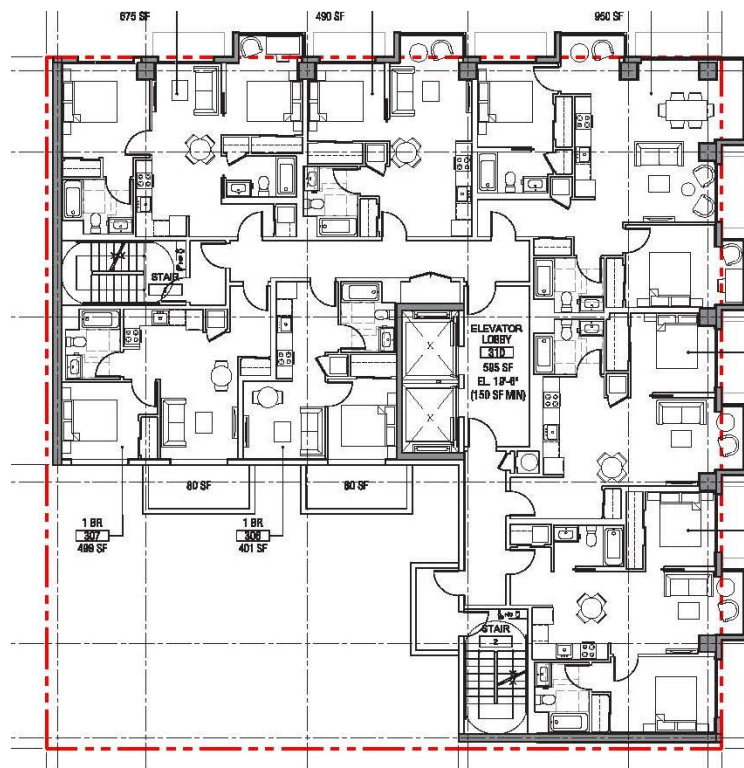
Not to Scale



Second Floor



Not to Scale

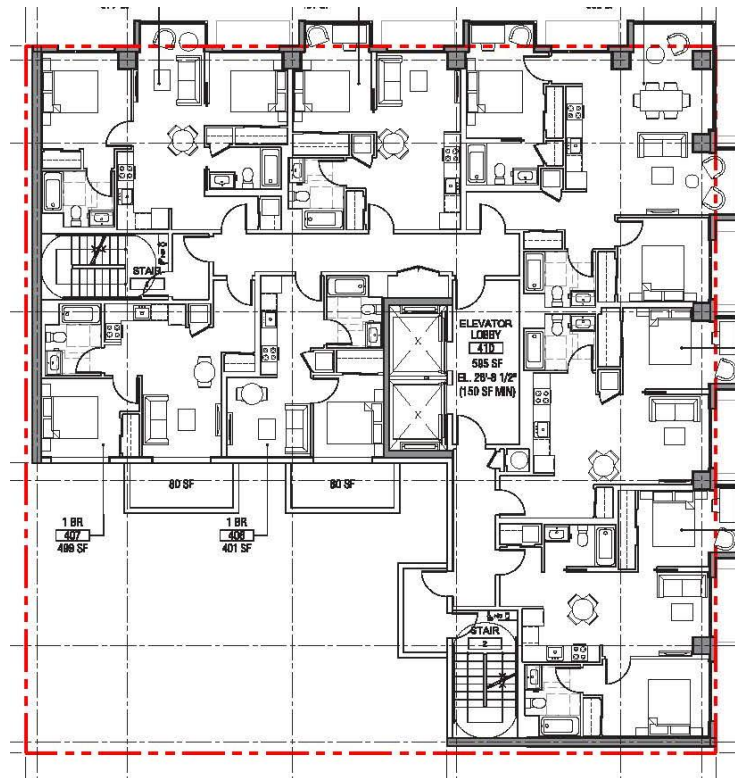


Floors 3, 5, 7, 9, 11, 13

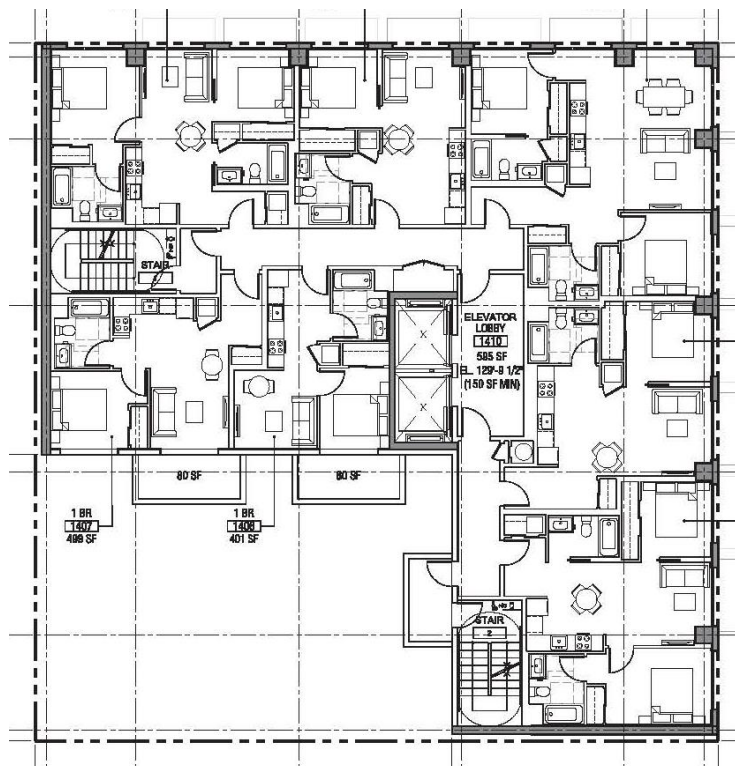


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Source: Arquitectonica, 2016

**Floors 4, 6, 8, 10, 12**

Not to Scale

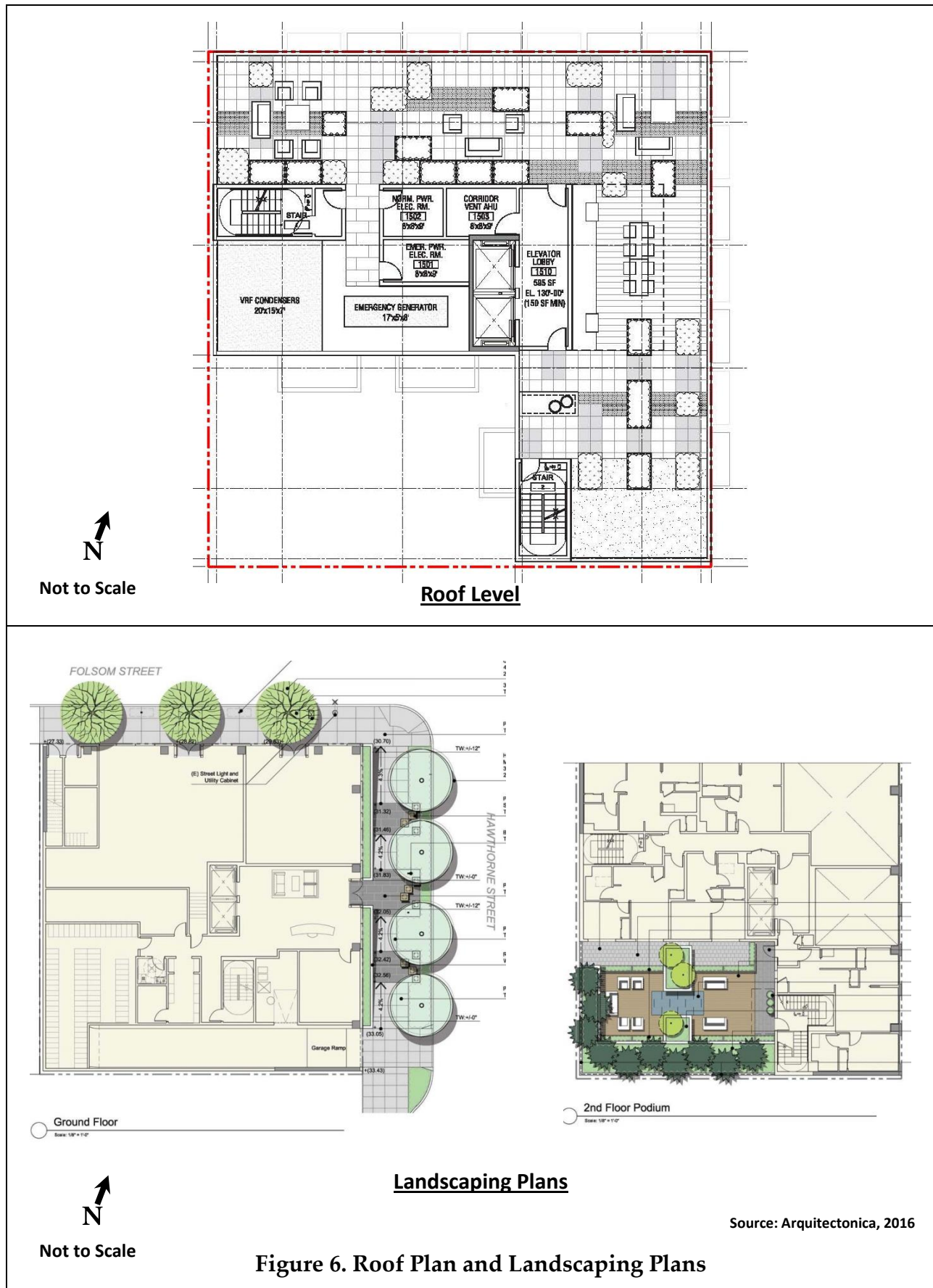
**Fourteenth Floor**

Source: Arquitectonica, 2016



Not to Scale

Figure 5. Floor Plans



**Folsom Street Elevation****Hawthorne Street Elevation**

Source: Arquitectonica, 2016

Figure 7. Elevations



Source: Arquitectonica, 2016

Figure 8. 655 Folsom Street - Building Rendering

The proposed 655 Folsom Street project would require the following approvals:

Actions by the Planning Commission

- Approval of a Large Project Authorization from the Planning Commission is required per Planning Code Section 329 for the new construction of a building greater than 25,000 gross square feet

Actions by other City Departments

- Department of Building Inspection (DBI). Approval of demolition, grading, building and occupancy permits for demolition of the existing structures and new construction.
- Department of Public Health (DPH). Approval of a Site Mitigation Plan pursuant to the Maher Ordinance prior to the commencement of any excavation work, and approval of a Soil Mitigation Plan and Dust Control Plan prior to construction-period activities.
- San Francisco Municipal Transportation Agency (SFMTA). Approval of all proposed changes in curb cuts and parking zones pursuant to the SFMTA Color Curb Program. Coordination with the SFMTA Interdepartmental Staff Committee on Traffic and Transportation to coordinate temporary construction-related changes to the transportation network.
- San Francisco Public Works Department (Public Works), Bureau of Streets and Mapping. Approval of modifications to public sidewalks, street trees, curb cuts, and bulb out extensions.
- San Francisco Public Utilities Commission (SFPUC). Approval of a stormwater control plan and an erosion and sediment control plan prior to commencing construction.

EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation

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

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

The proposed project would include the demolition of an existing 2-story commercial building. The project would also include the construction of a new 14-story, 89,000 sq-ft building with 89 dwelling units and 2,300 sq ft for ground-floor commercial space along Folsom Street. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

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

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

CHANGES IN THE PHYSICAL ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, as evidenced by the volume of development applications submitted to the Planning Department since 2012, the pace of development activity has increased in the Eastern Neighborhoods plan areas. The Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of

growth within the Eastern Neighborhoods Plan area, resulting in an increase of approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) through throughout the lifetime of the Plan (year 2025).² The growth projected in the Eastern Neighborhoods PEIR was based on a soft site analysis (i.e., assumptions regarding the potential for a site to be developed through the year 2025) and not based upon the created capacity of the rezoning options (i.e., the total potential for development that would be created indefinitely).³

As of July 31, 2015, projects containing 8,559 dwelling units and 2,231,595 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review⁴ within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (4,885 dwelling units and 1,472,688 square feet of non-residential space) and foreseeable projects, including the proposed project (3,674 dwelling units and 758,907 square feet of non-residential space). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. Of the 4,885 dwelling units that have completed environmental review, building permits have been issued for 3,710 dwelling units, or approximately 76 percent of those units (information is not available regarding building permit non-residential square footage). An issued building permit means the buildings containing those dwelling units are currently under construction or open for occupancy.

Within the East SoMa subarea, the Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in an increase of 2,300 to 3,100 net dwelling units and 1,000,000 to 1,600,000 net non-residential space (excluding PDR loss) through the year 2025. As of July 31, 2015, projects containing 2,114 dwelling units and 1,041,289 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review within the East SoMa subarea. These estimates include projects that have completed environmental review (1,306 dwelling units and 328,018 square feet of non-residential space) and foreseeable projects, including the proposed project (89 dwelling units and 2,300 square feet of non-residential space). Of the 808 dwelling units that have completed environmental review, building permits have been issued for 745 dwelling units, or approximately 92 percent of those units.

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

³ San Francisco Planning Department, Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, Draft, February 2003. This document is available at: <http://www.sf-planning.org/index.aspx?page=1678#background>.

⁴ For this and the Land Use and Land Use Planning section, environmental review is defined as projects that have or are relying on the growth projections and analysis in the Eastern Neighborhoods PEIR for environmental review (i.e., Community Plan Exemptions or Focused Mitigated Negative Declarations and Focused Environmental Impact Reports with an attached Community Plan Exemption Checklist).

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

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.⁵ Project elevations are included in the project description.

⁵ San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 655 Folsom Street, January 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0253E.

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

The Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. The proposed project would not remove any existing PDR uses and would therefore not contribute to any impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. In addition, the project site was zoned Residential Service District (RSD), which promotes mixed-use developments. Prior to the rezoning of Eastern Neighborhoods, the RSD zoning district is related to residential and commercial uses and is not intended to encourage PDR uses. Subsequent to the rezoning of the Eastern Neighborhoods, the existing RSD district was designated as Mixed Use Residential (MUR) and continued to emphasize residential as a required component of all new development. The rezoning of the project site did not contribute to the significant impact as no PDR uses existed on the site.

