



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization & Shadow Finding

HEARING DATE: JULY 27, 2017

Date: July 19, 2017
Case No.: **2013.0975ENX**
Project Address: **888 Tennessee Street**
Zoning: UMU (Urban Mixed-Use) Zoning District;
45-X Height and Bulk District;
Dogpatch Landmark District
Block/Lot: 4060/001 and 004
Project Sponsor: Melinda Sarjapur, Reuben, Junius and Rose, LLP
One Bush Street, Ste. 600
San Francisco, CA 94104
Staff Contact: Richard Sucre – (415) 575-9108
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Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposed project (Project) entails the demolition of the existing two-story industrial building, and the new construction of a four-story-with-basement (45-ft tall) mixed-use building with approximately 111,442 gross square feet (gsf). The Project includes 110 dwelling units, which consists of eight three-bedroom units, 39 two-bedroom units, 47 one-bedroom units, and 16 studios. The Project also includes 5,472 gsf of ground floor commercial use, 83 off-street parking spaces, 1 car-share parking space, 110 Class 1 bicycle parking spaces, and 34 Class 2 bicycle parking spaces. The Project incorporates approximately 1,985 sq ft of publically-accessible open space along 20th Street, a common area on the ground floor measuring approximately 5,567 sq ft, and a series of private decks. In addition, the Project will undertake living alley improvements for the portion of 20th Street, adjacent to the overpass, between Tennessee and Minnesota Streets, as part of their streetscape requirements.

SITE DESCRIPTION AND PRESENT USE

The Project is located across two parcels (collectively measuring approximately 39,650 square feet) located at the northwest intersection of Tennessee and 20th Streets. The subject parcel has 198.25-ft of frontage along Tennessee Street, 200-ft of frontage along 20th Street, and 198.25-ft of frontage along Tennessee Street. Currently, the subject lot contains a two-story industrial building that measures approximately 38,520 square feet.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located in the Dogpatch Landmark District along a mixed industrial-residential corridor within the Central Waterfront Area Plan. The immediate neighborhood to the north is 701 Minnesota Street, which is a three-story former warehouse that has been converted into live/work condominiums. The project site is located directly across from Espirit Park (to the west) and is located one block away from 3rd Street, which is a transit corridor for the Muni T-Line. Along this portion of 3rd Street are a series of smaller-scale commercial and industrial properties. Along Tennessee Street further south are a number of smaller-scale residential properties, which start mid-block and demarcate the Dogpatch Landmark District. Other zoning districts in the vicinity of the project site include: P (Public); RH-2 (Residential, House, Two-Family); RH-3 (Residential, House, Three-Family) and, PDR-1-G (Production, Distribution and Repair-General).

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on January 23, 2017, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	July 7, 2017	June 29, 2017	28 days
Posted Notice	20 days	July 7, 2017	June 29, 2017	28 days
Mailed Notice	20 days	July 7, 2017	June 29, 2017	28 days

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

PUBLIC COMMENT

As of July 19, 2017, the Department has received one letter of support from the Dogpatch Neighborhood Association, and has not received any public correspondence against the Project.

ISSUES AND OTHER CONSIDERATIONS

- Large Project Authorization Exceptions: As part of the Large Project Authorization (LPA), the Commission may grant exceptions from certain Planning Code requirements for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The Project requests exceptions from: 1) rear yard (Planning Code Section 134); 2) permitted obstructions (Planning Code Section 136); 3) street frontage (Planning Code Section 145.1); 4) off-street loading (Planning Code Section 152.1); and, 5) measurement of height (Planning Code Section 260). Department staff is generally in agreement with the proposed exceptions given the overall project, its outstanding and unique design, and the proposed publically-accessible open space and streetscape improvements.

Since the publication of the hearing notification, the Department has determined that the Project meets the dwelling unit exposure requirements of Planning Code Section 140; therefore, the Project does not require an exception for dwelling unit exposure.

- Historic Preservation Commission: Since the project is located in the Dogpatch Landmark District, which is designated in Article 10 of the San Francisco Planning Code, the Project was reviewed by the Historic Preservation Commission (HPC) on July 19, 2017. The HPC granted a Certificate of Appropriateness and found the project to be compatible infill new construction within Dogpatch Landmark District, which is designated in Article 10 of the San Francisco Planning Code (See HPC Motion No. XXXX).
- Shadow Analysis: Per Planning Code Section 295, the Commission must grant authorization to new construction projects that will cast shade or shadow upon any property under the jurisdiction of the Recreation and Park Commission. The Project was reviewed by the Recreation and Park Commission on June 15, 2017, who determined that the new shadow cast by the Project would not be adverse to the use of Espirit Park (See Recreation and Park Commission Resolution No. 1706-014). The Project will cast new shadow upon the nearby Espirit Park; therefore, the Commission must adopt a motion that the additional shadow case by the Project on Espirit Park would not be adverse to its use.
- Inclusionary Affordable Housing: The Project has elected the on-site affordable housing alternative, identified in Planning Code Section 415.6 and 419.3. The project site is located within the UMU Zoning District, and is subject to the Tier A Affordable Housing Program Requirements, which requires 15.4% of the total number of units to be designated as part of the inclusionary affordable housing program. The Project contains 110 units and the Project Sponsor will fulfill this requirement by providing the 17 affordable units on-site, which will be available for rent. As part of the project, the Project Sponsor will enter into a Costa-Hawkins Agreement with the City. A copy of this agreement will be provided at the Planning Commission Hearing.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Section 329, to allow the new construction of a four-story residential building with 110 dwelling units and 83 off-street parking spaces, and to allow exceptions to the requirements for rear yard (Planning Code Section 134), permitted obstructions (Planning Code Section 136), street frontage

(Planning Code Section 145.1), off-street loading (Planning Code Section 152.1), and measurement of height (Planning Code Section 260).

BASIS FOR RECOMMENDATION

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

- The Project complies with the applicable requirements of the Planning Code.
- The Project is consistent with the objectives and policies of the General Plan.
- The Project is located in a zoning district where residential and retail uses are principally permitted.
- The Project produces a new residential development with significant site updates, including landscaping, common open space, a publically-accessible open space along 20th Street, and living alley improvements.
- The Project received a Certificate of Appropriateness from the Historic Preservation Commission, thus providing for compatible infill new construction within a designated landmark district.
- The Project is consistent with and respects the existing neighborhood character, and provides an appropriate massing and scale for a large block.
- The Project complies with the First Source Hiring Program.
- The Project adds 110 new dwelling units to the City's housing stock.
- The Project will provide on-site affordable housing units for rent, thus increasing the number of affordable housing units in the City.
- The Project will fully utilize the Eastern Neighborhoods Area Plan controls, and will pay the appropriate development impact fees.

RECOMMENDATION:	Approval with Conditions
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Attachments:

Draft Motion-Large Project Authorization

Draft Motion-Shadow

Parcel Map

Sanborn Map

Zoning Map

Height & Bulk Map

Aerial Photograph

Site Photos

HPC Motion No. XXXX

Project Sponsor Submittal

- Project Sponsor Letter
- Affordable Housing Affidavit
- First Source Hiring Affidavit
- Anti-Discriminatory Housing Policy Affidavit

Executive Summary
Hearing Date: July 27, 2017

CASE NO. 2013.0975ENX
888 Tennessee Street

- Architectural Drawings
- Public Correspondence
Environmental Determination

Attachment Checklist:

- | | |
|-----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project Sponsor Submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | <input checked="" type="checkbox"/> Anti-Discriminatory Housing Affidavit |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> First Source Hiring Affidavit |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Community Meeting Notice |
| <input checked="" type="checkbox"/> Context Photos | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program:
Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos | |

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

RS
Planner's Initials

RS: G:\Documents\Large Project Authorization\2013.0975ENX 888 Tennessee St\ExecutiveSummary_888 Tennessee St.doc



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Planning Commission Draft Motion

HEARING DATE: JULY 27, 2017

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Project Address: **888 Tennessee Street**
Zoning: **UMU (Urban Mixed-Use) Zoning District;**
45-X Height and Bulk District;
Dogpatch Landmark District
Block/Lot: **4060/001 and 004**
Project Sponsor: **Melinda Sarjapur, Reuben, Junius and Rose, LLP**
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Staff Contact: **Richard Sucre – (415) 575-9108**
richard.sucre@sfgov.org
Recommendation: **Approval with Conditions**

ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW EXCEPTIONS TO 1) REAR YARD PURSUANT TO PLANNING CODE SECTION 134, 2) PERMITTED OBSTRUCTIONS, PURSUANT TO PLANNING CODE SECTION 136, 3) STREET FRONTAGE, PURSUANT TO PLANNING CODE SECTION 145.1, 4) OFF-STREET LOADING, PURSUANT TO PLANNING CODE SECTION 152.1, AND 5) MEASUREMENT OF HEIGHT, PURSUANT TO PLANNING CODE SECTION 260, TO ALLOW CONSTRUCTION OF A NEW FOUR-STORY-WITH-BASEMENT MIXED-USE BUILDING (MEASURING APPROXIMATELY 111,442 GROSS SQUARE FEET) WITH 110 DWELLING UNITS (CONSISTING OF 16 STUDIOS, 47 1-BEDROOM UNITS, 39 2-BEDROOM UNITS, AND 8 3-BEDROOM UNITS), 5,472 SQUARE FEET OF GROUND FLOOR COMMERCIAL SPACE, AND 83 OFF-STREET PARKING SPACES, LOCATED AT 888 TENNESSEE STREET, LOTS 001 AND 004 IN ASSESSOR'S BLOCK 4060, WITHIN THE DOGPATCH LANDMARK DISTRICT, UMU (URBAN MIXED-USE) ZONING DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On November 6, 2014, Melinda Sarjapur of Reuben, Junius and Rose, LLP (hereinafter "Project Sponsor"), on behalf of 888 Tennessee Partners, LLP (Property Owner), filed Application No. 2013.0975ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project

Authorization to construct a new four-story mixed-use building with 110 dwelling units and 5,472 square feet of ground floor commercial space at 888 Tennessee Street (Block 4060 Lots 001 and 004) in San Francisco, California.

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

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

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

On January 23, 2017, 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 (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.

The Planning Department Commission Secretary is the custodian of records, located in the File for Case No. 2013.0975ENX at 1650 Mission Street, Fourth Floor, San Francisco, California.

On July 27, 2017, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2013.0975ENX.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization requested in Application No. 2013.0975ENX, 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 Project is located across two parcels (collectively measuring approximately 39,650 square feet) located at the northwest intersection of Tennessee and 20th Streets. The subject parcel has 198.25-ft of frontage along Tennessee Street, 200-ft of frontage along 20th Street, and 198.25-ft of frontage along Tennessee Street. Currently, the subject lot contains a two-story industrial building that measures approximately 38,520 square feet.
3. **Surrounding Properties and Neighborhood.** The project site is located in the Dogpatch Landmark District along a mixed industrial-residential corridor within the Central Waterfront Area Plan. The immediate neighborhood to the north is 701 Minnesota Street, which is a three-story former warehouse that has been converted into live/work condominiums. The project site is located directly across from Espirit Park (to the west) and is located one block away from 3rd Street, which is a transit corridor for the Muni T-Line. Along this portion of 3rd Street are a series of smaller-scale commercial and industrial properties. Along Tennessee Street further south are a number of smaller-scale residential properties, which start mid-block and demarcate the Dogpatch Landmark District. Other zoning districts in the vicinity of the project site include: P (Public); RH-2 (Residential, House, Two-Family); RH-3 (Residential, House, Three-Family) and, PDR-1-G (Production, Distribution and Repair-General).

4. **Project Description.** The Project entails the demolition of the existing two-story industrial building, and the new construction of a four-story-with-basement (45-ft tall) mixed-use building with approximately 111,442 gross square feet (gsf). The Project includes 110 dwelling units, which consists of eight three-bedroom units, 39 two-bedroom units, 47 one-bedroom units, and 16 studios. The Project also includes 5,472 gsf of ground floor commercial use, 83 off-street parking spaces, 1 car-share parking space, 110 Class 1 bicycle parking spaces, and 34 Class 2 bicycle parking spaces. The Project incorporates approximately 1,985 sq ft of publically-accessible open space along 20th Street, a common area on the ground floor measuring approximately 5,567 sq ft, and a series of private decks. In addition, the Project will undertake living alley improvements for the portion of 20th Street, adjacent to the overpass, between Tennessee and Minnesota Streets, as part of their streetscape requirements.
5. **Public Comment.** The Department has received one letter of support from the Dogpatch Neighborhood Association, and has not received any public correspondence against the 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.** Planning Code Sections 843.20 and 843.45 states that residential and retail uses are principally permitted use within the UMU Zoning District.

The Project would construct new residential and retail uses within the UMU Zoning District; therefore, the Project complies with Planning Code Sections 843.20 and 843.45.

- B. **Rear Yard.** Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot to be provided at every residential level. Therefore, the Project would have to provide a rear yard, which measures approximately 9,900 sq ft, located along the rear property line.

Currently, the Project occupies a rectangular-shaped corner lot at the northwest intersection of Tennessee and 20th Streets. Since the adjacent property is live/work (a former industrial warehouse), the immediate block does not possess a pattern of mid-block open space.

The Project features a publically-accessible open space and an interior court on the ground floor. The Project provides open space through the interior courtyard (measuring approximately 5,567 sq ft), a series of private balconies (collectively measuring approximately 540 sq ft), private stoops along Minnesota Street, and a publically-accessible open space along 20th Street (measuring 1,985 sq ft)—all of which collectively measure 8,092 sq ft. Thus, the total amount of open space, which would have been provided through the required rear yard (9,900 square feet), is close to the amount that would have been provided in the rear yard. The Project is providing publically-accessible open space, which will assist in enhancing the adjacent living alley. The Project is seeking an exception of the rear yard requirement as part of the Large Project Authorization, since the Project does not a code-complying rear yard (See Below).

- C. **Useable Open Space.** Planning Code Section 135 requires a minimum of 80 sq ft of open space per dwelling unit, if not publically accessible, or 54 sq ft of open space per dwelling unit, if publically accessible. Private useable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 sq ft is located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 sq ft if located on open ground, a terrace or the surface of an inner or outer court. Common useable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum of 300 sq ft. Further, inner courts may be credited as common useable open space if the enclosed space is not less than 20 feet in every horizontal dimension and 400 sq ft in area, and if the height of the walls and projections above the court on at least three sides is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.

In total, the Project exceeds the amount of required open space by constructing: a publically-accessible open space along 20th Street (measuring 1,985 sq ft)—addressing the open space for 36 dwelling units; a series of private balconies (collectively measuring approximately 540 sq ft)—addressing the open space for ten dwelling units; three private stoops along Minnesota Street—addressing open space for three dwelling units; and, an interior courtyard (measuring approximately 5,567 sq ft)—addressing open space for the remaining 61 dwelling units. All of the provided open spaces meet the dimensional requirements of the Planning Code. Overall, the Project complies with Planning Code Section 135.

- D. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires a streetscape plan in compliance with the Better Streets Plan for new construction on a lot that is greater than one-half acre in area.

The Project includes the new construction of a four-story-over-basement mixed-use building on a corner lot (collectively measuring 39,650 sq ft) with approximately 198.25-ft of frontage along Minnesota Street, 200-ft of frontage along 20th Street, and 198.25-ft of frontage along Tennessee Street.

In compliance with the Better Streets Plan, the Project minimizes the number of vehicular opening to one along Minnesota Street. The Project includes several streetscape improvements, including new street trees, curb extensions, sidewalk improvements, site furnishings, historic lamp posts and construction of a publically-accessible open space along 20th Street. Therefore, the Project complies with Planning Code Section 138.1.

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

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

- F. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, rear yard or other open area that meets minimum

requirements for area and horizontal dimensions. To meet exposure requirements, a public street, public alley, side yard or rear yard must be at least 25 ft in width, or an open area (inner court) must be no less than 25 ft in every horizontal dimension for the floor at which the dwelling unit is located.

The Project organizes the dwelling units to have exposure either on Minnesota or Tennessee Streets, or along the inner court, which meets the dimensional requirements of the Planning Code. Therefore, the Project complies with Planning Code Section 140.

- G. Street Frontage in Mixed Use Districts.** Planning Code Section 145.1 requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new structure parallel to and facing a street shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 17 feet; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level.

The Project meets most of the requirements of Planning Code Section 145.1. The off-street parking is located below grade. The Project has only one 11-ft wide garage entrance to the off-street parking located along Minnesota Street. The Project features active uses on the ground floor with walk-up dwelling units with direct, individual pedestrian access to a public sidewalk, and/or ground floor commercial use. Finally, the Project features appropriate street-facing ground level spaces, as well as the ground level transparency and fenestration requirements.

The Project does not provide a 17-ft tall ground floor ceiling height. Rather, the Project provides a ground floor ceiling height, which ranges from 13-ft 6-in to 14-ft. Therefore, the Project is seeking an exception to the street frontage requirements as part of the Large Project Authorization (See Below).

- H. Off-Street Parking.** Planning Section 151.1 of the Planning Code allows off-street parking at a maximum ratio of .75 per dwelling unit.

Currently, the Project provides 83 below-grade off-street parking spaces via stackers for the proposed 110 dwelling units. Therefore, the Project complies with Planning Code Section 151.1.

- I. Off-Street Freight Loading.** Planning Section 152.1 of the Planning Code requires one off-street freight loading space for apartment use between 100,001 and 200,000 gsf.

The Project includes approximately 107,183 gsf of new residential use; thus, the Project requires at one off-street freight loading space. The Project is proposing one on-street loading space along Minnesota Street, and does not possess any off-street freight loading within the below-grade garage.

Therefore, the Project is seeking an exception to the off-street freight loading requirement as part of the Large Project Authorization.

- J. **Bicycle Parking.** For projects with over 100 dwelling units, Planning Code Section 155.2 requires at least 100 Class 1 bicycle parking spaces plus one Class 1 bicycle parking space for every four dwelling units above 100, and one Class 2 bicycle parking spaces for every 20 dwelling units.

The Project includes 110 dwelling units; therefore, the Project is required to provide 103 Class 1 bicycle parking spaces and 5 Class 2 bicycle parking spaces. The Project will provide 110 Class 1 bicycle parking spaces and 34 Class 2 bicycle parking spaces, thus exceeding the requirement. Therefore, the Project complies with Planning Code Section 155.2.

- K. **Car Share.** Planning Code Section 166 requires one car-share parking space for projects with 50 to 200 residential units.

Since the Project includes 110 dwelling units, it is required to provide a minimum of one car-share parking space. The Project provides one car-share parking space. Therefore, the Project complies with Planning Code Section 166.

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

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

- M. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 20 points for 5,472 sq ft of ground floor commercial use and 110 dwelling units.

The Project submitted a completed Environmental Evaluation Application prior to September 4, 2016. Therefore, the Project must only achieve 50% of the point target established in the TDM Program Standards, resulting in a required target of 10 points. As currently proposed, the Project will achieve its required 10 points through the following TDM measures:

- *Unbundled Parking*
- *Bicycle Parking (Option B)*
- *Car-share Parking (Option A)*
- *Multimodal Wayfinding Signage*
- *On-Site Affordable Housing*

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

For the 110 dwelling units, the Project is required to provide at least 44 two-bedroom units or 33 three-bedroom units. The Project provides 16 studios, 47 one-bedroom units, 39 two-bedroom units, and 8 three-bedroom units. Therefore, the Project meets and exceeds the requirements for dwelling unit mix.

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

Based upon a detail shadow analysis, the Project would cast new shadow upon Espirit Park, which is a property under the jurisdiction of the Recreation and Parks Commission. Based upon the recommendation of the General Manager of the Recreation and Parks Department, in consultation with Recreation and Park Commission (See Recreation and Park Commission Resolution No. 1706-014), the net new shadow would not be adverse to the use of Espirit Park. The Commission has adopted findings regarding the impact of shadow on Espirit, as documented in Motion No. XXXXX.

- P. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements apply to projects that consist of 10 or more units. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on December 3, 2013; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 15.4% of the proposed dwelling units as affordable.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project or submit to the Department a contract demonstrating that the project's on- or off-site units are not subject to the Costa Hawkins Rental Housing Act, California Civil Code Section 1954.50 because,

under Section 1954.52(b), the Project Sponsor has entered into an agreement with a public entity in consideration for a direct financial contribution or any other form of assistance specified in California Government Code Sections 65915 et seq. and submits an Affidavit of such to the Department. All such contracts entered into with the City and County of San Francisco must be reviewed and approved by the Mayor's Office Housing and Community Development and the City Attorney's Office. The Project Sponsor has indicated the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions provided by the City and approved herein. The Project Sponsor submitted such Affidavit on October 10, 2016. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on December 3, 2013; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 15.4% of the total proposed dwelling units as affordable. 17 units (3 studios, 7 one-bedroom, 6 two-bedroom, and 1 three-bedroom) of the total 110 units provided will be affordable units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

- Q. Transportation Sustainability Fee.** Planning Code Section 411A is applicable to any development, which results in new construction of twenty dwelling units or more.

The Project includes approximately 107,183 gsf of new residential use and 5,972 gsf of new commercial use. These uses are subject to Transportation Sustainability Fee, as outlined in Planning Code Section 411A. This fee must be paid prior to the issuance of the building permit application.

- R. Residential Child-Care Impact Fee.** Planning Code Section 411 is applicable to any residential development that results in at least one new residential unit.

The Project includes approximately 107,183 gsf of new residential use. This use is subject to Residential Child-Care Impact Fee, as outlined in Planning Code Section 411A. This fee must be paid prior to the issuance of the building permit application.

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

The Project includes approximately 107,183 gsf of new residential use and 5,472 gsf of new non-residential use. The Project shall receive credit for existing uses on the project site. These uses are subject to Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the building permit application.

- T. Certificate of Appropriateness.** Planning Code Section 1006 outlines the requirements for a Certificate of Appropriateness for projects involving new construction within a designated landmark district identified in Article 10 of the San Francisco Planning Code.

On July 19, 2017, the Project received a Certificate of Appropriateness from the Historic Preservation Commission (HPC), as outlined in HPC Motion No. XXXX.

7. **Large Project Authorization in Eastern Neighborhoods Mixed Use District.** 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's mass and scale are appropriate for a large corner lot and the surrounding context, which includes a large three-story former brick warehouse, several smaller-scale industrial properties and larger-scale residential buildings that create a varied street wall. As noted by the Historic Preservation Commission, 888 Tennessee Street appears to be consistent and compatible with the overall form and continuity of the Dogpatch Landmark District with its large rectangular bulk and four-story height. The industrial properties in the surrounding district are one-to-four-stories in height. The Project relates to this overall form, since the Project features a four-story massing and a large blocky massing. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.

B. Architectural treatments, facade design and building materials:

The proposed project's architectural treatments, façade design and building materials include light and dark brick tile, painted horizontal fiber cement siding, white and dark cement plaster, board textured concrete, and dark anodized aluminum-sash windows. The Project provides for a unique expression along the street, which draws from the residential and industrial language of the surrounding landmark district. The Project divides the architectural treatment into two masses, which are further articulated into three-to-four individual blocks. As noted by the Historic Preservation Commission, 888 Tennessee Street appears to be largely consistent and compatible with aspects of the district's predominant materials, colors and textures. The residential properties in the surrounding district are primarily characterized by painted horizontal rustic wood siding. The industrial properties in the surrounding district are primarily characterized by standard brick masonry (either red brick or yellow brick), reinforced concrete and stucco, which feature a rough textured or smooth appearance in earth tones of red, brown, green, gray and blue. The Project's material palette is consistent with the qualities of the district's characteristics. Overall, the brick tile relates to the traditional red brick found among several of the historic industrial properties. All of the Project materials are matte in finish. Similarly, the proposed color of the exterior materials, which include brown, white and gray, are consistent with the district's characteristics. Overall, the Project offers a high quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.

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

Along the lower floors, the Project provides for ground floor commercial use along 20th Street, and walk-up dwelling units with individual pedestrian access on Minnesota and Tennessee Streets. These dwelling units provide for activity along the street. The Project minimizes conflicts between pedestrian and vehicles by providing only one 11-ft wide garage entrance along Minnesota Street. The Project will apply for an on-street loading space.

- 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 provides the required open space for the 110 dwelling units through an interior courtyard, a publically-accessible open space along 20th Street, private stoops, and a series of private balconies. The publically-accessible open space will complement the planned living alley improvements along 20th Street, which will be undertaken by the Project Sponsor. Overall, the Project includes several streetscape improvements, including new street trees, curb extensions, sidewalk improvements, site furnishings, historic lamp posts and construction of a publically-accessible open space along 20th Street.

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

The Project is not subject to the mid-block alley requirements of Planning Code Section 270.2.

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

In compliance with Planning Code Section 138.1, the Project includes several streetscape improvements, including new street trees, curb extensions, sidewalk improvements, site furnishings, historic lamp posts and construction of a publically-accessible open space along 20th Street.

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

The Project provides ample circulation in and around the project site through the publically-accessible open space and sidewalk improvements. Automobile access is limited to the one entry/exit (measuring 11-ft wide) on the Minnesota Street façade.

- H. Bulk limits;

The Project is within an 'X' Bulk District, which does not restrict bulk.

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

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

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

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

Modification of Requirements in the Eastern Neighborhoods Mixed Use Districts. The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified or waived by the Planning Commission pursuant to Section 329. The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified by the Zoning Administrator pursuant to the procedures set forth in Section 307(h) for other projects, provided that:

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

The Project provides for a comparable amount of open space, in lieu of the required rear yard. Overall, the project site is 39,650 sq ft in size, and would be required to provide a rear yard measuring 9,900 sq ft. The Project provides a total of 8,092 sq ft of open space through an interior courtyard, a publically-accessible open space along 20th Street, private stoops, and a series of private balconies, thus providing for sufficient open space for the dwelling units. Although the Project provides less open space than would have been required through a code-complying rear yard, some of the provided open space is publically-accessible, which complements the adjacent alley improvements (on 20th Street between Minnesota and Tennessee Streets), thus providing a greater public benefit to the surrounding neighborhood.

