Executive SummaryLarge Project Authorization

HEARING DATE: FEBRUARY 1, 2018

Date: January 25, 2018

 Case No.:
 2013.0531X

 Project Address:
 2230 3rd Street

Zoning: Urban Mixed Use (UMU) Zoning District

Life Science and Medical Special Use District

68-X Height and Bulk District

Block/Lots: 4059/001C

Project Sponsor: Marc Dimalanta

D-Scheme Studio 222 8th Street

San Francisco, CA 94103

Staff Contact: Doug Vu – (415) 575-9120

Doug.Vu@sfgov.org

Recommendation: Approval with Conditions

PROJECT DESCRIPTION

The project sponsor proposes the demolition of a 5,600 sq. ft. light industrial building and new construction of a 68-ft. tall, six-story and 39,494 sq. ft. mixed-use building that includes approximately 2,987 sq. ft. of ground floor Retail Sales and Service use and 36,507 sq. ft. of Medical Services and Life-Science Office and Laboratory uses at all floors of the building. The proposed project would also include a 2,450 sq. ft. ground floor garage for fifteen accessory automobile parking spaces, fourteen bicycle parking spaces and 3,360 sq. ft. of rooftop common open space.

SITE DESCRIPTION AND PRESENT USE

The 8,000 sq. ft. project site identified as Block 4059 and Lot 001C is located on the east side of 3rd Street between 19th and 20th Streets in the Dogpatch neighborhood. The site is also located within the Central Waterfront Subarea of the Eastern Neighborhoods Plan. The subject interior lot has 80 linear feet of frontage along 3rd Street and is developed with a one-story light industrial building that was constructed in 1946 and is currently vacant, but was most recently occupied by a motorcycle helmet startup (dba Skully) that ceased operations in September 2016.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The immediate context surrounding the proposed project is mixed in character that includes a wide range of building types, heights, and uses typically found in an Urban Mixed Use ("UMU") District. There are a mixture of commercial, mixed-residential & commercial, live/work, and industrial buildings on the

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Planning Information: **415.558.6377** surrounding blocks facing fronting 3rd Street that range from one- to six-stories, and approximately fifteen to 68-feet in height. The adjacent property to the north at 601 19th Street is improved with a 13,851 sq. ft. two-story former industrial building that is currently operating as nighttime entertainment and restaurant uses. The adjacent property to the south at 2250 3rd Street contains an approximately 5,000 sq. ft., two-story light industrial building that is currently used as an artist's live/work space, according to City records. The wide 3rd Street median contains the light rail line for the Muni T train. Other properties that comprise the broader neighborhood include Residential, Three-Family (RH-3), Public (P), Production, Distribution & Repair (PDR), and Small Scale Neighborhood Commercial Transit Oriented (NCT-2) uses that cluster along 22nd Street.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on January 25, 2018, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

HEARING NOTIFICATION

ТҮРЕ	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	January 12, 2018	January 10, 2018	22 days
Posted Notice	20 days	January 12, 2018	January 11, 2018	21 days
Mailed Notice	20 days	January 12, 2018	January 12, 2018	20 days

The proposal requires a Section 312 neighborhood notification, which was conducted in conjunction with the Large Project Authorization process.

PUBLIC COMMENT/COMMUNITY OUTREACH

As of the date this report was published, the Department has not received any public correspondence expressing support for, or opposition to this project. In addition to the mandatory pre-application meeting, the sponsor has conducted additional community outreach that included:

- Presentation of the project to the Dogpatch Neighborhood Association ("DNA") at their monthly community meeting on September 10, 2013 at 654 Minnesota Street.
- Project update meeting attended by the sponsor, architect, and two DNA Board members on July 26, 2017 at D-Scheme Studio's office.

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- Powerpoint presentation of the building design and proposed uses by the sponsor and project architect to the DNA membership on August 8, 2017 at 654 Minnesota Street.
- Final presentation by the project sponsor and architect to the DNA membership on September 11, 2017 at 654 Minnesota Street that was aided with four presentation boards illustrating area maps, historic photographs of the original residential building, initial drafts leading to the current and final design with architectural drawings, renderings, and exterior building materials. According to the sponsor, DNA voted unanimously at this meeting to support the project.

ISSUES AND OTHER CONSIDERATIONS

- The project is located in the Life Science and Medical Special Use District pursuant to Planning Code Section 249.36, that is intended to support uses that benefit from proximity to the University of California, San Francisco (UCSF) campus at Mission Bay. These uses include Medical Services and biotechnology, or Life Science Offices and Laboratories, as defined respectively under Sections 890.114, 890.53, and 890.52, and are principally permitted on the subject property without use size limits that are otherwise restricted under Section 843. These uses are also not subject to the office use annual limit under Code Section 321.
- In compliance with Planning Code Section 169, the sponsor submitted a Transportation Demand Management Plan to achieve a target of 12 points through the bicycle parking measure.
- The project is not seeking any exceptions from the Planning Code as part of the Large Project Authorization, and proposes fifteen off-street parking spaces, although 38 spaces are principally permitted.

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 demolition of a 5,600 sq. ft. light industrial building and new construction of a 68-ft. tall, six-story and 49,977 sq. ft. mixed-use building that includes approximately 2,987 sq. ft. of ground floor Retail Sales and Service use, and 36,507 sq. ft. of Medical Services or Life Science Offices and Laboratory uses at all floors of the building. The proposed project would also include a 2,450 sq. ft. ground floor garage for fifteen accessory automobile parking spaces, fourteen bicycle parking spaces and 3,360 sq. ft. of rooftop common open space.

BASIS FOR RECOMMENDATION

- The Project complies with the applicable requirements of the Planning Code.
- The Project is, on balance, consistent with the Central Waterfront Area Plan and the Objectives and Policies of the General Plan.
- The Project is an appropriate in-fill development that will add 2,987 sq. ft. of new commercial retail sales and service use and 36,507 sq. ft. of medical services and life science office and laboratory uses in an area that encourages the maximum development of these uses.
- The Project is compatible with the existing historic neighborhood character, proposes an appropriate massing, form and scale for the subject block, and has a high quality design that will complement the rapidly changing nature of its Central Waterfront environment.

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2230 3rd Street

- The Project complies with the First Source Hiring Program.
- The Project will fully utilize the Eastern Neighborhoods Are Plan controls, and will pay the appropriate development impact fees.

RECOMMENDATION: Approval with Conditions

Attachments:

Draft Motion
Block Book Map
Sanborn Map
Zoning Map
Height & Bulk Map
Aerial Photographs

Project Sponsor Submittal

- First Source Hiring Affidavit
- Reduced Architectural Drawings

Community Plan Exemption

Executive Summary Hearing Date: February 1, 2018

Attachment Checklist

	Executive Summary		Project sponsor submittal
	Draft Motion		Drawings: Existing Conditions
	Environmental Determination		Check for legibility
	Zoning District Map		Drawings: <u>Proposed Project</u>
	Height & Bulk Map		Check for legibility
	Parcel Map		3-D Renderings (new construction or significant addition)
	Sanborn Map		Check for legibility
	Aerial Photo		Wireless Telecommunications Materials
	Context Photos		Health Dept. review of RF levels
	Site Photos		RF Report
			Community Meeting Notice
			Housing Documents
			Inclusionary Affordable Housing Program: Affidavit for Compliance
Ī	Exhibits above marked with an "X" are inc	clude	d in this packetDV
			Planner's Initials

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Subject to: (Select only if applicable)

☐ Affordable Housing (Sec. 415)

☑ Jobs Housing Linkage Program (Sec. 413)

☑ Transportation Sustainability Fee (Sec. 411A)

☑ First Source Hiring (Admin. Code)

☑ Child Care Requirement (Sec. 414A)

☑ Eastern Neighborhoods Impact Fee (Sec. 423)

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Planning Commission Motion No. XXXXX

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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329 FOR DEMOLITION OF A 5,600 SQ. FT. LIGHT INDUSTRIAL BUILDING AND NEW CONSTRUCTION OF A 68-FT. TALL, SIX-STORY AND 39,494 SQ. FT. MIXEDOUSE BUILDING THAT INCLUDES 2,987 SQ. FT. OF GROUND FLOOR RETAIL SALES AND SERVICE USE AND 36,507 SQ. FT. OF MEDICAL SERVICES AND LIFE SCIENCE OFFICE AND LABORATORY USES AT ALL FLOORS, A 3,360 SQ. FT. ROOFTOP DECK AND AN ADDITIONAL 2.450 SQ. FT. GROUND FLOOR GARAGE FOR FIFTEEN ACCESSORY AUTOMOBILE PARKING SPACES LOCATED AT 2230 3RD STREET, LOT 001C IN ASSESSOR'S BLOCK 4059, WITHIN THE UMU (URBAN MIXED-USE) ZONING DISTRICT, LIFE SCIENCE AND MEDICAL SPECIAL USE DISTRICT, AND A 68-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On March 6, 2014, Marc Dimalanta of D-Scheme Studio on behalf of 2230 3rd Street LLC, (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for a Large Project Authorization under Planning Code Section 329 to allow the demolition of a 5,600 sq. ft. light industrial building and new construction of a 68-ft. tall, six-story and 39,494 sq. ft. mixed-use building that includes approximately 2,987 sq. ft. of ground floor Retail Sales and Service use and 36,507 sq. ft. of Medical Services and Life-Science Office and Laboratory uses at all floors of the building. The proposed project would also include a 2,450 sq. ft. ground floor garage for fifteen accessory automobile

parking spaces, fourteen bicycle parking spaces and 3,360 sq. ft. of rooftop common open space at 2230 3rd Street (Block 4059, Lots 001C) 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 Commission's review as well as public review.

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

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

On January 25, 2018, 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.

Planning Department staff prepared a Mitigation Monitoring and Reporting Program (hereinafter "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 February 1, 2018, the Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2013.0531X.

The Planning Department Commission Secretary is the custodian of records, located in the File for Case No. 2013.0531X at 1650 Mission Street, Fourth Floor, San Francisco, California.

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.

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 Project Sponsor, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Large Project Authorization requested in Application No. 2013.0531X, 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 8,000 sq. ft. project site identified as Block 4059 and Lot 001C is located on the east side of 3rd Street between 19th and 20th Streets in the Dogpatch neighborhood. The site is also located within the Central Waterfront Subarea of the Eastern Neighborhoods Plan. The subject interior lot has 80 linear feet of frontage along 3rd Street and is developed with a one-story light industrial building that was constructed in 1946 and is currently vacant, , but was most recently occupied by a motorcycle helmet startup (dba Skully) that ceased operations in September 2016.

- 3. Surrounding Properties and Neighborhood. The immediate context surrounding the proposed project is mixed in character that includes a wide range of building types, heights, and uses typically found in an Urban Mixed Use District. There are a mixture of commercial, mixed-residential & commercial, live/work, and industrial buildings on the surrounding blocks facing fronting 3rd Street that range from one- to six-stories, and approximately fifteen to 68-feet in height. The adjacent property to the north at 601 19th Street is improved with a 13,851 sq. ft. two-story former industrial building that is currently operating as nighttime entertainment and restaurant uses. The adjacent property to the south at 2250 3rd Street contains an approximately 5,000 sq. ft., two-story light industrial building that is currently used as an artist's live/work space, according to City records. The wide 3rd Street median contains the light rail line for the Muni T train. Other properties that comprise the broader neighborhood include Residential, Three-Family (RH-3), Public (P), Production, Distribution & Repair (PDR), and Small Scale Neighborhood Commercial Transit Oriented (NCT-2) uses that cluster along 22nd Street.
- 4. **Project Description.** The proposed project includes the demolition of a 5,600 sq. ft. light industrial building and new construction of a 68-ft. tall, six-story and 39,494 sq. ft. mixed-use building that includes approximately 2,987 sq. ft. of ground floor Retail Sales and Service use and 36,507 sq. ft. of Medical Services and Life-Science Office and Laboratory uses at all floors of the building. The proposed project would also include a 2,450 sq. ft. ground floor garage for fifteen accessory automobile parking spaces, fourteen bicycle parking spaces and 3,360 sq. ft. of rooftop common open space.
- 5. **Public Comment**. The Department has not received any public correspondence expressing support for, or opposition to this 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 UMU Zoning Districts**. Permitted land uses within the UMU District pursuant to Code Section 843 include production, distribution, and repair uses such as light manufacturing, home and business services, arts activities, warehouse, and wholesaling. Additional permitted uses include retail sales and service, educational facilities, and nighttime entertainment. Residential use is also permitted, and family-sized dwelling units are encouraged. However, within the UMU District, office uses are restricted to the upper floors of multiple story buildings.

The project proposes 2,987 sq. ft. of retail sales and service use at the ground floor that is principally permitted and complies with Code Section 843.

B. Life Science and Medical Special Use District. Pursuant to Code Section 249.36 for properties located within the Life Science and Medical Special Use District, medical services (including medical offices and clinics) as defined in Code Section 890.114, are a principally permitted use and are exempted from use size limitations, PDR replacement requirements,

and vertical (floor-by-floor) zoning controls. A medical service use may be affiliated with a hospital or medical center as defined in Code Section 890.44. Office uses that contain life science facilities as defined in Code Section 890.53 and laboratories that engage in life science research and development as defined in Code Section 890.52, are also principally permitted uses and exempt from use size limitations, PDR replacement requirements, and vertical (floor-by-floor) zoning controls.

The project proposes 36,507 sq. ft. of medical services and life science office and laboratory uses that meet their respective definitions under Planning Code Sections 890.114, 890.44, 890.53 and 890.52, which are principally permitted and comply with Code Section 249.36.

C. **UMU Use Sizes.** Planning Code Section 843.45 permits up to 25,000 gross sq. ft. of retail sales and service uses per lot, with uses above 25,000 gross sq. ft. per lot conditionally permitted only if the ratio of other permitted uses to retail is at least 3 to 1. Additionally, up to 3,999 gross sq. ft. per use is permitted, and those over 4,000 gross sq.ft. per use require conditional use authorization.

The project proposes a total area of 2,987 sq. ft. for retail sales and service uses and complies with Code Section 843.45.

D. **Floor Area Ratio.** Pursuant to Code Section 124, properties within the UMU zoning and 68-ft. height districts are limited to a basic floor area ratio of 5.0 to 1.

The subject property has an area of 8,000 sq. ft. and proposes a building with an area of 39,494 gross sq. ft. (divided between 2,987 sq. ft. of retail and 36,507 sq. ft. of medical and life science uses) that is less than the 40,000 gross sq. ft. permitted, and complies with Code Section 124.

E. **Usable Open Space.** Planning Code Section 135.3 requires usable open space at a ratio of 1 sq. ft. per 250 sq. ft. of occupied floor area for retail uses, and 1 sq. ft. per 50 sq. ft. for office uses in the UMU district. Alternatively, projects in the UMU district may fulfill the requirements by providing privately-owned public open space that meets the criteria under Code Section 135.3(a)(2). The project proposes 2,987 sq. ft. of retail sales and service use and 36,507 sq. ft. of medical services and life science office or laboratory uses, which requires at least 962 sq. ft. of usable open space.

The project proposes a 3,360 sq. ft. rooftop deck that exceeds the 962 sq. ft. requirement, and also provides at least 300 sq. ft. of publicly accessible open space at the ground floor where the building is set back 5-ft. from the property line to widen the sidewalk for the majority of its frontage. Therefore, the project complies with the open space requirements of Code Section 135.

F. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires streetscape and pedestrian elements in conformance with the Better Streets Plan when a project has more than 250 feet of total lot frontage on one or more publicly-accessible rights-of-way, and includes new construction.

Although the project only has 100 ft. of frontage, it will include streetscape improvements that are consistent with the Better Streets Plan, including street trees, landscaping, and site furniture.

G. Street Frontages in Mixed Use Districts. Planning Code Section 145.1 requires the following for street frontages in Eastern Neighborhood Mixed Use Districts: (1) not more than 1/3 the width of the building facing the street may be devoted to ingress/egress to parking; (2) off-street parking at street grade must be set back at least 25 feet; (3) "active" use shall be provided within the first 25 feet of building depth at the ground floor; (4) ground floor non-residential uses in UMU zoning district shall have a floor-to-floor height of 17-feet and lobbies that do not exceed 40 feet or 25 percent of building frontage, whichever is larger; (5) active uses shall be fenestrated with transparent windows for no less than 60 percent of the street frontage; and, (6) decorative railings or grillwork placed in front of or behind ground floor windows, shall be at least 75 percent open to perpendicular views.

The project addresses these development controls by including: (1) a 12-ft. garage entrance that is 15% of the building's 80-ft. width; (2) one accessible off-street parking at street grade with a 25-ft. set back and the remainder of the spaces set back an additional 25-ft. at the building's rear; (3) active uses such as a lobby with a minimum depth of 25 ft. and commercial retail storefront that is between 40- and 75-ft. in depth; (4) a ground floor with a floor-to-floor height of 21-ft. and an accessory lobby that is 35-ft. 7-in. of the total building frontage; (5) provides 66-ft. 5-in. of the total 76-ft. 5-in. of linear footage with transparent windows at the ground floor; and (6) not proposing any decorative railings or grillwork in front of or behind the ground floor windows. These treatments at the ground floor comply with the active use requirements of Code Section 145.1.

H. **Shadow.** Planning Code Section 147 requires reduction of substantial shadow impacts on public plazas and publicly accessible spaces other than those protected under Planning Code Section 295. Section 295 restricts new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission.

The project's shadow analysis indicated it will not cast shadow upon any existing public, publicly accessible or publicly financed or subsidized open space under Planning Code Section 147, nor will it cast any shadows upon property under the jurisdiction of the Recreation and Park Commission, pursuant to Planning Code Section 295.

I. **Off-Street Parking**. Planning Section 151.1 permits one space per 1,500 square feet of occupied retail sales and service use and one per 1,000 square feet of office use. The project proposes 2,987 sq. ft. of retail sales and service use that allows two spaces, and 36,507 sq. ft. of medical services and life science office or laboratory uses that allow 36 spaces, for a total of 38 principally permitted spaces.

The project proposes a total of fifteen parking spaces, including one accessible space, which is less than the permitted 38 spaces and complies with Code Section 151.1.

J. **Bicycle Parking.** Planning Code Section 155.2 requires one Class 1 bicycle parking space per 7,500 occupied sq. ft. of retail sales and service use and one per 5,000 occupied sq. ft. of office use. This Code Section also requires two Class 2 spaces per 5,000 sq. ft. of office use and two spaces per 2,500 sq. ft. of retail sales and service use, for a project total of ten Class 1 and four Class 2 bicycle parking spaces.

The project proposes ten Class 1 and four Class 2 bicycle parking spaces, which complies with the requirements under Code Section 155.2.

K. Transportation Demand Management (TDM) Program. The TDM Program seeks to promote sustainable travel modes by requiring new development projects to incorporate design features, incentives, and tools that support transit, ride-sharing, walking, and bicycle riding for the residents, tenants, employees, and visitors of their projects. The sponsor is required to submit a TDM Plan for Department review of compliance with Code Section 169, including the Planning Commission's TDM Program Standards.

The Project Sponsor submitted a completed Environmental Evaluation Application prior to September 4, 2016 on January 22, 2014, and is therefore required to only achieve 50% of the point target established in the TDM Program Standards, resulting in a target of 12 points. As currently proposed, the Project will achieve this by providing 12 points through the "Bicycle Parking (Option A)" TDM measure.

L. **Height.** Under Code Section 260(b), specific features are exempt from the height limits established by this Code that among others, include elevator, stair and mechanical penthouses, fire towers, skylights and dormer windows. This exemption shall be limited to the top 16 feet of such features where the height limit is more than 65 feet. However, for elevator penthouses, the exemption shall be limited to the top 16 feet and limited to the footprint of the elevator shaft, regardless of the height limit of the building.

The proposed project has a maximum height of 68 feet, and also includes elevator, stair and mechanical penthouses that have a maximum height of 15-ft. 5-in., which complies with the restrictions under Code Section 260(b).

M. Transportation Sustainability Fee (TSF). Planning Code Section 411A is applicable to new construction of a Non-Residential use in excess of 800 gross square feet, or additions of 800 gross square feet or more to an existing Non-Residential use. Projects that have filed a development application or environmental review application on or before July 21, 2015, and have not received approval shall be subject to the TSF but pay the applicable TIDF rate per Code Section 411.3 for non-residential or PDR portions of any project. Development projects

that provide a lower number, or ratio, of off-street parking than permitted on an as-of-right basis without conditional use authorization are eligible for policy credits.

The project includes the change of use for 5,600 gross sq. ft. of PDR to Medical and Health Services use, 30,907 sq. ft. of new Medical and Health Services use, and 2,987 sq. ft. of new Retail use that will be subject to the TSF.

N. **Jobs-Housing Linkage Fee.** Planning Code Section 413 is applicable to projects that increase by 25,000 or more gross square feet the total amount of any combination of the following uses; entertainment, hotel, Integrated PDR, office, research and development, retail, and/or Small Enterprise Workspace, and whose environmental evaluation application for the project was filed on or after January 1, 1999. Credit is given for replacement or change of use.

The project includes 5,600 sq. ft. of replacement from PDR (that was in use prior to April 1, 2010) to Office use, 30,907 gross sq. ft. of net new office use, and 2,987 sq. ft. of new Retail Sales and Service use that will be subject to the Jobs-Housing Linkage Fee.

O. **Child-Care Requirements.** Pursuant to Section 414, office and hotel development projects proposing the net addition of 25,000 or more gross square feet of office or hotel space are subject to childcare requirements that include the provision of an on-site childcare facility or payment of an in-lieu fee.

The project includes 36,507 gross sq. ft. of new Office uses that will be subject to the Child-Care Fee.

P. **Eastern Neighborhoods Infrastructure Impact Fee.** Planning Code Section 423 is applicable to any development project in the Eastern Neighborhoods Program Area which results in the new construction of a non-residential use, with credit given for replacement or change of use.

The project includes a 5,600 sq. ft. change of use from PDR to Non-residential use, and 33,894 gross sq. ft. of net new Non-residential use that will be subject to the Eastern Neighborhoods Infrastructure Impact Fee.

Q. **Public Art Fee Requirement.** Pursuant to Section 429, all non-residential projects in the UMU District that involve construction of a new building or addition of floor area in excess of 25,000 square feet and that have submitted their first complete development application on or after January 1, 2013 shall be subject to the Public Art Fee. The project sponsor shall pay an amount equal to one percent of the construction cost of the building, as determined by the Director of Department of Building Inspection, or the sponsor may elect to provide on-site public art of a value at least equivalent to the Public Art Fee.

The Project Sponsor shall pay the appropriate Public Art Fee in compliance with Planning Code Section 429.

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 conforms to the applicable height requirement of 68 feet, and without a bulk limitation. The neighborhood in the vicinity of the project is continually evolving with development in the Central Waterfront area under the Eastern Neighborhoods Area Plans, and contains building masses that range from two to six stories. The proposed six-story building is designed with a single plane at the façade and a 10-ft. setback at the top floor, which references the historic warehouses that are massive in bulk with large ground level openings originally designed for rail or vehicular access. Therefore, the new building would possess a scale that is consistent with the existing and evolving character of the area. The project's massing will establish the anticipated height and streetwall for the future development of other parcels on the west side of this block of 3rd Street, including the already entitled development at 2290 3rd Street for a six-story mixed-use building with 14,000 sq. ft. of ground floor commercial use and 80 dwelling units at the upper floors. This massing and scale already exist across the street, and the proposed project will further establish the block's intended overall form, density and character.

B. Architectural treatments, facade design and building materials;

The project's intentionally simple design responds to the site's location between the industrial nature of the Central Waterfront and the contemporary architecture of the residential buildings and lofts toward the bottom of Potrero Hill. Architectural treatments include appropriately scaled and recessed anodized aluminum window systems accented with louvers in a vertical pattern that complement the metal sash windows prevalent on the surrounding historic commercial buildings built after 1920. A tall two-story ground floor with columns that are clad in terracotta panels alternating with metal awnings would modulate the building, differentiate the future retail use, office lobby, and garage entrance, and support a more pedestrian-scaled environment. The building's facade is set back five feet at the ground floor with generous aluminum storefront systems that would help activate the adjacent pedestrian environment present fenestration patterns and scale similar to the expressed frame of residential and industrial uses common in the area. The remaining cladding materials include smooth finish plaster, terracotta panels in hues of red and shades of dark grey, and a metal roll-up garage door.

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

The building's double-height ground floor is set back five feet from the property line to widen the available sidewalk space and includes raised planters to soften the aluminum storefront systems that would allow visibility into the building, provide a gracious transition from the public to private realm, and activate the streetscape, particularly if the commercial space is occupied with an eating and drinking use. The electrical, trash and utility rooms are located inside the building behind the garage, and the electrical transformer box would be located underneath the sidewalk to minimize any impacts

to pedestrians. All streetscape improvements will comply with the Better Streets and Central Waterfront Area Plans.

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

The project proposes a generously sized 3,360 sq. ft. common use rooftop deck that is more than triple the area requirement, and also provides two additional private front decks totaling 1,000 sq. ft. at the sixth floor for tenants at that level. Although not mandatory, the project also provides at least 300 sq. ft. of publicly accessible open space at the ground floor where the building is set back 5-ft. from the property boundary to allow widening of the adjacent sidewalk for the majority of the building frontage.

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

The project is located on an interior parcel but will include streetscape improvements that comply with the Better Streets and Central Waterfront Area Plans, including street trees, landscaping, and outdoor Class 2 bicycle parking furniture.

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

The project has 100-ft. of frontage along 3^{rd} Street and proposes to utilize the existing 12-ft. curb cut to access the new 10-ft. garage door, and the minimal fifteen off-street parking spaces are not anticipated to create circulation problems. No other vehicular ingress/egress is proposed to prevent other possible conflicts and congestion.

G. Bulk limits;

The Project site is located in an X Bulk District, which provides no bulk restrictions.

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

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

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

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

Policy 1.2

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

Policy 1.3

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

Policy 1.4

Establish commercial and industrial density limits as indicated in the Generalized Commercial and Industrial Density Plan map.

The project complies with, and implements the development envisioned in Central Waterfront Area Plan, which establishes the performance standards, land use plan and development controls to minimize any undesirable consequences, manage economic growth, and ensure enhancement of the City's living and working environment.