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

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the MUR District and is consistent with the height, bulk, density and land uses envisioned in the East SoMa Area Plan. The project is within the 130-G Height and Bulk District (130-foot maximum height, with bulk limits beyond 80 feet in height). The project falls within the Folsom Street Corridor and Mixed Use generalized zoning district. The Folsom Street Corridor district strengthens the role of Folsom Street as the key neighborhood-serving boulevard in SoMa by requiring housing as part of all new developments, with limited office and retail allowed. The MUR district acknowledges and maintains the mixed character of the area by encouraging PDR, small office, and residential uses. As a primarily residential project with limited retail uses, the proposed development is consistent with this designation.^{6,7}

⁶ Adam Varat, Citywide Planning, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 655 Folsom Street, February 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0253E.

⁷ Jeff Joslin, Current Planning, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 655 Folsom Street, February 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0253E.

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

Further, the proposed project would not contribute in a cumulatively considerable way to divide an established community; conflict with plans, policies, and regulations; or change neighborhood character. Therefore, the project would not result in any significant cumulative land use impacts.

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

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

The proposed project would demolish the existing on-site two-story commercial building and construct a new 14-story mixed-use building containing 89 dwelling units and 2,300 sq ft of ground-floor commercial space with 36 vehicle parking spaces. The increase in housing would also result in an increase in demand for jobs, though not all residents would seek employment within the Eastern Neighborhoods area. No displacement of existing housing would occur, as there is no housing present on the project site. With implementation of the proposed project, 89 new dwelling units would be added to San Francisco's housing stock. As stated in the "Changes in the Physical Environment" section above, these direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods PEIR.

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

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

Historic Architectural Resources

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

The project site is currently occupied by an existing two-story commercial building (restaurant) that was constructed in 1910 and is not considered a historic resource, nor is it located within a designated historic district. The project site was included in the South of Market Historic Resource Survey and was rated “6Z” (Ineligible for National, State, or Local designation through survey evaluation). The proposed project would not result in the demolition or alteration of a historic resource. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

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

Archeological Resources

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

The project site is one of the properties subject to Eastern Neighborhoods FEIR Mitigation Measure J-2. Mitigation Measure J-2 states any project resulting in soils disturbance for which no archeological assessment report has been prepared or for which the archeological document is incomplete or inadequate shall be required to conduct a preliminary archeological sensitivity study prepared by a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. Based on the study, a determination shall be made if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level. The Planning Department's archeologist conducted a preliminary archeological review of the project site in conformance with the study requirements of Mitigation Measure J-2: the results are summarized below.⁸

Based on the Preliminary Archeological Review, it has been determined that the Planning Department's third standard archeological mitigation measure (testing) would apply to the proposed project. The Preliminary Archeological Review and its requirements (e.g., testing) are consistent with Mitigation Measure J-2 from the Eastern Neighborhoods FEIR. With implementation of this project mitigation measure, impacts related to archeological resources would be less than significant. In accordance with the Eastern Neighborhoods FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1, as described in page 41 below.

With compliance with Project Mitigation Measure 1, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods FEIR related to archeological resources.

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

⁸ Randall Dean, Staff Archeologist, San Francisco Planning Department, Preliminary Archeological Review, May 28, 2015.

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

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

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

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

Trip Generation

The proposed project would include the demolition of an existing, two-story, commercial building with no on-site parking. The project also includes the construction of a new mixed-use building with 89

dwelling units and 2,300 sq ft for ground-floor commercial uses. The proposed project would include 36 vehicle parking spaces (34 in stackers) within a basement-level garage and 97 bicycle parking spaces (89 Class I and eight Class II spaces) within a ground-floor bicycle storage room. The proposed garage would be accessed from an entrance/exit located on Hawthorne Street. The proposed commercial spaces would be accessed from Folsom Street and the proposed dwelling units would be accessed from a residential lobby located on Hawthorne Street.

Trip generation of the proposed project was calculated using information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.⁹ The proposed project would generate an estimated 1,105 person trips (inbound and outbound) on a weekday daily basis, consisting of 352 person trips by auto, 227 transit trips, 456 walk trips and 70 trips by other modes, including bicycles. During the p.m. peak hour, the proposed project would generate an estimated 42 vehicle trips (accounting for vehicle occupancy data for this Census Tract).

Traffic

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

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersections near the project site (within approximately 800 feet) include Folsom/Hawthorne, Folsom/Second, /Folsom/Third, Harrison/Hawthorne, Harrison/Second, and Harrison/Third, and Harrison/Fourth. Table 1 provides

⁹ San Francisco Planning Department, Transportation Calculations for 655 Folsom Street, January 2016. These calculations are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0253E.

existing and cumulative LOS data gathered for these intersections, based on the most recent data available (Transit Center District Plan Final EIR).¹⁰

Table 1. Intersection LOS at Nearby Intersections

<u>Intersection</u>	<u>Existing LOS (2008)</u>	<u>Cumulative LOS (2030)</u>
Folsom / Hawthorne	LOS D	LOS F
Folsom / Third	LOS D	LOS F
Folsom / Second	LOS D	LOS F
Harrison / Third	LOS D	LOS F
Harrison / Hawthorne	LOS D	LOS F
Harrison / Second	LOS E	LOS F
Harrison / Fourth	LOS E	LOS F

Sources: Transit Center District Plan and Transit Tower Final EIR (Planning Case No. 2007.0558E/2008.0789E).