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

The Project does not impede access to light and air for the adjacent properties. The adjacent property to the north is a live/work development within a former industrial warehouse. The adjacent buildings on the subject block do not form a pattern of rear yard open space.

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

The Project is not seeking an exception to the open space or dwelling unit exposure requirements.

- B. Exception from satisfaction of loading requirements per Section [152.1](#) pursuant to the criteria contained therein

The Project would provide one on-street loading space on Minnesota Street. The on-street loading would meet the retail and residential needs of the Project. Overall, the Project's proposed loading assists in improving the ground floor street frontage and would improve character of the streets.

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

In addition to the exceptions to the requirements for rear yard and off-street loading, the Project is seeking an exception to the requirements for permitted obstructions (Planning Code Section 136), street frontage (Planning Code Section 145.1), and measurement of height (Planning Code Section 260).

Under Planning Code Section 136, permitted obstructions over open spaces are limited in width and dimension. The Project provides awnings over the useable open spaces, which do not align to the strict dimensions permitted by the Planning Code. Given the quality of the ground floor design and the overall uses, the Commission supports this exception, since the awnings provide an appropriate design element that would encourage an active ground floor.

Under Planning Code Section 145.1(c)(4), the ground floor ceiling height for non-residential uses is required to be a minimum of 17-ft in the UMU Zoning District. Currently, the Project specifies a ground floor ceiling height, which ranges from 13.5-ft to 14-ft, due to the existing grade of the site and the need to keep the overall building height minimal to avoid casting additional shadow on the adjacent park. Although the ground floor ceiling height varies, the architectural expression along the street frontage is consistent and the overall design reinforces the concept of a tall ground floor. The Commission supports this exception, due to the overall quality of design and the streetscape improvements.

Under Planning Code Section 260, height is measured from the mid-block of a building from curb for the first 100-ft from and parallel to the street. However, Minnesota Street currently does not possess a sidewalk and curb, and there is a grade difference between Minnesota and Tennessee Streets. To accommodate for this grade differential and the street conditions, the Project would measure height from the mid-block of the lot along Tennessee Street for 100-ft, and would also measure height from the mid-block of the lot along Minnesota Street. This minor modification in the measurement of height would still accommodate an overall building height of 45-ft, and would also allow for the appropriate ground-floor treatments. Given the overall design, the Commission supports this exception to the measurement of height, since the height modification does not rezone the height and bulk district to the next available class of height and bulk.

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

HOUSING

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

The Project is a higher density residential development in a transitioning industrial area. The Project site is an ideal infill site that is currently occupied by a two-story industrial building. The project site was rezoned to UMU as part of a long range planning goal to create a cohesive, higher density residential and mixed-use neighborhood. The Project would provide on-site affordable housing units for rent, which will assist in meeting the City's demands for affordable housing.

OBJECTIVE 11

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

Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4

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

Policy 11.6

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

Policy 11.8

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

The architecture of this Project responds to the site's location as a transition between industrial zones and the contemporary and traditional architecture of residential zones. As noted in HPC Motion No. XXXX, the Historic Preservation Commission has reviewed and approved the Project, and its design and integration with the surrounding landmark district. The Project's facades provide a unique expression not

commonly found within the surrounding area, while providing for a material palette, which is compatible with the surrounding residential and industrial context. The exterior is designed with compatible materials, including light and dark brick tile, painted horizontal fiber cement siding, white and dark cement plaster, board textured concrete, and dark anodized aluminum-sash windows.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.6:

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

The Project will create private and common open space areas in a new residential development an interior courtyard, a publically-accessible open space along 20th Street, private stoops, and a series of private balconies. Although the Project will cast shadows over Esprit Park, which is under the jurisdiction of the Recreation and Park Commission, the Commission has determined that the Project would not be adverse to the use of the Project, as noted in Planning Commission Motion No. XXXXX. The Project voluntarily provides a publically-accessible open space along 20th Street, which will be an amenity for the surrounding community and will assist in reinforcing the proposed living alley along 20th Street between Minnesota and Tennessee Streets.

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 includes several streetscape improvements, including new street trees, curb extensions, sidewalk improvements, site furnishings, historic lamp posts and construction of a publically-accessible open space along 20th Street.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

The Project includes 110 Class 1 bicycle parking spaces and 34 Class 2 bicycle parking spaces in secure, convenient locations.

OBJECTIVE 34:

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

Policy 34.1:

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

Policy 34.3:

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

Policy 34.5:

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

The Project provides off-street parking within the permitted ratio offered within the Planning Code. The parking spaces are accessed by one ingress/egress point measuring 11-ft wide from Minnesota Street. Parking is adequate for the project and complies with maximums prescribed by the Planning Code.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.7:

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

OBJECTIVE 2:

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

Policy 2.6:

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

The Project is located within the Central Waterfront Area and Dogpatch neighborhood, which is characterized by the mix of residential and industrial uses. As such, the Project provides expressive street façades, which respond to form, scale and material palette of the existing neighborhood, while also providing a new contemporary architectural vocabulary. Further, the Project has been found to be compatible with the surrounding landmark district, as evidenced by HPC Motion No. XXXX.

OBJECTIVE 4:

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

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

Although the project site has three street frontages, it only provides one vehicular access point for the entire project, thus limiting conflicts with pedestrians and bicyclists. Numerous street trees will be planted on each street. Along the project site, the pedestrian experience will be greatly improved, especially due to the voluntarily publically-accessible open space along 20th Street.

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.

OBJECTIVE 1.2

IN AREAS OF THE CENTRAL WATERFRONT WHERE HOUSING AND MIXED-USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.

Policy 1.2.3

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

Housing

OBJECTIVE 2.3

REQUIRE THAT A SIGNIFICANT NUMBER OF UNITS IN NEW DEVELOPMENTS HAVE TWO OR MORE BEDROOMS EXCEPT SENIOR HOUSING AND SRO DEVELOPMENTS UNLESS ALL BELOW MARKET RATE UNITS ARE TWO OR MORE BEDROOM UNITS.

Policy 2.3.3

Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments.

Policy 2.3.6

Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to mitigate the impacts of new development on transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.

Urban 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 3.1.6

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.

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 3.2.5

Building form should celebrate corner locations.

The Project is mixed-use in character with new residential and retail uses. The Project provides new uses, which is encouraged by the Area Plan for this location. In addition, the Project is located within the prescribed height and bulk guidelines, and includes the appropriate dwelling unit mix, since approximately 42.7% or 47 units are two- or three-bedroom dwellings. The Project introduces a contemporary architectural vocabulary, which is sensitive to the prevailing scale and historic neighborhood fabric. The Project provides for a high quality designed exterior, which features a variety of materials, colors and textures, including light and dark brick tile, painted horizontal fiber cement siding, white and dark cement plaster, board textured concrete, and dark anodized aluminum-sash windows. The Project will also pay the appropriate development impact fees, including the Eastern Neighborhoods Impact Fees and Transportation Sustainability Fee.

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

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

Currently, the project site does not contain any existing neighborhood-serving uses. The Project improves the urban form of the neighborhood by replacing an industrial building with a new residential development. The Project would add new residents, visitors, and employees to the neighborhood, which would assist in strengthening nearby retail uses. By providing for new corner retail and/or commercial uses, the Project assists in the potential to provide better neighborhood-serving for the new and existing residents of neighborhood.

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

No housing exists on the project site. The project will provide up to 110 new dwelling units, thus resulting in an increase in the neighborhood housing stock. The Project is expressive in design, and relates to the scale and form of the surrounding neighborhood by providing relationships to the smaller-scale industrial properties as well as the newer, larger-scale nearby residential properties. Further, the Project obtained a Certificate of Appropriateness from the Historic Preservation Commission, who found the Project to be compatible infill new construction within the Dogpatch Landmark District. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

The Project will not displace any affordable housing because there is currently no housing on the site. The Project will comply with the City's Inclusionary Housing Program by providing 17 on-site affordable housing units for rent.

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

The project site is well-served by public transportation. The Project is located within one block of the MUNI T-Line Station. In addition, the Project is located within the vicinity of the 22nd Street Caltrain Station. Future residents would be afforded close proximity to bus or rail transit. The Project also provides sufficient off-street parking, and sufficient bicycle parking for residents and their guests.

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

The Project is consistent with the Central Waterfront Area Plan, which provides for a balance between industrial and residential development. The Project does not displace the City's industrial and services sectors for commercial office development. The Project provides new housing, which is a top priority in 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 will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

The existing building is a non-contributing resource located within the Dogpatch Landmark District. The removal of the existing building will not impact any historic buildings or landmark properties. The Project obtained a Certificate of Appropriateness from the Historic Preservation Commission, who found the Project to be compatible infill new construction within the Dogpatch Landmark District. Thus, the Project preserves the character and integrity of a designated landmark district.

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

The Project will cast additional shadow on the nearby Esprit Park and will have an effect on a property managed and owned by the Recreation and Parks Commission. As noted in Planning Commission Motion No. XXXXX, the additional shadow cast by the Project would not be adverse to the usability of Esprit Park.

9. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Section 83.4(m) of the Administrative Code), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First

Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2013.0975ENX** under Planning Code Section 329 to allow the new construction of a four-story-over-basement mixed-use building with 110 dwelling units and 5,472 sq ft of ground floor commercial use, and exceptions to the requirements for: 1) rear yard (Planning Code Section 134); 2) permitted obstructions (Planning Code Section 136); 3) street frontage (Planning Code Section 145.1); 4) off-street freight loading (Planning Code Sections 152.1); and, 5) measurement of height (Planning Code Section 260), within the Dogpatch Landmark District, UMU (Urban Mixed-Use) Zoning District, and a 40-X Height and Bulk District. The project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 9, 2017, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

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

Motion No. XXXXX
July 27, 2017

CASE NO. 2013.0975ENX
888 Tennessee Street

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on July 27, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: July 27, 2017

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow for the new construction of a four story-over-basement mixed-use building with 110 dwelling units and 5,472 sq ft of ground floor commercial use, and exceptions to the requirements for 1) rear yard, 2) permitted obstructions, 3) street frontage, 4) off-street freight loading, and 5) measurement of height, located at 888 Tennessee Street, Lots 001 and 004 in Assessor's Block 4060 pursuant to Planning Code Section 329 within the Dogpatch Landmark District, UMU (Urban Mixed-Use) Zoning District, and a 45-X Height and Bulk District; in general conformance with plans, dated July 9, 2017, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0975ENX and subject to conditions of approval reviewed and approved by the Commission on July 27, 2017 under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on July 27, 2017 under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

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

6. **Additional Project Authorization.** The Project Sponsor must obtain a finding that the new shadow cast by the Project would not be adverse to the use of a property under the jurisdiction of the

Recreation and Park Commission, under Planning Code Section 295, and a project authorization from the Historic Preservation Commission, under Planning Code Section 1006 for new construction within a designated landmark district, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

7. **Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2013.0975E) attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor.

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

DESIGN – COMPLIANCE AT PLAN STAGE

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

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

9. **Publicly-Accessible Open Space.** As a component of the project open space, the Project Sponsor shall provide a publically-accessible open space along 20th Street. This open space shall adhere to the Publicly-Accessible Usable Open Space Standards outlined in Planning Code Section 135(h).

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

10. **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

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:

- 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;
- On-site, in a driveway, underground;
- On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- 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;
- Public right-of-way, underground; and based on Better Streets Plan guidelines;
- Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- 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>

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

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

13. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

The Project Sponsor has further proposed living alley improvements to 20th Street adjacent to the Project site. Pending approval of all relevant permits and authorizations by affected City agencies, Developer shall complete final design and construction of the living alley improvements in conjunction with the Project's required street improvements. Should conditions, policies, or determinations by other City agencies require modification or elimination of the proposed living alley improvements prior to completion of the Project's street improvements as provided herein, the Planning Department shall have the authority to authorize revision.

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

PARKING AND TRAFFIC

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

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

15. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 83 off-street parking spaces for the 110 dwelling units in the UMU Zoning District.

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

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

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

17. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 108 bicycle parking spaces (103 Class 1 spaces and 5 Class 2 spaces for the residential portion of the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA’s bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

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

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

PROVISIONS

19. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
20. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
21. **Child Care Fee - Residential.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
22. **Eastern Neighborhoods Infrastructure Impact Fee.** Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
23. **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
24. **Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

Prior to the issuance of the first Building Permit or Site Permit, 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 to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details

associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

MONITORING

25. **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

26. **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

27. **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>

28. **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>

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

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

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

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

INCLUSIONARY HOUSING

31. **Eastern Neighborhoods Affordable Housing Requirements for UMU.** The Project is subject to the Eastern Neighborhoods Affordable Housing Requirements for UMU, as applicable, pursuant to Planning Code Section 419.3.

32. **Affordable Units.** The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document.

1. **Number of Required Units.** Pursuant to Planning Code Section 415.3, the Project is required to provide 15.4% of the proposed dwelling units as affordable to qualifying households. The Project contains 110 units; therefore, 17 affordable units are currently required. The Project Sponsor will fulfill this requirement by providing the 17 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

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

2. **Unit Mix.** The Project contains 16 studios, 47 one-bedroom, 39 two-bedroom, and 8 three-bedroom units; therefore, the required affordable unit mix is 3 studios, 7 one-bedroom, 6 two-bedroom, and 1 three-bedroom unit. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.

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

3. **Unit Location.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to the issuance of the first construction permit.

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

4. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than 15.4 percent (15.4%), or the applicable percentage as discussed above, of the each phase's total number of dwelling units as on-site affordable units.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.
5. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.
6. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD websites, including on the internet at:

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

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

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

- a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for

- new housing. Other specific standards for on-site units are outlined in the Procedures Manual.
- b. If the units in the building are offered for rent, the affordable unit(s) shall be rented to low-income households, as defined in the Planning Code and Procedures Manual. The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; (iii) subleasing, and; are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
 - c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.
 - d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
 - e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
 - f. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions (as defined in California Government Code Section 65915 et seq.) provided herein. The Project Sponsor has executed the Costa Hawkins agreement and will record a Memorandum of Agreement prior to issuance of the first construction document or must revert payment of the Affordable Housing Fee.
 - g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.

If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit. If the Project becomes ineligible after issuance of its first construction

permit, the Project Sponsor shall notify the Department and MOHCD and pay interest on the Affordable Housing Fee and penalties, if applicable.



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

☒ Affordable Housing (Sec. 415)

☐ Jobs Housing Linkage Program (Sec. 413)

☐ Downtown Park Fee (Sec. 412)

☒ First Source Hiring (Admin. Code)

☐ Child Care Requirement (Sec. 414)

☒ Other

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Planning Commission Motion No. XXXXX

HEARING DATE: JULY 27, 2017

Case No.: **2013.0975SHD**
Project Address: **888 Tennessee Street**
Zoning: **UMU (Urban Mixed-Use) Zoning District;**
45-X Height and Bulk District
Block/Lot: **4060/001 and 004**
Project Sponsor: **Melinda Sarjapur, Reuben, Junius and Rose, LLP**
One Bush Street, Ste. 600
San Francisco, CA 94104
Staff Contact: **Richard Sucre – (415) 575-9108**
richard.sucre@sfgov.org

Recommendation: **Approval with Conditions**

ADOPTING FINDINGS, WITH THE RECOMMENDATION OF THE GENERAL MANAGER OF THE RECREATION AND PARK DEPARTMENT, IN CONSULTATION WITH THE RECREATION AND PARK COMMISSION, THAT NET NEW SHADOW ON ESPRIT PARK BY THE PROPOSED PROJECT AT 888 TENNESSEE STREET WOULD NOT BE ADVERSE TO THE USE OF ESPRIT PARK.

PREAMBLE

Under Planning Code Section ("Section") 295, a building permit application for a project exceeding a height of 40 feet cannot be approved if there is any shadow impact on a property under the jurisdiction of the Recreation and Park Department, unless the Planning Commission, upon recommendation from the General Manager of the Recreation and Park Department, in consultation with the Recreation and Park Commission, makes a determination that the shadow impact will not be significant or adverse.

On February 7, 1989, the Recreation and Park Commission and the Planning Commission adopted criteria establishing absolute cumulative limits for additional shadows on fourteen parks throughout San Francisco (Planning Commission Resolution No. 11595).

Esprit Park is located on Lot 002 in Assessor's Block 4061, is generally bounded by Minnesota Street to the east, 19th Street to the North, Indiana Street to the west and 20th Street to the south. Esprit Park measures approximately 79,729 square feet and is characterized by expanses of grassy lawn encircled by a walking path and an array of maturing trees. The neighborhood immediately surrounding Esprit Park is characterized by one- and two-story buildings, typically of non-residential use. The neighborhood

encompassing Esprit Park is part of the Eastern Neighborhoods Area Plan and is envisioned, generally, for increased building heights and residential density.

On an annual basis, the Theoretically Available Annual Sunlight ("TAAS") on Esprit Park (with no adjacent structures present) is approximately 297,712,000 square-foot-hours of sunlight. Existing structures in the area cast shadows on Esprit Park that total approximately 20,521,771 square-foot hours, or approximately 6.89 percent of the TAAS.

On November 6, 2014, Melinda Sarjapur of Reuben, Junius and Rose, LLP on behalf of 888 Tennessee Partners, LLP (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for a Shadow Impact Study and a Large Project Authorization on the property at 888 Tennessee Street, located at the northwest intersection of Tennessee and 20th Streets; Lots 001 and 004 in Assessor's Block 4060, (hereinafter "Subject Property") to construct a four-story mixed-use building (hereinafter "the Project"). The Project is located within the UMU (Urban Mixed Use) Zoning District and a 45-X Height and Bulk District.

A technical memorandum, prepared by Prevision Design, was submitted on October 11, 2016, analyzing the potential shadow impacts of the Project to properties under the jurisdiction of the Recreation and Parks Department (Case No. 2013.0975SHD). In addition, this memorandum examined the cumulative shadow impact caused by the Project and the nearby project at 650 Indiana Street (Case No. 2012.1574K), 777 Tennessee Street (Case No. 2013.0312K), and 800 Indiana Street (Case No. 2011.1374K). The memorandum concluded that the Project would cast approximately 2,951,875 square-foot-hours of new shadow on Esprit Park, equal to approximately 0.99 percent of the theoretically available annual sunlight ("TAAS") on Esprit Park.

On June 15, 2017, the Recreation and Park Commission conducted a duly noticed public hearing at a regularly scheduled meeting and recommended that the Planning Commission find that the shadows cast by the Project on Esprit Park will not be adverse to the use of Esprit Park, as noted in Recreation and Park Commission Resolution No. 1706-014.

The Planning Commission has reviewed and considered reports, studies, plans and other documents pertaining to the Project.

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

FINDINGS

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

1. The foregoing recitals are accurate, and also constitute findings of this Commission.
2. The additional shadow cast by the Project, while numerically significant, would not be adverse, and is not expected to interfere with the use of the Park, for the following reasons:
 - a. The proposed project would reduce the annual available insolation, and result in a total

shadow load of 23,473,646 square foot hours equivalent to a shadow load of 7.88 percent of the TAAS.

- b. Although the additional shadow cast by the proposed project has a numerically significant effect, the magnitude of the additional shadow is below one percent, and amounts to a reasonable and extremely small loss of sunlight for a park in an area of slated for increased building heights and residential density.
 - c. The net new shadow cast upon Esprit Park from the Project would vary throughout the year and would last over an hour of time during the winter months for which Planning Code Section 295 is concerned; net new shadows occur primarily within the morning hours throughout the year with the majority of new shadows falling on the eastern side of the Park.
 - d. In combination with other anticipated and evaluated projects, the total shadow on Esprit Park would be 8.16 percent, representing an increase of 0.28 percent as compared to the shading generated by the Project along or 1.26 percent over current conditions.
 - e. The Project would produce new public benefits, including, but not limited to, significant site upgrades and publically-accessible open space opportunities. The Project's new features include new sidewalk bulb-outs and landscaping, a new publically-accessible open space along 20th Street, and living alley improvements along 20th Street between Tennessee and Minnesota Streets.
3. A determination by the Planning Commission and the Recreation and Park Commission to allocate net new shadow to the Project does not constitute an approval of the Project.

DECISION

That based upon the Record, the submissions by the Project Sponsor, the staff of the Planning Department, the recommendation of the General Manager of the Recreation and Park Department, in consultation with the Recreation and Park Commission, and other interested parties, the oral testimony presented to the Planning Commission at the public hearing, and all other written materials submitted by all parties, the Planning Commission hereby DETERMINES, under Shadow Analysis Application No. **2013.0975SHD**, that the net new shadow cast by the Project on Esprit Park will not be adverse to the use of Esprit Park.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting on July 27, 2017.

Jonas P. Ionin
Commission Secretary

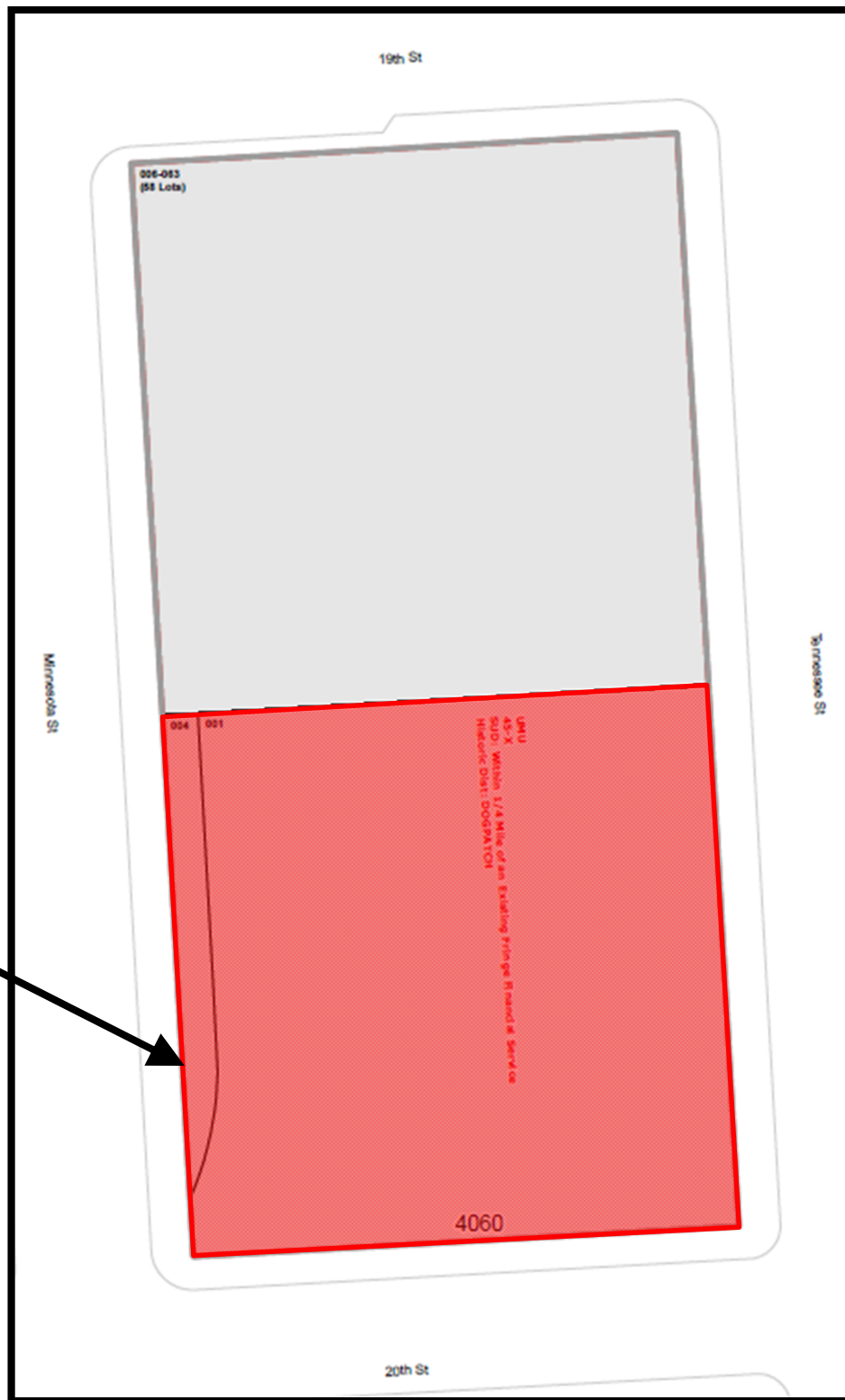
AYES:

NAYES:

ABSENT:

ADOPTED: July 27, 2017

Parcel Map

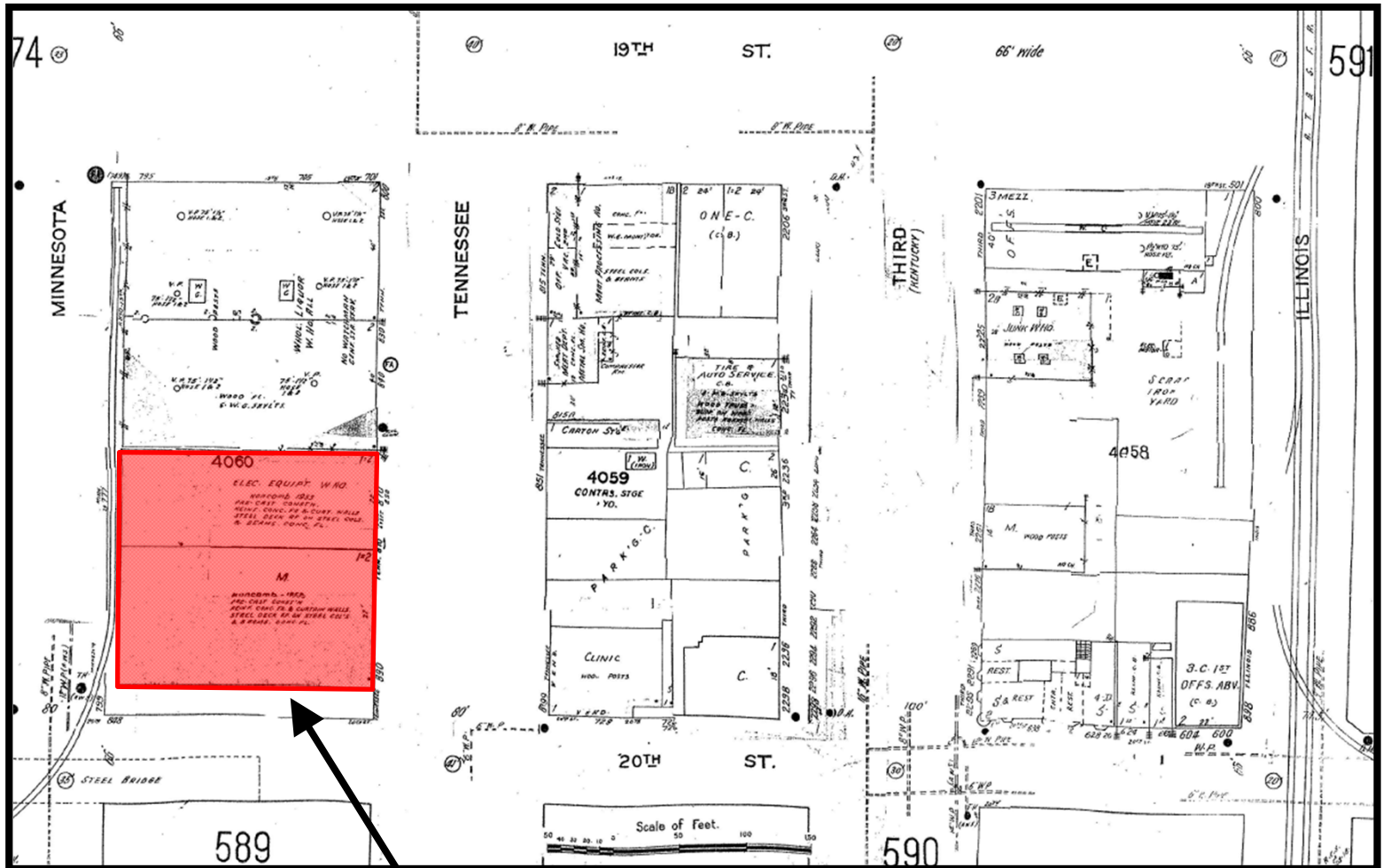


SUBJECT PROPERTY



LPA Hearing
Case Number 2013.0975ENX/SHD
888 Tennessee Street

Sanborn Map*

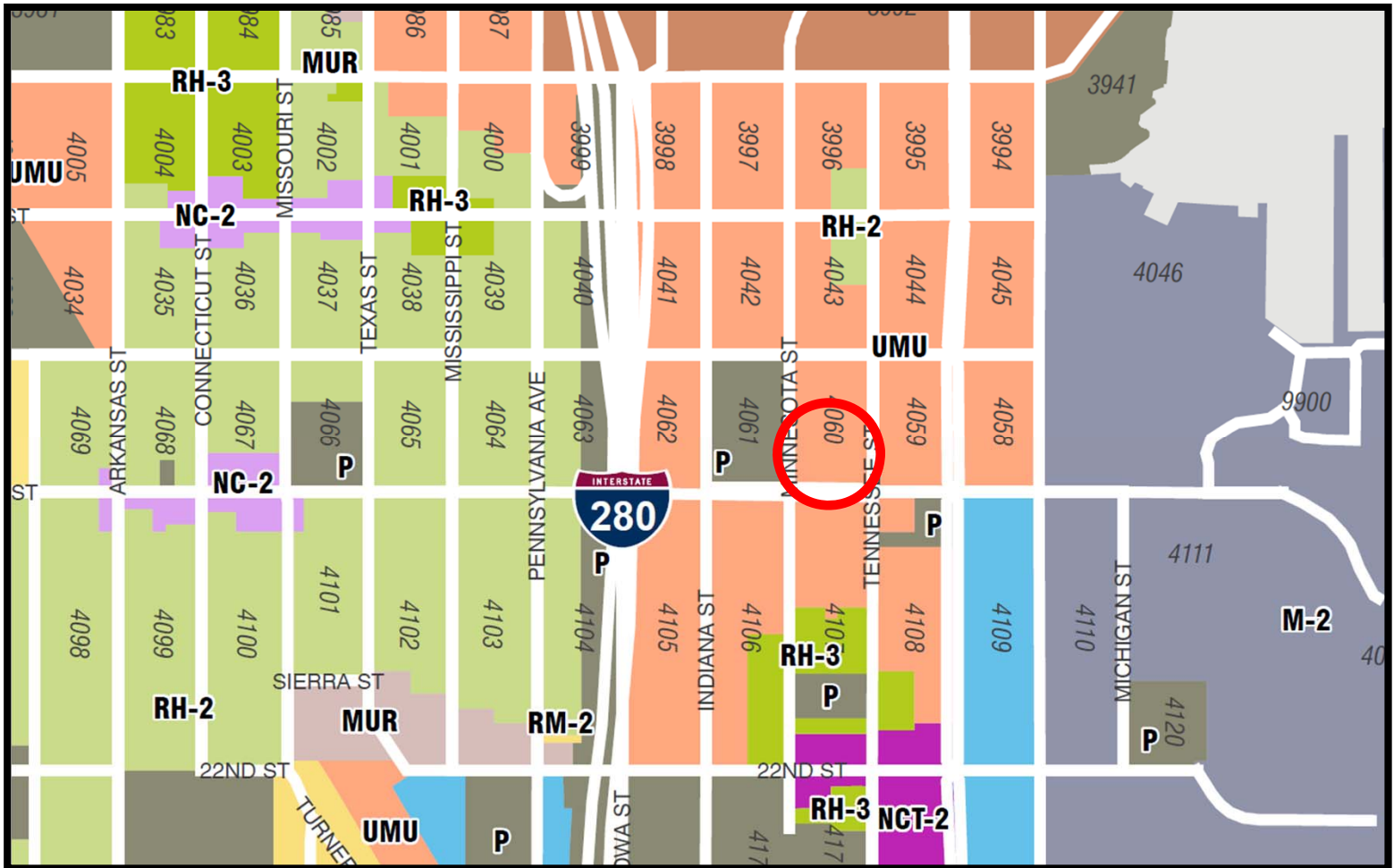


SUBJECT PROPERTY

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

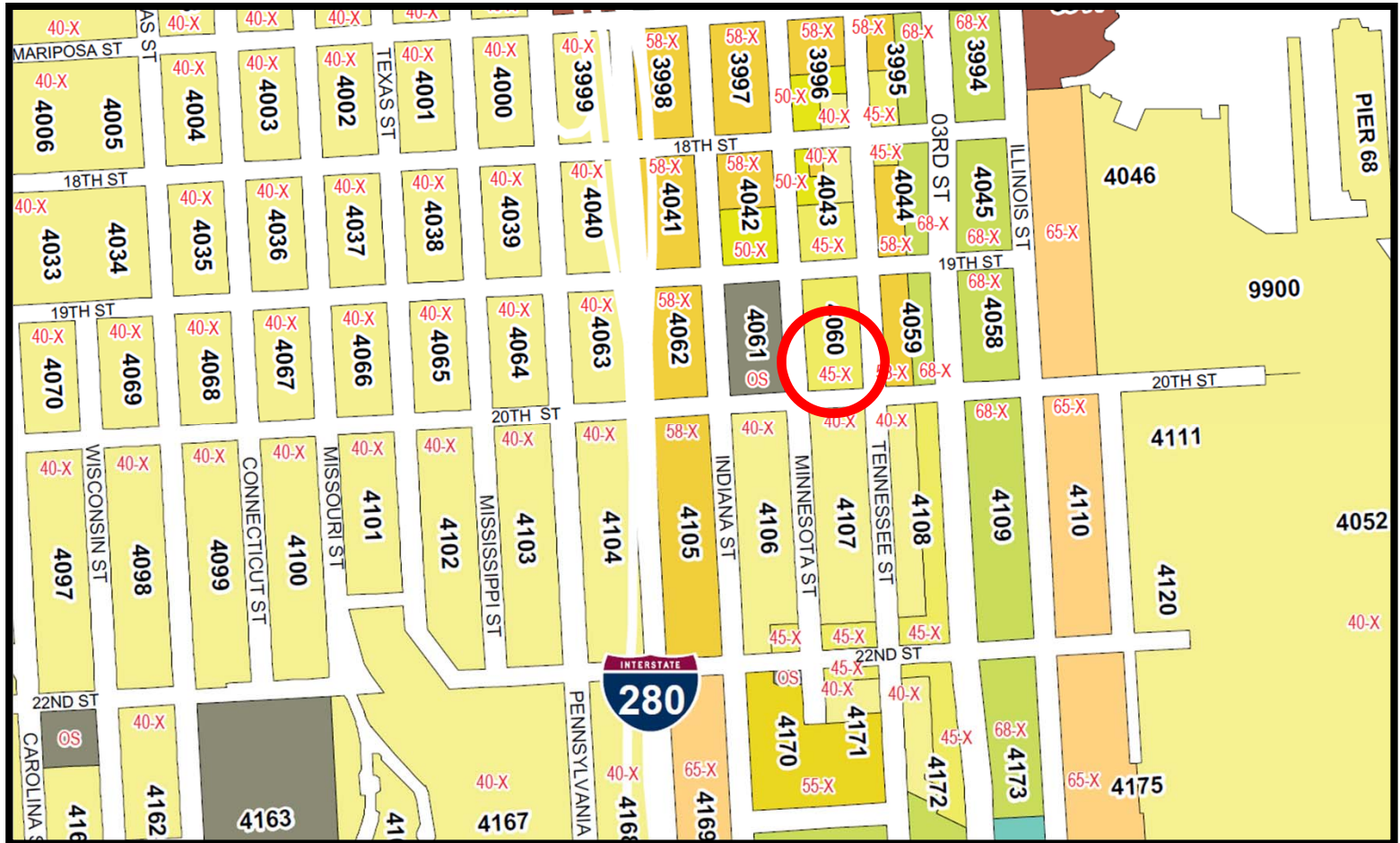


Zoning Map



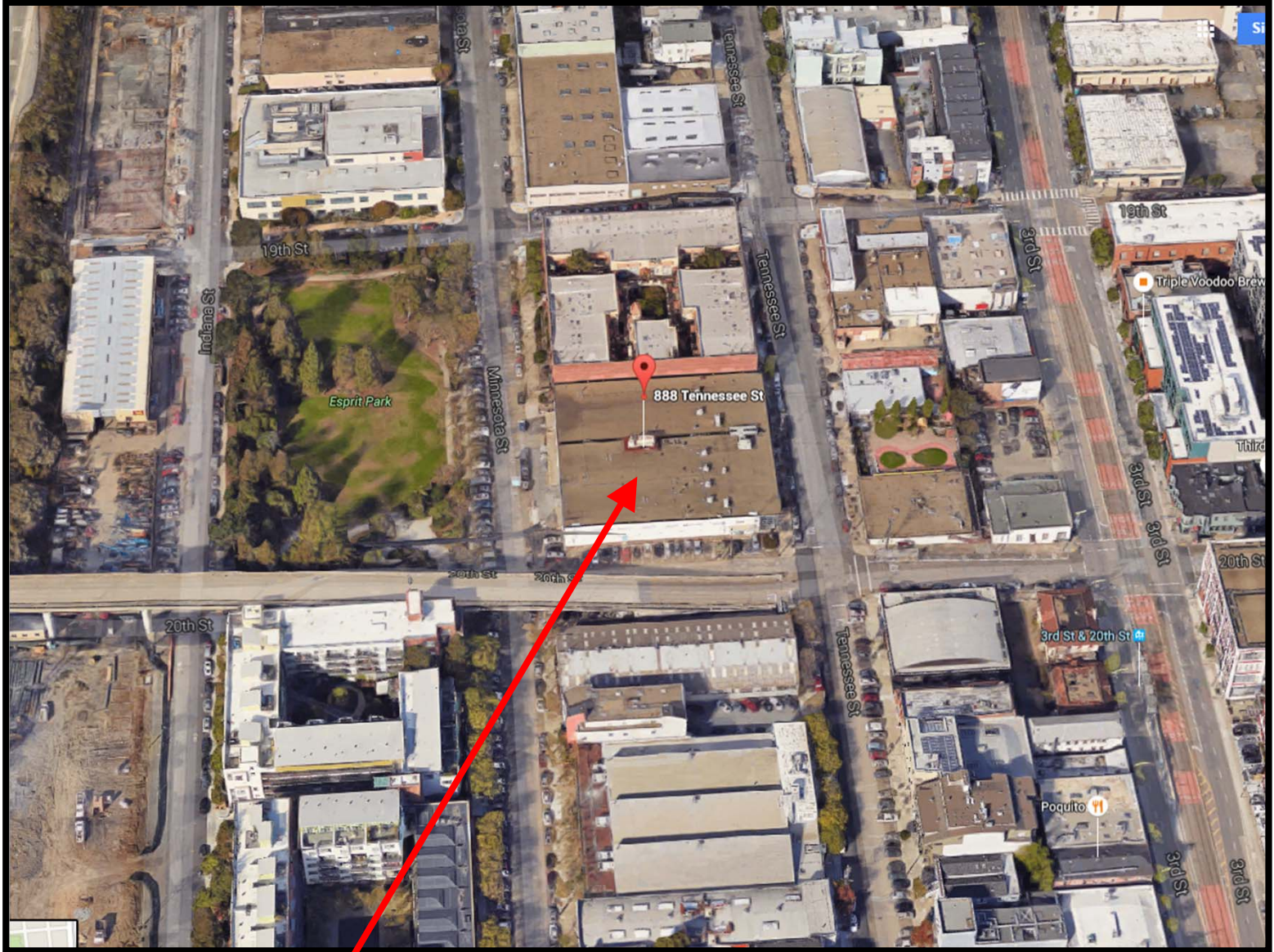
LPA Hearing
Case Number 2013.0975ENX/SHD
888 Tennessee Street

Height & Bulk Map



LPA Hearing
Case Number 2013.0975ENX/SHD
888 Tennessee Street

Aerial Photo



PROJECT SITE



Site Photo

PROJECT SITE



888 Tennessee Street, View of 20th and Tennessee Streets

LPA Hearing
Case Number 2013.0975ENX/SHD
888 Tennessee Street

Site Photo

PROJECT SITE



888 Tennessee Street, View of 20th Street from Tennessee Street

LPA Hearing
Case Number 2013.0975ENX/SHD
888 Tennessee Street

Site Photo

PROJECT SITE



888 Tennessee Street, View of 20th and Minnesota Streets

LPA Hearing
Case Number 2013.0975ENX/SHD
888 Tennessee Street

Site Photo

PROJECT SITE



888 Tennessee Street, View along Minnesota Street

LPA Hearing
Case Number 2013.0975ENX/SHD
888 Tennessee Street

RECREATION AND PARK COMMISSION
City and County of San Francisco
Resolution No. 1706-014

RESOLUTION RECOMMENDING TO THE PLANNING COMMISSION THAT THE NEW SHADOW CAST BY THE PROPOSED PROJECT AT 888 TENNESSEE STREET WILL NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE USE OF ESPRIT PARK, AS REQUIRED BY PLANNING CODE SECTION 295 (THE SUNLIGHT ORDINANCE).

WHEREAS, Under Planning Code Section 295, a building permit application for a project exceeding a height of 40 feet cannot be approved by the Planning Commission if there is any adverse shadow impact on a property under the jurisdiction of the Recreation and Park Commission, unless the Planning Commission, upon recommendation from the General Manager of the Recreation and Park Department in consultation with the Recreation and Park Commission, makes a determination that the shadow impact will not be significant; and

WHEREAS, The Recreation and Park Commission has jurisdiction over real property located on lot 002 of Assessor's Block 4061 known as Esprit Park (the "Park"); and

WHEREAS, The S. Hekemian Group ("Project Sponsor") proposes to construct one 45-foot tall mixed-use building (the "Project"), containing 110 residential units, ground floor commercial space and an underground parking garage; and

WHEREAS, the Project Sponsor stated that it has not yet submitted a building permit application for the proposed Project but that it intends to start construction within five years; and

WHEREAS, Prevision Design analyzed the new shadow cast by the proposed Project on the Park and determined that the Theoretical Annual Available Sunlight ("TAAS") for the Park is 297,712,000 shadow-foot hours. The amount of shadow currently cast on the Park by existing buildings constitutes 6.89% of the TAAS for the Park. The additional shadow cast by the Project would constitute 0.99% of TAAS, bringing the total annual shading of the Park as a percentage of TAAS to 7.88%; and

WHEREAS, The Planning Department is responsible for conducting environmental review for the project. The Planning Department completed a Community Plan Evaluation (CPE) Checklist to evaluate whether the environmental impacts of the proposed project were addressed in the Programmatic Environmental Impact Report (PEIR) for the Eastern Neighborhoods Rezoning and Area Plans; and

WHEREAS, The Planning Department determined that 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; and

WHEREAS, the Project will provide public benefits to the City, including payment of the required Eastern Neighborhoods Infrastructure Impact Fee, a public plaza and "living alley" along 20th Street including a new sidewalk, street repaving and bulbouts at crosswalks; and

WHEREAS, The Commission finds that the additional shadow cast by the Project will not have a significant adverse impact on the use of Esprit Park because shadow cast by the Project would occur during lower use periods in the mornings, ending before 9:45am; now therefore, be it

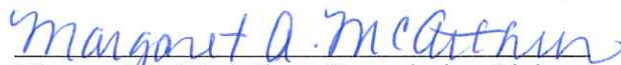
RESOLVED, The Commission recommends that the Planning Commission find that the shadow cast by the proposed project at 888 Tennessee Street will not have a significant adverse impact on the current use of Esprit Park, pursuant to Planning Code Section 295 (the Sunlight Ordinance); and be it

FURTHER RESOLVED, if construction has not commenced by June 15, 2022, this recommendation will expire and shall be withdrawn, in order to evaluate any change in the shadow cast by current and future projects on Esprit Park.

Adopted by the following vote:

Ayes	6
Noes	0
Absent	1

I hereby certify that the foregoing resolution
was adopted at the Recreation and Park
Commission meeting held on June 15, 2017.


Margaret A. McArthur, Commission Liaison

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
888 Tennessee Partners, LLP	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
45 - 415 Eisenhower Drive Paramus, NJ 07652 (Attn: Peter Hekemian)	(415) 888-8662
	EMAIL:
	phekemian@shekemiangroup.com

APPLICANT'S NAME:	
Same as Above <input checked="" type="checkbox"/>	
APPLICANT'S ADDRESS:	TELEPHONE:
	()
	EMAIL:

CONTACT FOR PROJECT INFORMATION:	
Same as Above <input checked="" type="checkbox"/>	
ADDRESS:	TELEPHONE:
	()
	EMAIL:

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

2. Location and Project Description

STREET ADDRESS OF PROJECT:		ZIP CODE:	
888 Tennessee Street		94107	
CROSS STREETS:			
19th & 20th Streets			
ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:	
4060 / 001 & 004	UMU	45-X	
PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
<input checked="" type="checkbox"/> New Construction	0	112	112
<input type="checkbox"/> Demolition			
<input type="checkbox"/> Alteration			
<input type="checkbox"/> Other: _____			

Compliance with the Anti-Discriminatory Housing Policy

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

1a. If yes, in which States? _____

- 1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest? ☐ YES ☒ NO

- 1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property? ☒ YES ☐ NO

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

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

Applicant's Affidavit

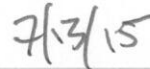
Under penalty of perjury the following declarations are made:

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

Signature: _____



Date: _____



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

Peter Hekemian

Owner / Authorized Agent (circle one)

The S.Hekemian Group Anti-Discrimination Policies

Equal Housing Opportunity

We are pledged to the letter and spirit of United States policy for the achievement of equal housing opportunity throughout the Nation. We encourage and support an affirmative advertising and marketing program in which there are no barriers to obtaining housing because of race, color, religion, sex, handicap, familial status, or national origin.

Non-Discrimination

Owner is an equal opportunity housing provider and complies with all federal, state and local fair housing laws and regulations. Owner does not discriminate in any way based upon race, color, creed, religion, sex, national origin, age, familial status, handicap or disability, source of income, marital status, ancestry or sexual orientation.



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code

Chapter 83

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

Section 1: Project Information

PROJECT ADDRESS		BLOCK/LOT(S)	
888 Tennessee Street		4060 / 001 &	

BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
N/A	2013.0975ENX & COA	N/A	

PROJECT SPONSOR	MAIN CONTACT	PHONE	
888 Tennessee Partners, LLP	Peter Hekemian	(415) 888-8662	

ADDRESS			
45 Eisenhower Drive			
CITY, STATE, ZIP		EMAIL	
Paramus, NJ 07652		phekemian@hekemiangroup.com	

ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
112	3,784	45 feet / 4 floors	\$28,000,000

ANTICIPATED START DATE
Spring 2016

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	
<input type="checkbox"/>	Project is wholly Residential
<input type="checkbox"/>	Project is wholly Commercial
<input checked="" type="checkbox"/>	Project is Mixed Use
<input checked="" type="checkbox"/>	A: The project consists of ten (10) or more residential units;
<input type="checkbox"/>	B: The project consists of 25,000 square feet or more gross commercial floor area.
<input type="checkbox"/>	C: Neither 1A nor 1B apply.
NOTES: <ul style="list-style-type: none">If you checked C, this project is <u>NOT</u> 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 <u>IS</u> 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.orgIf 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...

Based on it this is a prevailing wage project: 1st current rates
2015-1

Section 3.1 of Source Hiring Program Workforce Development

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	\$29.83	—	2	Laborer	\$52.09	3	10
Boilermaker	\$77.88	—	—	Operating Engineer	\$68.30	0	2
Bricklayer	\$65.00	1	3	Painter	\$61.88	2	6
Carpenter	\$72.69	10	40	Pile Driver	\$70.48	—	—
Cement Mason	\$53.76	4	10	Plasterer	\$64.29	2	6
Drywall/Latherer	\$69.34	5	20	Plumber and Pipefitter	\$111.94	3	10
Electrician	\$90.98	4	15	Roofer/Water proofer	\$42.42	1	4
Elevator Constructor	\$92.695	1	3	Sheet Metal Worker	\$91.64	1	4
Floor Coverer	\$68.32	2	6	Sprinkler Fitter	\$82.19	2	6
Glazier	\$68.55	1	4	Taper	\$61.99	2	10
Heat & Frost Insulator	\$79.32	0	1	Tie Layer/Finisher	\$37.36	2	8
Ironworker	\$62.295	1	4	Other		2	10
TOTAL:				TOTAL:			

- Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? ☒ YES ☐ NO (if prevailing wage)
- Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? ☒ YES ☐ NO (if prevailing wage)
- Will hiring and retention goals for apprentices be established? ☐ YES ☐ NO
- What is the estimated number of local residents to be hired? ☐ YES ☐ NO

Section 4. Declaration of Signatory of Employer/Contractor

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE

EMAIL

PHONE NUMBER

Peter Hekemian

phkemian@shekemiangroup.com

(415) 888-8862

I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.

(SIGNATURE OF AUTHORIZED REPRESENTATIVE)

DATE

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@SFOGOV.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.workforcedevelopment.org Email: CityBuild@sfgov.org

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM



**San Francisco
Planning**

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

Date: August 16, 2016

To: Applicants subject to Planning Code Section 415 and 419: *Inclusionary Affordable Housing Program*

From: San Francisco Planning Department

Re: **Compliance with the Inclusionary Affordable Housing Program**

All projects that include 10 or more dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Planning Code Sections 415 and 419. Every project subject to the requirements of Planning Code Section 415 or 419 is required to pay the Affordable Housing Fee. A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new residential units rather than offer them as rental units. Projects may be eligible to provide rental affordable units if it demonstrates the affordable units are not subject to the Costa Hawkins Rental Housing Act. All projects that can demonstrate that they are eligible for an Alternative to the Affordable Housing Fee must provide necessary documentation to the Planning Department and Mayor's Office of Housing.

Before the Planning Department and/or Planning Commission can act on the project, this Affidavit for Compliance with the Inclusionary Affordable Housing Program must be completed. Please note that this affidavit is required to be included in Planning Commission packets and therefore, must comply with packet submittal guidelines.

The Affidavit is divided into two sections. This first section is devoted to projects that are subject to Planning Code Section 415. The second section covers projects that are located in the Urban Mixed Use (UMU) Zoning District and certain projects within the Mission Neighborhood Commercial Transit District that are subject to Planning Code Section 419. Please use the applicable form and contact Planning staff with any questions.