OBJECTIVE 2

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY

Policy 2.1

Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

The project is located within the Life Science and Medical Special Use District and will provide additional development space for commercial, medical services and life science office and laboratory uses that benefit from the close proximity to the University of California, San Francisco (UCSF) campus at Mission Bay.

OBJECTIVE 3

PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.

Policy 3.4

Assist newly emerging economic activities.

OBJECTIVE 4

IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.

Policy 4.1

Maintain and enhance a favorable business climate in the city.

Policy 4.2

Promote and attract those economic activities with potential benefit to the City.

Policy 4.10

Enhance the working environment within industrial areas.

OBJECTIVE 7

ENHANCE SAN FRANCISCO'S POSITION AS A NATIONAL AND REGIONAL CENTER FOR GOVERNMENTAL, HEALTH, AND EDUCATIONAL SERVICES

Policy 7.2

Encourage the extension of needed health and educational services, but manage expansion to avoid or minimize disruption of adjacent residential areas.

The project is located within the Life Science and Medical Special Use District and will provide additional office, laboratory, light manufacturing, or other types of space for an industry that involves the integration of natural and engineering sciences and advanced biological techniques using organisms, cells, and parts thereof for products and services. This includes the creation of products and services used to analyze and detect various illnesses, the design of products that cure illnesses, and/or the provision of capital goods and services, machinery, instruments, software, and reagents related to research and production. The permitted area for these uses will benefit from the close proximity to the University of California, San Francisco (UCSF) campus at Mission Bay, and this industry will enhance the City's diverse economic base, improve its attractiveness for potential new medical and science industries, and strengthen San Francisco's position as a national and regional center for medical research and health services.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The project will improve the ambience of the pedestrian environment by widening the sidewalk in front of the building, providing a transparent ground floor and generously sized and street-facing commercial space that is at least 20-ft. in height, and through the planting of new street trees, landscaping, outdoor bicycle parking spaces, and other improvements that comply with the Better Streets Plan.

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 at least ten Class 1 bicycle parking spaces in a secure and dedicated room at the rear of the office lobby, and also includes at least four Class 2 spaces at the sidewalk in front of the building.

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 contributes to the evolving character of 3rd Street in the Central Waterfront that contains a combination of historic industrial buildings and contemporary mixed-use developments containing ground floor commercial uses and upper floor dwelling units, as envisioned in the Central Waterfront Area Plan. The more recent developments infill the two- to six-story street wall with compatible buildings that are

contemporary in their architectural expression, but compatible with the 3rd Street Industrial Historic District that extends from 18th Street to 24th Street. The project will also bring the underutilized property into greater conformity with the desired density given its location along, and easy access to the Muni light-rail corridor.

OBJECTIVE 4:

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

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

The Project proposes to use an existing 12-ft. curb cut and new 10-ft. garage entrance to access the nominal fifteen parking spaces to minimize potential danger to pedestrians, and improve the human scale and interest by widening the sidewalk in front of the building, providing a transparent ground floor and generously sized street-facing commercial space that is at least 20-ft. in height, and through the planting of new street trees, landscaping, outdoor bicycle parking spaces.

CENTRAL WATERFRONT AREA PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.1

ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED-USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD

Policy 1.1.3

Permit and encourage life science and medical related uses in the northern portion of the Central Waterfront, close to Mission Bay by eliminating restrictions on life-science and medical-related office and clinical uses that might otherwise apply.

Policy 1.1.6

Permit and encourage small and moderate size retail establishments in neighborhood commercial areas of Central Waterfront, while allowing larger retail in the new Urban Mixed Use districts only when part of a mixed-use development.

Policy 1.1.9

Permit and encourage greater retail uses on the ground floor on parcels that front 3rd Street to take advantage of transit service and encourage more mixed uses, while protecting against the wholesale displacement of PDR uses.

The project site is vacant, will not displace any existing tenants, and will provide approximately 2,987 sq. ft. of new ground floor commercial retail space that fronts 3rd Street. The property is also is located within the Life Science and Medical Special Use District and 36,507 sq. ft. of new development space for medical services and life science office and laboratory uses will be provided that would benefit from the close proximity to the University of California, San Francisco (UCSF) campus at Mission Bay.

OBJECTIVE 1.4

SUPPORT A ROLE FOR "KNOWLEDGE SECTOR" BUSINESSES IN APPROPRIATE PORTIONS OF THE CENTRAL WATERFRONT

Policy 1.4.2

Allow medical office and life science uses in portions of the Central Waterfront where it is appropriate.

The project is located within the Life Science and Medical Special Use District and 36,507 sq. ft. of new development space for medical services and life science office and laboratory uses will be provided that would benefit from the close proximity to the University of California, San Francisco (UCSF) campus at Mission Bay.

Built Form

OBJECTIVE 3.1

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

Policy 3.1.3

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

Policy 3.1.6

New buildings should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them.

The project conforms to the applicable height limit of 68 feet, and without a bulk limitation. The neighborhood in the vicinity of the project is continually evolving with development in the Central Waterfront area under the Eastern Neighborhoods Area Plans, and contains building masses that range from two to six stories. The proposed six-story building is designed with a single plane at the façade and a 10-ft. setback at the top floor, which references the historic warehouses that are massive in bulk with large

ground level openings originally designed for rail or vehicular access. Therefore, the new building would possess a scale that is consistent with the existing and evolving character of the area. The project's massing will establish the anticipated height and streetwall for the future development of other parcels on the west side of this block of 3rd Street, including the already entitled development at 2290 3rd Street for a six-story mixed-use building with 14,000 sq. ft. of ground floor commercial use and 80 dwelling units at the upper floors. This massing and scale already exist across the street, and the proposed project will further establish the block's intended overall form, density and character.

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.

The subject block does not have a pattern of rear yard open space, so the project proposes a 3,360 sq. ft. rooftop deck that exceeds the Planning Code's 962 sq. ft. requirement, and also provides at least 300 sq. ft. of publicly accessible open space at the ground floor where the building is set back 5-ft. from the property line to widen the sidewalk for the majority of its frontage.

Policy 3.1.10

After results are obtained from the historic resources surveys, make necessary adjustments to these built form guidelines to ensure that new structures, particularly in historic districts, will be compatible with the surrounding historic context.

The more recent developments in the area infill the two- to six-story street wall with compatible buildings that are contemporary in their architectural expression, but compatible with the 3rd Street Industrial Historic District that extends from 18th Street to 24th Street. The proposed project also achieves this compatibility with its form and massing, and its architectural design is intentionally simple but responds to the industrial character of 3rd Street that also incorporates architectural treatments such as appropriately scaled and recessed anodized aluminum window systems accented with louvers arranged in a vertical pattern that complements the metal sash windows prevalent on the surrounding historic commercial buildings built after 1920. Cladding materials include smooth finish plaster, terracotta panels in hues of red and shades of dark grey that reference the masonry and concrete warehouses within the historic district.

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 3.2.2

Make ground floor retail and PDR uses as tall, roomy and permeable as possible.

Policy 3.2.3

Minimize the visual impact of parking.

Policy 3.2.4

Strengthen the relationship between a building and its fronting sidewalk.

The project's street-facing exterior includes a simple but organized and high quality design with architectural treatments such as recessed anodized aluminum window systems accented with louvers in a vertical pattern, a tall two-story ground floor with expansive glazing that is set back 5-ft. to strengthen the relationship between the building and its fronting sidewalk, and columns clad in terracotta panels alternating with metal awnings to articulate the building, provide visual relief, and support a more active and pedestrian-scaled environment. The remaining cladding materials include smooth finish plaster, terracotta panels in hues of red and shades of dark grey, and a 10-ft. metal roll-up garage door that would minimize the visual impact of the off-street parking at the rear of the building.

Transportation

OBJECTIVE 4.1

IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN CENTRAL WATERFRONT.

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.

The project would utilize an existing 12-ft. curb cut to access a 10-ft. garage door that contains a nominal fifteen off-street parking spaces at the rear of the ground floor.

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 4.3.2

For new non-residential development, provide flexibility by eliminating minimum off-street parking requirements and establishing caps generally equal to the previous minimum requirements. For office uses limit parking relative to transit accessibility.

The project is principally permitted to have 38 off-street parking spaces with the uses proposed, but includes a nominal fifteen spaces to reduce congestion and encourage travel by modes other than automobiles.

Streets and Open Space

OBJECTIVE 5.2

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE

Policy 5.2.2

Establish 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.

Policy 5.2.4

Encourage publicly accessible open space as part of new residential and commercial development.

The project includes a 3,360 sq. ft. common rooftop deck accessible to the building's occupants that exceeds the Planning Code's 962 sq. ft. requirement, an additional 1,000 sq. ft. of private open space through front decks that are accessible on the sixth floor, and also provides at least 300 sq. ft. of publicly accessible open space at the ground floor where the building is set back 5-ft. from the property line to widen the sidewalk for the majority of its frontage.

OBJECTIVE 5.3

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

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.

The project will widen the sidewalk an additional five feet along its frontage through a building set back, and incorporate streetscape improvements that are consistent with the Better Streets Plan, including street trees, landscaping, and site furniture.

Historic Preservation OBJECTIVE 8.3

ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE CENTRAL WATERFRONT AREA PLAN

The consideration of historic preservation was integral to the project's design review to ensure the new development will be compatible with the contributing historic buildings and character-defining features of the identified 3^{rd} Street Industrial Historic District.

- 9. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:
 - A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The subject property has been vacant since September 2016 and the proposed project includes 2,987 sq. ft. of new commercial retail space that will provide new employment or ownership opportunities and 36,507 sq. ft. of new medical services and life science office and laboratory uses that will provide new employment opportunities in the life science and biotechnology fields.

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 subject property, but the project proposes commercial uses in a development that is designed to be compatible with the neighborhood character and surrounding context of the identified 3rd Street Industrial Historic District to preserve the cultural and economic diversity of the Central Waterfront.

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

There is no existing housing on the subject property, and no affordable housing will be impacted. However, the project will contribute to the Jobs-Housing Linkage Fee that will provide funding for future affordable housing.

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

The project will be well-served by public transportation as the 3rd Street Muni light rail is directly in front of the project, and the number of vehicle trips generated by the nominal fifteen off-street parking spaces will not impede Muni transit service or overburden streets.

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

The project will not displace any existing industrial or service sector uses, and will create new space for desirable medical services and life science office and laboratory uses that are a priority in this area of the City.

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

The project will be designed and constructed to conform to the current 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.

There are no existing landmarks or historic buildings on the project site, but the building is designed to be compatible with the contributing historic buildings and character-defining features of the identified 3^{rd} Street Industrial Historic District.

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 the Recreation and Park Commission.

10. **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.

- 11. 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.
- 12. 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. 2013.0531X** subject to the following conditions attached hereto as "EXHIBIT A" which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (after the 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, 1650 Mission Street, Room 304, San Francisco, CA 94103.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on February 1, 2018.

Jonas P. Ionin Commission Secretary
AYES:
NAYS:
ABSENT:

ADOPTED: February 1, 2018

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow the demolition of a 5,600 sq. ft. light industrial building and new construction of a 68-ft. tall, six-story and 39,494 sq. ft. mixed-use building that includes approximately 2,987 sq. ft. of ground floor Retail Sales and Service use and 36,507 sq. ft. of Medical Services and Life-Science Office and Laboratory uses at all floors of the building. The proposed project would also include a 2,450 sq. ft. ground floor garage for fifteen accessory automobile parking spaces, fourteen bicycle parking spaces and 3,360 sq. ft. of rooftop common open space located at 2230 3rd Street, Lot 001C in Assessor's Block 4059 pursuant to Planning Code Section 329 within the UMU (Urban Mixed Use) Zoning District, and a 68-X Height and Bulk District; in general conformance with plans, dated December 8, 2017, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0531X and subject to conditions of approval reviewed and approved by the Commission on February 1, 2018, 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 February 1, 2018 under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Large Project 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 threeyear period. For information about compliance, contact Code Enforcement, Planning Department at 415-5756863, www.sf-planning.org
- 2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization. For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved. For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 4. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

 The information about compliance contact Code Enforcement, Planning Department at 415, 575, 6862, presented.
 - For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, <u>www.sf-planning.org</u>
- 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, <u>www.sf-planning.org</u>
- 6. **Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2013.0531E) attached as Exhibit C are necessary to avoid potential significant

effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

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

DESIGN - COMPLIANCE AT PLAN STAGE

- 7. **Final Materials.** Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
 - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, <u>www.sf-planning.org</u>
- 8. **Streetscape Plan.** Prior to issuance of the first certificate of occupancy, the Project Sponsor shall install sidewalk and streetscape improvements that are included in the approved streetscape plan for 2230 3rd Street subject to Department review and approval.
 - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 9. 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
- 10. Rooftop Mechanical Equipment. Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
 For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 11. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:
 - 1. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
 - 2. On-site, in a driveway, underground;

- 3. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- 4. Public right-of-way, underground, under sidewalks with a minimum width of 12-feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
- 5. Public right-of-way, underground; and based on Better Streets Plan guidelines;
- 6. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- 7. On-site, in a ground floor façade (the least desirable location).

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

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

PARKING AND TRAFFIC

12. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than fifteen (15) accessory off-street parking spaces for the medical services and life science office and laboratory uses.

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

13. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than ten (10) Class 1 and four (4) Class 2 bicycle parking spaces. For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-

planning.org

14. **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, <u>www.sf-planning.org</u>

PROVISIONS

15. **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

16. **Transportation Demand Management (TDM) Program.** The Project shall be subject to the recently adopted TDM Program upon the effective date of Ordinance No. 222-15, specifically Section 169 et seq. and the associated TDM Program Standards, as adopted by the Planning Commission and periodically amended.

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

17. **Transportation Sustainability Fee.** Pursuant to Planning Code Section 411A, the Project shall pay the applicable fees for the residential uses within the Project. Non-residential uses would continue to be subject to the TIDF at the rate applicable per Planning Code Sections 411.3(e) and 409, as well as any other applicable fees.

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

- 18. **Jobs-Housing Linkage Program.** Pursuant to Planning Code Section 413, the Project Sponsor shall pay the Jobs-Housing Linkage Program Fee, prior to issuance of the first construction document. *For information about compliance, contact the Case Planner, Planning Department at* 415-558-6378, www.sf-planning.org
- 19. **Child Care Fee.** Pursuant to Planning Code Section 414A, the Project shall pay the Child Care Requirement Fee, prior to issuance of the first construction document.

 For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- **20. Public Art Fee.** Pursuant to Planning Code Section 429, the Project Sponsor shall pay an amount equal to one percent of the construction cost of the building, as determined by the Director of Department of Building Inspection, or the sponsor may elect to provide on-site public art of a value at least equivalent to the Public Art Fee.

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

21. **Eastern Neighborhoods Infrastructure Impact Fees.** Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4 at the Tier 1 level for residential, and Tier 2 for non-residential uses.

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

MONITORING

- 22. Enforcement. Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.
 For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 23. **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

- 24. **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
- 25. 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
- 26. **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

27. **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, <u>www.sf-planning.org</u>