The proposed project would generate an estimated 42 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, or would not substantially increase average delay at intersections that currently operate at unacceptable LOS.

The proposed project would not contribute considerably to LOS delay conditions as its contribution of an estimated 42 new p.m. peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Eastern Neighborhoods' Plan projects. The proposed project would also not contribute considerably to 2025 cumulative conditions and thus, the proposed project would not have any significant cumulative traffic impacts.

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

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, the City is currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management as part of the Transportation Sustainability Program.¹¹ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March

¹⁰ Transit Center District Plan and Transit Tower Final EIR (Planning Case No. 2007.0558E/2008.0789E) documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of the case file number above.

¹¹ <http://tsp.sfplanning.org>

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

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

The project site is located within a quarter mile of several local transit lines including Muni lines 8/8AX/8BX Bayshore, 10 Townsend, 12 Folsom/Pacific, 25 Treasure Island, 30 Stockton, 41 Union, 45 Union/Stockton, and 91 Owl. The proposed project would be expected to generate 227 daily transit trips, including 34 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 34 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 10 Townsend and 12 Folsom/Pacific. The proposed project would not contribute considerably to these conditions as its minor contribution of 34 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

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

As discussed above, the proposed project would not result in significant cumulative impacts related to traffic and transit. Also, the Eastern Neighborhoods PEIR did not identify significant cumulative impacts related to pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the

Eastern Neighborhoods PEIR. Therefore, implementation of the proposed project would not result in significant impacts and would not contribute considerably to 2025 cumulative transportation conditions.

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

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

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, but would not apply to the proposed project, as the project would not include pile-driving. Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project would require excavation up to 22 feet below existing grade in order to construct a basement-level garage that would cover the entire footprint of the project site, as well as placement of a mat foundation. The proposed project would not include the use of pile-driving and therefore, Mitigation F-1 would not apply to the proposed project. The proposed project could involve noisy construction activities in proximity to residential uses. The nearest sensitive receptors (residences) are located approximately 400

feet to the southeast from the project site on Hawthorne Street. Thus, Mitigation Measure F-2, which requires use of site-specific construction noise attenuation measures under the supervision of a qualified acoustical consultant, is applicable to the proposed project at 655 Folsom Street. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure F-2 as Project Mitigation Measure 2 (full text provided in the “Mitigation Measures” section below), which requires use of site-specific construction noise attenuation measures under the supervision of a qualified acoustical consultant. In addition, the proposed project would not involve construction methods that would expose nearby residences and other uses to excessive vibration during construction of the project. Therefore, the proposed project would result in a less-than-significant impact related to construction noise and vibration.

In addition, all construction activities for the proposed project (approximately 15 to 18 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 15 to 18 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR Mitigation Measure F-2, which would reduce construction noise impacts to a less than significant level.

Eastern Neighborhoods PEIR Mitigation Measures F-3 and F-4 require that a detailed analysis of noise reduction requirements be conducted for new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn) or near existing noise-generating uses. Since certification of the PEIR, San Francisco adopted Noise Regulations Relating to Residential Uses Near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of the regulations is to address noise conflicts between residential uses and in noise critical areas, such as in proximity to highways, country roads, city streets, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. Residential structures to be located where the day-night average sound level (Ldn) or community noise equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design will limit exterior noise to the 45 decibels in any habitable room. Furthermore, the regulations require the Planning Department and Planning Commission to consider the compatibility of uses when approving residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of such new

residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development.

The regulations and procedures set forth by the San Francisco Noise Regulations Relating to Residential Uses Near Places of Entertainment are consistent with the provisions of PEIR Mitigation Measure F-3 and F-4. In accordance with PEIR Mitigation Measures F-3 and F-4, the project sponsor has conducted an environmental noise study demonstrating that the proposed project can feasibly attain acceptable interior noise levels.¹² The proposed project would add noise-sensitive uses (residences) in an area where street noise levels exceed 60 dBA (Ldn). The proposed project would comply with Title 24 standards for interior noise and would incorporate recommendations described in the noise study, including the installation of windows with noise reduction ratings of up to STC 43. Therefore, Mitigation Measures F-3 and F-4 apply to the proposed project, and have been agreed to by the project sponsor as Project Mitigation Measures 3 and 4, respectively (full text provided in the “Mitigation Measures” section below). Therefore, the proposed project would have a less-than-significant impact related to noise impacts on future residences or other noise-sensitive uses.