On June 7, 2016, Proposition C was passed by San Francisco voters to modify Affordable Housing Requirements and trailing legislation was passed by the Board of Supervisors (Ord No. 76-16 and File No. 160255) to implement the increased requirements. Please be aware that the inclusionary requirements may differ for projects depending on when a complete Environmental Evaluation Application (EEA) was submitted with the Department. Please also note that there are different requirements for smaller projects (10-24 units) and larger projects (25+ units). Please use the attached tables to determine the applicable requirement.

For new projects with complete EEA's accepted after January 12, 2016, the Inclusionary Affordable Housing Program includes provisions to allow for mixed income levels. Generally speaking, if the required number of units constructed on-site is 25%, a minimum of 15% of the units must be affordable to low-income households and 10% of the units affordable to low- or moderate/middle-income households. The Average Median Income (AMI) for low income is 55% for rental and 80% for ownership. The AMI for moderate/middle income units is 100% for rental and 120% for ownership. Projects subject to grandfathering must provide the all of the inclusionary units at the low income AMI.

Summary of requirements. Please determine what percentage is applicable for your project based on the size of the project, the zoning of the property, and the date that a complete Environmental Evaluation Application (EEA) was submitted. Chart A applies throughout San Francisco whereas Chart B addresses UMU (Urban Mixed Use District) Zoning Districts.

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

The Project contains: 110	UNITS	The zoning of the property is: UMU / Tier A	Complete EEA was submitted on: 12/3/2013
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CHART A: Inclusionary Requirements for San Francisco, excluding UMU Zoning Districts.

Complete EEA Accepted: →	Before 1/1/13	Before 1/1/14	Before 1/1/15	Before 1/12/16	After 1/12/16
Fee or Off-site					
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects at or below 120'	20.0%	25.0%	27.5%	30.0%	33.0%
25+ unit projects over 120' in height *	20.0%	33.0%	33.0%	33.0%	33.0%
On-site					
10-24 unit projects	12.0%	12.0%	12.0%	12.0%	12.0%
25+ unit projects	12.0%	13.0%	13.5%	14.5%	25.0%

* except buildings up to 130 feet in height located both within a special use district and within a height and bulk district that allows a maximum building height of 130 feet.

CHART B: Inclusionary Requirements for UMU Districts. Please note that the Middle Income Incentive Alternative regulated in Planning Code Section 419 was not changed by Code amendment (Ord. No. 76-16). Also, certain projects in the SOMA Youth and Family SUD rely upon UMU requirements as stipulated by the Planning Code.

Complete EEA Accepted: →	Before 1/1/13	Before 1/1/14	Before 1/1/15	Before 1/12/16	After 1/12/16
On-site UMU					
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%
Tier A 25+ unit projects	14.4%	15.4%	15.9%	16.4%	25.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	16.0%	17.0%	17.5%	18.0%	25.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	17.6%	18.6%	19.1%	19.6%	25.0%
Fee or Off-site UMU					
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	23.0%	28.0%	30.5%	33.0%	33.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	25.0%	30.0%	32.5%	33.0%	33.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	27.0%	32.0%	33.0%	33.0%	33.0%
Land Dedication in UMU or Mission NCT					
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	40.0%	42.5%	45.0%	35.0%
Tier A 25+ unit > 30K	30.0%	35.0%	37.5%	40.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	45.0%	47.5%	50.0%	40.0%
Tier B 25+ unit > 30K	35.0%	40.0%	42.5%	45.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	50.0%	52.5%	55.0%	45.0%
Tier C 25+ unit > 30K	40.0%	45.0%	47.5%	50.0%	40.0%

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415 & 419**San Francisco
Planning**

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

10/10/16

Date

I, Peter Hekemian,
do hereby declare as follows:

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

☒ Yes Tier A ☐ No

(If yes, please indicate Affordable Housing Tier)

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

888-890 Tennessee Street, San Francisco, CA 94107

Address

4060 / 001 & 004

Block / Lot

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

- ☐ This project is 100% affordable.
☐ This project is 100% student housing.

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

- ☐ Payment of the Affordable Housing Fee prior
to the first construction document issuance
(Planning Code Section 415.5).
☒ On-site Affordable Housing Alternative
(Planning Code Sections 415.6).
☐ Off-site Affordable Housing Alternative
(Planning Code Sections 415.7):
☐ Land Dedication

B The proposed project at the above address is sub-
ject to the *Inclusionary Affordable Housing Program*,
Planning Code Section 415 and 419 et seq.

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

2013.0975ENX

Planning Case Number

N/A

Building Permit Number

This project requires the following approval:

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

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

Richard Sucre

Planner Name

D If the project will comply with the Inclusionary Affordable Housing Program through an **On-site** or **Off-site Affordable Housing Alternative**, please fill out the following regarding how the project is eligible for an alternative.

- ☐ **Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.
- ☒ **Rental.** Exemption from Costa Hawkins Rental Housing Act.¹ The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:
- ☐ Direct financial contribution from a public entity.
 - ☒ Development or density bonus, or other public form of assistance.
 - ☐ Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

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

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

F Affordability Levels:

No. of Affordable Units:	% Affordable Units:	AMI Level:
17	15.4	55%

No. of Affordable Units:	% Affordable Units:	AMI Level:

G The Project Sponsor must pay the Affordable Housing Fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document.

H I am a duly authorized agent or owner of the subject property.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on this day in:

San Francisco, California

Location

10/10/16

Date

Sign Here



Signature

Peter Hekemian

Name (Print), Title

(415) 888-8662

Contact Phone Number

cc: Mayor's Office of Housing and
Community Development
Planning Department Case Docket

¹ California Civil Code Section 1954.50 and following.

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:

TOTAL UNITS: 110	SRO / Group Housing:	Studios: 16	One-Bedroom Units: 47	Two-Bedroom Units: 39	Three (or more) Bedroom Units: 8
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If you selected an On-site or Off-Site Alternative, please fill out the applicable section below. If using more than one AMI to satisfy the requirement, please submit a separate sheet for each AMI level.

☒ **On-site Affordable Housing Alternative** (Planning Code Section 415.6): calculated at % of the unit total.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS: 17	SRO / Group Housing:	Studios: 2.46 (3)	One-Bedroom Units: 7.24 (7)	Two-Bedroom Units: 6.01 (6)	Three (or more) Bedroom Units: 1.23 (1)
---------------------------	----------------------	----------------------	--------------------------------	--------------------------------	--------------------------------------------

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

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

☐ **Combination of payment of a fee, on-site affordable units, or off-site affordable units** with the following distribution:

Indicate what percent of each option will be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. Fee % of affordable housing requirement.

2. On-Site % of affordable housing requirement.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
---------------------	----------------------	----------	--------------------	--------------------	--------------------------------

3. Off-Site % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

888 Tennessee Partners, LLC (c/o S. Hekemian Group)

Company Name

Peter Hekemian

Name (Print) of Contact Person

157 Throckmorton Ave, ste 1

Address

Mill Valley, CA 94941

City, State, Zip

(415) 888-8662

Phone / Fax

ph@shg.us.com

Email

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature:



Name (Print), Title:

Peter Hekemian

Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (If Different)

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

Email

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature:

Name (Print), Title:

Sucre, Richard (CPC)

From: heidi dunkelgod <dunkelgod@gmail.com>
Sent: Wednesday, July 19, 2017 8:06 AM
To: Sucre, Richard (CPC)
Cc: Peter Hekemian; Melinda A. Sarjapur; Peter Hekemian; Wolfram Andrew; aaron.hyland.hpc@gmail.com; karl@haszinc.com; ellen.hpc@ellenjohnckconsulting.com; RSEJohns@yahoo.com; dianematsuda@hotmail.com; jonathan.pearlman.hpc@gmail.com; David Baker; Brad Leibin
Subject: DNA Support for 888 Tennessee Street - 2013.0975COA

Hi Rich,

DNA appeared at HPC, April 6, 2016, and spoke in support of the proposed David Baker design for 888 Tennessee Street.

Writing to reiterate our support of the design and to urge HPC to issue the COA at the HPC meeting, today, July 19, 2017.

DNA and nearby neighbors remain delighted with this proposal, particularly its quiet fit within the Dogpatch Historic District context.

I agree with the staff recommendation found in the packet (p10), "Cornice: Prior to issuance of the Site Permit, the Project Sponsor shall redesign the proposed cornice on the lighter colored volumes to strengthen the roofline articulation and provide a more definitive termination, as is characteristic of other properties in the landmark district."

One small correction: I provided a positive letter (in hard copy) specifying support of various design elements and the living alley feature at the April 6, 2016 HPC hearing. However, the July 19, 2017 packet does not indicate this. "PUBLIC/NEIGHBORHOOD INPUT As of July 12, 2017, the Department has received a few inquiries regarding the Project; however, none of this correspondence has expressed either support or opposition to the Project" (p2). I mention this omission in recognition of the project expense of the outreach effort, agreed design changes, and addition of the living alley--all supported by Peter Hekemian in preparation for the April 6, 2016 HPC hearing, and in view of the neighbor volunteer time expended across these discussions. Correction would be greatly appreciated.

Thanks so much for your hard work on this project--

All the best,
Heidi Dunkelgod
Dogpatch Neighborhood Association
Chair, Design & Development Committee

REUBEN, JUNIUS & ROSE, LLP

July 11, 2017

Delivered Via E-Mail

Rich Hillis, Commission President
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 888 Tennessee – Large Project Authorization
Planning Case No. 2013.0975ENX
Hearing Date: July 27, 2017
Our File No.: 7107.03

Dear President Hillis and Commissioners:

Our office represents the S. Hekemian Group (“**Sponsor**”), the sponsor of a project to construct a new 110-unit residential development with ground-floor retail at 888 Tennessee Street (the “**Project**”). The Project involves new construction exceeding 25,000 gross square feet in the Urban Mixed Use zoning district, and therefore requires approval of a Large Project Authorization from the Planning Commission (“**Commission**”).

The Project would advance goals of the Eastern Neighborhoods Plans by constructing an attractive new multi-unit residential development on an underutilized parcel in a transitioning industrial area. The Project has been thoughtfully designed to respect the character of the neighborhood, ensure compatibility with the surrounding Dogpatch Historic District, and minimize new shadow to the adjacent Esprit Park. In addition, the Project will incorporate new active street frontages and public realm improvements that transform the surrounding streetscape.

We look forward to presenting this project to the Commission on July 27th.

1. Site Conditions

888 Tennessee is a 39,650-square-foot parcel spanning the southern half of the city block bounded by 19th, Minnesota, 20th and Tennessee Streets in Potrero Hill. It is located within an Urban Mixed Use (“**UMU**”) Zoning District a 45-X Height and Bulk District.

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin | John Kevlin
Tuija I. Catalano | Jay F. Drake | Matthew D. Visick | Lindsay M. Petrone | Sheryl Reuben¹
Thomas Tunny | David Silverman | Melinda A. Sarjapur | Mark H. Loper | Jody Knight
Chloe V. Angelis | Corie A. Edwards | Coryn E. Millslagle | Jared Eigerman^{2,3} | John McInerney III²

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

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The site is currently an underdeveloped lot containing a two-story, non-historic industrial building, surface parking, and loading dock access along Minnesota. There is no consistent sidewalk along the Property's Tennessee or 20th Street frontages, severely compromising the safety and ease of the pedestrian environment.

Immediately north of the property is 701 Minnesota – a three-story, former brick warehouse that has been converted to a residential and live/work building. To the east is Tennessee Street, to the south is the 20th Street highway overpass, and to its west is Minnesota Street and Esprit Park – a 1.84 acre park under the jurisdiction of San Francisco Recreation and Parks.

2. Project Description

The Project will demolish an existing two-story industrial building and construct a new four-story residential building with ground-floor commercial space. The building will be separated into two “wings,” with an open space courtyard in between and a below-grade garage containing 83 parking spaces. In addition, an approximately 1,985-square-foot, attractively landscaped, publicly-accessible piazza would be provided along 20th Street.

The Project will contain 110 dwelling units in a diverse mix of 8 three-bedroom units, 39 two-bedroom units, 47 one-bedroom units, and 16 studio units. 43% of the Project's dwelling units would contain two or more bedrooms.

Ground-floor commercial spaces (with a combined, total footprint of 5,472 square feet) include a 2,702-square-foot space on the Southwest corner, opening onto Esprit Park as well as a 2,770-square-foot space on the Southeast Corner, fronting Tennessee Street and 20th Street.

The Project will transform the existing streetscape. There are currently no consistent sidewalks adjacent to the site on Minnesota or 20th. The Project will construct a new streetscape in these areas, and provide substantial improvements along approximately 575 linear feet of frontage, including landscaping, seating, and sidewalk bulb-outs in front of the proposed commercial frontages. In addition, the Project has proposed construction of a living alley design along 20th Street, improving pedestrian circulation and safety.

Renderings of the Project are provided in the plans, attached as **Exhibit A**.

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3. Summary of Project Benefits

The Project would provide a range of public benefits to the community, including:

- **New Housing.** Adding *110 new units to the City's rental housing stock* in diverse a mix of studio, one-bedroom, two-bedroom and three-bedroom units that will provide housing for arrange of family sizes and income levels.
- **Significant New Public Open Space.** Creating approximately *1,985 square feet of attractively landscaped, publicly-accessible open space* in the form of a public piazza and expanded streetscape at the building's 20th Street courtyard.
- **Neighborhood-Serving Retail.** Providing *5,472 square feet of neighborhood-serving ground floor retail*, including a 2,702-square-foot space on the southwest corner of the site, opening onto Espirit Park.
- **Substantial Streetscape Improvements.** Providing numerous streetscape improvements over 575 linear feet along Minnesota, 20th, and Tennessee Streets (approximately ½ of the total block face), and planting approximately 21 new street trees. Proposed streetscape improvements include: construction of a living alley along 20th Street, *sidewalk installation providing safe passage from Tennessee to Minnesota*, landscaping and greenery, and the installation of sidewalk bulb-outs in front of the Project's commercial frontages. These changes would create a more welcoming and safer environment for Project residents and neighbors.
- **On-Site Affordable Units.** The Project would satisfy the Inclusionary Affordable Housing Program by providing approximately 17 new on-site below market rate rental units in a diverse mix of types and sizes. This would further a core goal of the Eastern Neighborhoods Plans to "ensure that a significant percentage of new housing created in the Central Waterfront is affordable to people with a wide range of incomes."
- **Impact Fees and Community Improvements.** The Project will generate significant development impact fees – *roughly \$1.8 million dollars -- and/or provide in-kind improvements of equivalent value.* This would directly benefit the public through financing or developing new infrastructure and capital improvements in the area.
- **Job Creation.** The Project will create jobs during construction and increase the City's workforce. The attractive new on-site leasing office and commercial spaces will also create the potential for numerous new full and part-time positions, many of which are anticipated to be filled by local residents.

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4. Exceptions Requested

The Project is requesting the following exceptions in connection with the Large Project Authorization, which are minimal and justified under the criteria set forth by the Code:

- **Rear Yard.** Planning Code Section 134 requires a rear yard equivalent to 25% of the total lot depth, beginning at the lowest story containing a dwelling unit. In lieu of a traditional setback, the Project will provide a landscaped courtyard and adjacent publicly-accessible piazza. These areas would span the center of the site between Minnesota and Tennessee Streets, providing a visual separation and setback between the east and west “wings” of the project. In addition, Setbacks along 20th Street, Tennessee Street, and Minnesota Street bring the *total site area that is open to the sky to approximately 12,220 square feet – 31% of the lot area.* The modification is justified as there is no pattern of mid-block open space on this block; the central courtyard will result in attractive, usable open area for residents and the public; and the Project provides more square footage than would be created in a Code-conforming rear yard.

- **Street Frontage.** Planning Code Section 145.1 requires that development in the UMU District (1) provide floor-to-floor ceiling heights of 17 feet for non-residential use, and (2) provide active uses in the first 25 feet of building depth at the ground floor. Residential uses are considered “active” only if more than 50 percent of the linear residential street frontage at the ground level features walk-up dwelling units. Unlike many UMU parcels that were significantly up-zoned through the Eastern Neighborhoods Plans, the property retained a maximum height of just 45-feet. The Project requires an exception from this Section to provide 13’6” floor-to-floor ground-floor ceiling heights and retain four building floors. Further, an exception is required from the active use standard along Tennessee Street, where less than 50% of the linear residential street frontage features walk-up units. This is justified, considering that the building as a whole has an extremely active ground plane with residential stoops, lobby, commercial, leasing office, or other active uses fronting the vast majority of streetscape frontage.

- **Permitted Obstructions.** Planning Code Section 136 specifies maximum dimensions of building features permitted to overhang usable open space. The Project requires minor exceptions from these standards for portions of the proposed commercial awning, residential bays and balconies above the central courtyard. These features will have no noticeable impact on use or enjoyment of the surrounding open space.

- **Off-Street Loading.** Planning Code Section 152.1 would require the Project to provide one off-street loading space. An exception is needed to provide on-street loading in lieu of the required space. This is justified, as the property has three adjacent street frontages on which its residential loading needs can be sufficiently accommodated.

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- **Minor Deviation from Height Measurement.** Planning Code Section 329 allows for minor deviations from the strict provisions for measurement of height under Planning Code Section 260. The property requires minor deviation under this Section to measure building height at the existing corner of Minnesota and 20th Streets, due to the absence of any curb at the centerline of the building along the current Minnesota Street frontage

5. Additional Approvals

The Property is located in the Dogpatch Historic District, and therefore a Certificate of Appropriateness is required from the Historic Preservation Commission, to ensure that new construction will be compatible with the surrounding district. The Project is scheduled to come before the Historic Preservation Commission on July 19, 2017, to request this approval.

In addition, the Project will cast shadow on Esprit Park, which is under the jurisdiction of the San Francisco Recreation and Parks Department. On June 7, 2017, the Recreation and Parks Commission issued a recommendation to the Planning Commission for a finding that the Project shadow would have no adverse impact on the use of Esprit Park.

6. Community Outreach

The S. Hekemian Group has worked proactively with the community to ensure that the final Project design will complement neighborhood character and address neighbors' desires regarding design, pedestrian safety, circulation, and street-activation. In fact, *the sponsor has made a number of revisions to the original project design at the request of the Dogpatch Neighborhood Association*, including:

- Relocating the building's main entrance to Minnesota Street;
- Setting back the west building wing by 10' from the property line along 20th Street;
- Setting back the east building by 2' from the property line along 20th Street;
- Reducing parapet height of the east building volume by 2.5';
- Adding commercial space at the southeast corner of the building;
- Proposing a sidewalk bulb-out on Tennessee Street at the intersection of 20th Street;
- Proposing pedestrian crosswalks at the east and west ends of the 20th Street block face, and raising the pedestrian crosswalk on the east (Tennessee Street) end of the block;
- Proposing additional improvements to the public right-of-way, including increasing the width of 20th Street to 20' from 14', and adding a "living alley" design on 20th Street between Tennessee and Minnesota Streets;
- Reducing projection of the awnings and redefining/lightening their design; and
- Adding brick on the building exterior.

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These revisions result in an attractive project that is compatible with neighborhood character, incorporates community feedback, and will dramatically improve pedestrian experience and safety in the area.

7. Conclusion

The Project would create a new, attractively-designed 110 unit residential building with ground floor retail on a currently underutilized lot in the Dogpatch Neighborhood. Its numerous streetscape improvements, ground floor retail and attractively-landscaped public open space would re-activate the area and create a more inviting atmosphere for residents and pedestrians. The Project design is compatible with the surrounding historic district and minimized potential new shadow to the adjacent park. For these reasons and those listed in the application, we urge you to approve the Large Project Authorization application.

Thank you.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



Melinda A. Sarjapur

Enclosure:
Exhibit A – Project Plans

cc: Commissioner Dennis Richards
Commissioner Kathryn Moore
Commissioner Joel Koppel
Commissioner Rodney Fong
Commissioner Christine D. Johnson
Commissioner Myrna Melgar
Jonas P. Ionin, Commission Secretary
Rich Sucre, Planning Department
Peter Hekemian, S. Hekemian Group

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Survey

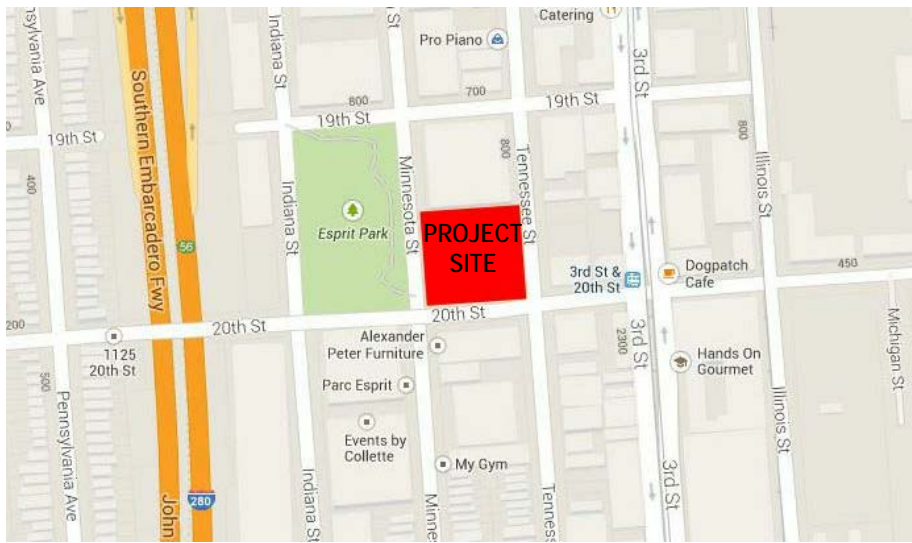


PROJECT TEAM

OWNER	ARCHITECT
The S. Hekemian Group	David Baker Architects
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t. 415.888.8662	t. 415-896-6700
ATTN. Peter Hekemian	ATTN. Brad Leibin

LANDSCAPE ARCHITECT
Fletcher Studio
2325 3rd Street
Suite 413
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t. 415 431 7878
ATTN. David Fletcher

VICINITY MAP



The S.Hekemian
Group

888 Tennessee Street
(789 Minnesota Street)

Cover Sheet

LPA DRAWING SET RE-SUBMITTAL

21202
scale: 1/4" = 1'-0"
date: 7/9/2017

G.01

GENERAL PROJECT INFO

ZONING DISTRICT	UMU
BLOCK/LOT	4060/001 & 4060/004
TOTAL SITE SQUARE FOOTAGE (COMBINED LOTS)	39,650 sq. ft.
HEIGHT/BULK DISTRICT	45 X
CONSTRUCTION TYPE	Type V-A over Type 1-A
DWELLING UNITS	110 (See Unit Tabulation Below)
PARKING SPACES	83 + 1 Car-share
LOADING SPACES	0 (Exception will be sought)
NUMBER OF BUILDINGS	1
HEIGHT OF BLDGS	West Side 45'-0" and East Side 45'-0"
NUMBER OF STORIES	4

UNIT TABULATION

3BR	8	7%
2BR	39	35%
1BR	47	43%
Studio	16	15%
	110	

PARKING TABULATION

Permitted Off-Street Parking:
(110) Dwelling Units X .75 cars for each dwelling unit per Sec. 151.1, Table 151.1
= 83 Parking Spaces (rounded up)

5472 sq. ft. of Commercial / Up to One Parking Space per 1500 sq. ft. per Sec. 151.1, Table 151.1
= 4 Parking Spaces*

Car-share Requirement (per Section 166, Table 166).
= 1 Space

Total Permitted:
= 87 Parking Spaces
+ 1 Carshare Space (per Section 166(e), required car-share parking, "shall not be counted against the maximum number of parking spaces allowed by this Code as a principal use, an accessory use, or a conditional use")

Proposed Off-Street Parking:
79 Standard and Compact Spaces
4 ADA Spaces (Including 1 Van)
1 Car-share Space

Total Proposed:
= 83 Total Parking Spaces*
+ 1 Car-share Space

*The (4) Permitted Commercial Parking Spaces will not be included in the project

PROJECT DESCRIPTION

The Project site is approximately 39,650 square foot, located at 888 Tennessee Street (Combined Assessor’s Block 4060, Lot 001 and Block 4060, Lot 004), and currently occupied by a 38,520 square foot industrial building built in 1953. The site is within the Urban Mixed Use (“UMU”) Zoning District and the Central Waterfront neighborhood of the Eastern Neighborhoods Plan Area. The existing building is a non-contributing resource located within the Article 10 Dogpatch Historic District.

The Project proposes to demolish the existing two-story building and construct one 4-story residential building with ground-floor commercial space. The building would be separated into two “wings,” with an open-space courtyard in between. A below-grade garage of approximately 30,000 square feet would span the length of the development.

Overall project gross square footage totals 143,832 square feet, with 8 three-bedroom units, 39 two-bedroom units, 47 one-bedroom units, and 16 studio units, for a total of 110 units. Ground-floor commercial spaces (with a combined, total footprint of 5,472 square feet) include a 2,702 square foot space on the Southwest corner, opening onto Esprit Park as well as a 2,770 square foot space on the Southeast Corner, fronting Tennessee Street and 20th Street. A private landscaped courtyard, stoops, and balconies contribute approximately 6,350 square feet of common & private useable open space. 1,985 square feet of publicly accessible open space will be provided including a public piazza at the entry to the courtyard. A pedestrian bridge would connect the second, third, and fourth floors of the building across the courtyard. The project would also provide streetscape improvements on Minnesota, Tennessee, and 20th Streets. Proposed streetscape improvements include a living alley on 20th Street as well as sidewalk bulb-outs in front of the commercial frontages at Minnesota Street and Tennessee Street.