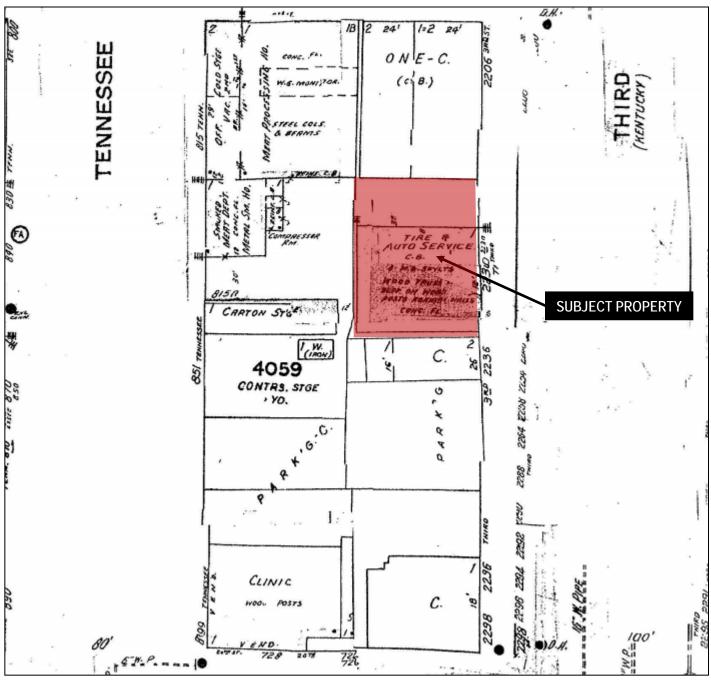
Block Book Map

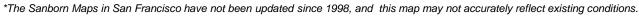




Large Project Authorization Case No. 2013.0531X 2230 3rd Street

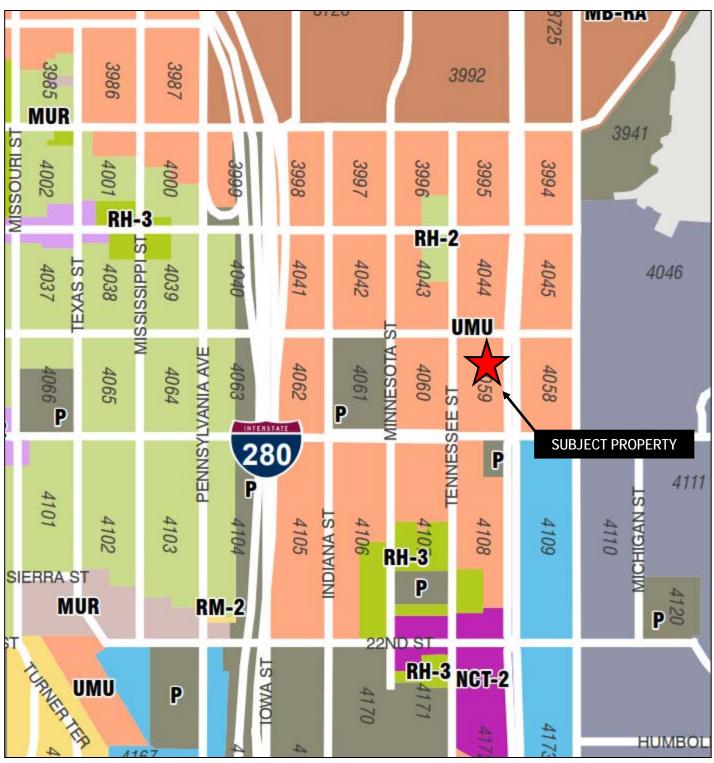
Sanborn Map*





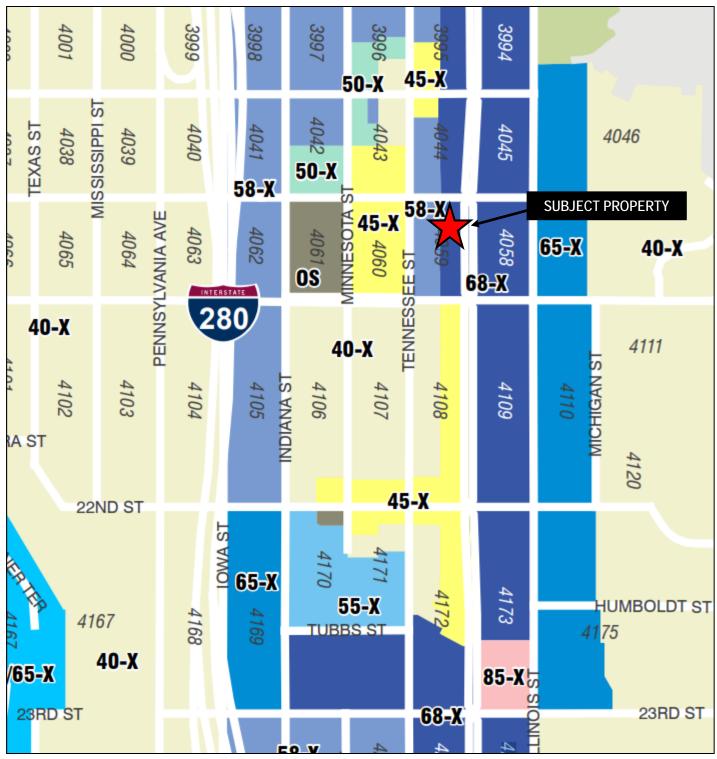


Zoning Map



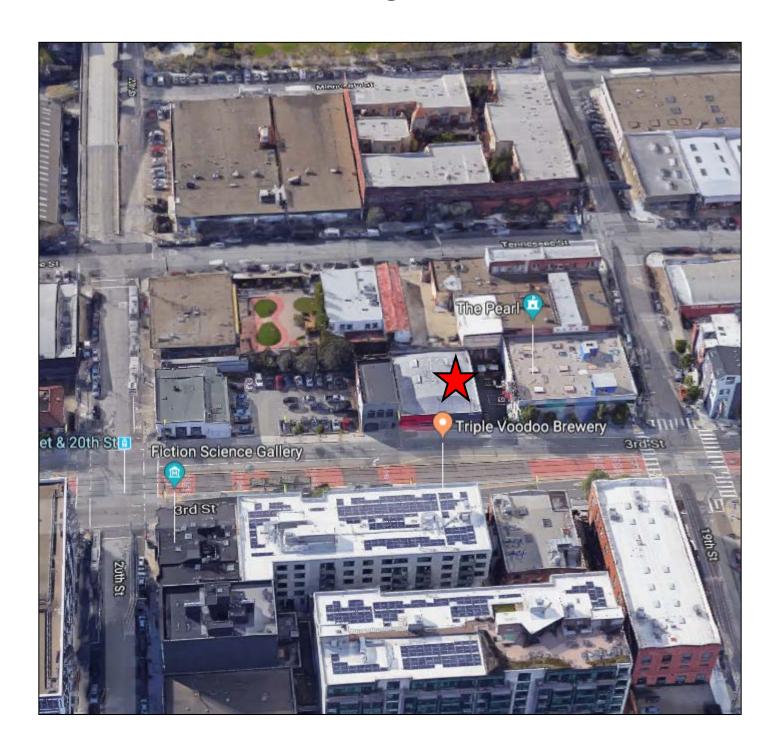


Height & Bulk Map

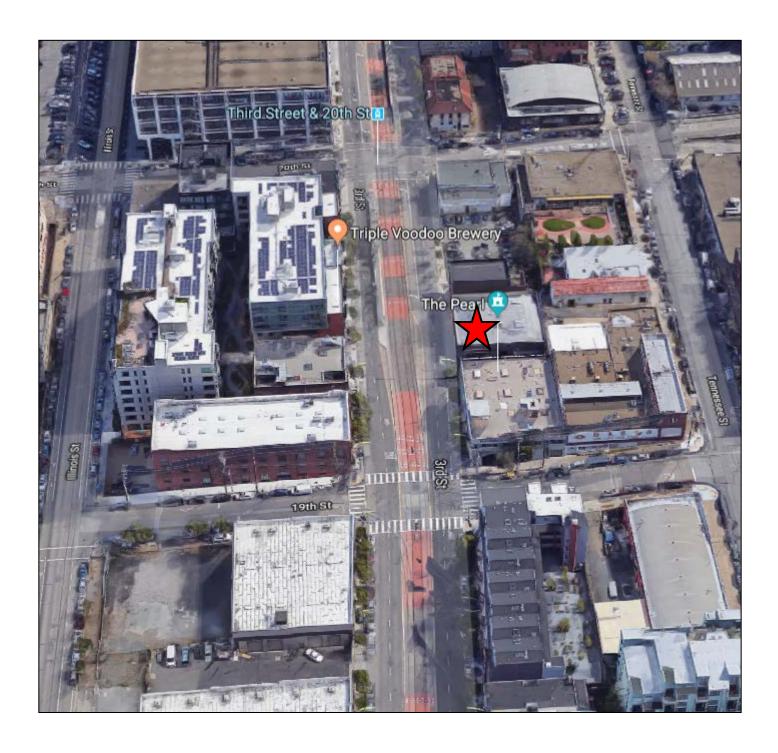




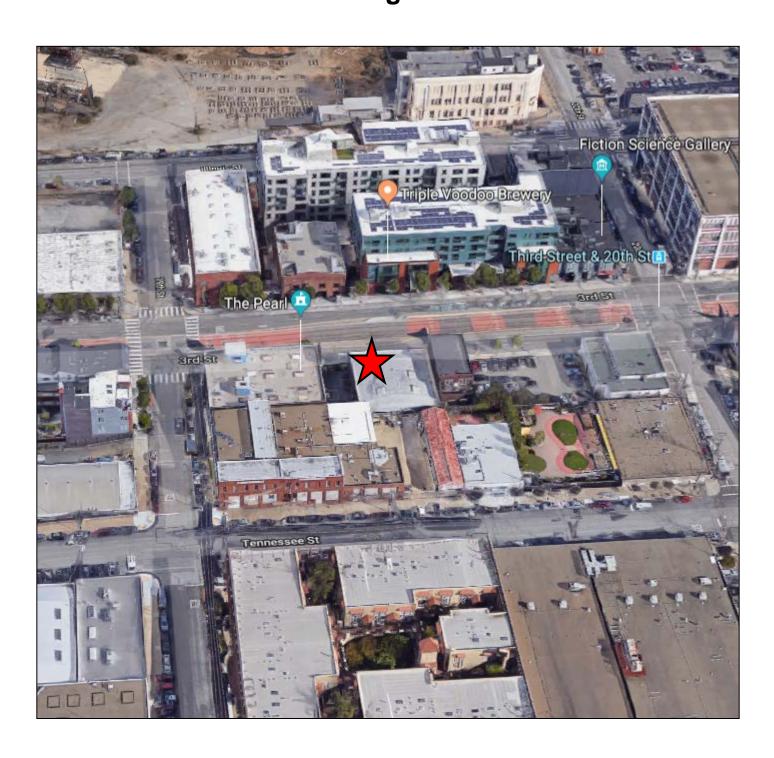
Aerial Photo Facing West



Aerial Photo Facing South

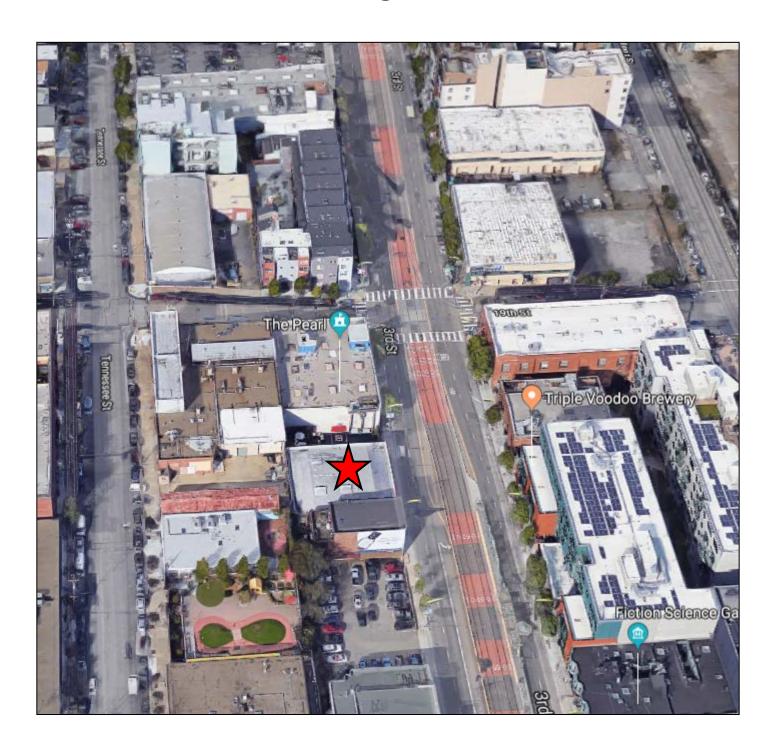


Aerial Photo Facing East

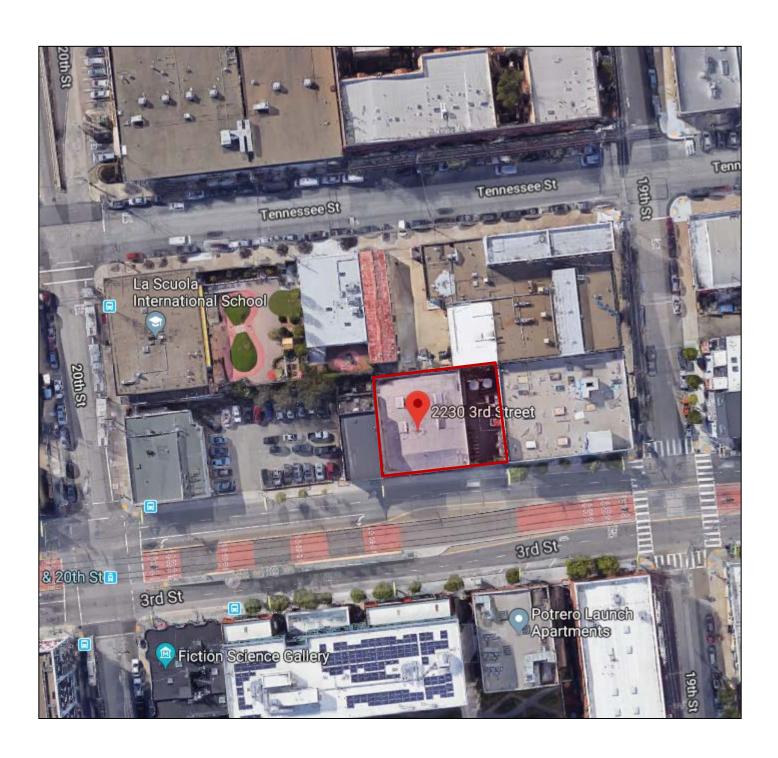


Aerial Photo

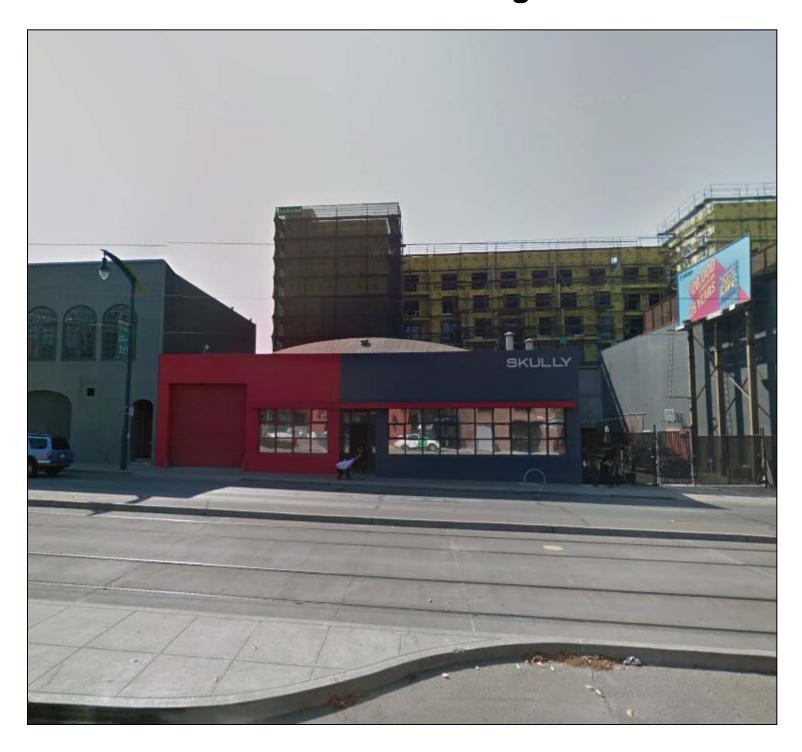
Facing North



Site Plan View



Site Photo 3rd Street Frontage





Administrative Code Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • http://www.sfplanning.org

Section 1: Project Information

PROJECT ADDRESS				BLOCK/LOT(S)	
2230 3rd Street, San Francisco, CA 94107			4059-001C		
BUILDING PERMIT APPLICATION NO.	C	ASE NO. (IF APPLIC	ABLE)	MOTION NO. (II	FAPPLICABLE)
PROJECT SPONSOR		MAIN CONTACT	X	PHONE	
2230 3rd Street LLC Terence W		alsh	415.720.3104		
ADDRESS					
6033 Geary Blvd					
CITY, STATE, ZIP			EMAIL	g (19 m) (4) 7	
San Francisco, CA 9	4121		pvconst2@gm	ail.com	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COI	MMERCIAL SPACE	ESTIMATED HEIGHT/FL	OORS	ESTIMATED CONSTRUCTION COST
Zero	39,494		68'/7 Floo	rs	\$9.25m
ANTICIPATED START DATE		h filikati		A Commence	

Section 2: First Source Hiring Program Verification

ALL BOXES APPLICABLE TO THIS PROJECT
Project is wholly Residential
Project is wholly Commercial
Project is Mixed Use
A: The project consists of ten (10) or more residential units;
B: The project consists of 25,000 square feet or more gross commercial floor area.
C: Neither 1A nor 1B apply.

NOTES

- If you checked C, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.
- If you checked **A or B**, your project S subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.
- For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848, For more information about the First Source Hiring Program visit www.workforcedevelopmentsf.org
- If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.

Continued...

Section 3: First Source Hiring Program - Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer's responsibility to complete the following information to the best of their knowledge.

Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	por to a limbor of miles of the section of the sect	***************************************	, ''- M '	Laborer		1	2
Boilermaker				Operating Engineer			
Bricklayer				Painter	26.00	***************************************	6
Carpenter	32.00	1	5	Pile Driver			
Cement Mason	28.00		4	Plasterer	31.00		6
Drywaller/ Latherer	28.00	1	4	Plumber and Pipefitter	29.00		4
Electrician	25.00		4	Roofer/Water proofer	32.00		6
Elevator Constructor	40.00		4	Sheet Metal Worker	33.00		2
Floor Coverer	26.00		3	Sprinkler Fitter	32.00		4
Glazier	30.00		2	Taper	29.00		4
Heat & Frost Insulator	29.00		4	Tile Layer/ Finisher	29.00		4
Ironworker				Other:			
		TOTAL:	30			TOTAL:	38

1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?	X	
---	---	--

2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations?

3. Will hiring and retention goals for apprentices be established?

4. What is the estimated number of local residents to be hired?

80% of total workforce

NO

YES

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Terence Walsh, Managing Member	pvconst2@gmail.com	415.720.3104
I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTR		HAT I COORDINATED WITH OEWD'S

FOR PLANNING DEPARTMENT STAFF ONLY: PLEASE EMAIL AN ELECTRONIC COPY OF THE COMPLETED AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM TO OEWD'S CITYBUILD PROGRAM AT CITYBUILD@SFGOV.ORG

Cc: Office of Economic and Workforce Development, CityBuild
Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 Phone: 415-701-4848
Website: www.workforcedevelopmentsf.org Email: CityBuild@stgov.org

2 2 3 0 3 R D S T R E E T

SAN FRANCISCO, CALIFORNIA 94107



SCOPE OF WORK

DEMOLISH EXISTING 5,600 S.F. TIRE WAREHOUSE / RETAIL BUILDING ON THE 8,000 S.F. SUBJECT LOT AND CONSTRUCT A 7-STORY, 68-FOOT TALL LIFE SCIENCE AND MEDICAL USE BUILDING INCLUDE ONE (1) COMMERCIAL / RETAIL SPACE AT GROUND FLOOR, 15 INDEPENDENTLY ACCESSIBLE PARKING SPACES ON MECHANICAL LIFT AND ADDITIONAL 1 ADA SURFACE PARKING SPACE ON GROUND LEVEL.

PUBLIC ART IS REQUIRED TO SATISFY THE PUBLIC ART REQUIREMENT UNDER SAN FRANCISCO PLANNING CODE SECTION 429.

PLANNING DATA

LOCATION: 2230 3RD STREET, SAN FRANCISCO, CALIFORNIA 94107

BLOCK / LOT NOS.: BLOCK 4059 / LOT 001C LOT AREA: 8,000 S.F.

ZONING DISTRICT: UMU; URBAN MIXED USE HEIGHT LIMIT: 68-X

CURRENT USE: TIRE WAREHOUSE

PROPOSED USE: LIFE SCIENCE AND MEDICAL USE

EXISTING BUILDING SQUARE FOOTAGE

USE

PROPERTY	USE	AREA (G.S.F.)
2230 3RD STREET	F-1	5,600 S.F
GROSS SQUARE F	OOTAGE	

TOTAL COMMERCIAL / RETAIL: 2,987 GROUND FLOOR B (LABORATORY/OFFICE) 2,118 2ND FLOOR B (LABORATORY/OFFICE) 3,440		* * =	7 11 127 1 (3 13 11 1)	
GROUND FLOOR B (LABORATORY/OFFICE) 2,118 2ND FLOOR B (LABORATORY/OFFICE) 3,440	GROUND FLOOR	М		2,987 S.F
2ND FLOOR B (LABORATORY/OFFICE) 3,440		ТО	TAL COMMERCIAL / RETAIL:	2,987 S.F
	GROUND FLOOR	B (LABORATORY/OFFICE)		2,118 S.F
R // AROPATORY/OFFICE\	2ND FLOOR	B (LABORATORY/OFFICE)		3,440 S.F
SKD FLOOK B (LABORATORIT/OTTICE)	BRD FLOOR	B (LABORATORY/OFFICE)		7,910 S.F
4TH FLOOR B (LABORATORY/OFFICE) 7,910	1TH FLOOR	B (LABORATORY/OFFICE)		7,910 S.F
5TH FLOOR B (LABORATORY/OFFICE) 7,910	STH FLOOR	B (LABORATORY/OFFICE)		7,910 S.F
6TH FLOOR B (LABORATORY/OFFICE) 6,917	STH FLOOR	B (LABORATORY/OFFICE)		6,917 S.F
ROOF B (LABORATORY/OFFICE) 302	ROOF	B (LABORATORY/OFFICE)		302 S.F

TOTAL LABORATORY / OFFICE: 36,507 S.F

PROPOSED

AREA (G.S.F.)

	GROSS BUILD	DING SQUARE FOOTAGE : 39,494 S.F.
EXCLUDE GROSS SQUARE FOOTAGE F REFER TO SHEET A0.5 GROSS SQUARE		2 GROSS FLOOR AREA
PARKING GARAGE	S-2 (PARKING)	2,207 S.F
BICYCLE PARKING	S-2 (PARKING)	128 S.F
DOOE DECK		3 335 S F

OPEN SPACE AND REAR YARD SETBACK

DPEN SPACE AND REAR YARD SETBACK ARE NOT REQUIRED ER PLANNING CODE, SECTION 130 & 135.

ICYCLE CLASS SPACES | REQUIRED

RESID'L & PDR)

ER PLANNING CODE, TABLE 151.1

 $OTAL\ ROOF\ AREA = 6,917\ G.S.F.$

5% SOLAR READY AREA = 1,037.55 S.F. REQUIRED

BICYCLE PARKING PER PLANNING CODE SECTION 155.2

FE SCIENCE LAB / OFFICE

CLASS I SPACES	MINIMUM 2 SPACES REQUIRED OV	√ER	
	OCCUPIED FLOOR > 5,000 S.F.:	8	8
CLASS II SPACES	minimum 2 spaces required:	2	2
TOTAL LIFT SCIENCE LAB / OFFICE SPACES		10	10
COMMERCIAL SPACE - 2,	,418 S.F.		
BICYCLE CLASS SPACES	required		PROPOSED
CLASS I SPACES	2 SPACES / 7,500 S.F.:	2	2
CLASS II SPACES	MINIMUM 2 SPACES REQUIRED:	2	2
TOTAL PDR SPACES		4	4
TOTALS	REQUIRED		PROPOSED
CLASS I (LAB/OFFICE)	10 CLASS I BICYCLE PARKING SPACES		10 CLASS I BICYCLE PARKING SPACES
CLASS II	4 CLASS II BICYCLE PARKING SPAC	CES	4 CLASS II BICYCLE PARKING SPACES

TOTAL PROPOSED
BICYCLE PARKING SPACES: 14 BICYCLE PARKING SPACES OFF-STREET PARKING

REQUIRED	PROPOSED
NO OFF-STREET REQUIRED MAXIMUM PERMITTED ACCESSORY OFF-STREET PARKING (1 SPACE /1,500 S.F.) = 51,335 S.F. / 1,500 S.F. = 34 SPACES PERMITTED	1 HANDICAP SURFACE SPACE 14 INDEPENDENTLY ACCESSIBLE PARKING SPAC ON MECHANICAL LIFT

TOTAL: 14 PARKING SPACES ON MECHANICAL LIFT 1 HANDICAP SURFACE PARKING SPACE 15 PARKING SPACES PROVIDED

SOLAR READY AREA	
EQUIRED	PROPOSED
OLAR READY AREA - 15% OF THE TOTAL ROOF REA PER SF PLANNING CODE SECTION 149, ETTER ROOFS ORDINANCE.	1,038 S.F. PROVIDED AT ROOF DECK

BUILDING DATA

PROJECT ADDRESS:

PROJECT DESCRIPTION:

SAN FRANCISCO, CA 94107

DEMOLISH EXISTING TIRE WAREHOUSE/RETAIL BUILDING AND CONSTRUCT A NEW 7-STORY, 68-FOOT TALL LIFE SCIENCE AND MEDICAL USE BUILDING WITH 1 COMMERCIAL/RETAIL SPACE AT GROUND FLOOR AND

TOTAL 15 PARKING SPACES ON GROUND LEVEL.

CONSTRUCTION TYPE: TYPE I-B

SPRINKLER PROTECTION: FULL AUTOMATIC SPRINKLERS

FIRE DEPARTMENT NOTES: SPRINKLERS AND STANDPIPE REQUIRED PER NFPA 13, 14 AND 24 2016 EDITIONS. FIRE ALARM AND SPRINKLER MONITORING SYSTEM REQUIRED PER NFPA 72 THROUGHOUT. The Sprinkler and fire alarm systems will need to provide sprinkler water flow and MONITORING VALVES ON EACH FLOOR. ELEVATOR RECALL, DOORS AT ELEVATOR AND FIRE SMOKE DUMPER ARE REQUIRED TO BE CONNECTED TO FIRE ALARM SYSTEM.

2230 3RD STREET

PROVIDE WIRE TO MAKE ALL UNITS ADAPTIBLE FOR HANDICAPPED ALARM

GROSS FLOOR AREA

<u>FLOOR</u>	CONSTRUCTION TYPE	<u>OCCUPANCY</u>	GROSS AREA
GROUND FLOOR	I-B	B (LAB/OFFICE) / M (COMM'L)	5,105 S.F.
SECOND FLOOR	I-B	B (LAB/OFFICE)	3,440 S.F.
THIRD FLOOR	I-B	B (LAB/OFFICE)	7,910 S.F.
FOURTH FLOOR	I-B	B (LAB/OFFICE)	7,910 S.F.
FIFTH FLOOR	I-B	B (LAB/OFFICE)	7,910 S.F.
SIXTH FLOOR	I-B	B (LAB/OFFICE)	6,917 S.F.
ROOF	I-B		302 S.F.
GROSS BUILDING	AREA		39,494 S.F.

* REFER TO SHEET A0.5 GROSS SQUARE FOOTAGE CALCULATION

BASE ALLOWABLE AREA PER FLOOR PER CBC TABLE 503 FOR TYPE I-B INCREASE ALLOWABLE PER SEC. 506.3

INCREASE ALLOWABLE PER SEC. 504.2 160 FEET HEIGHT / 11 STORIES +20 FEET HEIGHT / +1 STORY

FIRE-RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS FOR TYPE I-B CONSTRUCTION PER TABLE 601:

160 FEET HEIGHT / 11 STORIES

PRIMARY STRUCTURAL FRAME 2-HR (PERMITTED TO BE REDUCED BY 1 HOUR WHERE SUPPORTING ROOF ONLY) EXTERIOR BEARING WALLS INTERIOR BEARING WALLS 2-HR (PERMITTED TO BE REDUCED BY 1 HOUR

+20 FEET HEIGHT / +1 STORY

WHERE SUPPORTING ROOF ONLY) INT. NONBEARING WALLS FLOOR CONSTRUCTION

FIRE-RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE FOR TYPE I-B CONSTRUCTION PER TABLE 602:

2-HR FOR GROUP M OCCUP $5 \le X < 10$ 2-HR FOR GROUP M OCCUP $10 \le X < 30$ 2-HR FOR GROUP M OCCUP 1-HR FOR GROUP B OCCUP. $5 \le X < 10$ 1-HR FOR GROUP B OCCUP. $10 \le X < 30$ 1-HR FOR GROUP B OCCUP. 0-HR FOR GROUP M & B OCCUP

ROOF CONSTRUCTION

REQUIRED SEPARATION OF OCCUPANCIES:

1-HOUR RATED SEPARATION

PERMITS TO BE ISSUED SEPARATELY

MECANICAL PLUMBING

FIRE SPRINKLER SYSTEM/STANDPIPE FIRE ALARM SYSTEM

SIDEWALK IMPROVEMENT

APPLICABLE CONSTRUCTION CODES

2016 SAN FRANCISCO CODE AMENDMENTS 2016 CALIFORNIA BUILDING CODE AMENDMENTS 2016 CALIFORNIA MECHANICAL CODE AMENDMENTS 2016 CALIFORNIA PLUMBING CODE AMENDMENTS 2016 CALIFORNIA ELECTRICAL CODE AMENDMENTS 2016 CALIFORNIA FIRE CODE & S.F. AMENDMENTS

2016 CALIFORNIA CODES

2016 CALIFORNIA BUILDING CODE 2016 CALIFORNIA ELECTRICAL CODE 2016 CALIFORNIA MECHANICAL CODE 2016 CALIFORNIA PLUMBING CODE 2016 GREEN BUILDING CODE

2016 NFPA CODES & STANDARDS

AS ADOPTED AND AMENDED BY THE CITY OF SAN FRANCISCO, AND THE CITY OF SAN FRANCISCO MUNICIPAL CODE.

3RD STREET
SAN FRANCISCO, CA 94107



222 8TH STREET SAN FRANCISCO, CA 94103 T: 415.252.0888 F: 415.252.8388 www.dscheme.com



 03.06.14	C.U. SET SUBMITTAL
05.16.16	ISSUE TO PLANNING DEPT.
 07.12.16	ISSUE TO PLANNING DEPT.
02.09.17	UPDATE SET TO PLANNING DEPT.
 03.03.17	revision per udat
 04.20.17	CLIENT REVIEW PER NOPDR#2
07.24.17	NEIGHBORHOOD MEETING
 08.08.17	DNA MEETING
 09.12.17	DNA MEETING
 09.18.17	REVISION PER NOPDR#2
 10.18.17	revision per planning dept.
 12.08.17	revision per planning dept.

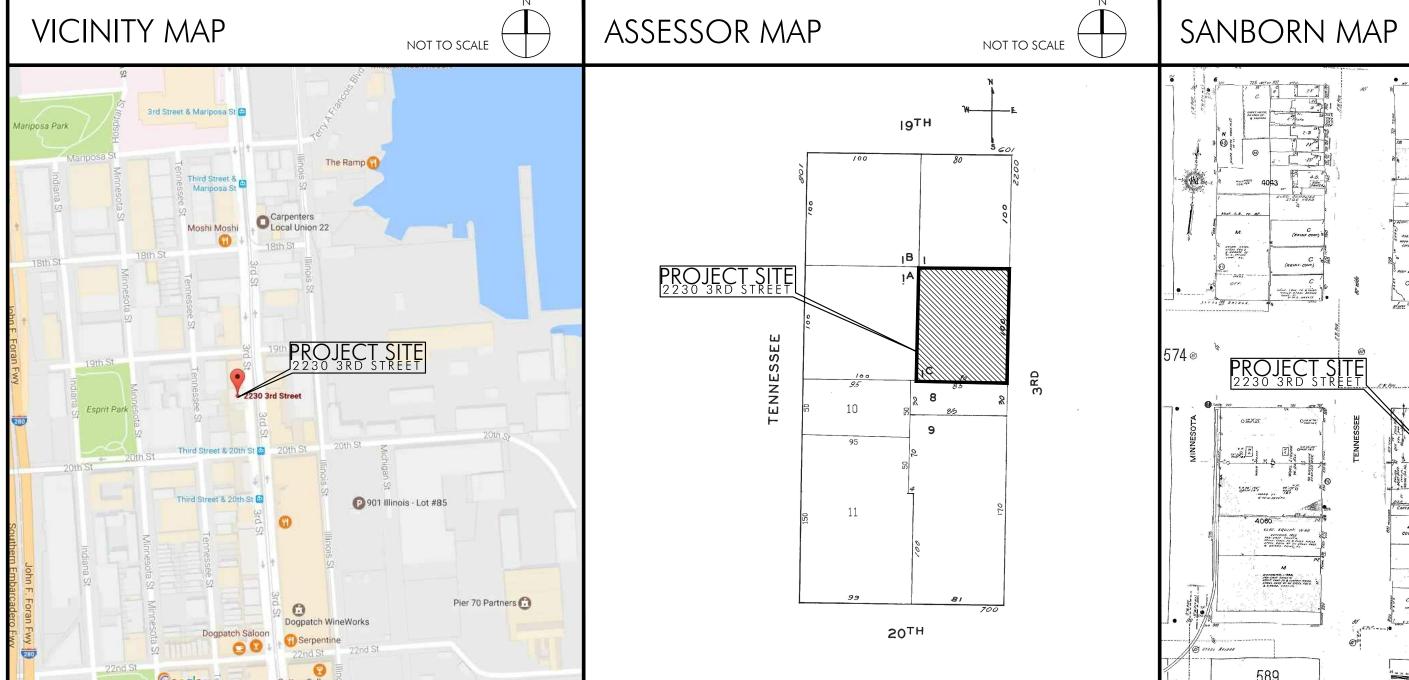
LARGE PROJECT AUTHORIZATION

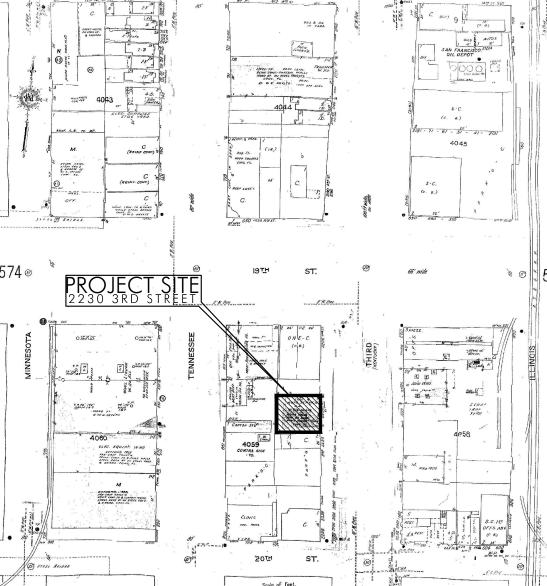
JOB NUMBER: DRAWN BY: DATE: 02.20.2014 CHECKED BY:

scale: AS NOTED

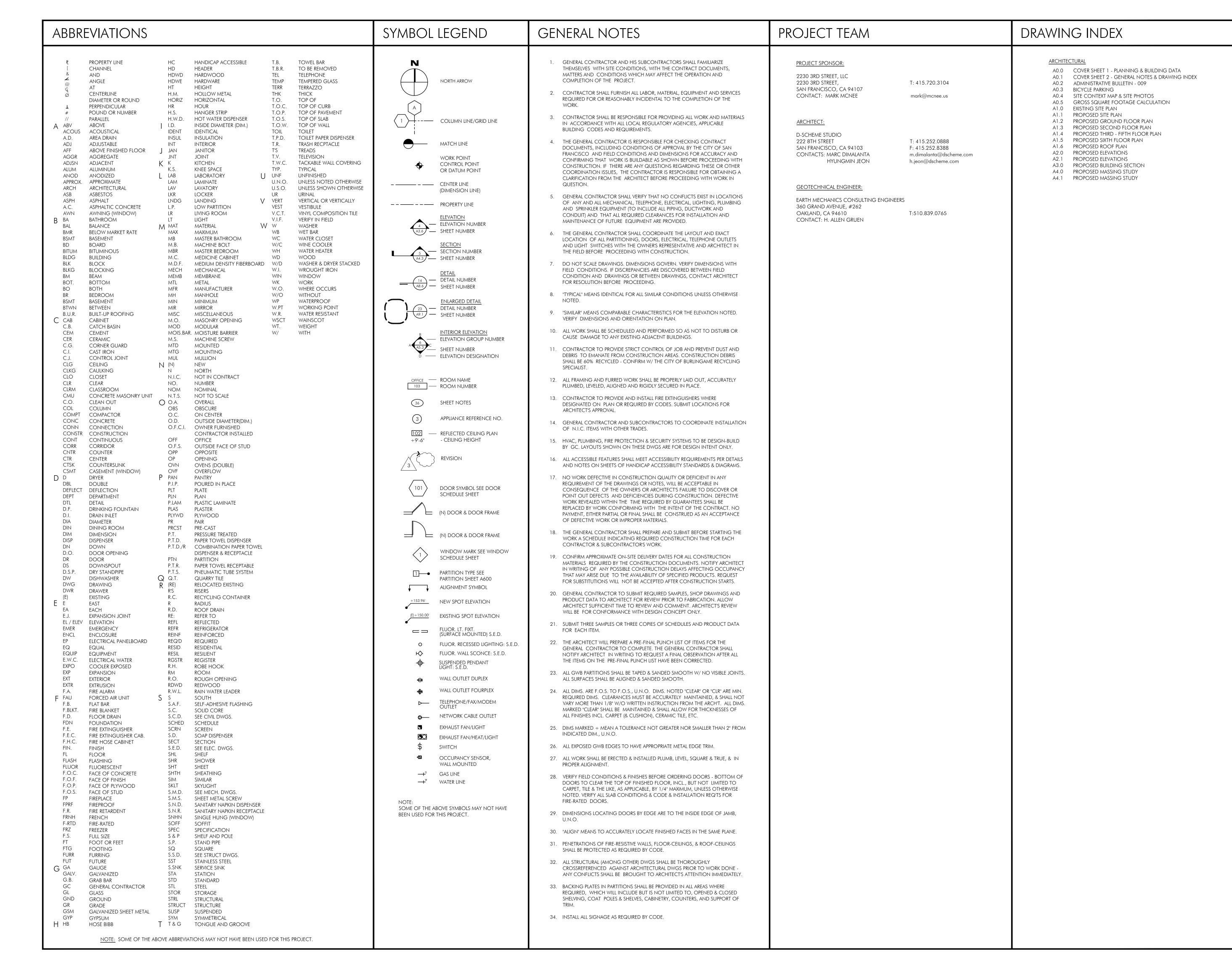
SHEET TITLE: **COVER SHEET 1** PLANNING DATA / BUILDING DATA

SHEET NUMBER:





NOT TO SCALE





222 8TH STREET SAN FRANCISCO, CA 94103 T: 415.252.0888 F: 415.252.8388 www.dscheme.com



03.06.14	C.U. SET SUBMITTAL
05.16.16	ISSUE TO PLANNING DEPT.
07.12.16	ISSUE TO PLANNING DEPT.
02.09.17	UPDATE SET TO PLANNING DEPT.
03.03.17	revision per udat
04.20.17	CLIENT REVIEW PER NOPDR#2
07.24.17	NEIGHBORHOOD MEETING
08.08.17	DNA MEETING
09.12.17	DNA MEETING
09.18.17	REVISION PER NOPDR#2
10.18.17	REVISION PER PLANNING DEPT.
12.08.17	REVISION PER PLANNING DEPT.