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

Mitigation Measure F-6 addresses impacts from existing ambient noise levels on open space required under the Planning Code for new development that includes noise sensitive uses. The proposed project includes open space on a roof-top terrace. Mitigation Measure F-6 is therefore applicable to the proposed project, and has been agreed to by the project sponsor as Project Mitigation Measure 5 (full text provided in the “Mitigation Measures” section below). As part of Mitigation Measure F-6 (Project Mitigation Measure 5), the noise study prepared for the project addressed future noise levels at the proposed rooftop open space and demonstrated that it would be adequately shielded from ambient noise by intervening buildings and the proposed a shielding effect created by the building itself. Therefore, the proposed project would have a less-than-significant impact related to noise levels at open spaces provided by the project.

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

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

¹² Charles M. Salter Associates, Inc., *655 Folsom Street Residences, San Francisco, CA - Environmental Noise Assessment*. August 19, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0253E.

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses¹³ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

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

Construction Dust Control

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

¹³ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping and other measures.

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

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s quantitative thresholds for individual projects.”¹⁴ The BAAQMD’s *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria¹⁵ for determining whether a project’s criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria. The proposed project would add 89 dwelling units and 2,300 sq ft of ground-floor commercial space, which is below the residential screening criterion of 240 dwelling units and the most restrictive retail criterion of 5,000 square feet. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

The project site is not located within an identified Air Pollutant Exposure Zone. Therefore, the ambient health risk, from construction of the project, to sensitive receptors from project-related air pollutants is not considered substantial and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project. Thus, the proposed project would result in less-than-significant impacts related to risk of exposure from construction exhaust emissions.

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

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities,

¹⁴ San Francisco Planning Department, Eastern Neighborhood’s Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

¹⁵ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Observations conducted by Planning Department Staff indicate that the project site is not substantially affected by sources of odors. Additionally, the proposed project includes the demolition of an existing two-story commercial building and the construction of a new 14-story, mixed-use, building, and would therefore not create a significant sources of new odors. Therefore, odor impacts would be less than significant.

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. However, the proposed project would include a backup diesel generator, which would emit DPM, a TAC. Therefore, Project Mitigation Measure 7 Best Available Control Technology for Diesel Generators has been identified for the project to implement the portions of Eastern Neighborhoods PEIR Mitigation Measure G-4 related to siting of facilities that emit TACs by requiring the engine to meet higher emission standards. Project Mitigation Measure 7 Best Available Control Technology for Diesel Generators would reduce DPM exhaust from stationary sources by 89 to 94 percent compared to uncontrolled stationary sources. Project impacts resulting in new sources of health risk would be less than significant through implementation of Project Mitigation Measure 7 Best Available Control Technology for Diesel Generators. The full text of Project Mitigation Measure 7 is provided in the Mitigation Measures Section below.

For the above reasons, the construction exhaust emissions portion of the Eastern Neighborhoods PEIR air quality mitigation measure G-1, as well as PEIR air quality mitigation measure G-4 regarding diesel generators, are applicable to the proposed project. The proposed project would not result in significant air quality impacts that were not identified in the PEIR. Further, the proposed project's construction and operational emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts. Therefore, cumulative air quality impacts would be considered less than significant.

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7. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the East SoMa Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO₂E¹⁶ per service population,¹⁷ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy, which is comprised of regulations that have proven effective in reducing San Francisco's overall GHG emissions; GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020.¹⁸ Other existing regulations, such as those implemented through Assembly Bill (AB) 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

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

¹⁶ CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

¹⁷ Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

¹⁸ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

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8. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wind

Based on the height and location of the proposed approximately 130-foot-tall building (with an additional 16 feet for a mechanical penthouse), a pedestrian wind assessment (“Wind Assessment”) was prepared by a qualified wind consultant for the proposed project.¹⁹ The objective of the Wind Assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development, which provides a screening-level estimation of the potential wind impact. Pedestrian-level wind speeds were measured at 13 selected locations around the project site as it presently exists, and analyzed with the proposed building in place, to quantify resulting pedestrian-level winds.

Under existing conditions, average wind speeds measured at all 13 test points around the project area is 11.1 miles per hour (mph), and wind speeds ranged from 8 mph to 14 mph. The highest wind speeds (14 mph) occur on the south side of Folsom Street, just west of the intersection with Hawthorne Street. Under existing conditions, the *Planning Code* wind hazard criterion was not observed to be exceeded at any of the 13 test point locations.

With the proposed project, wind conditions in the area would be similar to existing wind conditions. Wind speeds would continue to range between 8 to 14 mph and average wind speeds would be 11.1 mph. Compared to existing conditions, the project would result in wind speed changes of ± 1 mph or less at 12 of the 13 test locations. Wind speeds would decrease by 2 mph at one location across from the project site, at the intersection of Folsom and Hawthorne Streets. The Wind Assessment concluded that changes in wind speeds of ± 2 mph (or less) would not be considered a substantial change to the wind environment. The Wind Assessment also found that the proposed building would not cause winds that would reach or exceed the 26-mile-per-hour wind hazard criterion at all pedestrian areas on and around the proposed development and that wind speeds at building entrances and public sidewalks would be suitable for the intended pedestrian usage.