Bicycle Parking

	Class I:		Class II:	
	Req'd	Proposed	Req'd	Proposed
Dwelling Units	103 ¹	110 in Garage	6 ³	34 at Sidewalk/ Streetscape
Retail	0 ²		2 ⁴	

¹ 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100 units
² One Class 1 space for every 7,500 square feet of occupied floor area
³ One Class 2 space per 20 units
⁴ Minimum two Class 2 spaces. One for every 2,500 sq. ft. of occupied floor area

(Bicycle Parking Requirements are per Section 155.2, Table 155.2)

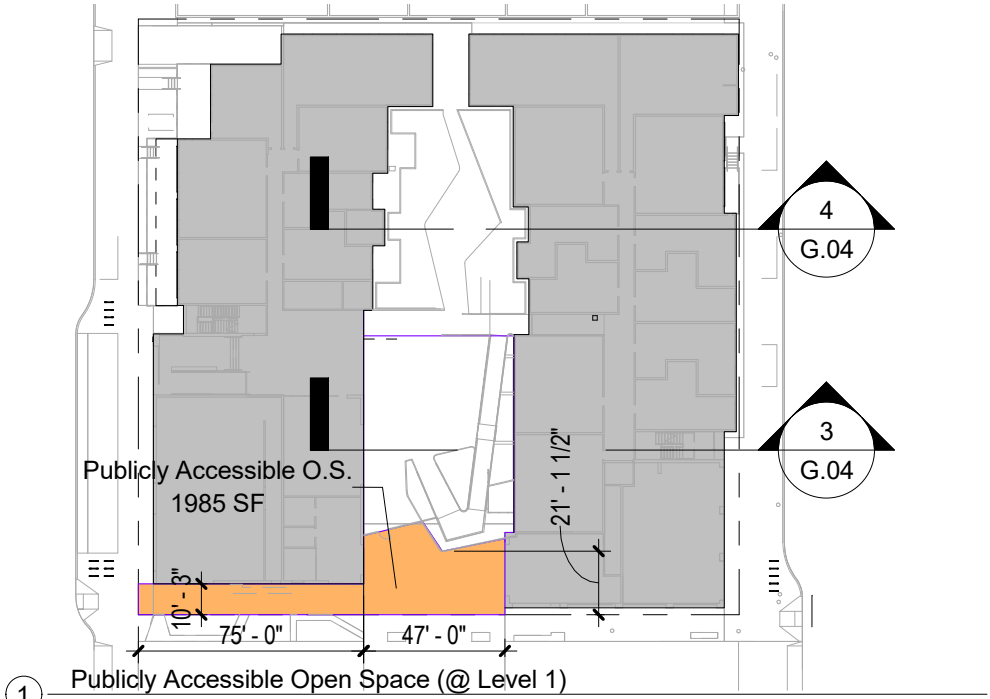


OPEN SPACE REQUIREMENTS:

Total Usable Open Space Required for Dwelling Units
Per SF Planning Code Sec. 135 Table 135B:
80 sq. ft. per Dwelling Unit of Open Space of Common or Private Useable Open Space
or
54 sq. ft. per Dwelling Unit of Publicly Accessible Open Space

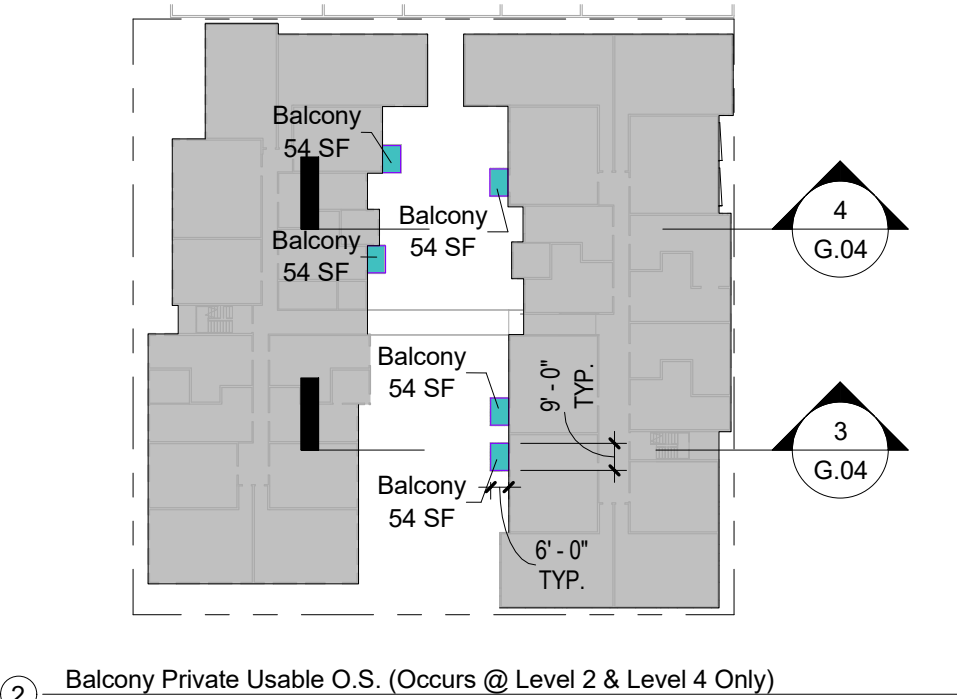
Total Usable Open Space Required for Retail
Per Sec. 135.3 Table 135.3
1 sq. ft. of Usable Open Space per 250 sq. ft. of Occupied Retail Floor Area

1 - PUBLICLY ACCESSIBLE O.S.



1,985 Sq. Ft. @ Level 1 / 54 sq. ft. per Dwelling Unit = 36 Dwelling Units Satisfied

2 - UPPER LEVEL PRIVATE USABLE O.S. (BALCONIES):



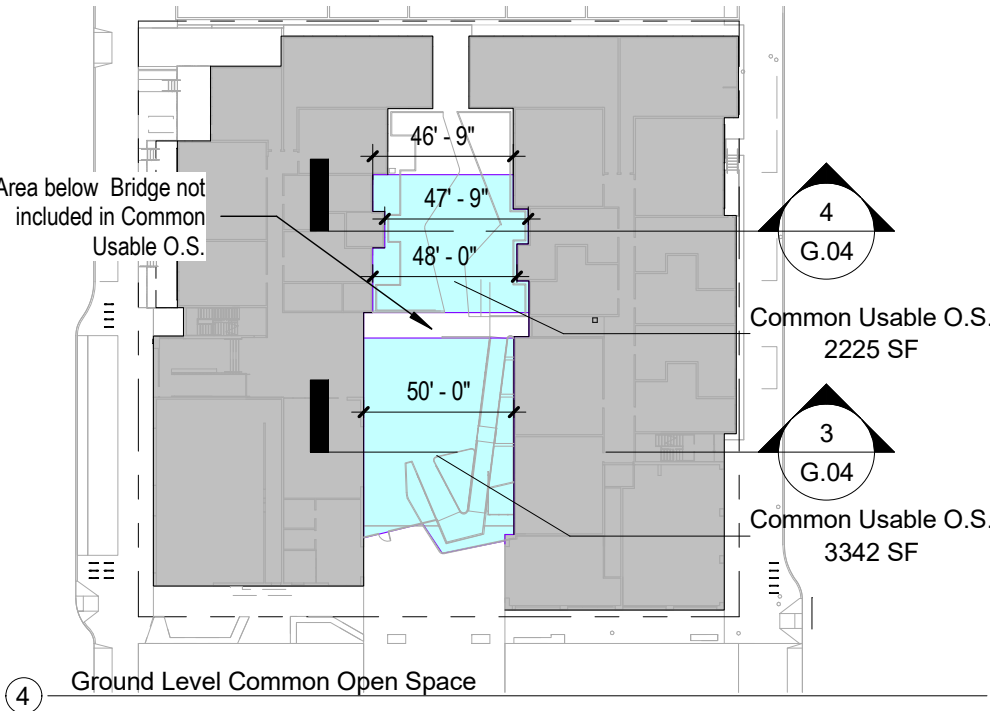
(10) Balconies @ 54 sq. ft. Because the open space requirement is 80 sq. ft. per Dwelling unit, this leaves 26 sq. ft remaining to be satisfied for each of the 10 units with balconies. In other words, 260 sq. ft. total remaining to be satisfied for the 10 units with balconies

3 - GROUND LEVEL PRIVATE USABLE O.S. (STOOPS)



(3) Units with Stoops on the west side of the building are fully satisfied

4 - GROUND LEVEL COMMON USABLE O.S.



5,567 sq. ft. Common Usable O.S. Provided

5 - BREAKDOWN

Dwelling Units
110 Total Dwelling Units in the building
-36 Dwelling Units Fully Satisfied by Publicly Accessible O.S.
- 3 Dwelling Units Fully Satisfied by Stoops
71 Dwelling Units Remaining to be Satisfied

Of the 71 Dwelling Units Remaining to be Satisfied, 10 are partially satisfied by balconies.

These 10 partially satisfied Dwelling Units require 260 sq. ft. total of Common Usable O.S.

This leaves 61 Dwelling Units requiring 80 sq. ft per Unit of Common Usable O.S.
61 Dwelling Units X 80 sq. ft. = 4,880 sq. feet of Common Usable O.S. required

Commercial
If 1 sq. ft. of usable open space is req'd per 250 sq. ft. occupied commercial floor area, then:
5,472 sq. ft. of Total Retail / 250 sq. ft. = 22 sq. ft. of Common Usable O.S. Req'd for Retail

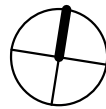
Total
260 sq. ft. + 4,880 sq. ft. + 22 sq. ft. = 5,162 sq. ft. Common Usable O.S. Required
5,162 sq. ft. Required is less than the 5,567 sq. ft. of Common Usable O.S. Provided
The building is fully satisfied



The S.Hekemian Group

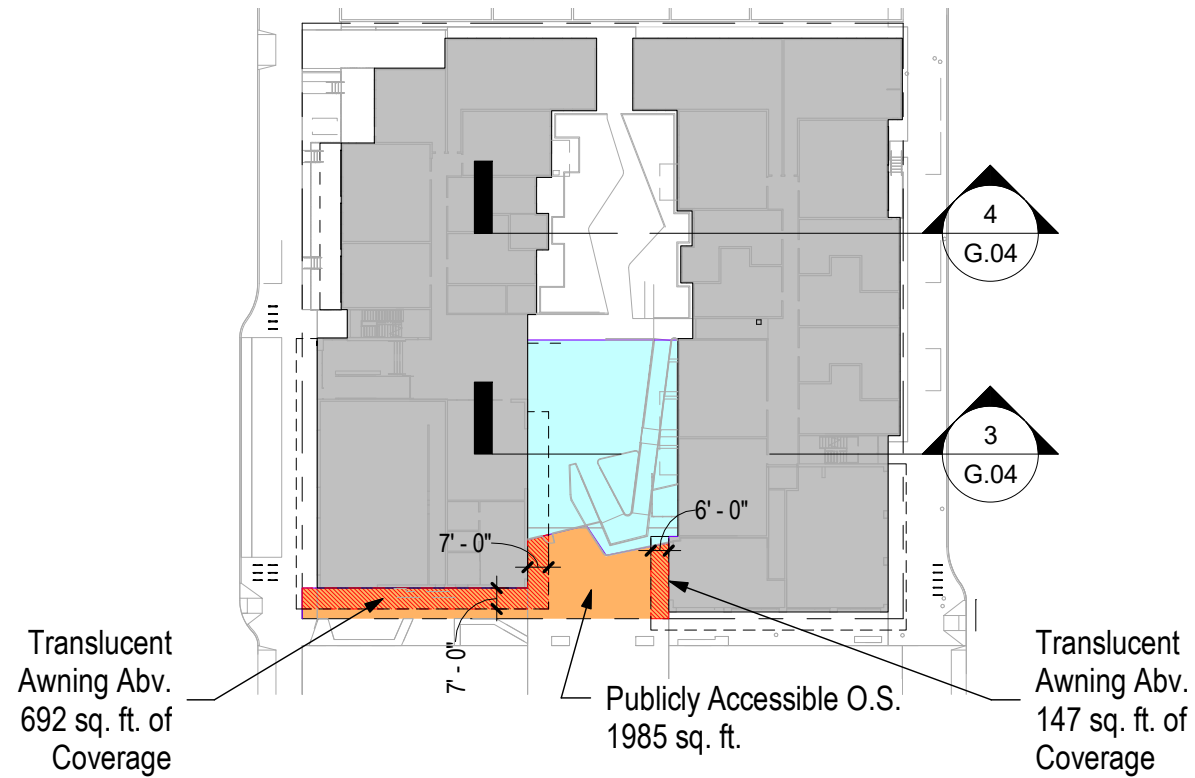
888 Tennessee Street
(789 Minnesota Street)

Open Space Tabulation



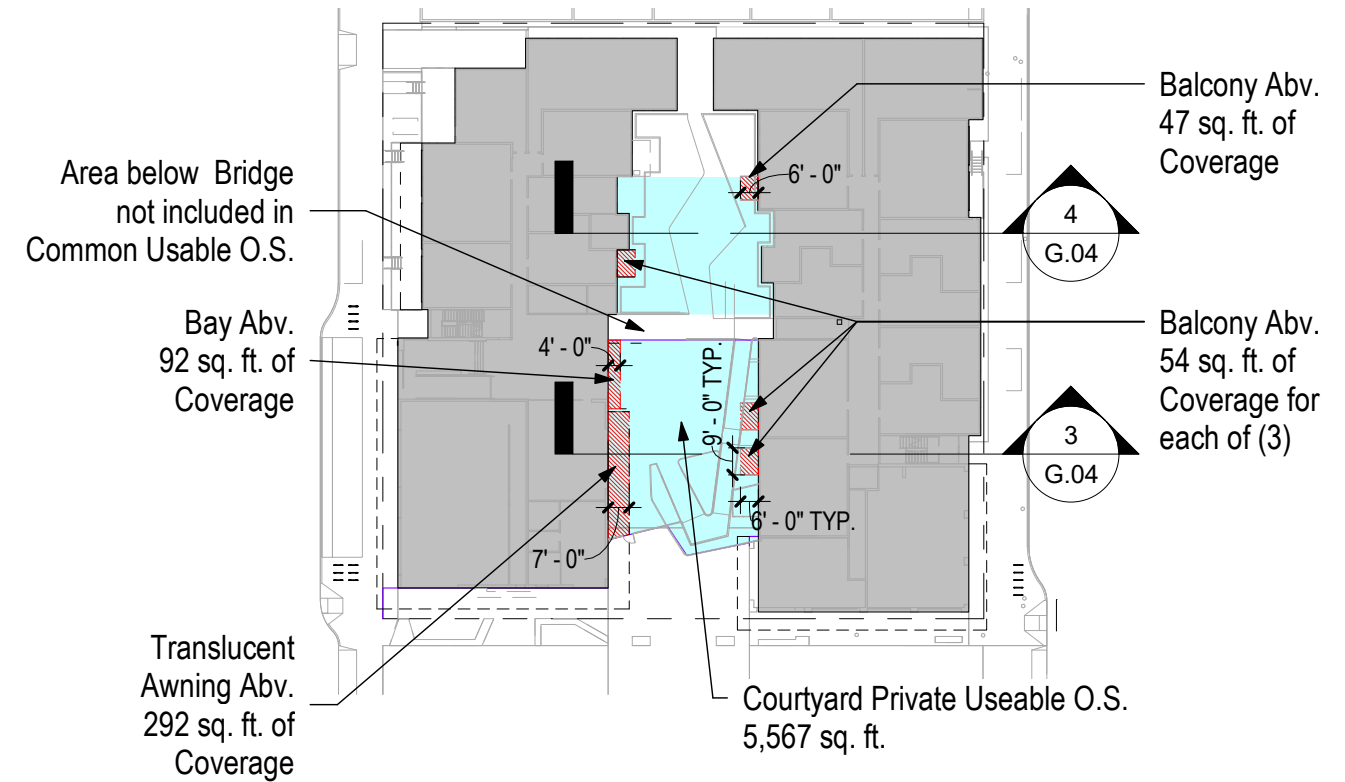
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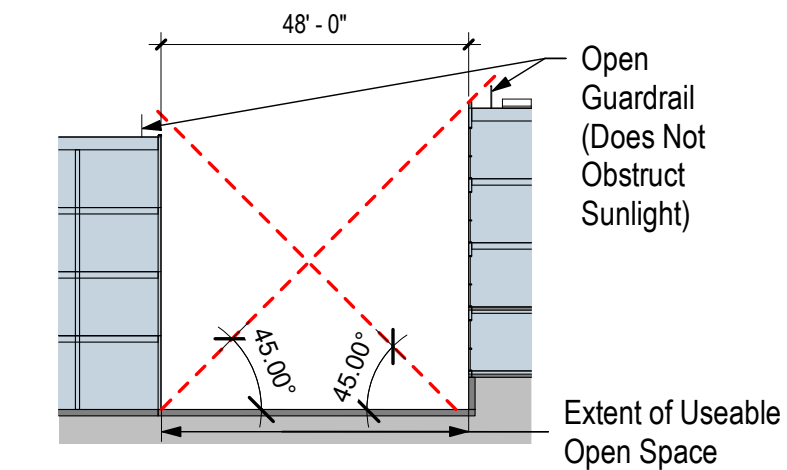
Proposed:
 $692 \text{ sq. ft.} + 147 \text{ sq. ft.} = 839 \text{ sq. ft. of Overhead Projection}$
 $839 \text{ sq. ft.} / 1,985 \text{ sq. ft.} = 42\% \text{ Coverage by Overhead Projection @ Public Accessible Open Space}$

① Overhead Projections @ Publicly Accessible Open Space (@ Level 1)
 $1/64" = 1'-0"$

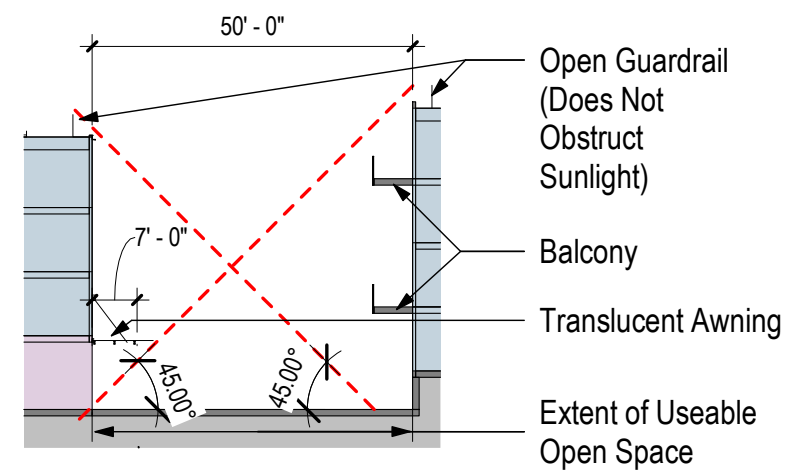


Proposed:
 $292 \text{ sq. ft.} + 92 \text{ sq. ft.} + 54 \text{ sq. ft.} + 54 \text{ sq. ft.} + 54 \text{ sq. ft.} + 47 \text{ sq. ft.} = 593 \text{ sq. ft. of Overhead Projection}$
 $593 \text{ sq. ft.} / 5,567 \text{ sq. ft.} = 11\% \text{ Coverage by Overhead Projection @ Private Usable Open Space}$

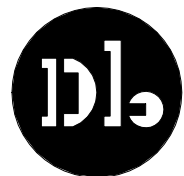
② Overhead Projections @ Courtyard Private Useable Open Space (@ Level 1)
 $1/64" = 1'-0"$



④ Open Space Section - Ground Level Court North
 $1" = 30'-0"$



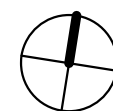
③ Open Space Section - Ground Level Court South
 $1" = 30'-0"$



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Group

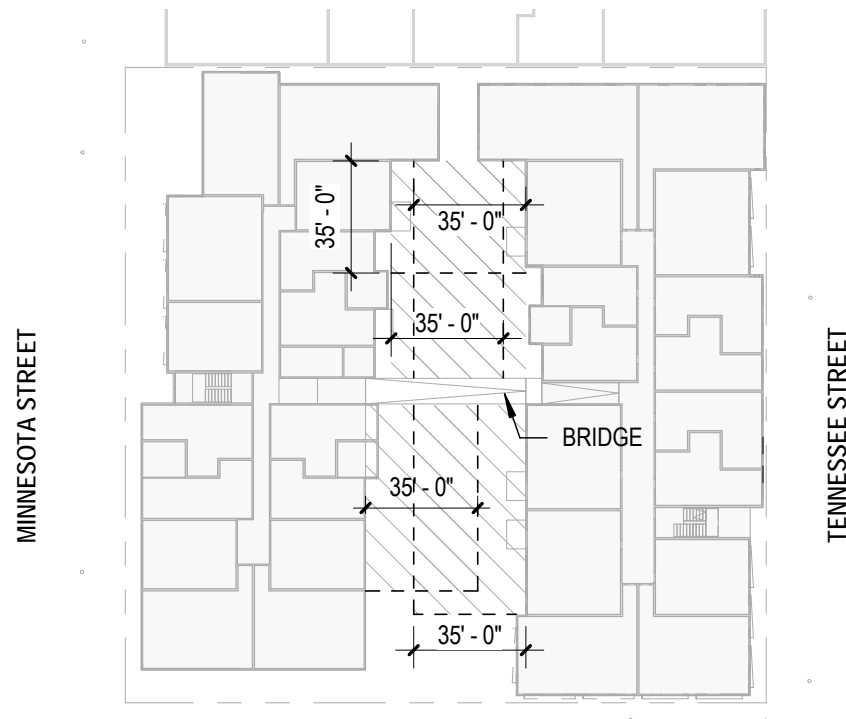
**888 Tennessee Street
(789 Minnesota Street)**

Open Space Tabulation (Cont'd)

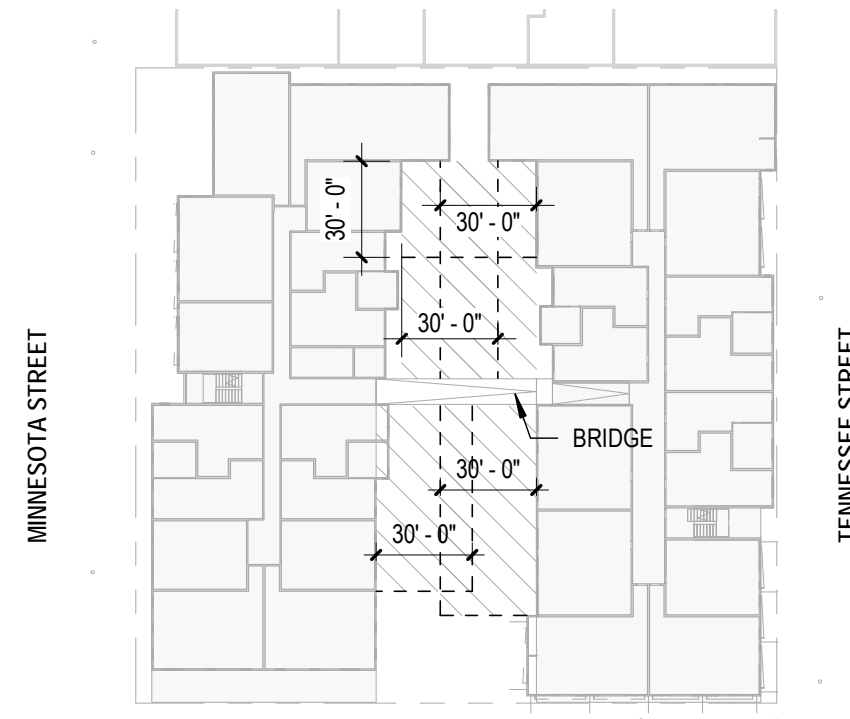


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scale: As indicated
date: 7/9/2017