LARGE PROJECT **AUTHORIZATION**

JOB NUMBER:

02.20.2014

CHECKED BY:

DRAWN BY:

SCALE:

as noted

SHEET TITLE: COVER SHEET 2 GENERAL NOTES / DRAWING INDEX

SHEET NUMBER:

ATTACHMENT A



DEPARTMENT OF BUILDING INSPECTION City & County of San Francisco 1660 Mission Street, San Francisco, California 94103-2414

REQUEST FOR APPROVAL OF LOCAL EQUIVALENCY FOR MODIFICATION

DATE SUBMITTED MARCH 6, 2014 [Note: This form shall be recorded as part of the REVISED FEBRUARY 09, 2017 permanent construction records of the property]

OR ALTERNATE MATERIALS, DESIGN OR METHODS OF CONSTRUCTION

If no permit application has been filed, a Preapplication Review Fee is required for review of a request for local equivalency or modification, per SFBC Table 1A-B, Item 5. Additional fees may be required by Fire Department and other City review agencies.

If a permit application has been filed, no additional fees are required for this review.

Permit Application # 2013.0531U

Property Address: 2230 3RD ST, SAN FRANCISCO, CA 94107

Block and Lot: 4059/001 Coccupancy Group: M / B Type of Construction: I-B No. of Stories: 7

Describe Use of Building DEMOLISH EXISTING TIRE WAREHOUSE/RETAIL BUILDING AND CONSTRUCT A NEW 7-STORY SCIENCE AND MEDICAL USE BUILDING

Under the authority of the 2013 San Francisco Building Code, Sections 104A.2.7 and 104A.2.8; the 2013 San Francisco Mechanical Code, Section 103.0; the 2013 San Francisco Electrical Code, Section 89.117; and the 2013 San Francisco Plumbing Code, Section 301.2; the undersigned requests modifications of the provisions of these codes and/or approval of alternate materials, designs or methods of construction. Two copies of supporting documents, including plans showing the proposed modifications or alternate materials, design or methods of construction, are attached.

Regular Code Requirement (specify Code and Sections)
CBC CHAPTER 5, TABLE 5-A - OPENINGS ON EXTERIOR WALLS NOT PERMITTED LESS THAN 3 FEET FROM THE PROPERTY LINE ON GROUP B ON BUILDINGS OF I-B CONSTRUCTION.

2013 SAN FRANCISCO BUILDING CODE

PER AB-009, INSTALL 3/4 HOUR FIRE-RATED. FIXED WINDOW ASSEMBLIES AT THE PROPOSED JILDING PROPERTY LINE WALL OPENINGS. THE PROPOSED FIRE-RATED WINDOWS WILL BE ISTALLED PER MANUFACTURER'S RECOMMENDATIONS.

Case-by-Case Basis of Request - Describe the practical difficulties presented in meeting the specific conditions of the code and how the proposed modification or alternate meets the intent of the code. A separate form should be filled for each requested modification or alternate. Attach copies of any Administrative Bulletin, Code Ruling, reference, test reports, expert opinions, etc., which support this request. The Department may require that an approved consultant be hired by the applicant to perform tests or analysis and to submit an evaluation report to the Department for consideration. THE PROPOSED OPENINGS (WINDOWS) ARE NOT REQUIRED FOR LIGHT AND VENTILATION

AND NOT REQUIRED FOR EGRESS OR EMERGENCY RESCUE. THE WINDOWS ARE FIXED (NON-OPERABLE) AND MORE THAN 8 FEET LATERALLY BEYOND ANY WALL OF THE ADJOINING EXISTING BUILDING. THE WINDOWS SHALL HAVE 3/4 HOUR-RATED ASSEMBLIES.

PROJECT SPONSOR Requested by: 2230 3RD ST., LLC Print Name: [PROFESSIONAL Signature:

415-252-0888

415-626-2666



STAMP HERE]

PLAN REVIEWER COMMENTS: RECOMMENDATIONS Approve with conditions [signed off/dated by:] Plan Reviewer: Division Manager for Director of Bldg. Inspection for Fire Marshal CONDITIONS OF APPROVAL or OTHER COMMENTS

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03.03.17 | REVISION PER UDAT

08.08.17 | DNA MEETING

09.12.17 | DNA MEETING

AB-009

05.16.16 | ISSUE TO PLANNING DEPT.

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04.20.17 | CLIENT REVIEW PER NOPDR#2

07.24.17 | NEIGHBORHOOD MEETING

09.18.17 | REVISION PER NOPDR#2

LARGE PROJECT

AUTHORIZATION

DRAWN BY:

CHECKED BY:

10.18.17 | REVISION PER PLANNING DEPT.

12.08.17 | REVISION PER PLANNING DEPT.

Page 9-6 Page 9-4 Page 9-5 1/1/2014 1/1/2014 1/1/2014

2013 SAN FRANCISCO BUILDING CODE

1/1/2014

Recording Requested By And When Recorded

Page 9-7

Page 9-8

ATTACHMENT B

2013 SAN FRANCISCO BUILDING CODE

ATTACHMENT C

SAN FRANCISCO ADMINISTRATIVE CODE CHAPTER 23: REAL PROPERTY TRANSACTIONS ARTICLE V: LOT LINE WINDOW AGREEMENTS

Sec. 23.45. Authority of Director of Property.

Sec. 23.46. Determination of Value.

Telephone:

Sec. 23.47. Requirements for Lot Line Window Agreements.

Sec. 23.48. Fees and Fee Payments.

SEC. 23.45. AUTHORITY OF DIRECTOR OF PROPERTY.

An owner of Real Property adjoining Real Property of the City may request that the City consent to openings in building walls on the owner's Real Property that are closer to the common property line than the distances prescribed in the San Francisco Building Code by filing with the Director of Property an original and two copies of a written application, together with plans, specifications and other supporting documents, and paying the required application fee. Upon such filing, the Director of Property shall investigate the application and consult with the department that has jurisdiction over the Real Property. Copies of the application and its supporting documents shall be delivered by the Director of Property to the Department of City Planning and the Bureau of Building Inspection for review and comment as that department and that bureau may deem appropriate. If the department having jurisdiction over the Real Property approves and the Director of Property concludes that it is in the best interest of the City to give the requested consent, the Director of Property is authorized to approve and execute a lot line window agreement which complies with all of the provisions of this Article.

(Formerly Sec. 23.27; added by Ord. 559-85, App. 12/27/85; amended and renumbered by Ord. 15-01, File No. 001965, App. 2/2/2001)

SEC. 23.46. DETERMINATION OF VALUE.

The Director of Property shall determine a monthly fee for the privilege of installing the openings in building walls that are made possible by the City's consent. The monthly fee shall be based upon an appraisal by the Director of Property of the enhancement in fair market value of the building owner's Real Property that will result from installation of the proposed openings in building walls.

If the original monthly fee based upon the Director of Property's appraisal is more than \$50 the agreement shall provide for payment by the building owner, in advance, of the monthly fee so determined by the Director of Property. The monthly fee may, at the Director of Property's discretion, be payable monthly, quarterly, semiannually or annually. The agreement shall contain a provision for annual adjustment of the monthly fee to reflect increases or decreases in the Consumer Price Index for all Urban Consumers for the San Francisco-Oakland Metropolitan Area and a provision for a redetermination of the monthly fee by the Director of Property, upon the same appraisal basis as the original fee determination, at the end of each five-year period.

If the original monthly fee based upon the Director of Property's appraisal is \$50 or less, a one-time fee of \$1,000 shall be paid by the building owner and no monthly fees shall be payable.

(Formerly Sec. 23.28; added by Ord. 559-85, App. 12/27/85; amended and renumbered by Ord. 15-01, File No. 001965, App. 2/2/2001)

2013 SAN FRANCISCO BUILDING CODE

SEC. 23.47. REQUIREMENTS FOR LOT LINE WINDOW AGREEMENTS.

- All lot line window agreements shall comply with the following requirements: 1. The building to which the agreement relates shall comply with the Building Code and all other applicable
- codes, ordinances and regulations of the City and with all applicable federal and State laws and regulations.
- 2. The building shall be constructed or remodeled in conformity with the plans and specifications submitted with the application for a lot line window agreement and shall be used for the purposes stated in the application.
- 3. The agreement shall be terminable at any time, with or without cause and without penalty, by either party. The termination will not be effective, however, unless the terminating party gives at least 90 days prior written notice of termination which is mailed or delivered to the other party. The notice of termination shall contain the legal descriptions of both properties and shall be acknowledged by the terminating party. The notice of termination may be recorded by either party at any time and, after the termination date, the recorded notice shall be conclusive proof of termination of the agreement.
- 4. The building owner shall agree that, in the event the agreement is revoked, the openings consented to by the agreement shall be protected or closed, as required by the Building Code, and the building otherwise modified as may be necessary to comply with those Building Code requirements that become applicable because of protecting or closing
- 5. The building owner shall indemnify the City, its officers, employees and agents, against all liabilities that may result from or be connected with the agreement.
- 6. During the life of the agreement, the building owner shall maintain comprehensive personal liability insurance with limits satisfactory to the Risk Manager of the City and with the City, its officers, agents and employees named as additional insureds.
- 7. The agreement shall be binding upon and inure to the benefit of the parties, their successors and assigns.
- 8. The agreement shall be executed by both parties and shall contain the legal descriptions of both properties. The Director of Property shall execute the agreement for and on behalf of the City, provided the agreement has been previously approved by the City Attorney and the head of the department having jurisdiction over the City's Real Property. The agreement shall be acknowledged by both parties and the Director of Property shall cause the agreement to be recorded.

(Formerly Sec. 23.29; added by Ord. 559-85, App. 12/27/85; amended and renumbered by Ord. 15-01, File No. 001965, App. 2/2/2001)

SEC. 23.48. FEES AND FEE PAYMENTS.

The application fee which is to accompany each application shall be \$2,500 unless changed by appropriate action of the Board of Supervisors. If the Director of Property determines, after his investigation of the application, that the application fee is inadequate to cover the cost of preparing and processing an agreement, the Director of Property shall notify the building owner of the additional amount that is required. The additional amount shall be paid by the building owner as a prerequisite to preparation and processing of an agreement by the Real Estate Department.

The Real Estate Department is authorized to collect the fees due under lot line window agreements and shall deposit such fees to the credit of the department having jurisdiction over the City's Real Property.

The application fees and any additional amounts required to cover the cost of preparing and processing agreements shall be deposited to the credit of the Real Estate Department.

(Formerly Sec. 23.30; added by Ord. 559-85, App. 12/27/85; amended and renumbered by Ord. 15-01, File No. 001965, App. 2/2/2001)

SHEET TITLE: ADMINISTRATIVE BULLETIN-009

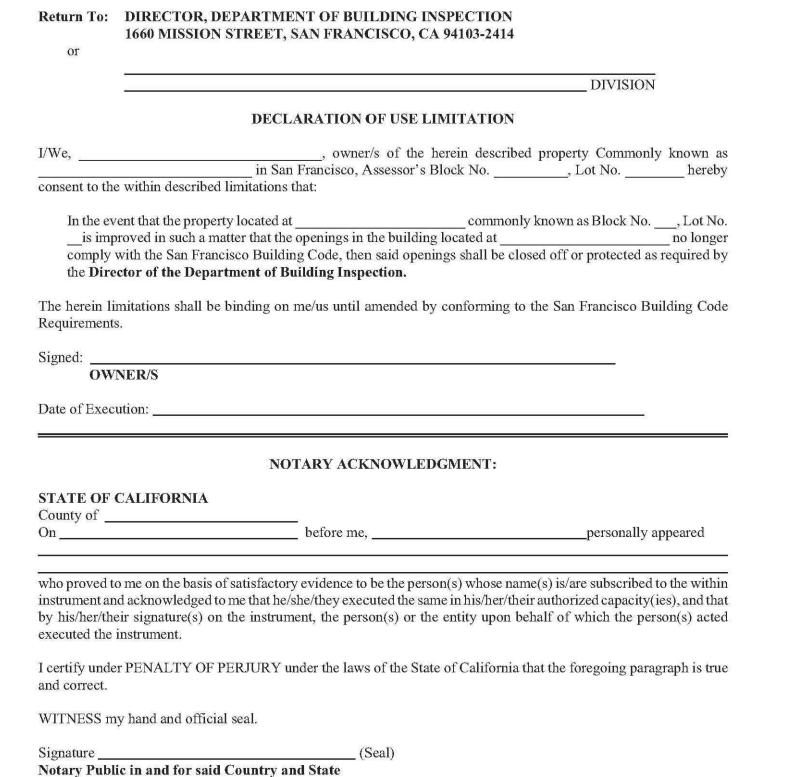
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JOB NUMBER:

02.20.2014

as noted

SCALE:



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BICYCLE STORAGE CALCULATION PER PLANNING CODE SECTION 155.2

LIFE SCIENCE LAB/OFFICE BICYCLE STORAGE

BICYCLE CLASS SPACES	required	PROPOSED
CLASS I SPACES	MINIMUM 2 SPACES REQUIRED OVER OCCUPIED FLOOR > 5,000 S.F.: 8	8
CLASS II SPACES	MINIMUM 2 SPACES REQUIRED: 2	2
TOTAL LIFT SCIENCE LAB / OFFICE SPACES	10	10

COMMERCIAL SPACE BICYCLE STORAGE

GROUND FLOOR COMMERCIAL LEASE SPACE: 2,418 S.F.

BICYCLE CLASS SPACES	 REQUIRED	PROPOSED
BICTCLE CLASS STACES	REGUIRED	T KOT OSED
CLASS I SPACES	2 SPACES / 7,500 S.F.: 2	
CLASS II SPACES	MINIMUM 2 SPACES REQUIRED: 2	
TOTAL PDR SPACES	4	

TOTAL BICYCLE STORAGE

TOTALS	REQUIRED	PROPOSED
CLASS I	10 CLASS I BICYCLE PARKING SPACES	10 CLASS I BICYCLE PARKING SPACES
CLASS II	4 CLASS II BICYCLE PARKING SPACES	4 CLASS II BICYCLE PARKING SPACES
	TOTAL BICYCLE PARKING SPACES	14 BICYCLE PARKING SPACES

BIKE PARKING SIGNAGE GUIDELINES

SECTION 155.1 OF THE PLANNING CODE REQUIRES SIGNAGE FOR CLASS TWO BICYCLE PARKING IN CERTAIN CIRCUMSTANCES. WHEN SIGNAGE IS REQUIRED, THE FOLLOWING DESIGN LAYOUT SHALL BE FOLLOWED. SUCH SIGNAGE SHALL BE LOCATED AT EVERY ENTRANCE THAT PROVIDES ACCESS TO THE BICYCLISTS. THE PLAQUE SHALL CONFORM WITH EITHER THE DEPARTMENT OF TRANSPORTATION TEMPLATES FOR BIKE PARKING SIGNAGE (FIGURE 1 OR 2). THESE TEMPLATES WERE ADOPTED FROM THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES PART 9.

IF THE BICYCLE PARKING FACILITY IS NOT VISIBLE FROM THE POINT WHERE THE PLAQUE IS INSTALLED, DIRECTIONS OR BEST PATH TO THE FACILITY SHALL BE PROVIDED. (EX. "AT THE END OF THE HALLWAY" OR "USE THE ELEVATORS FOR ONE LEVEL DOWN") (FIGURE 3)

ADDITIONALLY, A PLAQUE SHALL BE INSTALLED AT THE BIKE PARKING FACILITY LOCATION THAT includes the contact information of the manager or entity responsible for MAINTENANCE OF THE FACILITY (FIGURE 4). ALTERNATIVELY, THIS PLAQUE CAN INCLUDE ONLY THE CONTACT INFORMATION SO LONG AS THE FONT SIZE CONFORMS WITH THE MINIMUMS SPECIFIED IN

IF NECESSARY, THERE SHALL BE MULTIPLE PLAQUES INSTALLED TO CREATE A CLEAR PATH TO THE BICYCLE PARKING FACILITY.

THE PLAQUE SHALL NOT BE SMALLER THAN 12" BY 18" AND SHALL USE NON-REFLECTIVE MATERIALS AND PROVIDE CLEAR CONTRAST BETWEEN THE LETTERING AND THE BACKGROUND.







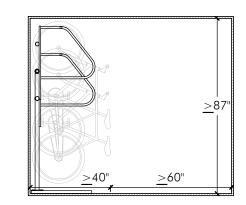
ALL SIGNS ARE REQUIRED TO BE 24" WIDE x 18" HIGH AS SET FORTH IN THE ARTWORK TEMPLATE, AND MAY NOT BE MODIFIED.

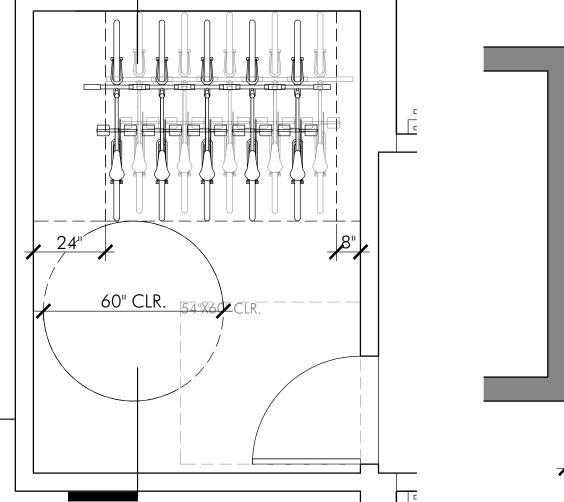
BICYCLE STORAGE

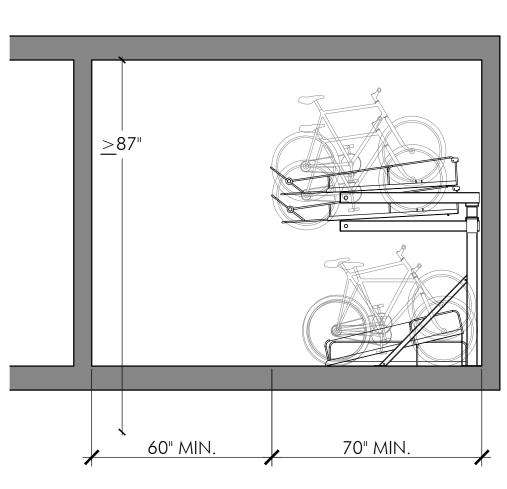
CLASS ONE BICYCLE STORAGE

CLASS ONE BICYCLE PARKING INCLUDES BICYCLE LOCKERS, BICYCLE ROOMS OR CAGES WHERE EACH BICYCLE CAN BE INDIVIDUALLY LOCKED.

SOME TYPE OF BICYCLE RACKS, WHILE NOT MEETING THE CLEARANCE REQUIREMENTS ESTABLISHED ABOVE, ARE DESIGNED IN A WAY THAT WOULD MEET THE BASIC REQUIREMENTS OF AN APPROPRIATE BICYCLE RACK. SUCH RACKS PROVIDE A MORE SPACE EFFICIENT LAYOUT WHICH CAN SERVER SMALLER BUILDINGS; OR WHERE LAYOUT LIMITATIONS EXIST. IN NO CASE SHALL A BICYCLE PARKING SPACE REQUIRE LIFTING THE BICYCLE'S BOTH WHEELS MORE THAN 12" OFF THE GROUND. TWO TYPES OF SUCH RACKS INCLUDE LIFT-ASSIST DOUBLE-DECKER RACKS AND VERTICAL RACKS. BELOW, THE MINIMUM SPACING MEASUREMENTS OF SUCH DESIGNS ARE PROVIDED. ANY TYPE OF BICYCLE PARKING THAT DOES NOT MATCH THE REQUIREMENTS OF THIS BULLETIN MUST BE APPROVED BY THE ZONING ADMINISTRATOR (IN CONSULTATION WITH THE SFMTA) FOR DETERMINATION OF EQUIVALENCY







1 PROPOSED FIRST FLOOR BICYCLE PARKING / SECTION

CLASS TWO BICYCLE STORAGE

EACH RACK THAT COMPLY WITH DIMENSIONS AND REQUIREMENTS BELOW WILL COUNT AS TWO BICYCLE PARKING SPACE.