Based on the above, the proposed project would not result in significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless

¹⁹ Charles Bennett / Rachael Larson, Environmental Science Associates, Potential Planning Code Section 148 Wind Impacts, 655 Folsom Street Project, San Francisco, CA. February 5, 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.0253E.

that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to Section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks Department (SFRPD) or privately owned). The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposed proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The proposed project would construct a 130-foot-tall building with an additional 16 feet in height for a mechanical penthouse; therefore, the Planning Department prepared a preliminary shadow fan analysis a shadow analysis to determine whether the project would have the potential to cast new shadow on nearby parks.²⁰ In addition, shadow analysis was conducted for the proposed project to further analyze potential shadows cast by the proposed project on nearby open spaces.²¹ The shadow fan indicated that project shadows could not reach any site under Recreation and Park Commission jurisdiction. However, the shadow fan indicates that the proposed project could cast shadows on Moscone Plaza, 611 Folsom Street Plaza, and 303 Second Street Plaza, all of which are publicly accessible open spaces that are not under the jurisdiction of the SFRPD. The shadow fan does not take into account the presence of intervening buildings or shadow already cast on these facilities. In considering existing buildings adjacent to the project site, the existing 14-story office building immediately across the street from the project site at 680 Folsom Street, as well as the nine-story mixed use building on the project block at 1 St. Francis Place, already cast shadows Moscone Plaza, 611 Folsom Street Plaza, and 303 Second Street Plaza; thus, the proposed project would not cast any net new shadow on these properties.

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

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

²⁰ Christopher Espiritu, San Francisco Planning Department, Preliminary Shadow Fan Analysis. January 2016. This document is available for public review at the Planning Department, 1650 Mission Street, San Francisco, as part of Case No. 2013.0253E

²¹ Arquitectonica, Shadow Analysis, 655 Folsom Street, February 8, 2015. This document is available for public review at the Planning Department, 1650 Mission Street, San Francisco, as part of Case No. 2013.0253E

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9. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

The proposed project is located adjacent to the boundaries of the Transit Center District Plan (TCDP), as well as the Rincon Hill Plan Area. While the development of the proposed project would create additional demand for recreational uses in the vicinity, such as Yerba Buena Gardens, Rincon Park, Justin Herman Plaza, and South Park, the respective EIR analysis conducted under the TCDP and Rincon Hill Area Plan did not identify significant and unavoidable impacts on recreational facilities. Thus, development of the proposed project would not result in additional impacts to recreational facilities identified in the TCDP and Rincon Hill Area Plan EIR. As the proposed project would not degrade recreational facilities and is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

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10. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2010 Urban Water Management Plan (UWMP) in June 2011. The UWMP update includes City-wide demand projections to the year 2035, compares available water supplies to meet demand and presents water demand management measures to reduce long-term water demand. Additionally, the UWMP update

includes a discussion of the conservation requirement set forth in Senate Bill 7 passed in November 2009 mandating a statewide 20% reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

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

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

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

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

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

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

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

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

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

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

A geotechnical investigation was prepared for the proposed project.²² Soil samples (borings) collected from the project site were observed to contain bedrock and the report noted that the soils beneath the

²² Rockridge Geotechnical, *Geotechnical Investigation Proposed Residential Building 655 Folsom Street, San Francisco, CA*. October 21, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0253E

proposed basement level were primarily comprised of bedrock. Soil samples collected indicated that the project site was underlain by approximately four feet of fill materials, consisting of loose to medium dense sand with gravel, brick, with concrete fragments. Beneath the fill material was underlain by medium dense clayey sand overlying very dense sand that extends to a depth of about 16 feet below ground surface. Beyond 16 feet below ground surface and to the maximum depth explored (59 feet) the project site was underlain by Franciscan Complex sedimentary rocks (bedrock). Groundwater was encountered at approximately nine feet below ground surface. The report concluded that the proposed building may be adequately supported by a mat foundation system since the bedrock at the foundation level will have relatively high bearing capacity and low compressibility. The report recognized that the project site is located in a seismic hazard zone (liquefaction zone), and concluded that the proposed mat foundation system would adequately address the risk of liquefaction. Further, analysis of soil samples indicated that since groundwater was encountered approximately at nine feet below ground surface, the basement floor level and retaining walls should be thoroughly waterproofed and designed as undrained structures that would be able to resist full hydrostatic pressures.

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

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

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

<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) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is fully covered by the existing two-story commercial building. The proposed building would fully cover the project site. Therefore, no increase or decrease of the impervious surface coverage on the project site would occur. Further, the project site is not located in an area that is subject to flooding. As a result, the proposed project would not increase stormwater runoff.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
15. HAZARDS AND HAZARDOUS MATERIALS— Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<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) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, topic 15e and f from the CEQA Guidelines, Appendix G is not applicable.