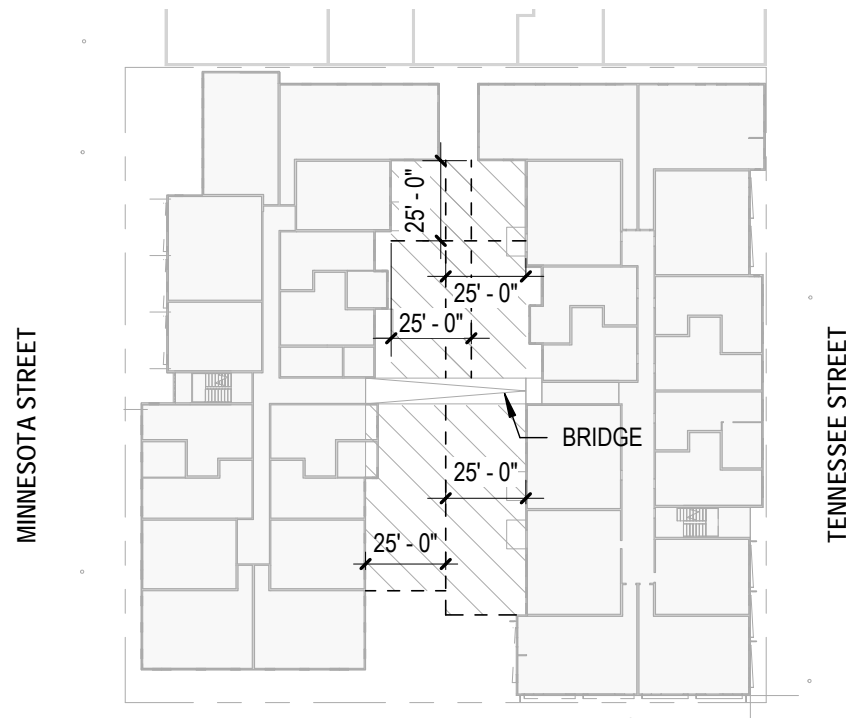
G.04



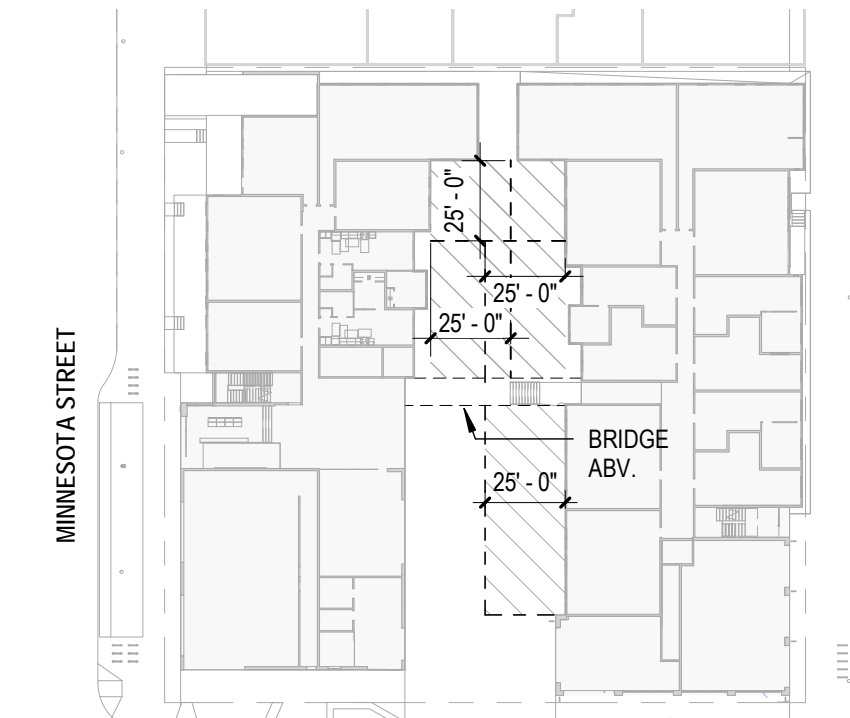
5 LPA Exposure - Level 4 Plan
1" = 60'-0"



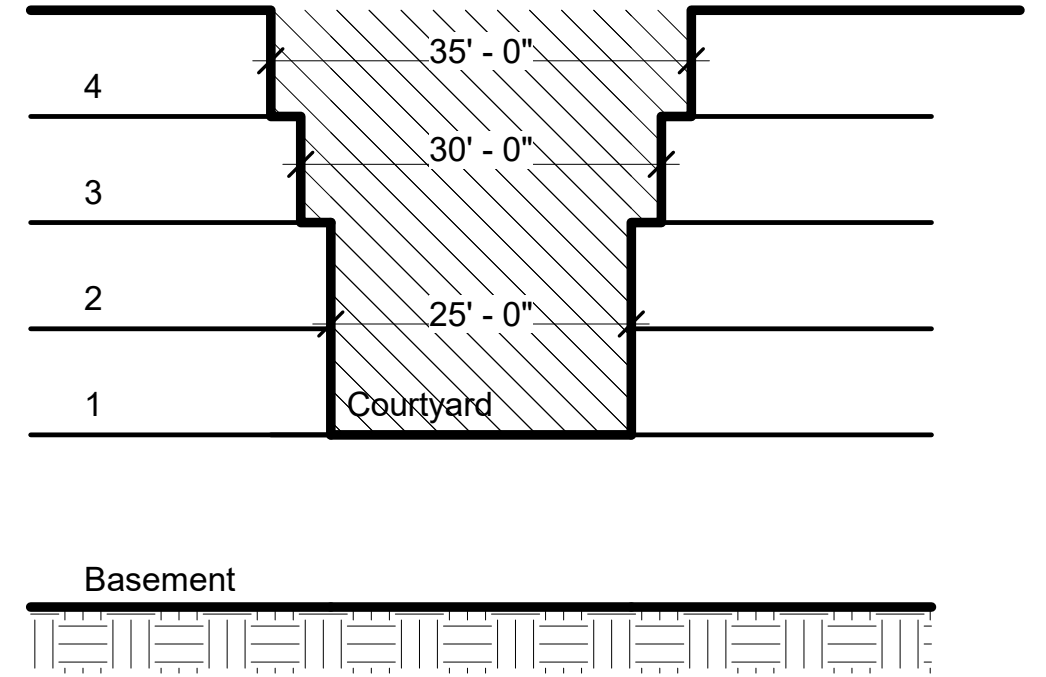
4 LPA Exposure - Level 3 Plan
1" = 60'-0"



3 LPA Exposure - Level 2 Plan
1" = 60'-0"



2 LPA Exposure - Level 1 Plan
1" = 60'-0"



This diagram above shows the inner court dimensions required to at each floor. Because a 35' wide minimum inner court provides necessary exposure for up to 4 floors, and the 888 Tennessee inner court is greater than 35' in all dimensions, the project complies.

If at least one room in a dwelling unit of the 120-square foot minimum superficial floor area requirement of Section 503 of the Housing Code does not meet the requirements of SF Planning Code Section 140 (a) (1) [i.e. face a public street, private alley at least 20 feet in width, side yard at least 25 feet in width, or rear yard] then, at least one room must meet the requirements of SF Planning Code Section 140 (a) (2) [i.e. face an open area - whether an inner court or a space between separate buildings on the same lot - that is no less than 25 feet in every horizontal dimension for the floor at which the Dwelling Unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor].

The requirements of SF Planning Code Section 140 (a) (2) are diagrammed in the Section Drawing, above.

All Dwelling Units comply.

1 Section - Unit Exposure Requirements
1/16" = 1'-0"

Gross Building Area Tabulation

1290 SF	Bike Parking
10202 SF	Circulation
5472 SF	Commercial
1696 SF	Leasing/Amenity
87124 SF	Residential
400 SF	Service
2881 SF	Storage
3667 SF	Vert. Circulation

112733 SF

Per Planning Code Section 102 Definition of Gross Floor Area

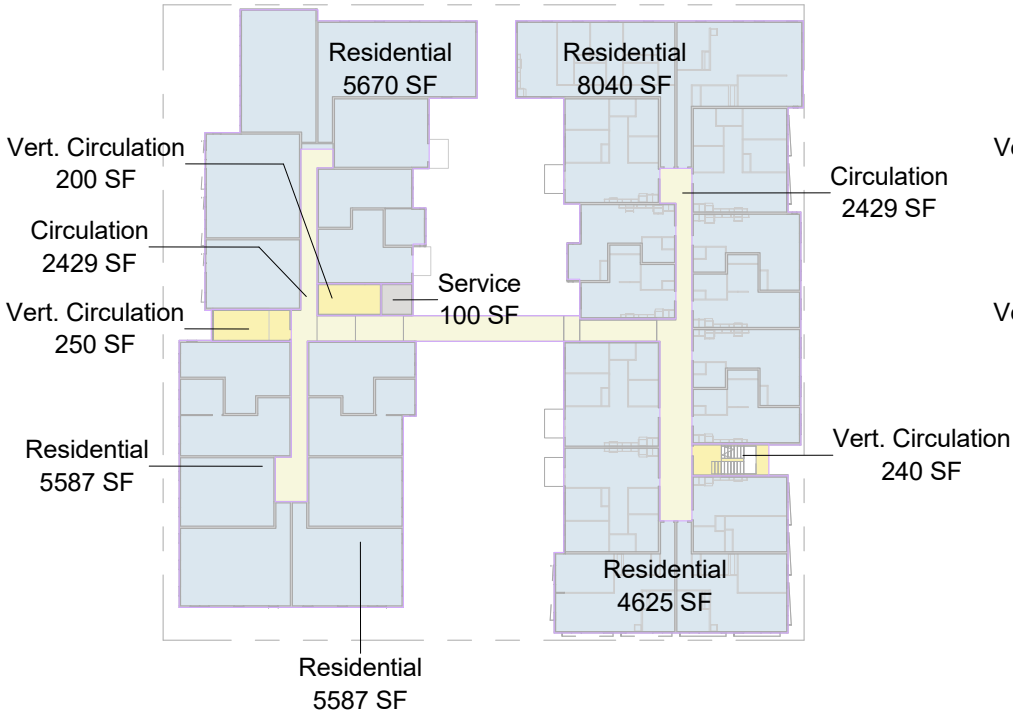
- 1) Vehicle parking is not included in gross floor area since it does not exceed the amount principally permitted as accessory and is located underground.
- 2) Bicycle parking that meets the standards of Sections 155.1 through 155.4 is not included in gross floor area
- 3) Basement and cellar space used only for storage or services necessary to the operation or maintenance of the building itself is not included in gross floor area
- 3) Gross Floor Area is measured from the exterior faces of exterior walls and from the centerlines of demising walls.
- 4) Roof is not included as none of the spaces such as rooftop mechanical penthouse, elevator penthouse, or stair penthouse count towards gross floor area.

Basement Area Excluded from Gross Building Area

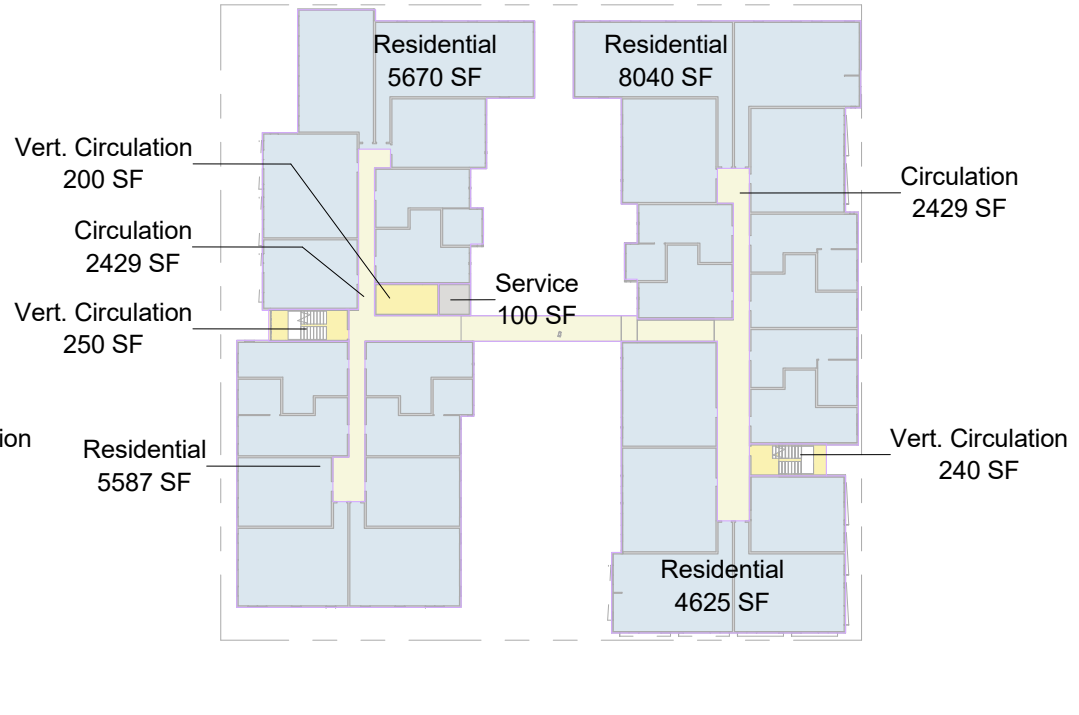
1290 SF	Bike Parking
1573 SF	Service (Basement)
28314 SF	Vehicle Parking

31177 SF

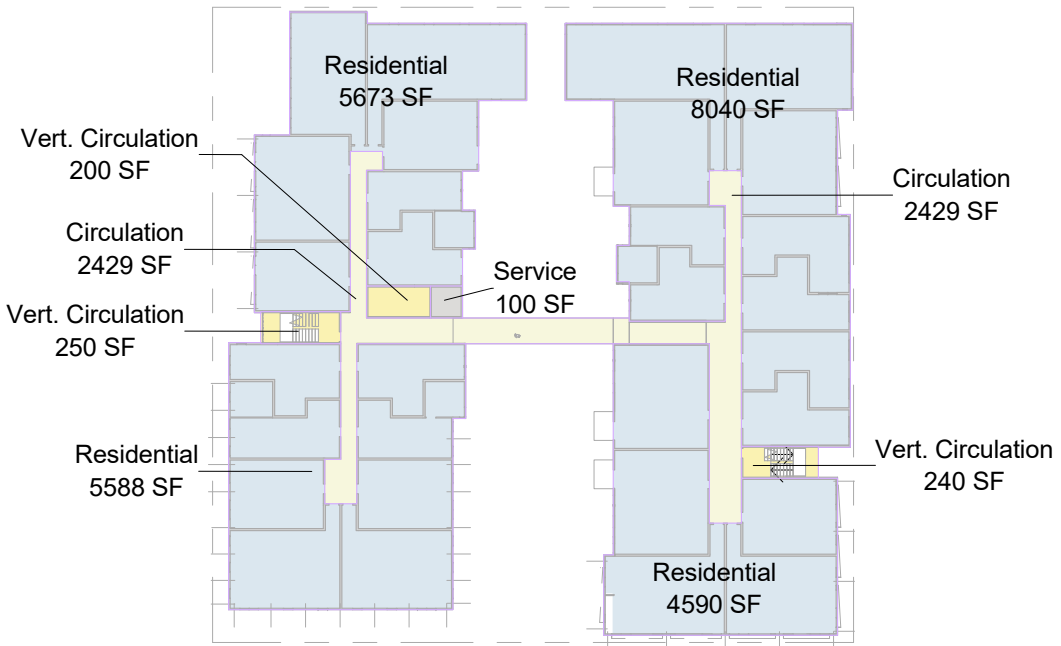
Overall Building Area (includes Gross Building Area and Basement Area Excluded from Gross Building Area):
112,655 SF + 31,177 SF = 143,832 SF



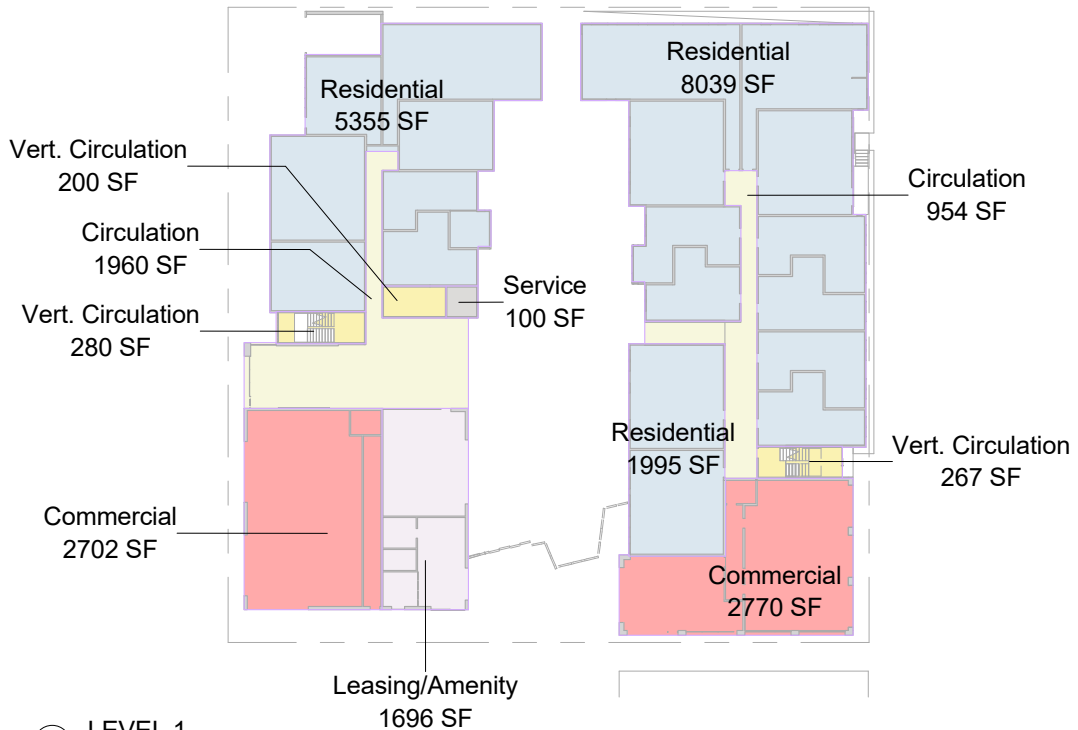
⑤ LEVEL 4
1" = 60'-0"



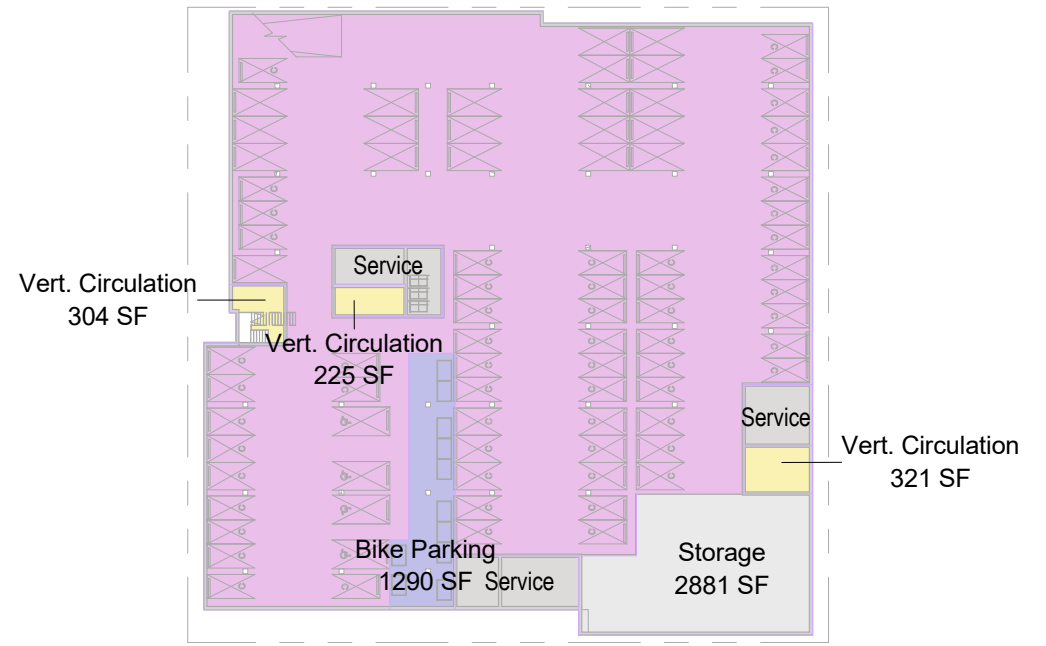
④ LEVEL 3
1" = 60'-0"



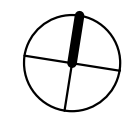
③ LEVEL 2
1" = 60'-0"

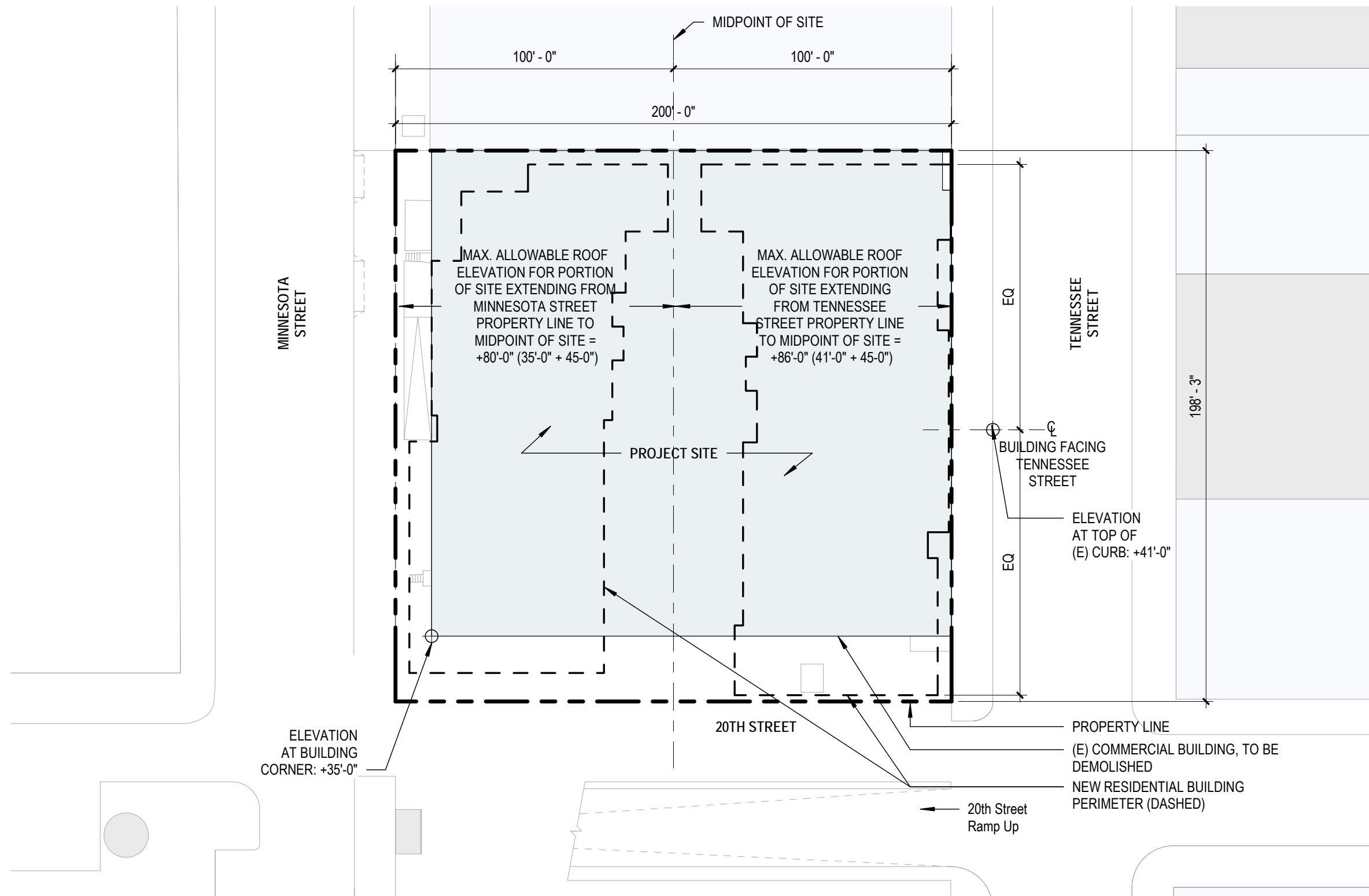


② LEVEL 1
1" = 60'-0"



① GARAGE
1" = 60'-0"





HEIGHT MEASUREMENT FOR THE BUILDING WING FRONTING ON TENNESSEE STREET:

PER PLANNING CODE SECTION 260 (A) (1) (B), WHEN A LOT SLOPES DOWN FROM THE STREET, AS IT DOES FROM THE EAST, TENNESSEE STREET FRONTAGE, THE POINT AT WHICH BUILDING HEIGHT IS MEASURED SHALL TAKEN AT CURB LEVEL, AT THE CENTERPOINT OF THE BUILDING OR BUILDING STEP. THIS POINT SHALL BE USED FOR HEIGHT MEASUREMENT ONLY FOR A LOT DEPTH NOT EXTENDING BEYOND A LINE 100 FEET FROM AND PARALLEL TO SUCH STREET, OR BEYOND A LINE EQUIDISTANT BETWEEN SUCH STREET AND THE STREET ON THE OPPOSITE SIDE OF THE BLOCK, WHICHEVER DEPTH IS GREATER.

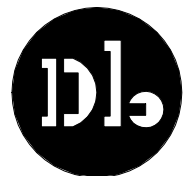
THEREFORE, THE LOT THE PORTION OF THE LOT EXTENDING 100' WEST OF THE PROPERTY LINE ALONG TENNESSEE STREET SHALL BE ESTABLISHED BY THE TOP OF CURB ELEVATION AT THE CENTERPOINT OF THE BUILDING FRONTAGE ALONG TENNESSEE STREET.

HEIGHT MEASUREMENT FOR THE BUILDING WING FRONTING ON MINNESOTA STREET:

PER PLANNING CODE SECTION 260 (A) (1) (C), WHEN A LOT SLOPES UPWARD FROM THE STREET AT THE CENTERLINE OF THE BUILDING OR BUILDING STEP, AS IT DOES FROM THE WEST, MINNESOTA STREET FRONTAGE, THE POINT AT WHICH BUILDING HEIGHT IS MEASURED SHALL TAKEN AT CURB LEVEL FOR PURPOSES OF MEASURING THE HEIGHT OF THE CLOSEST PART OF THE BUILDING WITHIN 10 FEET OF THE PROPERTY LINE OF SUCH STREET; AT EVERY OTHER CROSS-SECTION OF THE BUILDING, AT RIGHT ANGLES TO THE CENTERLINE OF THE BUILDING OR BUILDING STEP, SUCH POINT SHALL BE TAKEN AS THE AVERAGE OF THE GROUND ELEVATIONS AT EITHER SIDE OF THE BUILDING OR BUILDING STEP AT THAT CROSS-SECTION.