ALL BICYCLE RACKS SHALL:

- SUPPORT BICYCLES AT TWO POINTS OF CONTACT IN ORDER TO PREVENT BICYCLES FROM FALLING;

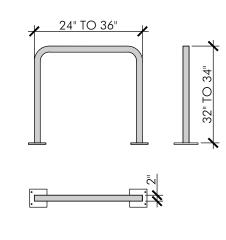
- ALLOW LOCKING OF BICYCLE FRAMES AND ONE WHEEL WITH U-LOCKS; - USE SQUARE TUBES TO RESIST ILLEGAL RACK CUTTING;

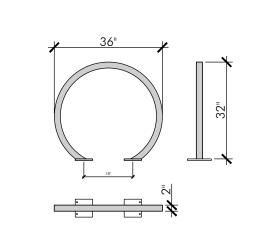
- MINIMIZE MAINTENANCE COSTS (I.E. GALVANIZED FINISH RESISTS CORROSION); - NOT REQUIRE LIFTING OF A BICYCLE;

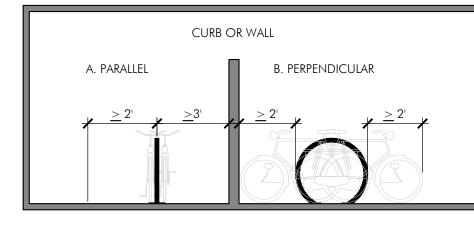
- BE MOUNTED SECURELY TO THE FLOOR; AND

- PROVIDE VISIBILITY TO APPROACHING CYCLISTS AND PEDESTRIANS WITH A MINIMUM HEIGHT OF 32 INCHES

A. WHEN PLACED PARALLEL TO A WALL, A RACK MUST BE AT LEAST THREE FEET AWAY FROM ANY VERTICAL OBSTRUCTION. IF THE BICYCLE RACK IS ONLY TWO FEET AWAY, SUCH RACK WOULD ONLY SATISFY ONE REQUIRED BICYCLE PARKING SPACE







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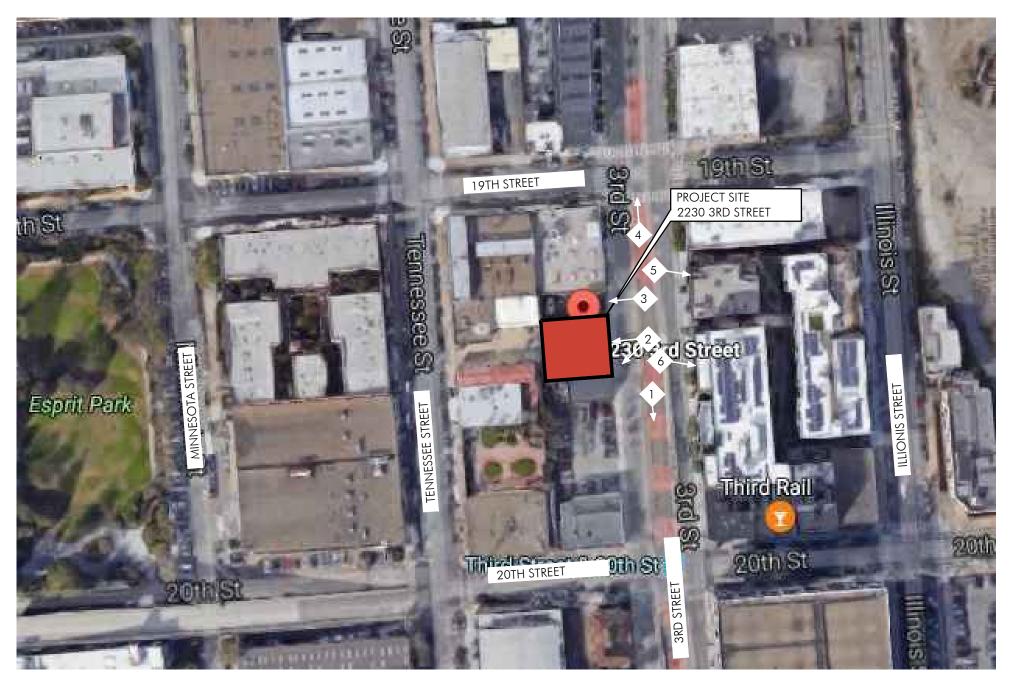
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SHEET TITLE:

BICYCLE PARKING

SHEET NUMBER:



CENTRAL WATERFRONT NEIGHBORHOOD

PHOTO PATH - 3RD STREET FACING EAST



3RD STREET FACING TOWARDS 20TH STREET

5 STORY BUILDING AT 2030 3RD STREET

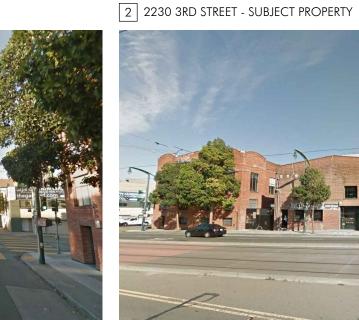




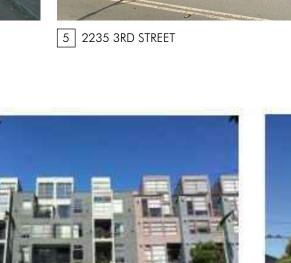
3 601 19TH STREET



6 2265 3RD STREET





















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MJ

DATE:
02.20.2014

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MD

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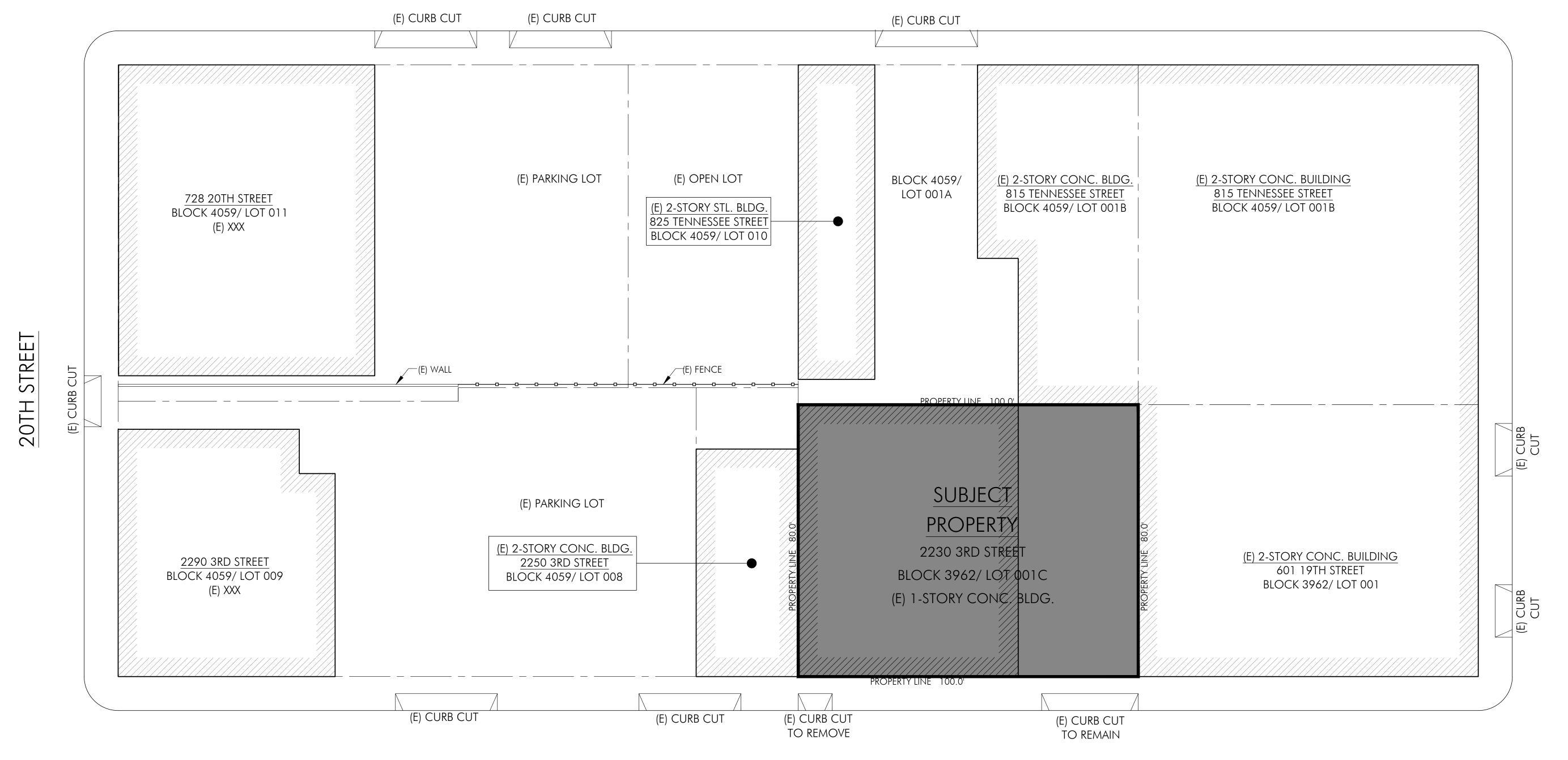
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GROSS SQUARE FOOT CALCULATION

SHEET NUMBER:

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TENNESSEE STREET



3RD STREET

1 EXISTING SITE PLAN

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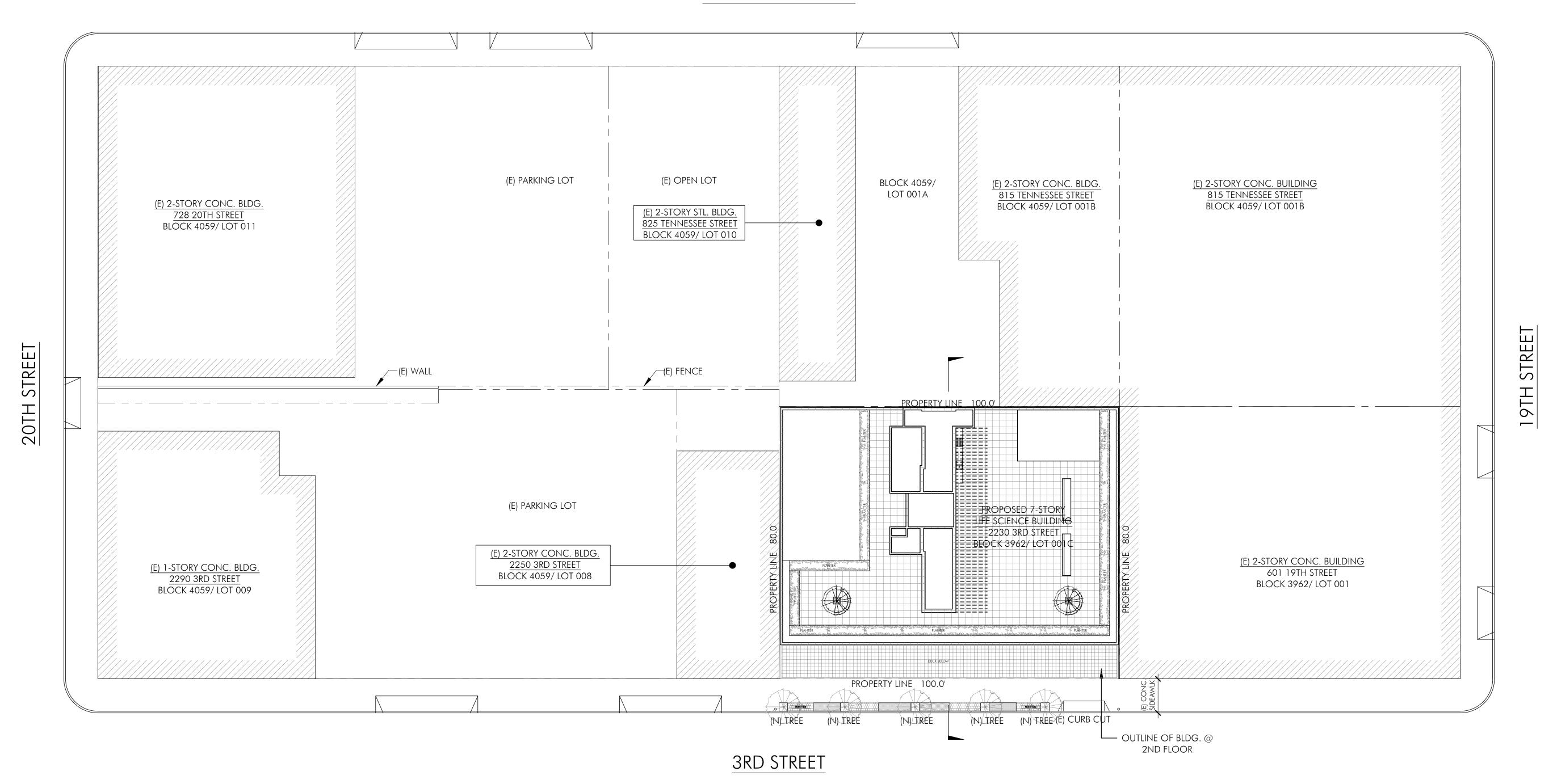
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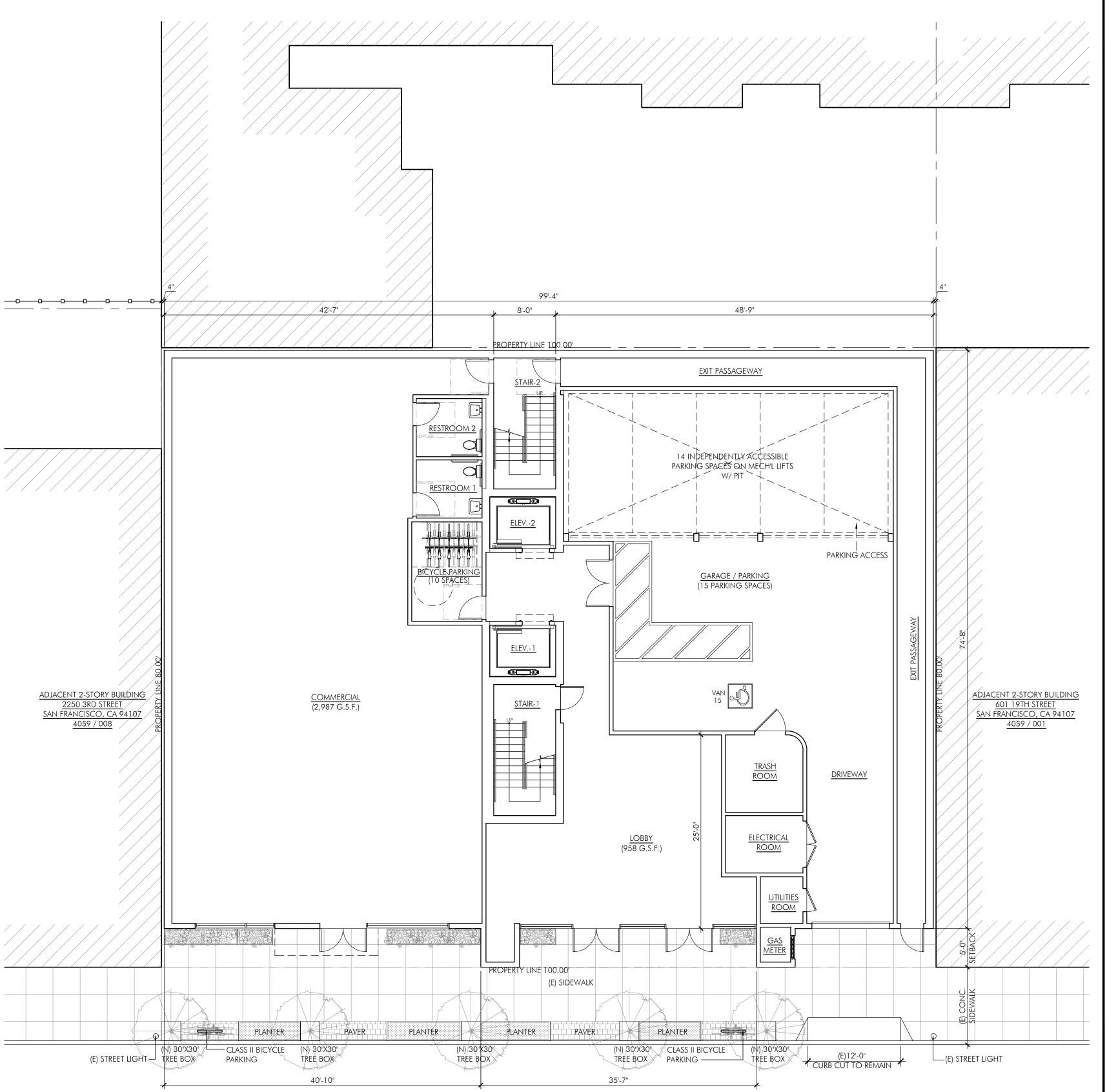
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PROPOSED GROUND FLOOR PLAN

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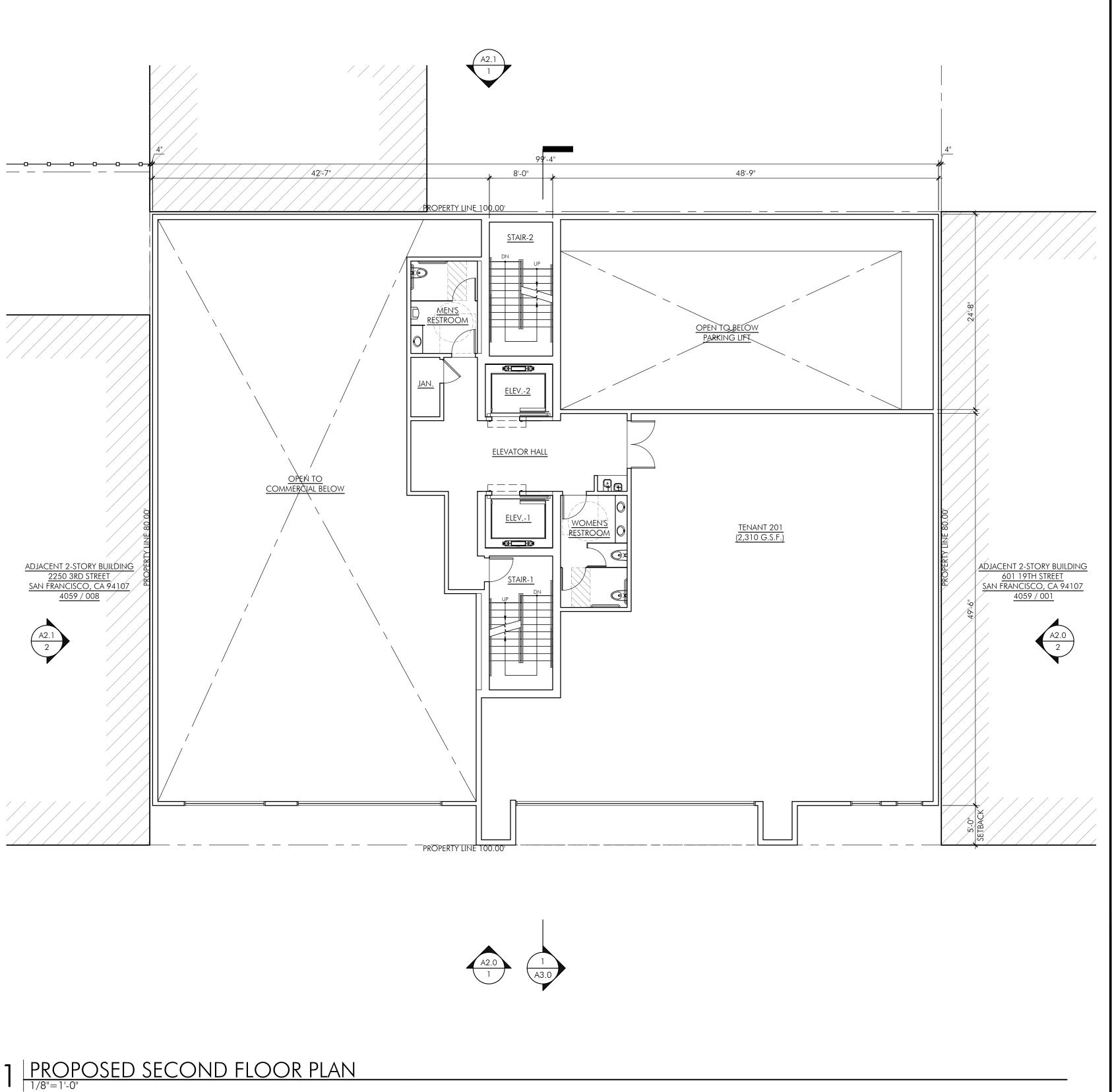
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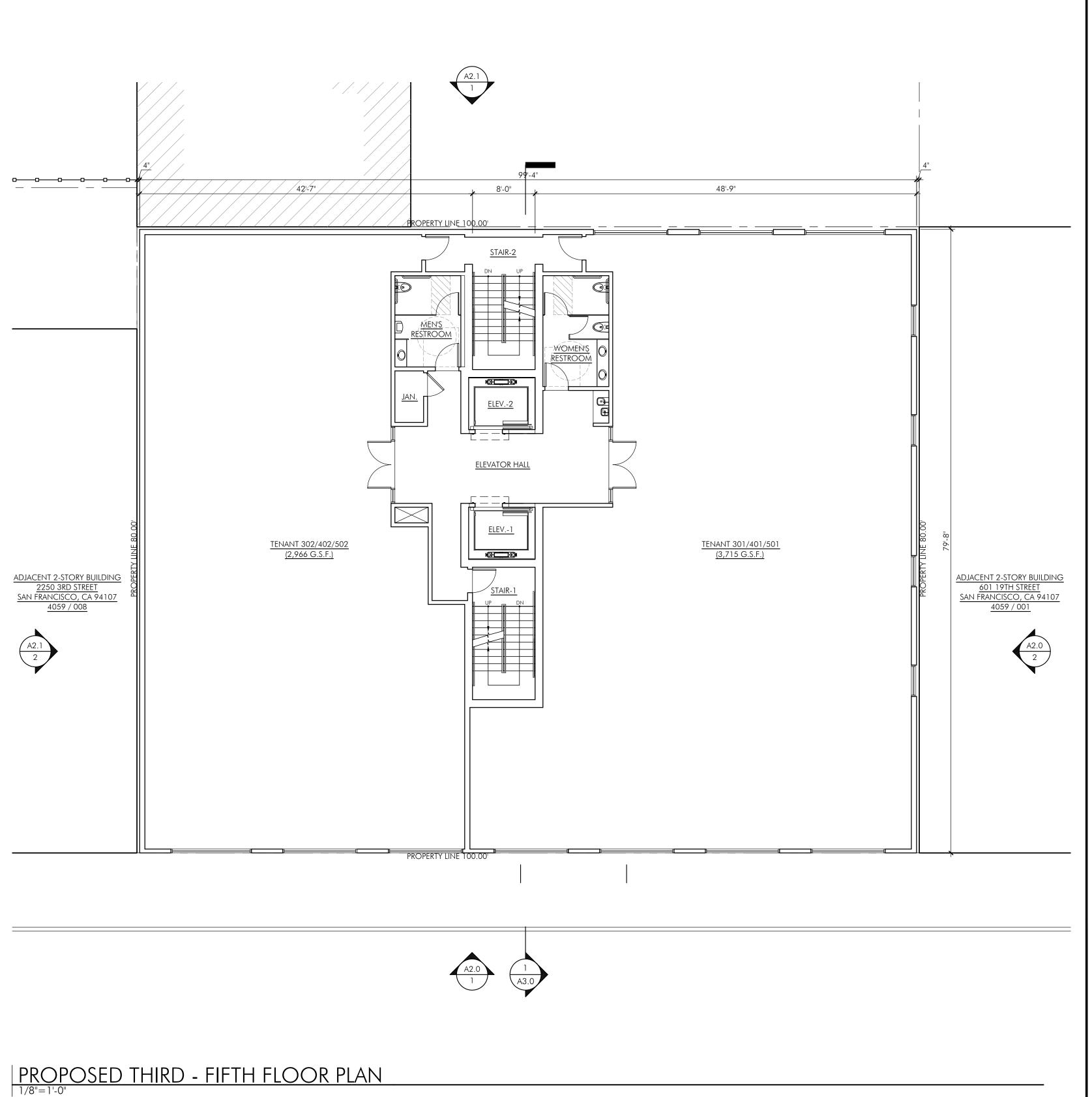
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PROPOSED SECOND FLOOR PLAN

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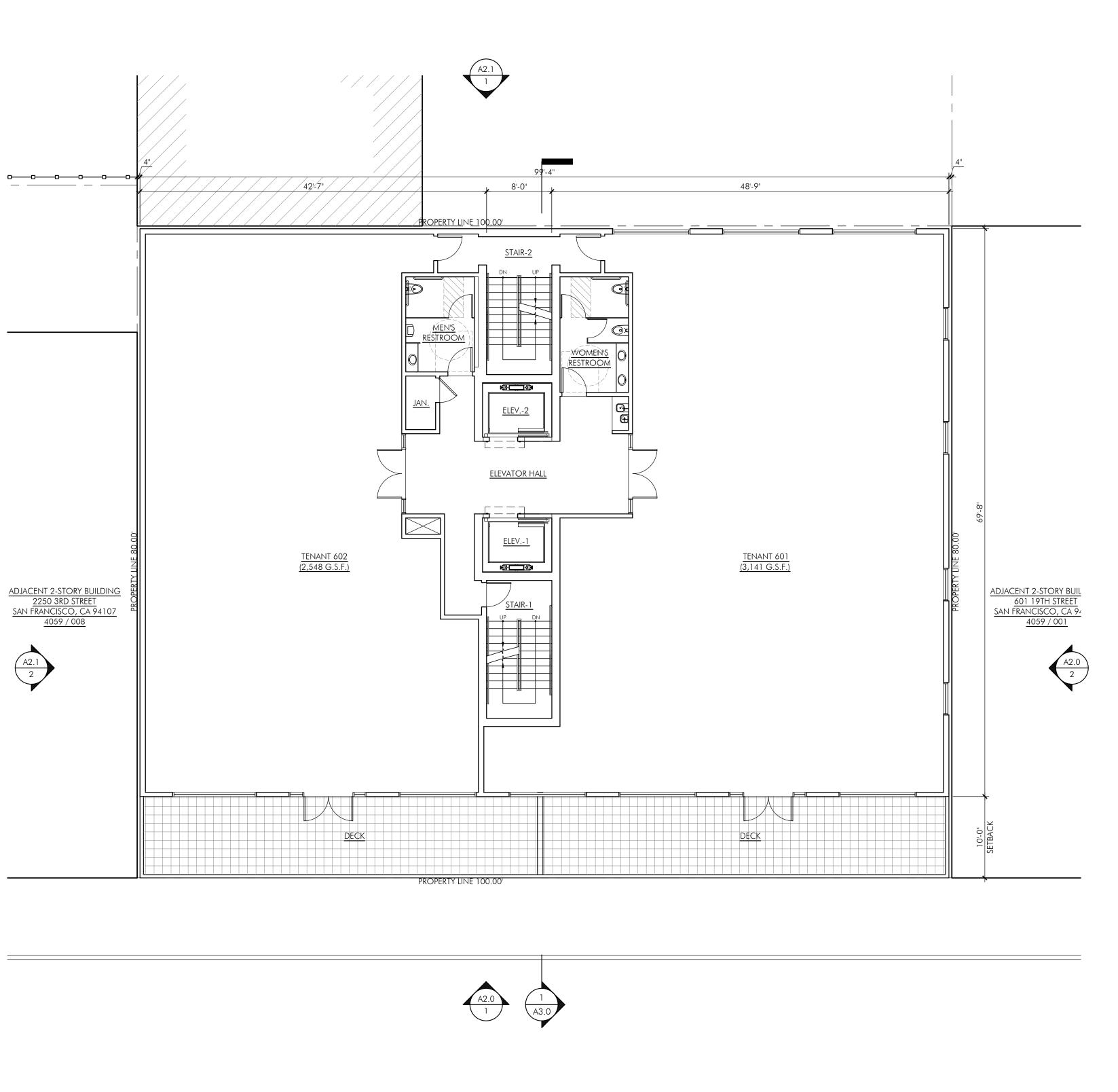
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PROPOSED THIRD - FIFTH FLOOR PLAN

SHEET NUMBER:



PROPOSED SIXTH FLOOR PLAN



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LARGE PROJECT AUTHORIZATION

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DATE: 02.20.2014

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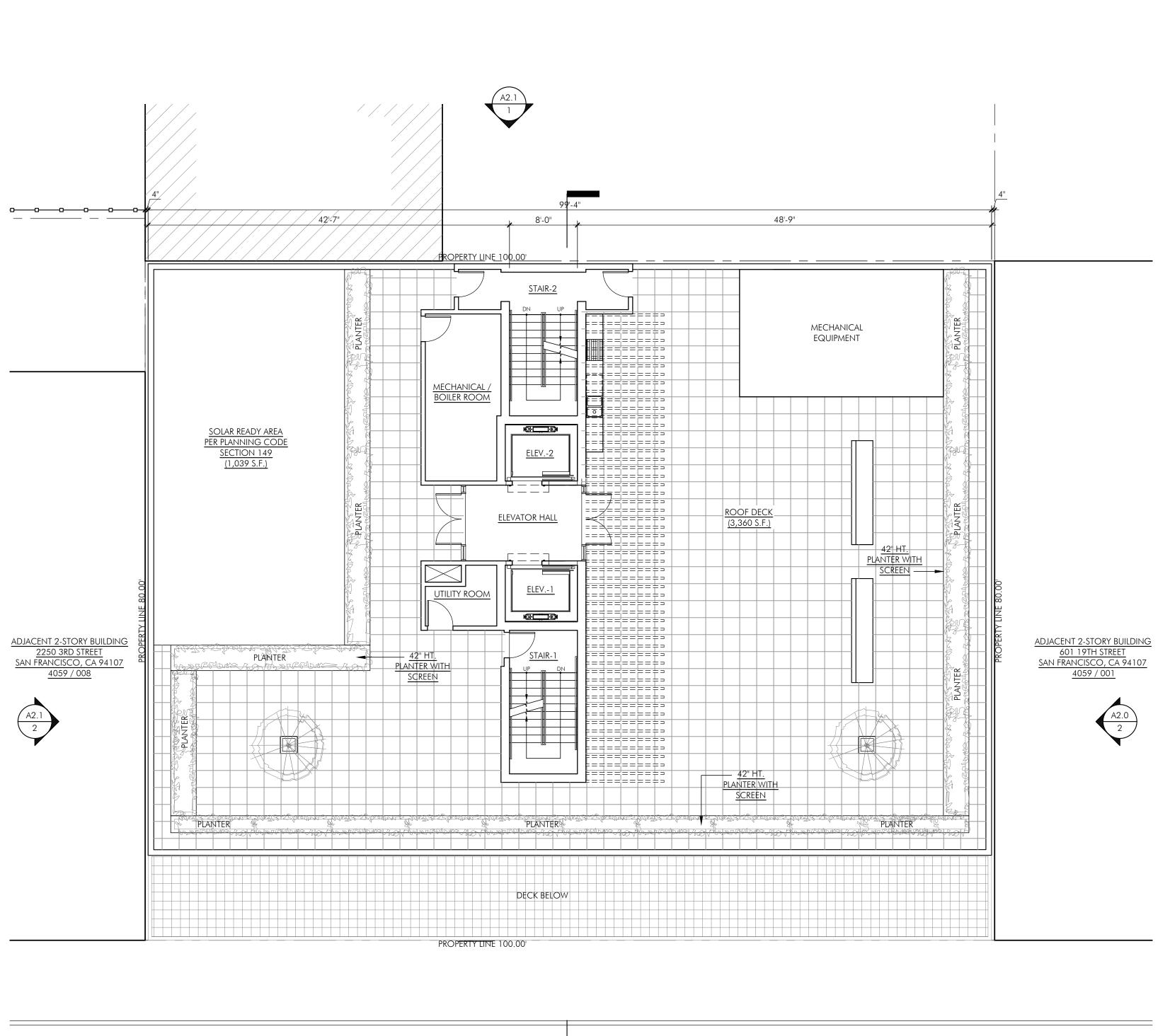
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PROPOSED SIXTH FLOOR PLAN

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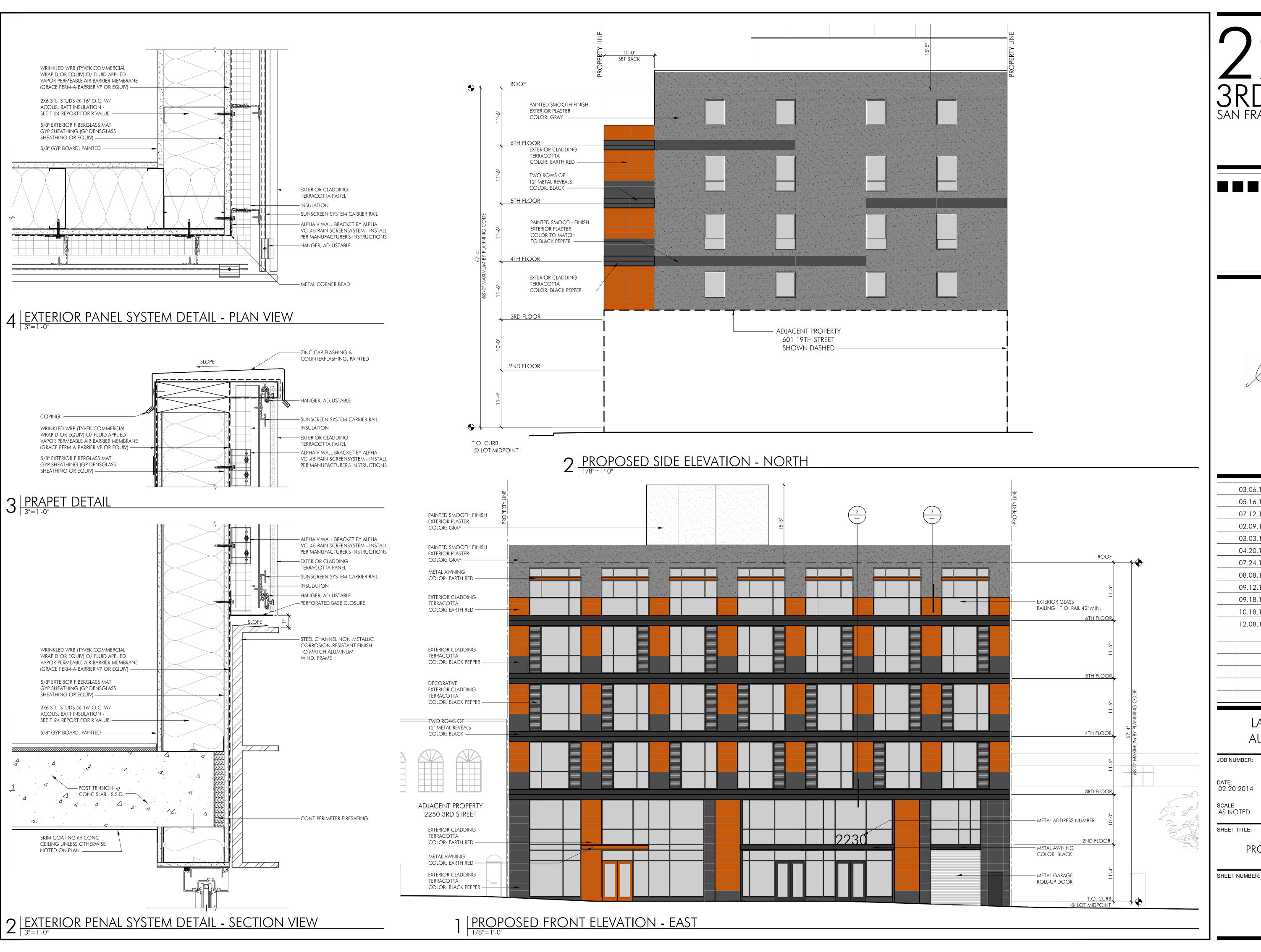
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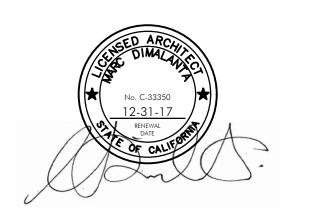
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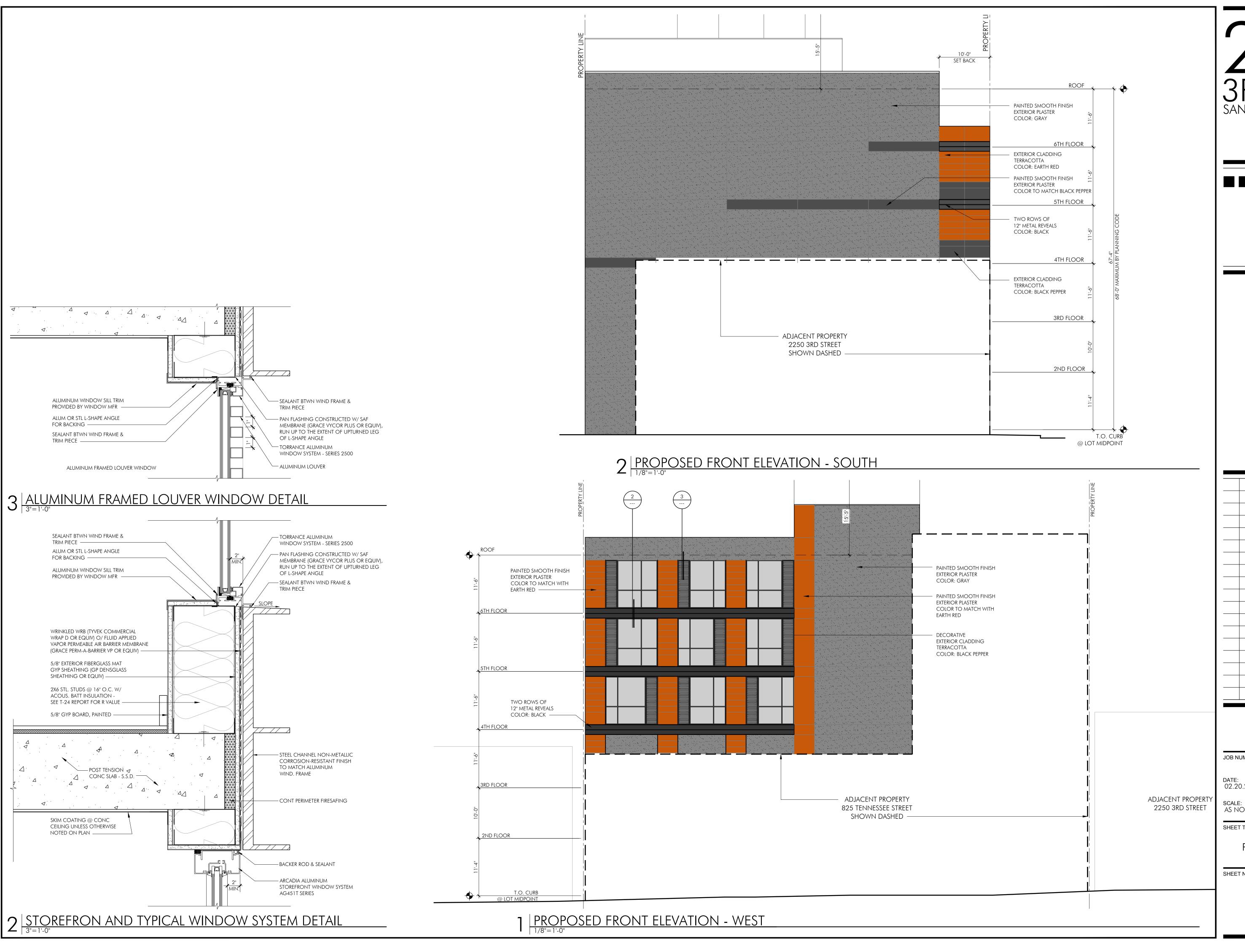
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PROPOSED ELEVATIONS NORTH & EAST



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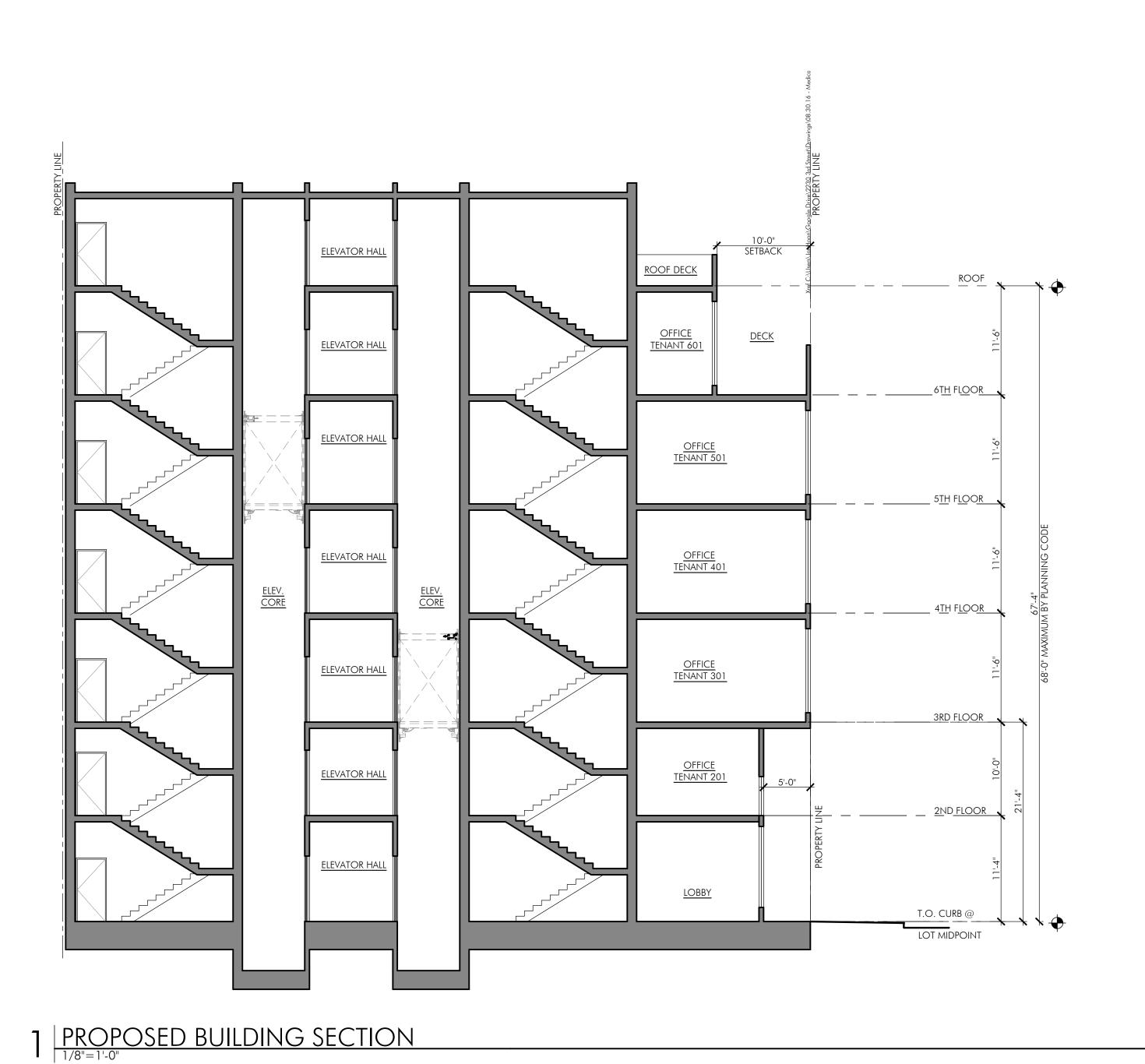
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PROPOSED REAR ELEVATION SOUTH & WEST

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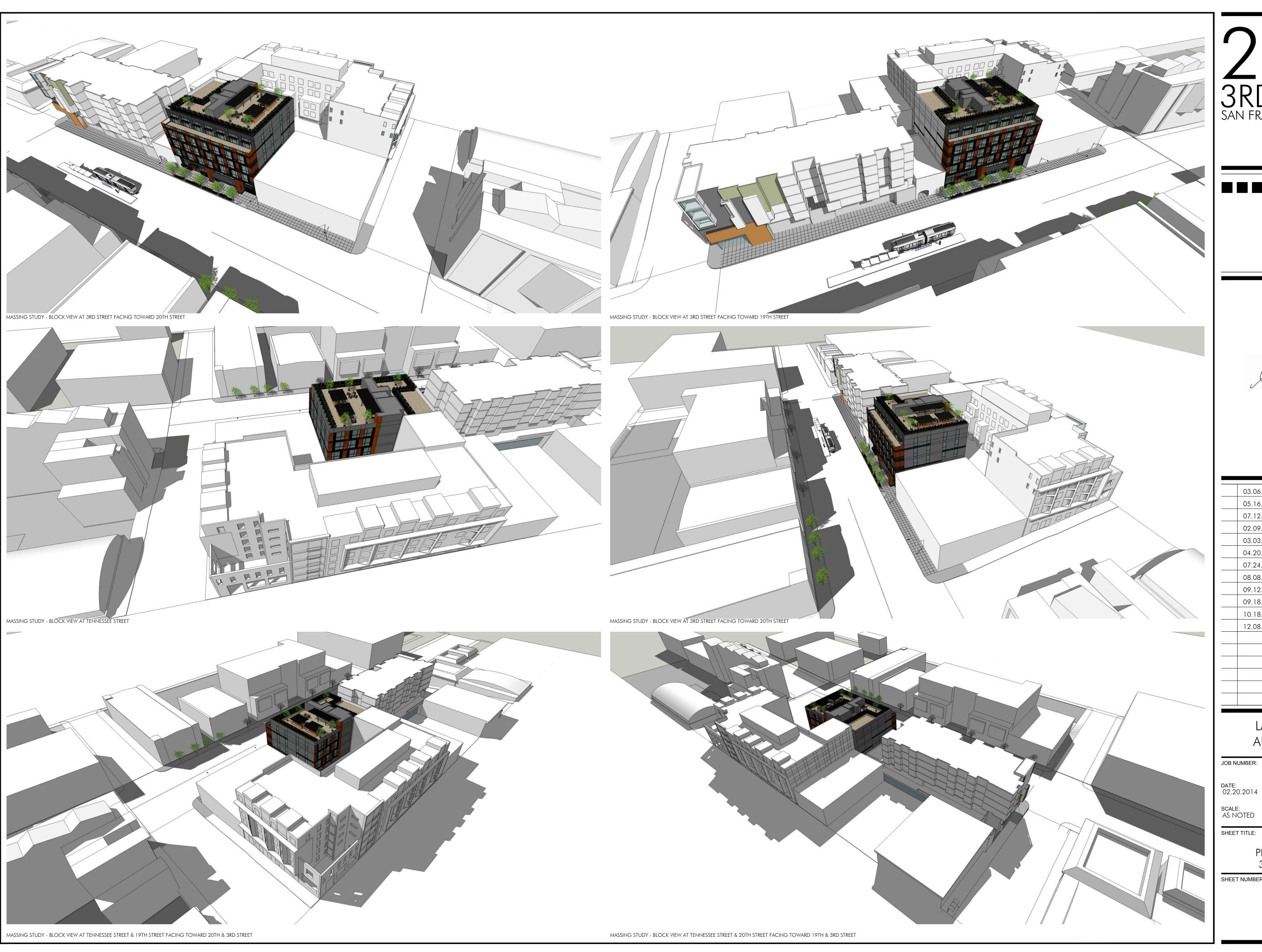
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PROPOSED BUILDING SECTION

SHEET NUMBER:

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LARGE PROJECT AUTHORIZATION

DRAWN BY: JOB NUMBER: CHECKED BY: MD

PROPOSED BUILDING 3D MASSING STUDY

SHEET NUMBER:















MASSING STUDY - OVERVIEW



MASSING STUDY - AT 3RD STREET FRONT ELEVATION

MASSING STUDY - REAR PERSPECTIVE

MASSING STUDY - ROOF DECK PERSPECTIVE



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PROPOSED BUILDING 3D MASSING STUDY

SHEET NUMBER:



Certificate of Determination Community Plan Evaluation

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

Case No.:

2013.0531E

Reception: 415.558.6378

Project Address:

2230 Third Street

Zoning:

Urban Mixed Use (UMU) Zoning District

Life Science and Medical Special Use District

68-X Height and Bulk District

415.558.6409

Block/Lot:

4059/001C

Planning

Lot Size:

8,000 square feet (0.18 acres)

Information:

Plan Area:

Eastern Neighborhoods Area Plan (Central Waterfront)

415.558.6377

Project Sponsor:

Mark Dimalanta (415) 252-0888, m.dimalanta@dscheme.com

Staff Contact:

Chris Thomas - (415) 575-9036, Christopher. Thomas@sfgov.org

PROJECT DESCRIPTION

The proposed project includes the demolition of a concrete, one-story, 5,600-square-feet (sf) tire and brake shop built in 1946 and construction of a six-story, 67-foot-tall (82-foot-tall with elevator penthouse), life science and medical use building. The approximately 39,500 gross-square-feet (gsf) building would provide about 36,510 sf of life science and medical use building and about 2,990 sf of commercial/retail space on the ground floor. In addition, an approximately 2,335 sf ground floor parking garage, accessed by an existing 12-foot-wide curb cut on Third Street, would provide 15 vehicular and 10 Class 1 bicycle parking spaces.1 Open space for the tenants would be provided in the form of 3,335 sf roof deck. Streetscape improvements along the building's 100-foot-long Third Street frontage would include four Class 2 bicycle spaces, sidewalk, landscaping, and the planting of five street trees. Excavation to a depth of about three feet below ground surface across the project site would occur to accommodate the proposed building's foundation system, with partial excavation over an area of about 800 sf to a depth of 11 feet necessary to accommodate mechanical parking lifts for automobiles.

(Continued on next page.)

CEQA DETERMINATION

The project is eligible for streamlined environmental review per section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code section 21083.3

DETERMINATION

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

Lisa M. Gibson

¹ Pursuant to planning code section 155.1, class 1 bicycle parking spaces are in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class 2 bicycle parking spaces are racks located in a publicly-accessible, highly visible location intended for transient or shortterm use by visitors, guests, and patrons to the building or use.

Environmental Review Officer

cc: Marc Dimalanta, Project Sponsor; Supervisor Malia Cohen, District 10; Doug Vu, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The 8,000 sf project site is an almost flat, rectangular lot. The existing building has been occupied by various manufacturing, automotive repair, and other commercial businesses since it was built in 1946. It is not eligible for state or local listing as a historic resource and is not a contributor to the Central Waterfront Third Street Industrial District within which the project site is located.

PROJECT APPROVAL

- Large project authorization per Planning Code Section 329 for new construction of a building greater than 25,000 gross square feet.
- Demolition and building permits (Department of Building Inspection) for the demolition of the existing building and construction of the proposed project.
- Street and sidewalk permits (Bureau of Streets and Mapping, Department of Public Works) for modifications to public sidewalks, street trees, and curb cuts.
- Approval of changes to sewer laterals (San Francisco Public Utilities Commission).
- Stormwater control plan (San Francisco Public Utilities Commission), because the proposed project would result in ground disturbance of an area greater than 5,000 square feet.

The large project authorization is the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 2230 Third Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR).² 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.

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² Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048. Available online at: http://sf-planning.org/AREA-PLAN-EIRS. Accessed December 27, 2017.

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 2230 Third 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.^{3,4}

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

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a "No Project" alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,0000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.⁵

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 M-2 (Heavy Industrial) to UMU (Urban Mixed Use). The UMU District is intended to promote a vibrant mix of uses

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³ 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.

⁴ 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.

⁵ Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Evaluation (CPE) Checklist, under Land Use. The 2230 Third Street site, which is located in the Central Waterfront area of the Eastern Neighborhoods, was designated as a site with building up to 68 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 2230 Third 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 2230 Third Street project, and identified the mitigation measures applicable to the 2230 Third Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{6,7} Therefore, no further CEQA evaluation for the 2230 Third Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is in a developed and historically industrial eastern portion of San Francisco's Potrero Hill neighborhood, characterized by a mix of residential, retail, office, open space, and PDR uses. The scale of development in the project vicinity varies in height from 15 to 50 feet, with most structures built to the property line. The project block, bounded by 19th Street on the north, Third Street on the east, 20th Street on the south, and Tennessee Street on the west, contains various industrial and residential structures that were constructed in different times and designs. Adjacent and to the south and north of the project site are a two-story residence and parking lot and a two-story industrial building, respectively. Across Third Street and a Muni Metro stop are two older two-story brick buildings and a recently constructed four-story mixed-use apartment building. Zoning in the project vicinity is largely UMU, with M-2 one block to the east, along the City's eastern waterfront between Illinois Street and the Bay. Aside from Esprit Park (approximately 550 feet to the west), there are no parks within 800 feet of the project site. The project site is across Third Street from the Alt School at 2265 Third Street, about 100 feet northeast of La Piccola Scuola Italiana Preschool at 728 20th Street, and about 1,000 feet northeast of the Friends of Potrero Hill Preschool at 1060 Tennessee Street.

The project site is well-served by public transportation. Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the 8BX Bayshore "B" Express, 14X-Mission Express, 22-Fillmore, and 48-Quintara/24th Street bus lines and the KT Ingleside/Third Street light rail line. Access

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⁶ Steve Wertheim, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 2230 Third Street, November 16, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0531E.

⁷ Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 2230 Third Street, December 13, 2017.

to local and regional destinations via Interstate 280 is about 2,200 feet to the northwest at Mariposa Street and, via Highway 101, is about 1.6 miles to the southwest at Cesar Chavez Street.

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 2230 Third 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 2230 Third Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. By removing PDR uses and adding new life science and medical use building, the proposed project would contribute to the identified impacts on land use and transportation; however, the project would not contribute to impacts on historic architectural resources and shadow.

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	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
F-3: Interior Noise Levels	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A
F-4: Siting of Noise-Sensitive Uses	Not Applicable: CEQA generally no longer requires	N/A

Mitigation Measure	Applicability	Compliance
	the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	
F-5: Siting of Noise-Generating Uses	Not applicable: the project does not include any noisegenerating uses.	N/A
F-6: Open Space in Noisy Environments	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A
G. Air Quality		
G-1: Construction Air Quality	Not Applicable: the project site is not within an identified Air Pollutant Exposure Zone	N/A
G-2: Air Quality for Sensitive Land Uses	Not Applicable: The project site is not in an area of poor air quality.	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: new sources of DPM are not proposed.	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: the proposed medical office and retail uses are not expected to emit substantial levels of other TACs.	N/A
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: no archaeological research design and treatment plan is on file for the project site.	N/A
J-2: Properties with no Previous Studies	Applicable: building footings would affect subsurface conditions	The project sponsor has agreed to implement measures to reduce impacts related to the inadvertent discovery of archeological resources.
J-3: Mission Dolores Archeological District	Not Applicable: the project site is not within the Mission	N/A

Mitigation Measure	Applicability	Compliance
	Dolores Archeological District	
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: the project involves demolition of a building with potentially hazardous building materials.	The project sponsor has agreed to remove and dispose of any equipment containing PCBs or DEHP according to applicable laws prior to demolition.
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA	N/A
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA	N/A

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

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

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on April 5, 2017 to adjacent occupants and owners of properties within 300 feet of the project site. No comments were received.