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PIER include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury

vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials, as outlined below, would reduce effects to a less-than-significant level. Because the proposed development includes demolition of an existing building, Mitigation Measure L-1 would apply to the proposed project. See full text of Mitigation Measure L-1 in the Mitigation Measures Section below.

Soil and Groundwater Contamination

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

The proposed project would have a basement level and would require greater than 50 cubic yards of soil disturbance on a site with known former industrial uses. 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 (Phase I ESA) for the project site 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.²³ The ESA noted that prior to the construction of the building on-site, the property was occupied by residential buildings and a small carpenters shop in 1887, residential buildings in 1899, and a lodging building in 1913. A review of historic records and Fire Insurance Maps noted that the project site was occupied by various commercial tenants, including a welding equipment company, a printing and typography facility, an electrical equipment manufacturer, and offices, from at least 1953 until at least 1970. Between 1970 and 1980, the project site was occupied by a commercial bank. The current restaurant use on the project site was documented to have been occupied the site since at least 1990. During site reconnaissance, the Phase I ESA noted that the hazardous materials consisting of one ten-gallon container of hydraulic oil and one

²³ AEI Consultants, *Phase I Environmental Site Assessment, 655 Folsom Street, San Francisco, California 94131*, August 23, 2012. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0253E.

ten-gallon container of oily rags were observed in connection with the property maintenance activities conducted on site. No hazardous materials or evidence of prior inappropriate storage of hazardous materials were found at the site during the Phase I analysis. No records of underground fuel storage tanks were found, and the existing building's foundation was found to be intact with no evidence of hazardous materials seeping into the soil or groundwater.

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

As described above, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or involve the release of hazardous materials into the environment. The project site is not located within one-quarter mile of an existing school and would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Also, the project is not listed on the Cortese list (pursuant to Government Code Section 65962.5). Finally, the project would not impair the implementation of (or physically interfere with) an adopted emergency response plan or emergency evacuation plan, nor expose people or structures to a significant risk of loss, injury, or death involving fires.

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

Impacts from hazardous materials are generally site-specific and typically do not result in cumulative impacts. Any identified hazards at nearby sites would be subject to the same safety or remediation requirements discussed for the proposed project above, which would reduce any hazard effects to less-than-significant levels. As such, the proposed project would not combine with other project to cause cumulative impacts related to hazardous materials. Therefore, the proposed project would have less than significant impacts related to hazards and hazardous materials.

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

The Eastern Neighborhoods PEIR determined that the Area Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of

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

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

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

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

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

MITIGATION MEASURES

Archeological Resources

Project Mitigation Measure 1 – Archeological Mitigation Measure III (Testing)

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

Consultation with Descendant Communities: On discovery of an archeological site²⁴ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative²⁵ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group. Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The

²⁴ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

²⁵ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archaeologist.

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.

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

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

equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up

to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. *Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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

Noise

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

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

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;

- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements;
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

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

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

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

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

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

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

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

Air Quality

Project Mitigation Measure 6 – Construction Air Quality (Eastern Neighborhoods Mitigation Measure G-1)

The City shall condition approval of individual development proposals under the proposed project upon implementation of an appropriate dust abatement program, patterned after the Bay Area Air Quality Management District (BAAQMD) approach described below.

The BAAQMD approach to dust abatement, as put forth in the BAAQMD CEQA Guidelines, calls for “basic” control measures that should be implemented at all construction sites, “enhanced” control measures that should be implemented at construction sites greater than four acres in area, and “optional” control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions.

Elements of the “basic” dust control program for project components that disturb less than four acres shall include, but not necessarily be limited to the following:

- Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water (reclaimed if possible) three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.

Elements of the “enhanced” dust abatement program for project components that disturb four or more acres are unlikely to be required, in that no sites anticipated for development in the Plan area are as large as four acres. Should a site this size be proposed for development, dust control shall include all of the “basic” measures in addition to the following measures to be implemented by the construction contractor(s):

- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).
- Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 miles per hour.

- Limit the amount of the disturbed area at any one time, where possible.
- Pave all roadways, driveways, sidewalks, etc. as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Replant vegetation in disturbed areas as quickly as possible.
- Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the BAAQMD prior to the start of construction.

The “optional” dust-control measures supplement the “basic” and “enhanced” programs to address site-specific issues. They include:

- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site.
- Install windbreaks, or plant tree/vegetative wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.

Ordinance 175-91, passed by the San Francisco Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, project sponsors would require that construction contractors obtain reclaimed water from the Clean Water Program for this purpose.

The City would also condition project approval such that each subsequent project sponsor would require the contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Implementation of Mitigation Measure G-1 would reduce construction-related air quality effects to a less-than-significant level.

Project Mitigation Measure 7 – Best Available Control Technology for Diesel Generators (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-4)

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

emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.

Hazardous Materials

Project Mitigation Measure 8 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)

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