HOWEVER SINCE THERE IS NOT CURRENTLY A SIDEWALK ALONG MINNESOTA STREET AND THE EXISTING CURB IS LIKELY REQUIRE REWORKING, THE POINT AT WHICH THE BUILDING HEIGHT WILL BE MEASURED SHALL BE THE EXISTING GRADE ELEVATION AT THE SOUTHEAST BUILDING CORNER. THE ELEVATION AT THIS LOCATION IS AT +35'-0". IF THE THE POINT OF MEASUREMENT FOR THE WESTERN PORTION OF THE BUILDING IS LOWER THAN THIS POINT, IT WILL RESULT IN A REDUCTION IN THE HEIGHT OF COMMERCIAL SPACES ON MINNESOTA AND TENNESSEE TO BELOW THE DESIRED HEIGHT SHOWN IN THE DRAWINGS. IT WILL ALSO REDUCE THE HEIGHT OF FIRST FLOOR/STOOPS RELATIVE TO THE SIDEWALK ELEVATION.

① Plan - Diagram of Height Limit Measurement
1" = 40'-0"



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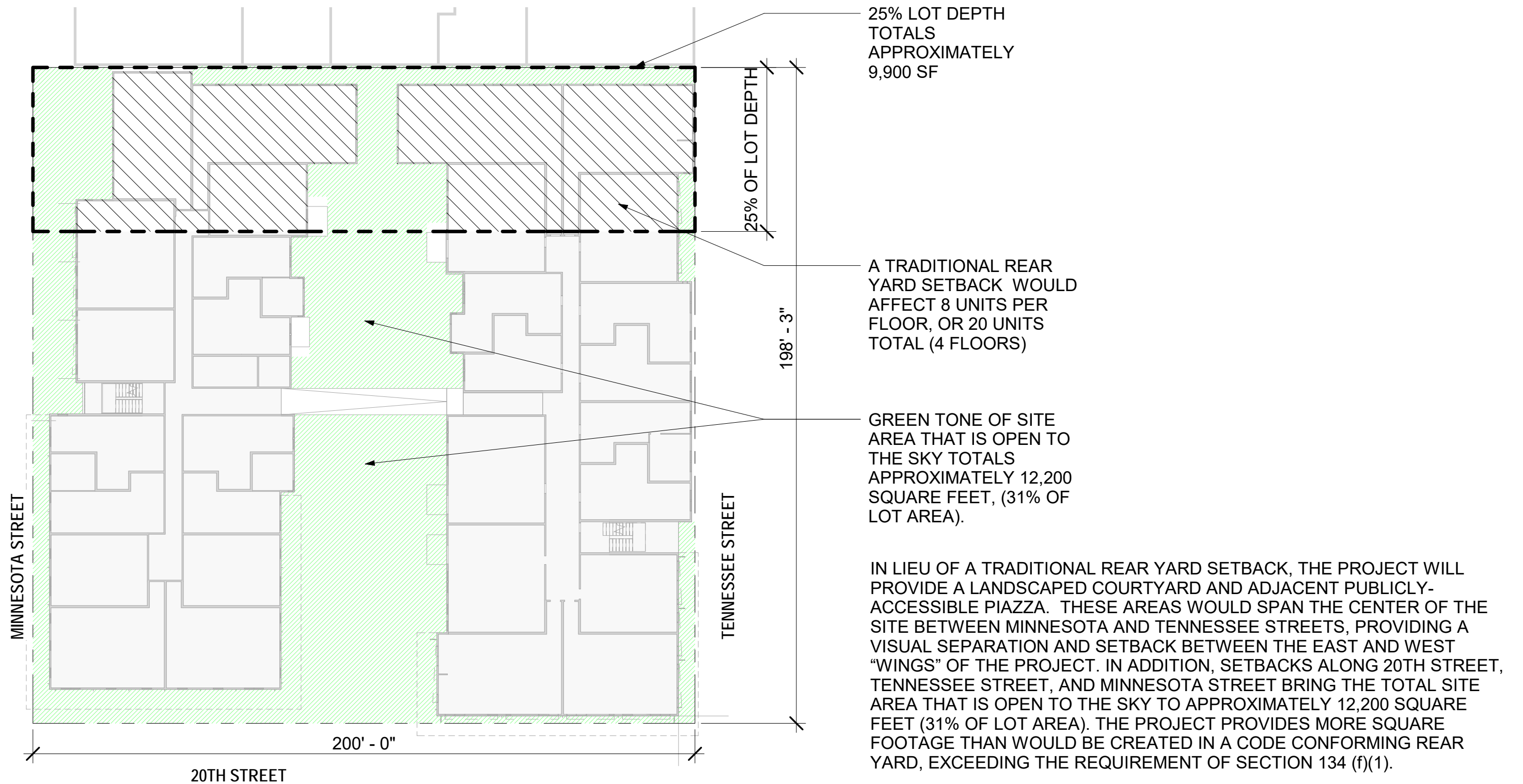
**888 Tennessee Street
(789 Minnesota Street)**

Height Limit Modification

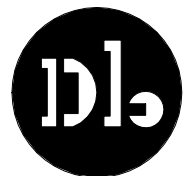


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scale: 1" = 40'-0"
date: 7/9/2017

G.07



1 Rear Yard Modification Diagram
1" = 30'-0"



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**888 Tennessee Street
(789 Minnesota Street)**

Rear Yard Modification

21202
scale: 1" = 30'-0"
date: 7/9/2017

G.08



1 - VIEW NORTH ON TENNESSEE ST. NEAR CORNER OF 20TH ST.



2 - VIEW OF RAMP AT 20TH AND TENNESSEE STREETS



3 - VIEW SOUTH ON TENNESSEE ST. NEAR CORNER OF 19TH ST.



4 - VIEW OF ESPRIT PARK LOOKING WEST ACROSS MINNESOTA ST.

KEY MAP



5 - VIEW NORTH ON MINNESOTA ST. NEAR CORNER OF 20TH ST.



6 - VIEW SOUTH ON MINNESOTA ST. NEAR CORNER OF 20TH ST.



7 - VIEW EAST ON 20TH ST. FROM CORNER OF MINNESOTA ST.



8 - VIEW EAST ON 20TH ST. FROM CORNER OF TENNESSEE ST.



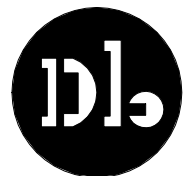
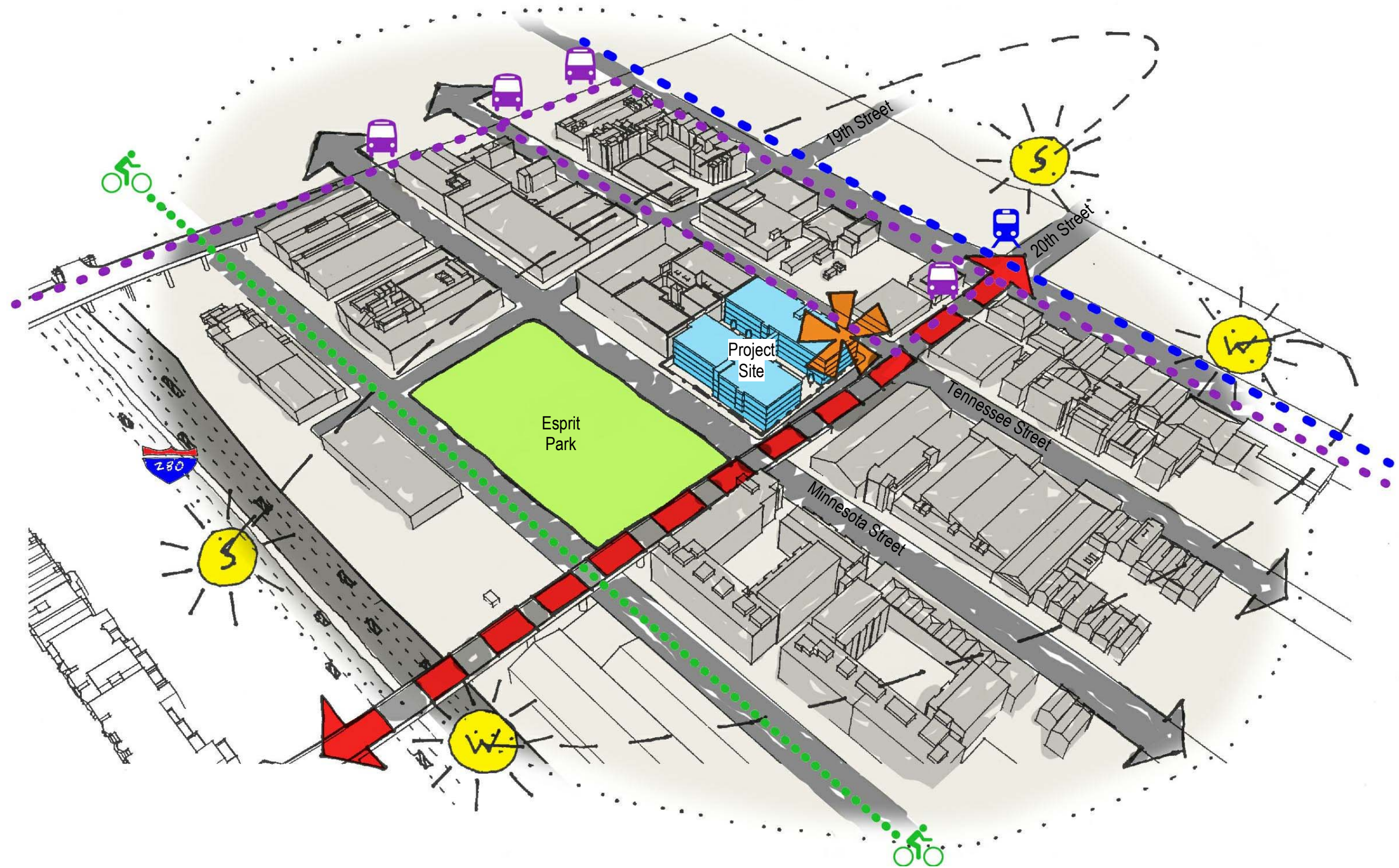
The S.Hekemian Group

**888 Tennessee Street
(789 Minnesota Street)**

Site Photos

scale: 21202
date: 7/9/2017

G.11



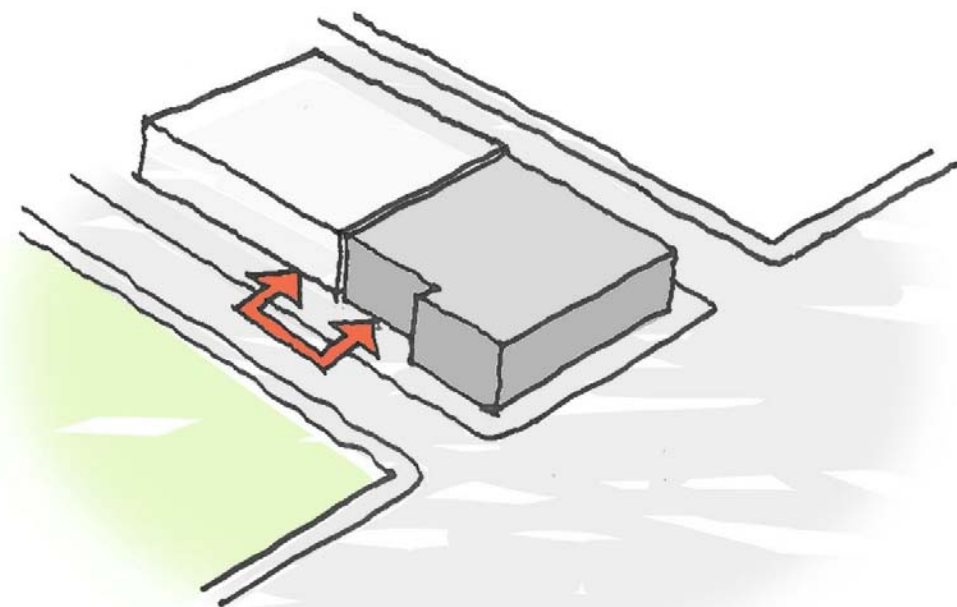
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**888 Tennessee Street
(789 Minnesota Street)**

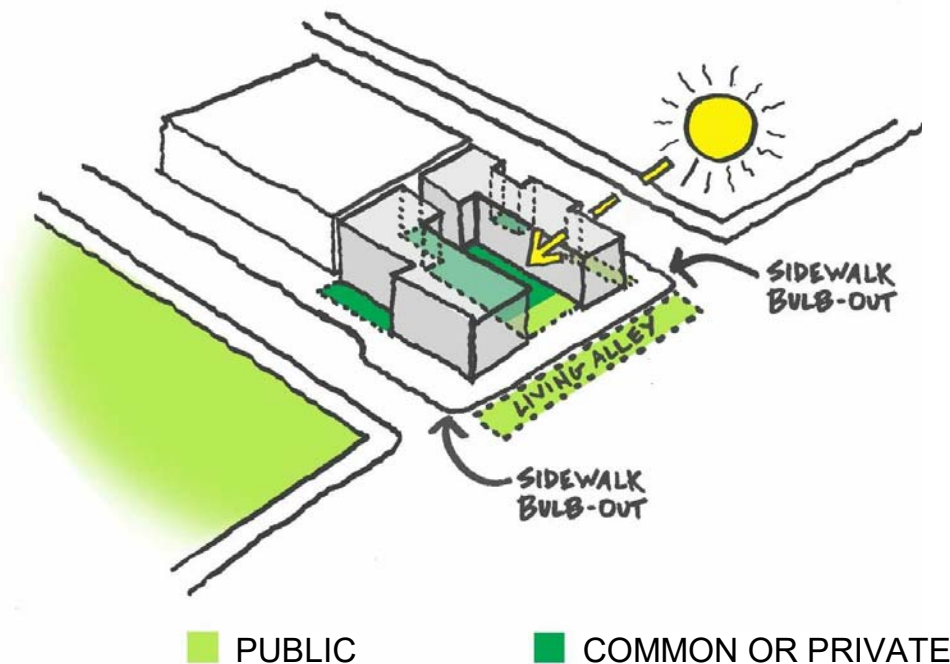
Site Analysis

21202
scale:
date: 7/9/2017

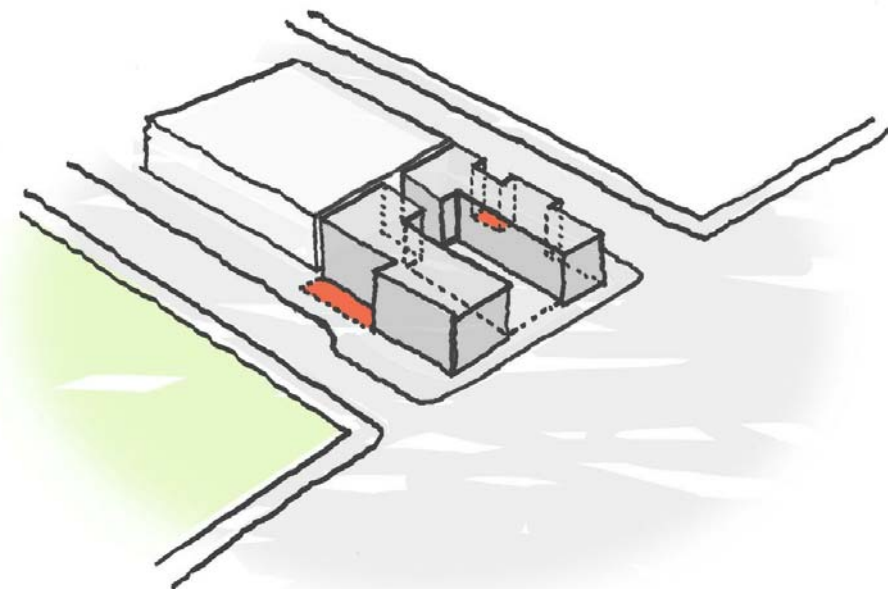
G.12



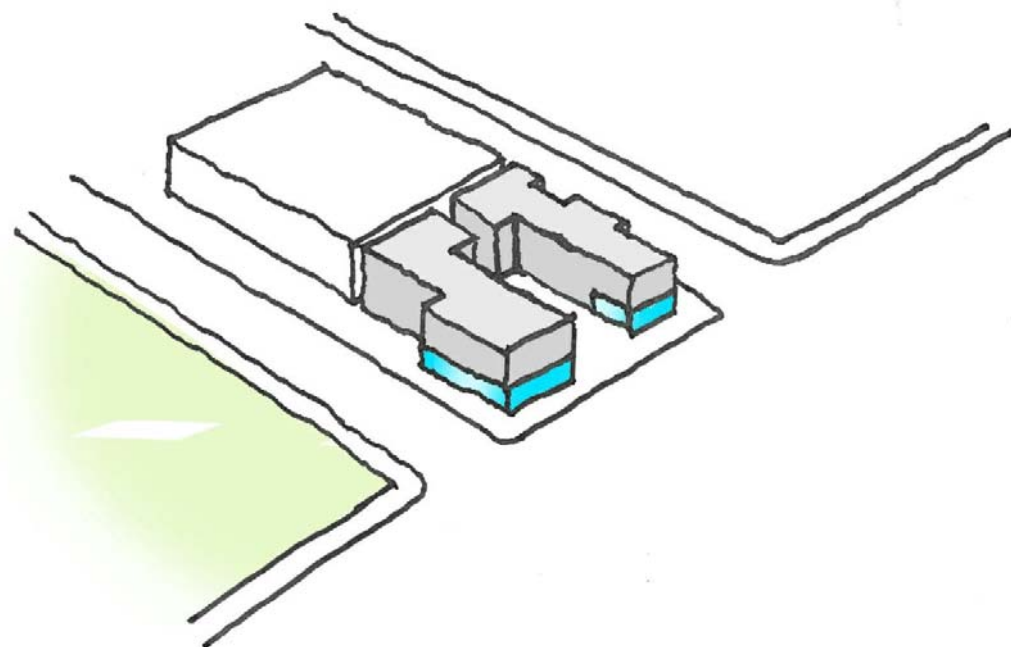
1 - SETBACK AT HISTORIC NEIGHBOR



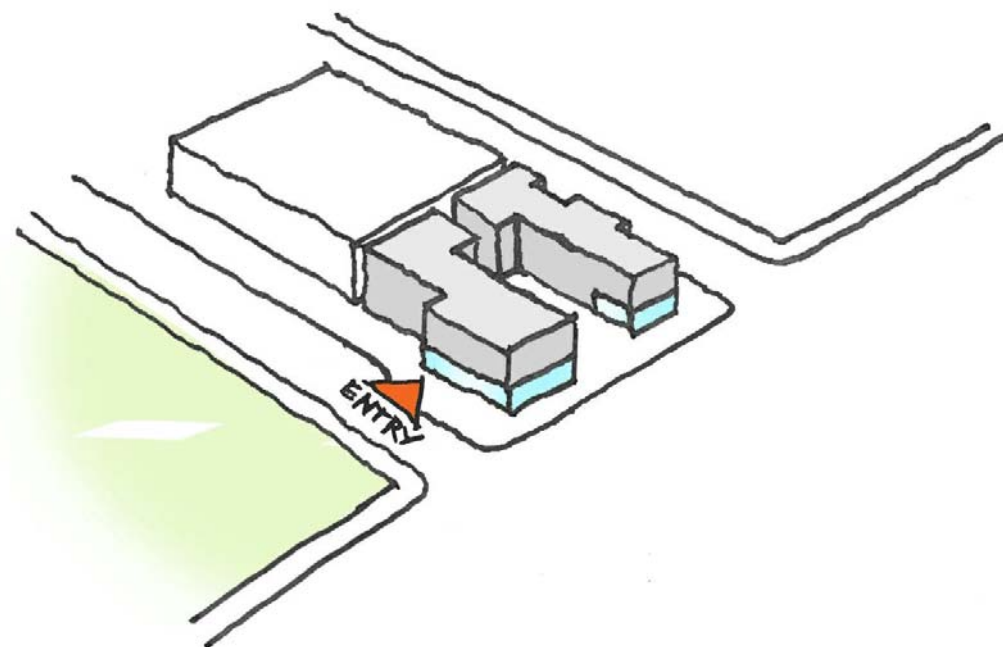
2 - GROUND LEVEL OPEN SPACE



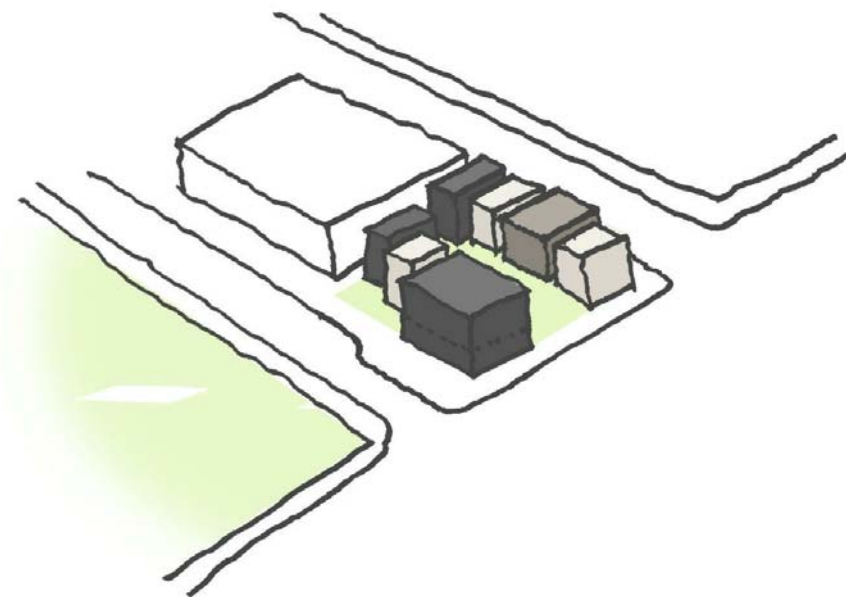
3 - STOOPS



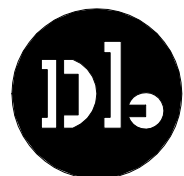
4 - COMMERCIAL CORNERS



5 - BUILDING ENTRY @ ESPRIT PARK



6 - BREAK UP THE MASS: 7 VOLUMES
INSPIRED BY CONTEXTUAL SCALE



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**888 Tennessee Street
(789 Minnesota Street)**

Design Narrative

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scale:
date: 7/9/2017

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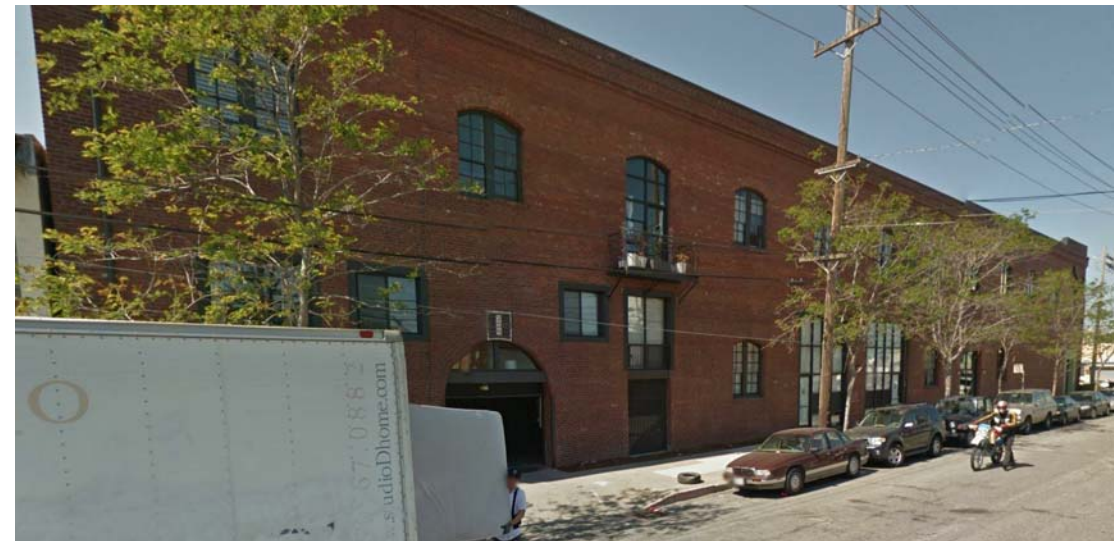
Located within the Dogpatch Historic District, the design of 888 Tennessee draws on the many wonderful characteristics of the historic architecture that surrounds it, with a modern interpretation that is appropriate for the construction methods and context of a 21st century residential development.

1) Overall Form

At approximately 45 feet tall, 888 Tennessee will relate to the scale of the surrounding Industrial/Commercial historic buildings in the District, including its northern neighbor at 701 Minnesota Street. On the western, Minnesota Street side, the building steps back along the northern edge to align with and respect its adjacent historic neighbor.

2) Scale and Proportion

The building is broken into seven volumes that relate to the scale of the surrounding industrial fabric. These volumes are articulated with four earth tones. The building also includes recessed balconies to add shadow line and wood siding to create added richness.



701 Minnesota Street, an historic former industrial building located immediately to the north of the project site.

4) Architectural Detail

The project draws on its context in the design of many important and prominent architectural details, including the following:

- 1) *Cornice* – The project will incorporate simple, minimal cornice to create a shadow line at the top of the exterior façade.
- 2) *Awning* – A grand metal awning will wrap the building’s southwest corner where the retail spaces and building entry are located. Such awnings have precedent in industrial buildings.
- 3) *Ground Floor Roll-up Doors* – The west, Minnesota Street façade of the ground floor retail space will feature large, glazed, roll-up doors.



904 22nd Street with metal cornice detail and large roll-up ground floor entries



2620 3rd Street also with metal cornice detail and large ground floor entries

Material & Color

The material palette for exterior walls is primarily brick tile reminiscent of the historic brick industrial buildings 701 Minnesota Street, 900 Minnesota Street and throughout the neighborhood. There is also one volume along Tennessee Street that will be clad in V-Groove Siding, which is found throughout the Dogpatch as well as San Francisco on the historic Victorian buildings. The color palette will be of muted tones, consistent with the earthy colors found on the historic fabric of the District.