CONCLUSION

As summarized above and further discussed in the CPE Checklist8:

- 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.

⁸ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0531E.

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

Initial Study – Community Plan Evaluation

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

Reception: 415.558.6378

Fax:

415.558.6409

Planning Information: 415.558.6377

Case No.: **2013.0531E**

Project Address: 2230 Third Street

Zoning: Urban Mixed Use (UMU) Zoning District

68-X Height and Bulk District

Life Science and Medical Special Use District

Block/Lot: 4059/001C

Lot Size: 8,000 square feet (0.18 acres)

Plan Area: Eastern Neighborhoods Area Plan (Central Waterfront)

Project Sponsor: Marc Dimalanta (415) 252-0888, m.dimalanta@dscheme.com

Staff Contact: Chris Thomas – (415) 575-9036, Christopher.Thomas@sfgov.org

PROJECT DESCRIPTION

The proposed project includes the demolition of a concrete, one-story, 5,600-square-feet (sf) tire and brake shop built in 1946 and construction of a six-story, 67-feet-tall (82-feet-tall with elevator penthouse), life science and medical use building. The approximately 39,500-gross-square-feet (gsf) building would provide about 36,510 sf of life science and medical use building and about 2,990 sf of commercial/retail space on the ground floor. In addition, an approximately 2,335 sf ground floor parking garage,¹ accessed by an existing 12-foot-wide curb cut on Third Street, would provide 15 vehicular and 10 Class 1 bicycle parking spaces.² Open space for the tenants would be provided in the form of 3,335 sf roof deck. Streetscape improvements along the building's 100-foot-long Third Street frontage would include four Class 2 bicycle spaces, sidewalk landscaping, and the planting of five street trees. Excavation to a depth of about three feet below ground surface across the project site would occur to accommodate the proposed building's foundation system, with partial excavation over an area of about 800 sf to a depth of 11 feet necessary to accommodate mechanical parking lifts for automobiles.

The 8,000 sf project site is an almost flat, rectangular shaped lot located in the thoroughly developed and historically industrial eastern portion of San Francisco's Potrero Hill neighborhood. The project block is bounded by 19th Street to the north, Third Street to the east, 20th Street to the south, and Tennessee Street to the west. The project vicinity contains various industrial and residential buildings constructed in different time-periods and designs. Adjacent, and to the south and north of the project site, are a two-story residence and parking lot and a two-story industrial building, respectively.

¹ Per Planning Code section 102, a building's "gross floor area" does not include space for parking.

² Pursuant to planning code section 155.1, class 1 bicycle parking spaces are in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class 2 bicycle parking spaces are racks located in a publicly-accessible, highly visible location intended for transient or shortterm use by visitors, guests, and patrons to the building or use.

Across Third Street and a Muni Metro stop are two older two-story brick buildings and a recently constructed four-story mixed-use apartment building. Zoning in the project vicinity is largely UMU, with M-2 one block to the east, along the City's eastern waterfront between Illinois Street and the Bay. Aside from Esprit Park (approximately 550 feet to the west), there are no parks within 800 feet of the project site. The project site is across Third Street from the Alt School at 2265 Third Street, about 100 feet northeast of La Piccola Scuola Italiana Preschool at 728 20th Street, and about 1,000 feet northeast of the Friends of Potrero Hill Preschool at 1060 Tennessee Street.

The existing building has been occupied by various manufacturing, automotive repair, and other commercial businesses since it was built in 1946. It is not eligible for local or state listing as a historic resource and is not a contributor to the Central Waterfront Third Street Industrial District within which the project site is located.

The proposed 2230 Third Street project would require the following approvals:

Actions by the Planning Commission

• Large project authorization per Planning Code Section 329 for new construction of a building greater than 25,000 gross square feet.

Actions by other City Departments

- Demolition and building permits (Department of Building Inspection) for the demolition of the existing building and construction of the proposed project.
- Street and sidewalk permits (Bureau of Streets and Mapping, Department of Public Works) for modifications to public sidewalks, street trees, and curb cuts.
- Approval of changes to sewer laterals (San Francisco Public Utilities Commission).
- Stormwater control plan (San Francisco Public Utilities Commission), because the proposed project would result in ground disturbance of an area greater than 5,000 square feet.
- Review for compliance with Article 22A of the San Francisco Health Code (Department of Public Health)

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).³ The initial study considers whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects,

³ 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.

which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

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

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

The proposed project would include demolition of a concrete, one-story, 5,600 sf tire and brake shop built in 1946 and construction of a six-story, 67-foot-tall (82-foot-tall with elevator penthouse), life science and medical use building. As discussed below in this initial study, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR. Figures 1 through 10 provide location and site, floor and elevation plans for the proposed project.



FIGURE 1 - PROJECT LOCATION

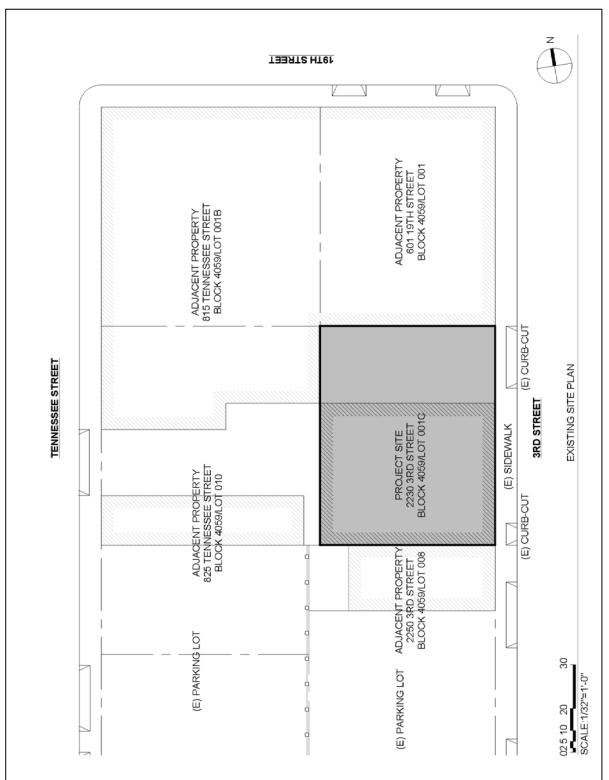
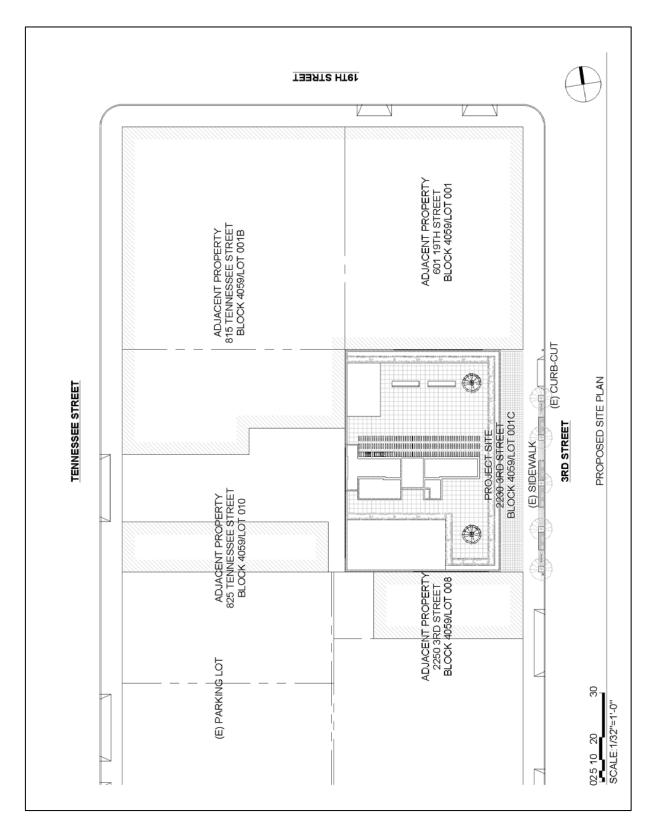
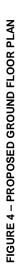
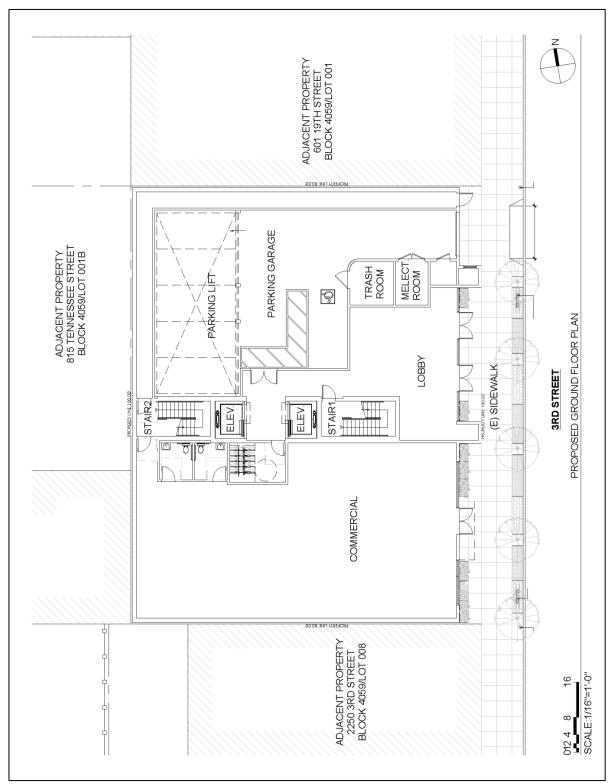
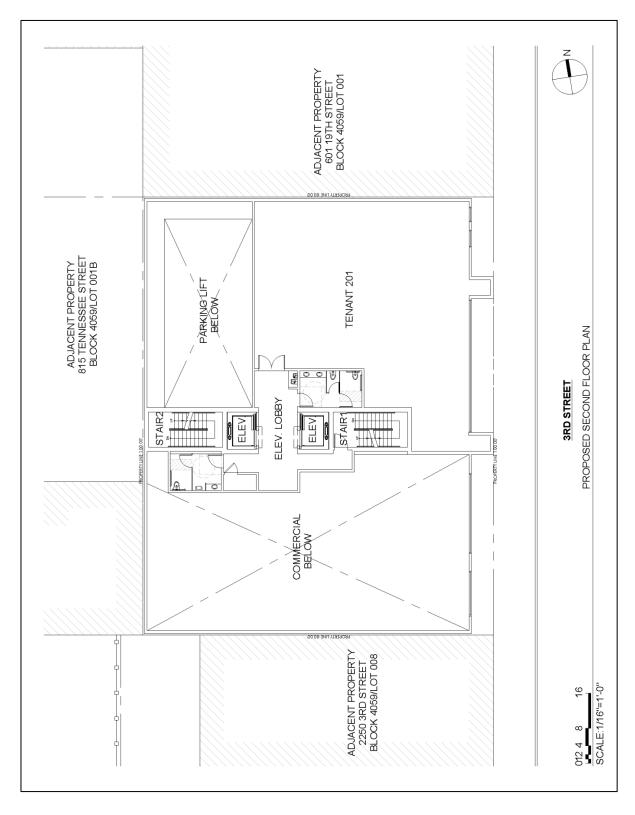


FIGURE 2 - EXISTING SITE PLAN









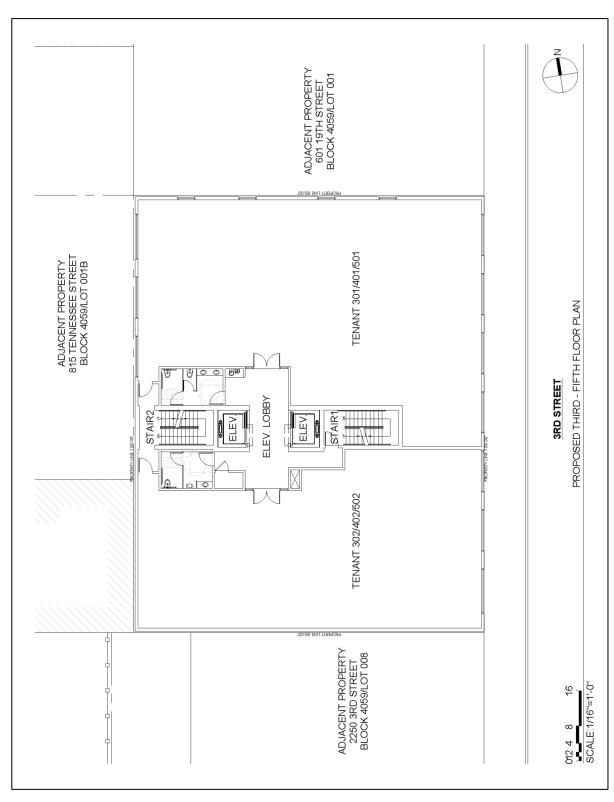
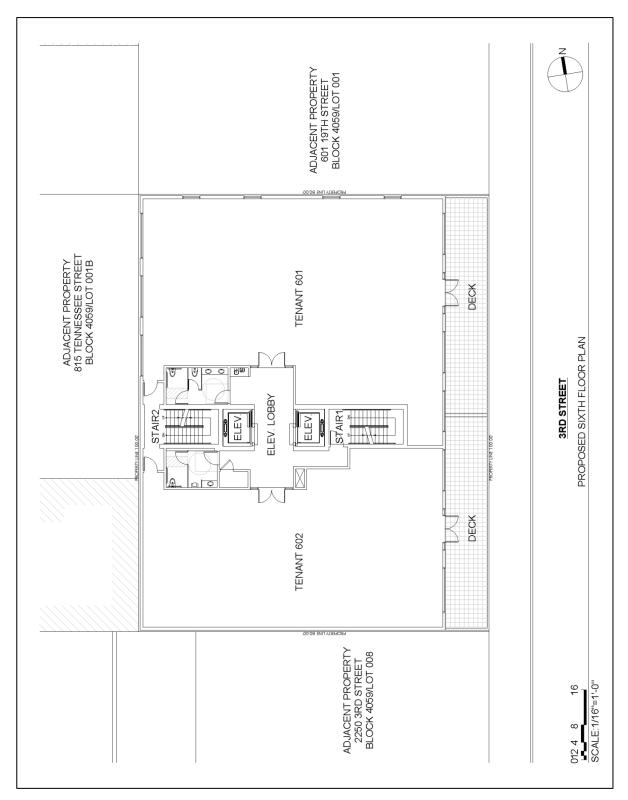
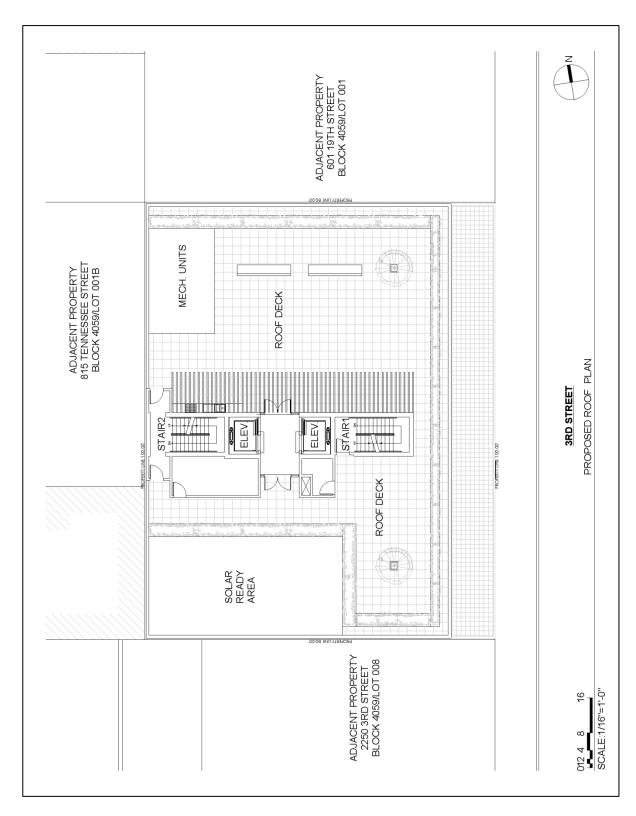


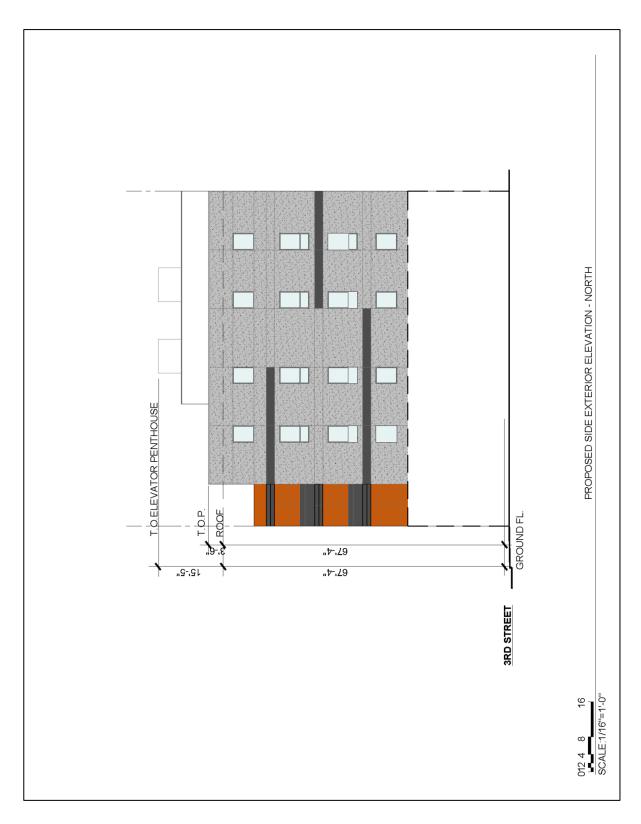
FIGURE 6 – PROPOSED THIRD – FIFTH FLOOR PLAN











CHANGES IN THE REGULATORY ENVIRONMENT

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

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see "Automobile Delay and Vehicle Miles Traveled" 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 (see initial study Transportation section).
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

Aesthetics and Parking

In accordance with CEQA section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.⁴ Project elevations are included in the project description.

In addition, approvals for a large project authorization in the Central Waterfront Plan subarea must conform to the provisions of Planning Code section 329 and must also demonstrate the following:

- (1) An awareness of urban patterns that harmonizes visual and physical relationships between existing buildings, streets, open space, natural features, and view corridors;
- (2) An awareness of neighborhood scale and materials, and renders building facades with texture, detail, and depth; and
- (3) A modulation of buildings vertically and horizontally, with rooftops and facades designed to be seen from multiple vantage points.

The case report for the proposed project would demonstrate compliance with the above design requirements, as applicable.

Automobile Delay and Vehicle Miles Traveled

In addition, CEQA section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a <u>Revised Proposal on Updates to the CEQA</u> <u>Guidelines on Evaluating Transportation Impacts in CEQA</u>⁵ recommending that transportation impacts for projects be measured using a VMT metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic

⁴ San Francisco Planning Department. Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis for 2230 Third Street, December 14. 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0531E.

⁵ This document is available online at: https://www.opr.ca.gov/s sb743.php.

Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT analysis is provided in the Transportation section.

Тор	pics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
1.	LAND USE AND LAND USE PLANNING—Would the project:				
a)	Physically divide an established community?				\boxtimes
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?				
c)	Have a substantial impact upon the existing character of the vicinity?				\boxtimes

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 sf of PDR space in the plan area throughout the lifetime of the plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the plan area under the No Project scenario. Within the Central Waterfront subarea, the Eastern Neighborhoods PEIR considered the effects of increasing between approximately 97,400 to 187,560 sf of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a *statement of overriding considerations* with CEQA findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

The project site and much of the surrounding area was rezoned from heavy industrial (M-2) to UMU in 2009, a zoning district intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. A considerable amount of land east of Illinois Avenue and south of 18th Street remains largely zoned for heavy industrial uses (M-2) or PDR and supports a wide variety of warehousing, small manufacturing, vehicle repair, and transportation and delivery services.

Development of the proposed project would result in the net loss of approximately 5,600 sf of PDR building space. This loss would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR because it would occur in an area that was anticipated to have an increase in PDR space. However, this loss would not result in new or more severe impacts than were disclosed in the PEIR. As such, the project's contribution to this cumulative impact does not require any additional environmental review beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study.

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

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

The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the UMU District and is consistent with the 68-X height and bulk designation. The proposed project is also consistent with the density and land uses envisioned in the Central Waterfront Plan, which calls for encouraging the transition of portions of the central waterfront area to a more mixed-used character while retaining a flexible workspace environment. In particular, Central Waterfront Plan Objective 1.4 calls for projects to: "Support a role for the 'knowledge sector' businesses in appropriate portions of the Central Waterfront." The project's proposed lab space, medical science research, and commercial space complies with this objective and the Life Science and Medical Special Use District within which the project site resides.^{6,7}

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.

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

One of the objectives of the Eastern Neighborhoods area plans is to identify appropriate locations for housing in the City's industrially zoned land to meet the citywide demand for additional housing. The

⁶ Steve Wertheim, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 2230 Third Street, November 16, 2017.

⁷ Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 2230 Third Street, December 13, 2017.

PEIR assessed how the rezoning actions would affect housing supply and location options for businesses in the Eastern Neighborhoods and compared these outcomes to what would otherwise be expected without the rezoning, assuming a continuation of development trends and ad hoc land use changes (such as allowing housing within industrial zones through conditional use authorization on a case-by-case basis, site-specific rezoning to permit housing, and other similar case-by-case approaches). The PEIR concluded that adoption of the rezoning and area plans: "would induce substantial growth and concentration of population in San Francisco." The PEIR states that the increase in population expected to occur as a result of the proposed rezoning and adoption of the area plans would not, in itself, result in adverse physical effects, and would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City's transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the area plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not directly result in significant adverse physical effects on the environment. However, the PEIR identified significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, transportation, air quality, and noise. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics, and identifies mitigation measures to address significant impacts where feasible.

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

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

The proposed project would result in approximately 36,510 square feet of life science and medical use building and 2,990 square feet of retail space, which would result in about 132 daily laboratory/office

employees and nine retail employees (for a total of about 141 daily employees). These direct effects of the proposed project on population and housing would not result in new or substantially more severe significant impacts on the physical environment beyond those identified in the Eastern Neighborhoods PEIR. The project's contribution to indirect effects on the physical environment attributable to population growth are evaluated in this initial study under land use, transportation and circulation, noise, air quality, greenhouse gas emissions, recreation, utilities and service systems, and public services.

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

Historic Architectural Resources

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

⁸ New employees were estimated based upon the proposed office and retail square footage and the San Francisco Planning Department's Transportation Impact Analysis Guidelines for employees per square foot (one employee per 276 square feet of general office use and one employee per 350 square feet of general retail use). The transportation impact guidelines do not provide an estimate for employees per square foot of life science and medical use building; and therefore, office use provides a conservative estimate.

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 contains a one-story industrial building that was constructed in 1946 and surveyed in 2001 by the City of San Francisco as part of the Central Waterfront Survey. The findings of the Central Waterfront Survey were endorsed by the Planning Commission on June 13, 2002 by Motion No. 16431, which determined the subject building to be a non-contributor; however, the site is located within the identified eligible Third Street Historic Industrial District. The Third Street Industrial Historic District is considered a historic resource under CEQA. Since the completion of the Central Waterfront Survey, the area surrounding the subject property has undergone some redevelopment, but the Third Street Industrial District still retains enough integrity to convey its historic significance.

The proposed development possesses massing, form, design, and materials that are compatible, and generally appropriate with the surrounding context, and would be compatible with the character defining features of the Third Street Historic Industrial District. Therefore, the proposed project would not result in a significant impact to the Central Waterfront Third Street Historic District.

As the existing building on the project site was determined ineligible for individual listing in either the National Register, California Register, or a local listing, the proposed demolition of a non-contributor to a Central Waterfront Third Street Historic District would not result in any new significant or peculiar historical resource effects on the environment not previously identified in the PEIR, nor would any environmental impacts be greater than described in the PEIR.

Eastern Neighborhoods PEIR Mitigation Measure K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area is not relevant to the project because the Central Waterfront Historical Resource Survey was completed prior to the adoption of the Eastern Neighborhoods Plan Area. Mitigation Measures K-2 and K-3 are also not relevant to the 2230 3rd Street project since site is not located in either the South End Historic District (East SoMa) or Dogpatch Historic District (Central Waterfront).

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 Plans 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

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⁹ San Francisco Planning Department, Memo from Doug Vu, preservation technical specialist to Chris Thomas, senior environmental planner, 2230 Third Street, January 25, 2018.

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 in an area for which no previous archeological studies have been prepared and the proposed project is therefore subject to Mitigation Measure J-2. Excavation would occur to a depth of about three feet below ground surface across the project site to accommodate the proposed building's foundation system, with limited additional excavation to a depth of about 11 feet where the parking lifts would be located. In accordance with Mitigation Measure J-2, the Planning Department conducted a preliminary archeological review of the project and determined that it would not have the potential to adversely affect archeological resources on the site if Project Mitigation Measure 1 (Accidental Discovery) is implemented.¹⁰ Project Mitigation Measure 1, fully described in the Project Mitigation Measures section at the end of this checklist, is intended to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines section 15064.5(a)(c) and requires the project sponsor to distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor and all sub-contractors who, in turn, must ensure that the "ALERT" sheet is circulated to all construction personnel prior to the start of soil-disturbing activities. With implementation of Project Mitigation Measure 1, the proposed project would not result in any significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

Тор	oics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
4.	TRANSPORTATION AND CIRCULATION—Would the project:				
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				

¹⁰ Randall Dean, San Francisco Planning Department. Environmental Planning Preliminary Archeological Review: 2230 3rd Street. August 23, 2014.

Тор	oics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c)	Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?				
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?				
e)	Result in inadequate emergency access?				\boxtimes
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				

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

Accordingly, the Planning Department conducted project-level analysis of the potential pedestrian, bicycle, loading, and construction transportation impacts of the proposed project.¹¹ Based on this project-level review, the department determined that the proposed project would not have significant impacts that are peculiar to the project or the project site.

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

As discussed above under "Changes to the Regulatory Environment", in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project.

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¹¹ San Francisco Planning Department, Transportation Calculations for the 2230 Third Street Project Case 2013.0531E, December 27, 2017.

Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist.

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

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

Vehicle Miles Traveled Analysis

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

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

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

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¹² Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT. ^{13,14}

Table 1 provides daily VMT data for the Bay Area and the transportation analysis zone (TAZ 558) in which the project site is located.

Existing Cumulative 2040 Bay Area Bay Area Land Use Bay Area Regional Bay Area Regional Regional **Average** TAZ 558 TAZ 558 Regional **Average** Average minus Average minus <u>15%</u> 15% **Employment** 19.1 16.2 13.8 17.0 14.5 9.6 (Office) **Employment** 14.9 12.6 11.9 14.6 12.4 13.4 (Retail)

Table 1: Daily Vehicle Miles Traveled

For office development, ¹⁵ regional average daily work-related VMT per employee is 19.1. For retail development, regional average daily retail VMT per employee is 14.9. Average daily VMT for office and retail land uses is projected to decrease in future 2040 cumulative conditions.

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a transportation analysis zone that exhibits low levels of VMT; Small Projects are projects that would generate fewer than 100 vehicle trips

¹³ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

¹⁴ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

¹⁵ The life science and medical use component of the project are considered as office for purposes of VMT transportation analysis, given that they would be expected to generate employment related vehicle trips.

per day; and the Proximity to Transit Stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

Vehicle Miles Traveled Analysis - Laboratory/Office

As indicated in Table 1, the existing average daily VMT per office employee is 13.8 for TAZ 558, the transportation analysis zone in which the project site is located. This is about 28 percent below the existing regional average daily VMT per employee of 19.1. Given that the project site is in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's office use would not result in substantial additional VMT and impacts would be less than significant. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates that the proposed project's employee use would not cause substantial additional VMT.

Projected 2040 average daily VMT per office employee is 9.6 for TAZ 558. This is 43 percent below the projected 2040 regional average daily VMT per office employee of 17.0. Given that the project site is in an area where VMT is greater than 15 percent below the projected 2040 regional average, the proposed project's office use would not result in substantial additional VMT. Therefore, the proposed project's office use would not contribute considerably to any substantial cumulative increase in VMT.

Vehicle Miles Traveled Analysis – Retail

As noted in Table 1, existing average daily VMT per retail employee is 11.9 for TAZ 558. This is 20 percent below the existing regional average daily VMT per capita of 14.9. Given that the project site is in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's retail/commercial uses would not result in substantial additional VMT and impacts would be less than significant. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates that the proposed project's retail/commercial uses would not cause substantial additional VMT.

Projected 2040 average daily VMT per capita is 13.4 for the TAZ 558. This is eight percent below the projected 2040 regional average daily VMT per capita of 14.6. As the average daily VMT per retail employee would exceed the corresponding regional average minus 15 percent, the map-based VMT screening criteria would not be met for the proposed retail use. However, research in San Francisco has found that a reduction in the provision of off-street vehicular parking for office, residential, and retail developments reduces the overall automobile mode share associated with those developments, relative to

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

San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 2230 Third Street, December 14, 2017.

projects with the same land uses in similar contexts that provide more off-street parking. ¹⁸ Table 151.1 of Planning Code section 151.1 provides that office and retail uses in the UMU district are permitted one vehicle parking space per 1,000 and 1,500 square feet of occupied office and retail floor area, respectively. For the proposed project the 36,510 square feet of laboratory/office space and 2,990 commercial/retail square feet of space, this would total 38 spaces. As noted above in the project description, the proposed project would provide a total of 15 off-street parking spaces, including one handicap parking space. This is approximately 40 percent of the total parking spaces permitted by Planning Code section 151.1. By providing substantially less off-street parking spaces than that allowed by the Planning Code, the proposed project would be expected to reduce VMT associated with the retail and office use to levels below the significance threshold. Therefore, the proposed project would not be expected to induce substantial VMT or result in a significant VMT impact under 2040 Cumulative Conditions.

For these reasons, the proposed project would not cause substantial additional VMT and would have a less-than-significant impact with regard to VMT.

Trip Generation

The proposed project includes construction of a six-story life science and medical use building. The approximately 39,500 gsf building would provide about 36,510 sf of life science and medical use building and about 2,990 sf of commercial/retail space on the ground floor. In addition, an approximately 2,335 sf ground floor parking garage would provide 15 vehicular and 10 Class 1 bicycle parking spaces.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review (SF Guidelines) developed by the San Francisco Planning Department.¹⁹ The proposed project would generate an estimated 1,163 person trips (inbound and outbound) on a weekday daily basis, consisting of 732 person trips by auto, 191 transit trips, 187 walk trips and 54 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 101 person trips, consisting of 68 person trips by auto (46 vehicle trips accounting for vehicle occupancy data for Census Tract 226), 17 transit trips, 13 walk trips and 3 trips by other modes.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective

¹⁸ Fehr & Peers. Parking Analysis and Methodology Memorandum – Final (2015). A copy of this memorandum is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

¹⁹ San Francisco Planning Department, Transportation Calculations for 2230 Third Street, December 27, 2017.

December 25, 2015).²⁰ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. The proposed project would be subject to the fee. The City is also currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management. Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.²¹ 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 San Francisco Municipal Transportation Agency is implementing the Transit Effectiveness Project (TEP), which was approved by the transportation agency Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes with the Eastern Neighborhoods Plan area; for instance, the implemented new Route 55 on 16th Street.

Mitigation Measure E-7 also identifies implementing recommendations of the Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in Planning Code section 138.1 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 14X Mission, 22 Fillmore, 48 Quintara/24th Street, 8BX Bayshore B Express buses, and the KT Ingleside/Third Street light rail. The proposed project would be expected to generate 191 daily transit trips, including 17 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 17 p.m. peak

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²⁰ Two additional files were created at the Board of Supervisors for the transportation sustainability fee regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

²¹ http://tsp.sfplanning.org

hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 22-Fillmore and the 48-Quintara/24th Street. The proposed project would not contribute considerably to these conditions as its minor contribution of 17 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.

Conclusion

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

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

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.²² These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project would not involve pile driving and would not involve any other unusually noisy (i.e. impact construction equipment) construction methods. However, for conservative purposes, this document assumes the possibility of having a particularly noisy construction activity during the project's demolition and exterior construction phase and it is assumed that Mitigation Measure F-2 would apply to the proposed project. The full text of PEIR Mitigation Measure F-2 is provided in the Mitigation Measures Section below as Project Mitigation Measure 2 (Construction Noise).

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

Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District, December 17, 2015, Case No. S213478.* Available at: http://www.courts.ca.gov/opinions/documents/S213478.PDF). As noted above, the *Eastern Neighborhoods PEIR* determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

and 7 a.m. unless the Director of Public Works or the Director of the Department of Building Inspection authorizes a special permit for conducting the work during that period.

The Department of Building Inspection is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 18 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. 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 Measures F-2, which would reduce construction noise impacts to a less-than-significant level.

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels greater than ambient noise levels in the project vicinity. The proposed project would result in the development of about 36,510 gsf of laboratory/office uses and approximately 2,990 gsf of commercial/retail space on the project site, but these uses are not expected to generate noise levels exceeding existing ambient noise levels in the project vicinity. The proposed project would include the installation of mechanical equipment, such as heating and ventilation systems, that could produce operational noise, but this equipment would be required to comply with the standards set forth in the Noise Ordinance.²³ The proposed project does not include the installation of a backup diesel generator. Therefore, PEIR Mitigation Measure F-5 is not applicable to the proposed project.

The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The acoustical requirements of Title 24 are incorporated into the San Francisco Green Building Code. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical requirement for non-residential uses. Both compliance methods require wall, floor/ceiling, and window assemblies to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise standards are achieved. In compliance with Title 24, the Department of Building Inspection would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by the Department of Building Inspection, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

²³ Noise Ordinance section 2909(b) limits noise from commercial properties to no more than 8 dBA above the ambient noise level at any point outside the property plane. Further, Noise Ordinance section 2909(d) limits noise within a dwelling unit from any fixed noise source to no more than 45 dBA between the hours of 10 p.m. to 7 a.m. or 55 dBA between the hours of 7 a.m. to 10 p.m.

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.

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses²⁴ 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.

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²⁴ The Bay Area Air Quality Management District 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. See Bay Area Air Quality Management District, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, page 12.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.²⁵

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection. 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 Construction 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: "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 air quality district's quantitative thresholds for individual projects." The air quality district's CEQA Air Quality Guidelines provides screening criteria27 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. The air quality guidelines provide construction and operational screening criteria for both a general office building (277,000 sf and 346,000 sf, respectively) and for a medical office building (277,000 sf and 117,000 sf, respectively). The proposed 36,510 square feet

²⁵ The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code Article 38, as discussed below, and is no longer applicable.

²⁶ 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.

²⁷ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

of life science and medical use building is well below both of these screening criteria. Similarly, the proposed 2,990 square feet of retail space is well below the air quality guidelines screening criteria for a pharmacy/drugstore (without drive-through) of 48,000 square feet and 277,000 square feet for operation and construction, respectively. Therefore, the proposed project would not have a significant impact related to criteria air pollutants and a detailed air quality assessment is not required.

Health Risk

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (Ordinance 224-14, amended December 8, 2014). The purpose of article 38 is to protect the public health and welfare by establishing an *Air Pollutant Exposure Zone* and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the air pollutant exposure zone. The air pollutant exposure zone as defined in article 38 consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM25 concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the air pollutant exposure zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction

The project site is not located within an identified air pollutant exposure zone. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3: Siting of Uses that Emit DPM, is not applicable. In addition, the proposed project would not include any sources that would emit DPM or other TACs, such as a diesel-powered emergency generator. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4 is not applicable and impacts related to siting new sources of pollutants would be less than significant.

Naturally Occurring Asbestos

The proposed project would involve excavation of about 3,260 cubic yards to a maximum depth of about 11 feet in an area underlain by serpentinite. The proposed project would involve construction throughout the project site, potentially releasing serpentinite into the atmosphere. As discussed in Topic 15 ((Hazards and Hazardous Materials), the proposed project would be subject to applicable air quality district regulations concerning disturbance of material containing naturally occurring asbestos.

Conclusion

For these reasons, the proposed project would not result in significant air quality impacts beyond those identified in the Eastern Neighborhoods PEIR.

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

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the Central Waterfront 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 CO₂E²⁸ per service population,²⁹ 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 air quality district has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*³⁰ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air quality district and CEQA guidelines. These GHG reduction

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²⁸ 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.

²⁹ 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.

³⁰ San Francisco Planning Department, Strategies to Address Greenhouse Gas Emissions in San Francisco, November 2010. Available at http://sfmea.sfplanning.org/GHG Reduction Strategy.pdf, accessed March 3, 2016.

actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,³¹ exceeding the year 2020 reduction goals outlined in the air quality district's 2010 Clean Air Plan,³² Executive Order S-3-05³³, and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{34,35} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05³⁶ and B-30-15.^{37,38} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would increase the intensity of use of the site by demolishing an existing one-story tire shop and constructing a six-story, 67-foot-tall (82-foot-tall with elevator penthouse), life science and medical use building. The approximately 39,500 gsf building would provide about 36,510 sf of life science and medical use building space and about 2,990 sf of commercial/retail space on the ground floor. An approximately 2,335 sf ground floor parking garage would provide 15 vehicular and 10 Class 1 bicycle parking spaces. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's Commuter Benefits Program, Emergency Ride Home Program, Transportation Sustainability Fee, Jobs-Housing Linkage Program, bicycle parking requirements, low-

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³¹ ICF International, Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco, January 21, 2015.

³² Bay Area Air Quality Management District, Clean Air Plan, September 2010. Available at http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans, accessed March 3, 2016.

³³ Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at https://www.gov.ca.gov/news.php?id=1861, accessed March 3, 2016.

³⁴ California Legislative Information, *Assembly Bill* 32, September 27, 2006. Available at https://www.leginfo.ca.gov/pub/05-06/bill/asm/ab-0001-0050/ab-32-bill-20060927 chaptered.pdf, accessed March 3, 2016.

³⁵ 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.

³⁶ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

³⁷ Office of the Governor, *Executive Order B-30-15*, *April 29*, 2015. Available at https://www.gov.ca.gov/news.php?id=18938, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

³⁸ San Francisco's GHG reduction goals are codified in section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

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

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, Water Conservation and Irrigation ordinances, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.³⁹ Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁴⁰ and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds.⁴¹ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.⁴²

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

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³⁹ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁴⁰ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

⁴¹ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁴² San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 2230 Third Street, December 15, 2017.

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

Wind

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The new height limits proposed under the Eastern Neighborhoods rezoning and area plans would generally not exceed 80 feet. A few locations throughout the plan area already have existing height limits of 130 feet, but no new locations with height limits of 130 feet were proposed. For these reasons, the Eastern Neighborhoods PEIR determined that, at a programmatic level, the Eastern Neighborhoods rezoning and area plans would not result in significant wind impacts, and no mitigation measures were identified in the PEIR. Individual development projects proposed under the Eastern Neighborhoods rezoning and area plans must still be assessed to ensure that they would not result in significant project-level wind impacts.

The proposed project, at a maximum height of 67 feet (82 feet with elevator penthouse), would be similar in height to several existing buildings in the area. Given the height of the proposed project and the existing scale of development in the project vicinity, the proposed project is not tall enough to alter ground-level wind conditions in a manner that substantially affects public areas. For these reasons, the proposed project would not result in any significant wind impacts beyond those identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering section 295 of the Planning Code because certain parks are not subject to section 295 (i.e., some parks are under the jurisdiction of departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be 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 result in the construction of a 67-foot-tall building; therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks.⁴³ The shadow fan showed that the proposed 67-foot-tall building would not cast a shadow on any public open spaces, including Esprit Park two blocks west of the project site.

The proposed project would shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby 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.

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

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

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⁴³ San Francisco Planning Department, Preliminary Shadow Fan, 2230 Third Street Project, December 14, 2017.

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 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 Plaza, at 16th and Missouri streets, and Chan Kaajal Park, at 17th and Folsom streets, opened in 2017. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to "Transportation" section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

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

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

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

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 adopted the 2010 Urban Water Management Plan in June 2011. The water management plan 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 water management plan 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 water management plan includes a quantification of the public utilities commission's water use reduction targets and plan for meeting these objectives. The water management plan 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 public utilities commission is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and

stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Eastern Neighborhoods Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

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

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

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

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

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

As discussed in the 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 Central Waterfront Plan subarea 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.

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

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.⁴⁴ A soil boring encountered serpentinite from a depth of about one foot to the maximum depth explored of 30.5 feet. Groundwater was not encountered in the boring but the report notes that the depth to the free water table will vary with time and conditions. There are no known active earthquake faults that run underneath the project site or in the project vicinity; the closest active fault to the project site is the San Andreas Fault, which is about five miles to the southwest. The project site is not within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco and the boring confirmed there is a low potential for damage to the proposed structure due to liquefaction, lateral spreading or densification. The report generally concluded that the project site is suitable for support of the proposed structure.

The report provides recommendations regarding site preparation and grading, excavation of bedrock, temporary slopes and the undermining of existing structures, the foundation, fill material and compaction, and geologic hazards related to earthquakes including seismic design criteria. The project is required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. The Department of Building Inspection will review the project-specific geotechnical report during its review of the building permit for the project. In addition, Department of Building Inspection may require additional site specific soils report(s) through the building permit application process, as needed. Implementation of the recommendations in the geotechnical report, in combination with the requirement for a geotechnical report and review of the building permit application pursuant to the Department of Building Inspection'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.

For these reasons, the proposed project would not result in a significant effect related to 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.

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⁴⁴ H. Allen Gruen, Report Geotechnical Investigation Planned Development at 2230 3rd Street, San Francisco, CA. March 15, 2014.

Тор	ics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
14.	HYDROLOGY AND WATER QUALITY—Would the project:				
a)	Violate any water quality standards or waste discharge requirements?				\boxtimes
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?				
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off- site?				
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
f)	Otherwise substantially degrade water quality?				
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?				
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?				\boxtimes

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 existing 8,000-sf lot is entirely covered by impervious surfaces (pavement and roof) and the proposed building would also cover most of the lot with impervious surfaces. As a result, the proposed project would not result in an increase in the amount of impervious surface area on the site, which in turn would

increase the amount of existing runoff and drainage. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project must comply with the San Francisco Public Utility Commission's stormwater management requirements and the San Francisco stormwater design guidelines, incorporating low impact design approaches and stormwater management systems to reduce the stormwater runoff rate by 40 percent and runoff volume by 10 percent from the pre-development conditions for a 2-year, 24-hour design storm. ⁴⁵ During construction, the proposed project would be required, pursuant to Public Works Code sections 146 and 147, to implement and maintain best management practices to minimize surface runoff erosion, and also to submit an *Erosion and Sediment Control Plan* to the public utilities commission for review and approval prior to commencing construction. As a result, the proposed project would not increase runoff, alter the existing drainage, or violate water quality or waste discharge standards. 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.

The project site is not located within a 100-year flood zone; therefore, proposed project would not expose people or structures to flooding risks or hazards, or impede or redirect flood flows in a 100-year flood hazard area. As the project site is not located within a flood hazard zone or near a water reservoir with a dam or levee, the proposed project would not 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. Similarly, the project site also is not located within a tsunami hazard zone and would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche or tsunami. 46

Тор	ics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
15.	HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				

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⁴⁵ For more information regarding the stormwater design guidelines, see: http://default.sfplanning.org/publications reports/Stormwater Design Guidelines Informational Letter.pdf. Accessed December 14, 2017.

⁴⁶ San Francisco Planning Department. San Francisco General Plan, Community Safety Element. (Map 05, Tsunami Hazard Zones, page 15). October 2012. Available online at:

http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf, accessed November 13, 2014.

Тор	oics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h)	Expose people or structures to a significant risk of loss, injury, or death involving fires?				\boxtimes

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project's rezoning options would encourage construction of new development within the plan area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the 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, underground storage tank 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. Furthermore, compliance with existing building and fire codes would reduce impacts related to potential fire hazards, emergency response, and evacuation hazards to less-than-significant levels.

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 demolition or by accident. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints.

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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 (included as Project Mitigation Measure 3) 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, which is administered by the Department of Public Health, is to protect public health and safety by requiring appropriate handling, treatment, disposal and, when necessary, remediation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater within Eastern Neighborhoods Plan area are subject to this ordinance.

The proposed project, which would involve demolition of a building that has housed various repair and manufacturing uses since 1946, is located on the citywide Maher Map⁴⁷ (indicating the presence of soils with known or suspected soil and/or groundwater contamination). Therefore, the project is subject to article 22A of the Health Code. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment that meets the requirements of Health Code section 22.A.6.

The Phase I site assessment determines the potential for site contamination and level of exposure risk associated with the project.⁴⁸ 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 to the public health department or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved site management plan prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application⁴⁹ to the public health department and a Phase I site assessment was prepared to evaluate the potential for site

⁴⁷ The Maher Map identifies sites that are known or suspected to contain contaminated soil and/or groundwater. Available online at: http://www.sf-planning.org/ftp/files/publications-reports/library-of-cartography/Maher%20Map.pdf. Accessed December 14, 2017.

⁴⁸ AEI Consultants. Phase I Environmental Site Assessment, 2230 3rd Street, San Francisco City and County, California 94107. January 9, 2014.

⁴⁹ Maher Ordinance Application, 2230 3rd Street, submitted July 15, 2014.

contamination that included: (1) a review of regulatory databases identifying underground fuel and leaking underground fuel tank sites, hazardous waste generation and storage facilities; (2) reconnaissance of the project site and surrounding properties, including interviews with past and present owners and current occupants to identify potential environmental contamination; and (3) a review of historical sources to determine previous land use at the site and the surrounding area. The potential for site contamination with construction and occupation of the proposed building and the level of exposure risk associated with the project were then assessed.⁵⁰ The project site was undeveloped from 1900 to 1946, when the current building was constructed and occupied by a machinery dealer until 1957. A neon sign repair and installation business then occupied the building from 1958 to 1963. An auto repair shop has occupied the building from 1965 to the present. The site assessment noted one recognized environmental concern regarding a potential vapor encroachment condition at the subject property resulting from certain nearby regulated facilities involved with automotive repair and refueling. However, no controlled recognized environmental conditions were noted at the project site that would have resulted in a past release of hazardous substances or petroleum products that were allowed to remain in place. Finally, one historical recognized environmental condition was also noted regarding the removal of a 1,000-gallon gasoline underground storage tank. Soil samples collected during removal of the underground storage tank did not detect contamination above laboratory reporting limits and the project site received regulatory closure on January 5, 1994. The site assessment did not identify any other recognized environmental conditions associated with the subject property and made no recommendations for further investigations or preparation of a site management plan. 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.

Naturally Occurring Asbestos

The proposed project would involve excavation of about 3,260 cubic yards to a maximum depth of about 11 feet in an area underlain by serpentinite. The proposed project would involve construction throughout the project site, potentially releasing serpentinite into the atmosphere. Serpentinite commonly contains naturally occurring chrysotile asbestos or tremolite-actinolite, a fibrous mineral that can be hazardous to human health if airborne emissions are inhaled. In the absence of proper controls, naturally occurring asbestos could become airborne during excavation and handling of excavated materials. On-site workers and the public could be exposed to airborne asbestos unless appropriate control measures are implemented. Although the California Air Resources Board has not identified a safe exposure level for asbestos in residential areas, exposure to low levels of asbestos for short periods of time poses minimal risk.⁵¹ To address health concerns from exposure to naturally occurring asbestos, the air resources board enacted an *Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations* in July 2001. The requirements established by the asbestos airborne control measure are

⁵⁰ AEI Consultants. Phase I Environmental Site Assessment, Ibid.

⁵¹ California Air Resources Board, Fact Sheet #1 Health Information on Asbestos, 2002. Available online at: http://www.arb.ca.gov/toxics/Asbestos/1health.pdf. Accessed December 15, 2017.

contained in California Code of Regulations title 17, section 93105,⁵² and are enforced by the air quality district.

The asbestos airborne control measure requires construction activities in areas where naturally occurring asbestos is found to employ best available dust control measures. Additionally, the requirements for dust control identified in the Construction Dust Control Ordinance are as effective as the dust control measures identified in the asbestos airborne control measure. Thus, the measures required in compliance with the Construction Dust Control Ordinance would protect the workers themselves as well as the public from fugitive dust that may also contain asbestos. The project sponsor would be required to comply with the Construction Dust Control Ordinance, which would ensure that significant exposure to naturally occurring asbestos would not occur. Therefore, the proposed project would not result in a hazard to the public or environment from exposure to naturally occurring asbestos. For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the PEIR.

Conclusion

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.

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

The 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

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⁵² California Air Resources Board, Regulatory Advisory, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations, July 29, 2002.

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 the Department of Building Inspection. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

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

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

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

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

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MITIGATION MEASURES

Project Mitigation Measure 1 - Archeology (Accidental Discovery)

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

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

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

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

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey

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

Project Mitigation Measure 2 – Construction Noise (Eastern Neighborhoods PEIR 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; 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 Mitigation Measure 3 - Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)

The City shall condition further 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 property disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any florescent 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.

EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM

	MONITORING AND REPORTING PROGRAM			
	Responsibility			
	for	Mitigation	Monitoring/Reporting	Monitoring
Adopted Mitigation Measures	Implementation	Schedule	Responsibility	Schedule
Project Mitigation Measure 1 - Archeology (Accidental	Project sponsor,	Prior to	Environmental Review	Considered
<u>Discovery</u>). The following mitigation measure is required to	contractor,	issuance of any	Officer, sponsor and sponsor's	complete upon
avoid any potential adverse effect from the proposed	Planning	permit for soil-	archeologist.	ERO's approval
project on accidentally discovered buried or submerged	Department's	disturbing		of FARR.
historical resources as defined in CEQA Guidelines Section	archeologist or	activities and		
15064.5(a)(c). The project sponsor shall distribute the	qualified	during		
Planning Department archeological resource "ALERT"	archaeological	construction.		
sheet to the project prime contractor; to any project	consultant, and			
subcontractor (including demolition, excavation, grading,	Planning			
foundation, pile driving, etc. firms); or utilities firm	Department's			
involved in soils disturbing activities within the project site.	Environmental			
Prior to any soils disturbing activities being undertaken	Review Officer			
each contractor is responsible for ensuring that the				
"ALERT" sheet is circulated to all field personnel including,				
machine operators, field crew, pile drivers, supervisory				
personnel, etc. The project sponsor shall provide the				
Environmental Review Officer (ERO) with a signed				
affidavit from the responsible parties (prime contractor,				
subcontractor(s), and utilities firm) to the ERO confirming				
that all field personnel have received copies of the Alert				
Sheet.				
Should any indication of an archeological resource be				
encountered during any soils disturbing activity of the				
project, the project Head Foreman and/or project sponsor				
shall immediately notify the ERO and shall immediately				
suspend any soils disturbing activities in the vicinity of the				

MONITORING AND REPORTING PROGRAM

	Responsibility						
	for	Mitigation	Monitoring/ Reporting	Monitoring			
	Implementation	Schedule	Responsibility	Schedule			

ntil the ERO has determined what additional

discovery until the ERO has determined what additional measures should be undertaken.

Adopted Mitigation Measures

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

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

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered

MONITORING AND REPORTING PROGRAM

construction period.

	MONTOKINO IND KEI OKTINO I KOOKKIN			
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.				
Project Mitigation Measure 2 - Construction Noise (Eastern Neighborhoods PEIR Mitigation Measure F-2). The project sponsor shall develop a set of site-specific	Project Sponsor and Contractor	During construction	Project Sponsor to provide Planning Department with monthly reports during	Considered complete upon receipt of final

The project sponsor shall 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

monitoring

completion of

construction.

report at

MONITORING AND REPORTING PROGRAM	
 	1

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
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:	пприетенцация	Schedule	Responsibility	Schedule
 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 Mitigation Measure 3 - Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1). In order to minimize impacts to public and construction worker health and safety during demolition of the existing structure, the sponsor shall ensure that any equipment or fixtures containing PCBs or DEPH, such as	Planning Department and DPH	Prior to approval of project.	Planning Department, in consultation with DPH; where Site Mitigation Plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH,	Considered complete upon receipt of final monitoring report at completion of

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
fluorescent light ballasts, are removed and property			with a copy to Planning	construction.
disposed of according to applicable federal, state, and			Department and DBI, at end of	
local laws prior to the start of renovation, and that any			construction.	
florescent 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.				