Victorians on Tennessee Street, clad in V-groove siding



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**888 Tennessee Street
(789 Minnesota Street)**

Response to Neighborhood & Historic Context

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4) Fenestration Pattern

There will be two fenestration patterns at 888 Tennessee Street:

Type "A" :

The lighter colored volumes take cue from concrete industrial buildings like 695 Minnesota Street, with large wide grouped window openings.



695 Minnesota Street, at 19th

Type "B":

The darker volumes of the building will relate to the historic brick construction of buildings like 900 Minnesota Street with its repetitive, narrow window type. The windows on these darker volumes will have the appearance and proportions of historic double-hung windows commonly found in the District.

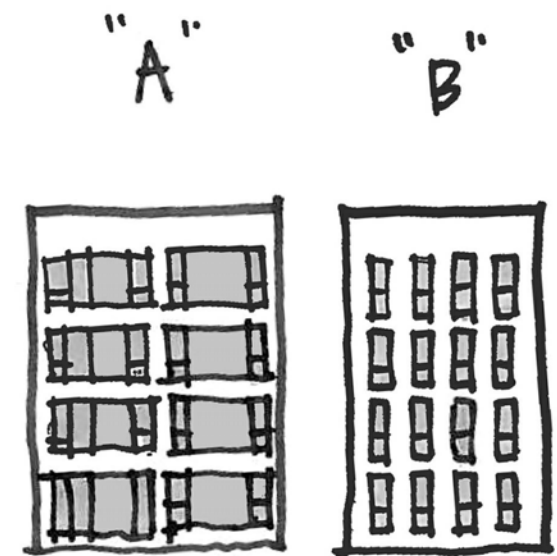


900 Minnesota Street

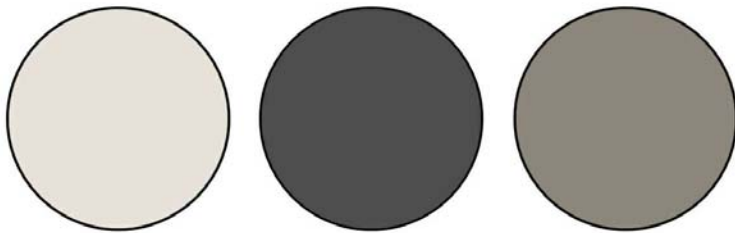


909 Tennessee Street is another beautiful example of the repetitive, narrow openings found in historic brick construction

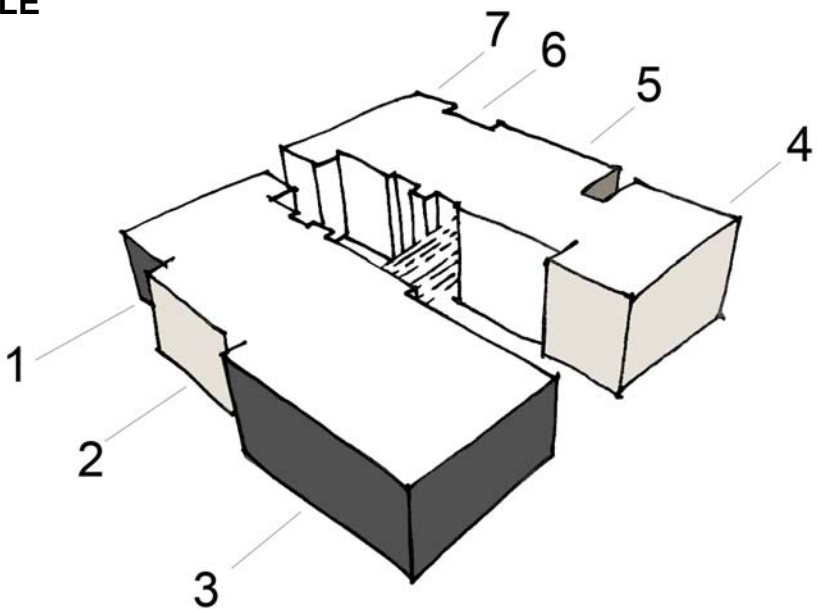
TWO FENESTRATION PATTERNS
INSPIRED BY HISTORIC CONTEXT



THREE EARTH TONES



SEVEN BUILDING VOLUMES INSPIRED BY CONTEXTUAL
SCALE



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888 Tennessee Street
(789 Minnesota Street)

Response to Neighborhood & Historic Context (Cont'd)

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scale:
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Dark Brick Tile



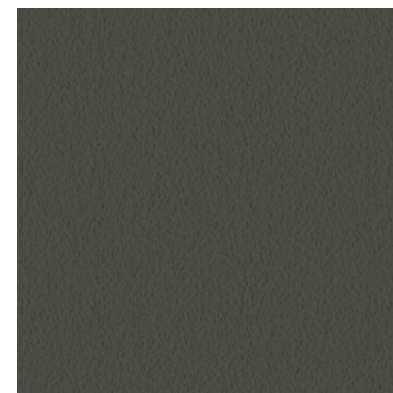
Light Brick Tile



Painted Horizontal Siding
(Fiber Cement Artisan
V-Groove)



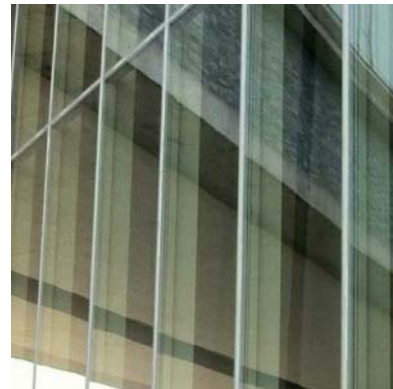
White Cement Plaster
(in Courtyard)



Dark Cement Plaster
(in Courtyard)



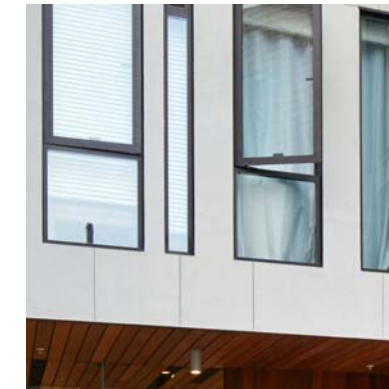
Board-Textured Concrete



Storefront Glazing



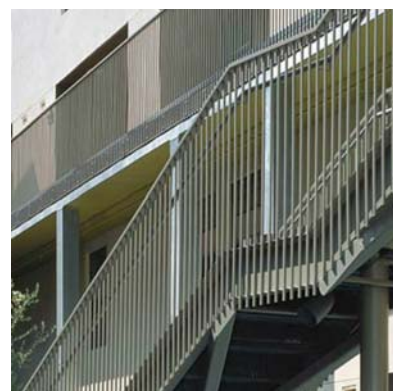
Corten screen with custom
cut-out pattern at West Stair.
Cut-out Pattern TBD.



Dark Anodized Window



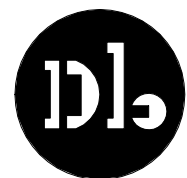
Glazed Roll-Up Door at Retail



Metal Guardrail at Stoops
& Balconies



Corten Steel Entry Gate
and Fence



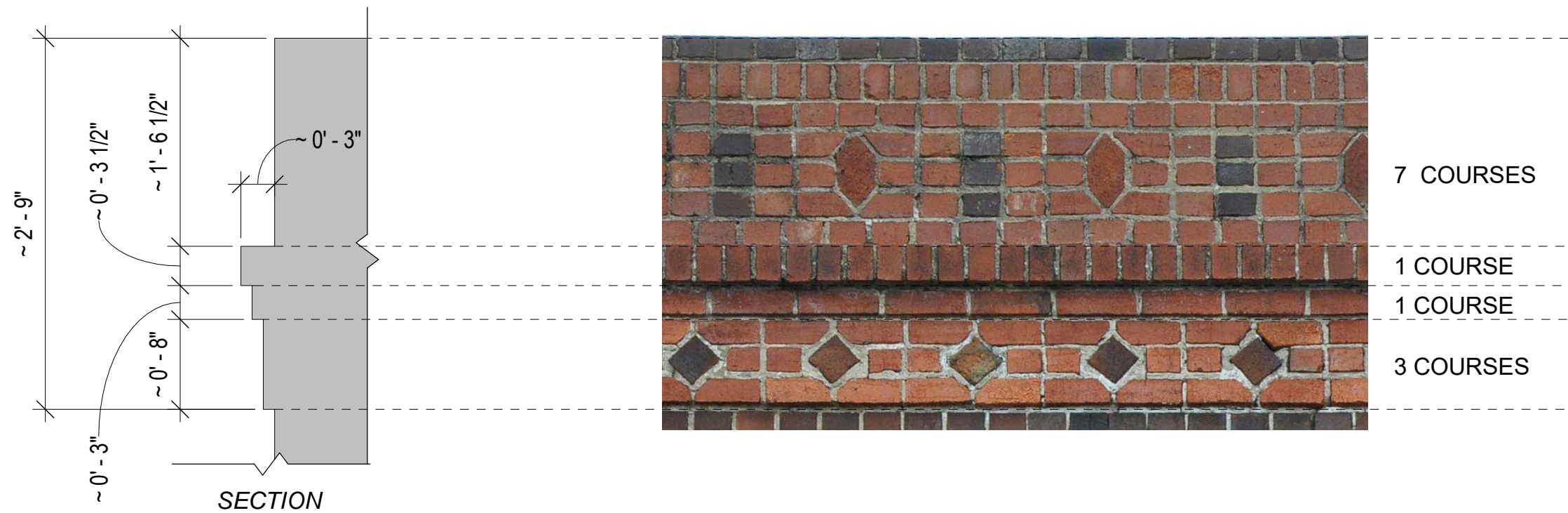
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**888 Tennessee Street
(789 Minnesota Street)**

Materials

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scale:
date: 7/9/2017

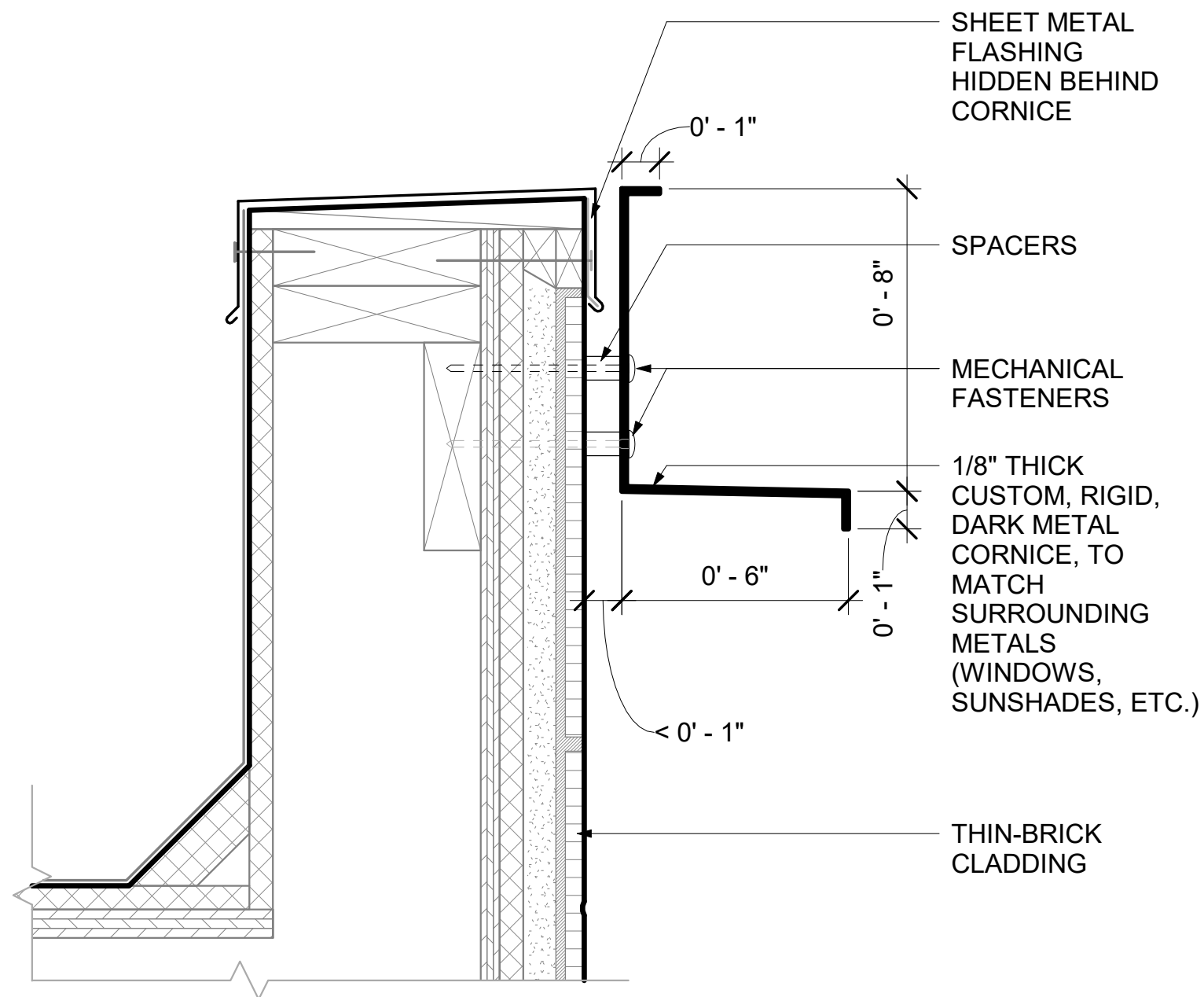
G.16



② Historic Cornice at 909 Tennessee Street
1" = 1'-0"



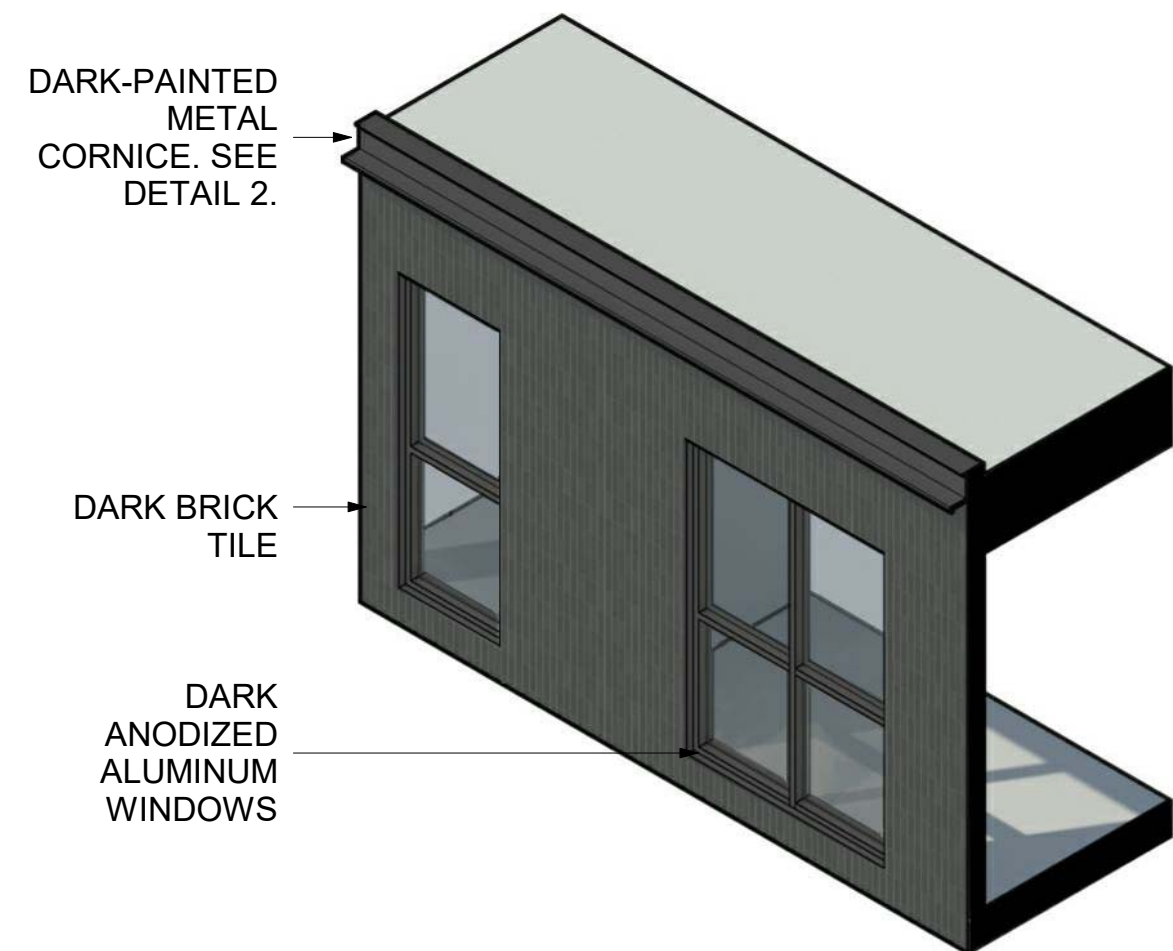
① Historic Cornice at 701 Minnesota Street
1" = 1'-0"



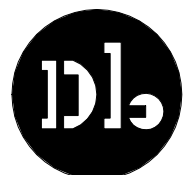
② Cornice Detail at Dark Brick Wall
3" = 1'-0"



THE DARK BRICK VOLUMES TAKE CUE FROM HISTORIC BRICK BUILDINGS LIKE 909 TENNESSEE STREET (ABOVE), WITH NARROW WINDOW OPENINGS WONDERFUL CORNICE DETAILING (SEE G.17).



① Axo - Dark Brick Volumes Detailing
1/4" = 1'-0"



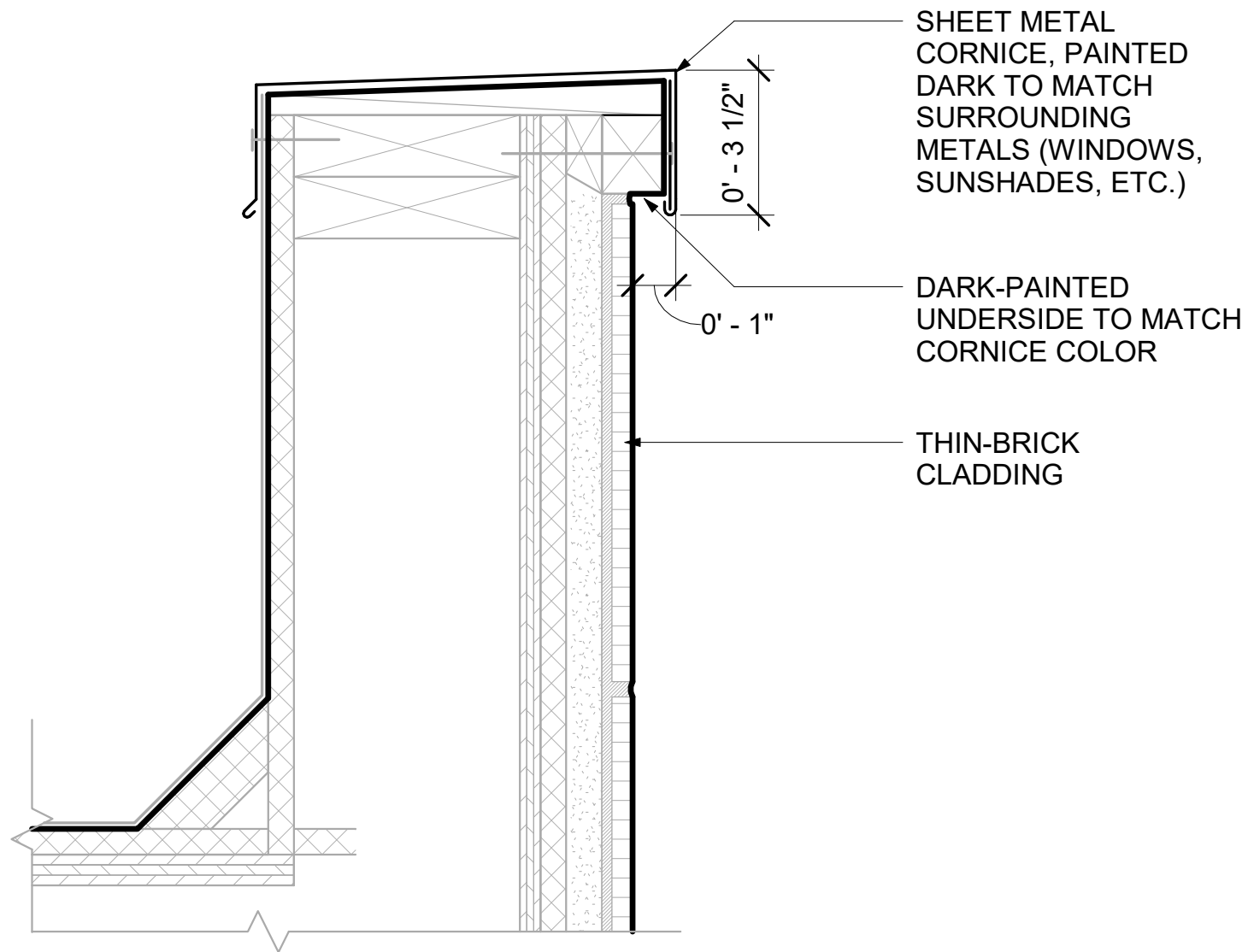
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**888 Tennessee Street
(789 Minnesota Street)**

Enlarged Details at Dark Brick Volumes

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scale: As indicated
date: 7/9/2017

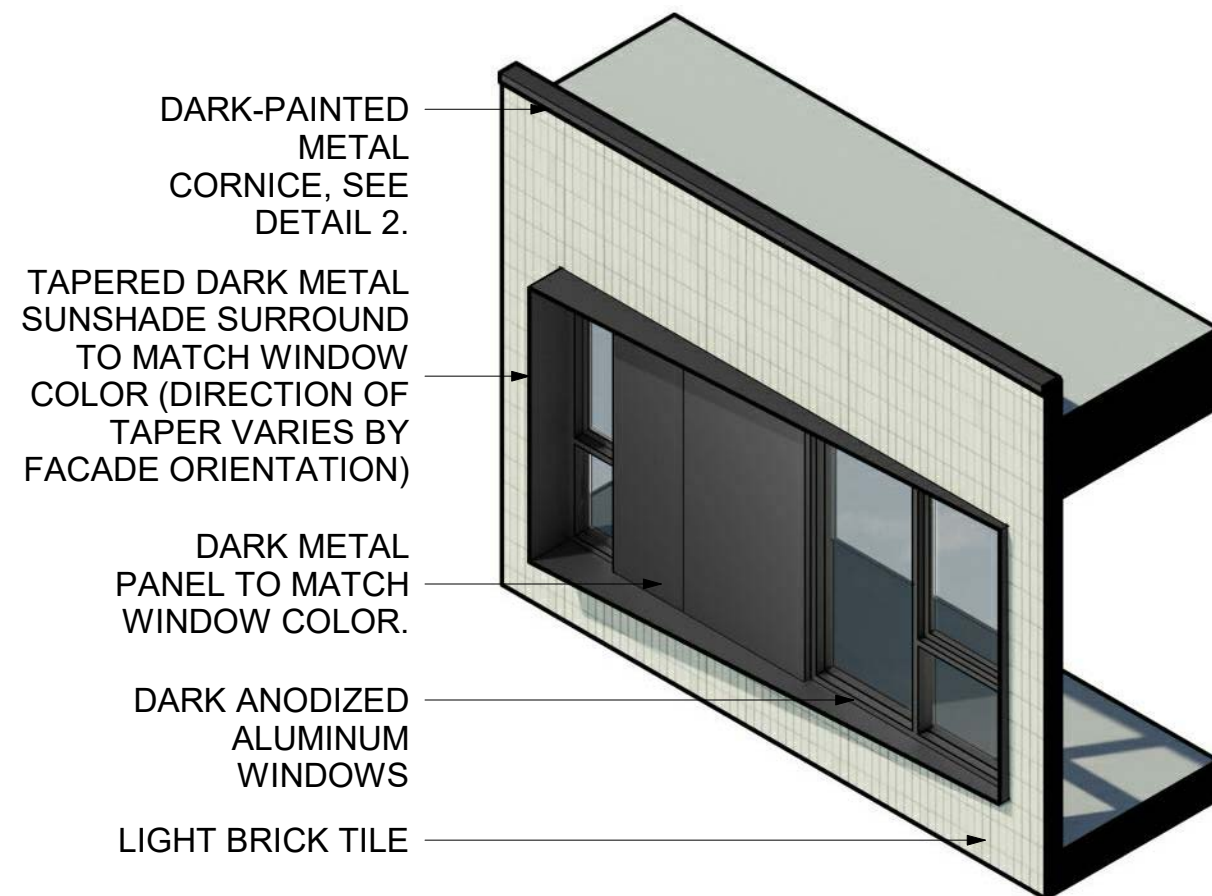
G.18



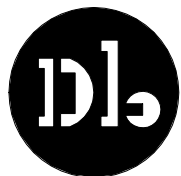
② Cornice Detail at Light Brick Wall
3" = 1'-0"



THE LIGHT BRICK VOLUMES TAKE CUE FROM CONCRETE INDUSTRIAL BUILDINGS LIKE 695 MINNESOTA STREET (AT 19TH), WITH LARGE WIDE GROUPED WINDOW OPENINGS AND MINIMAL CORNICE DETAILING.



① Axo- Light Brick Volumes Detailing
1/4" = 1'-0"



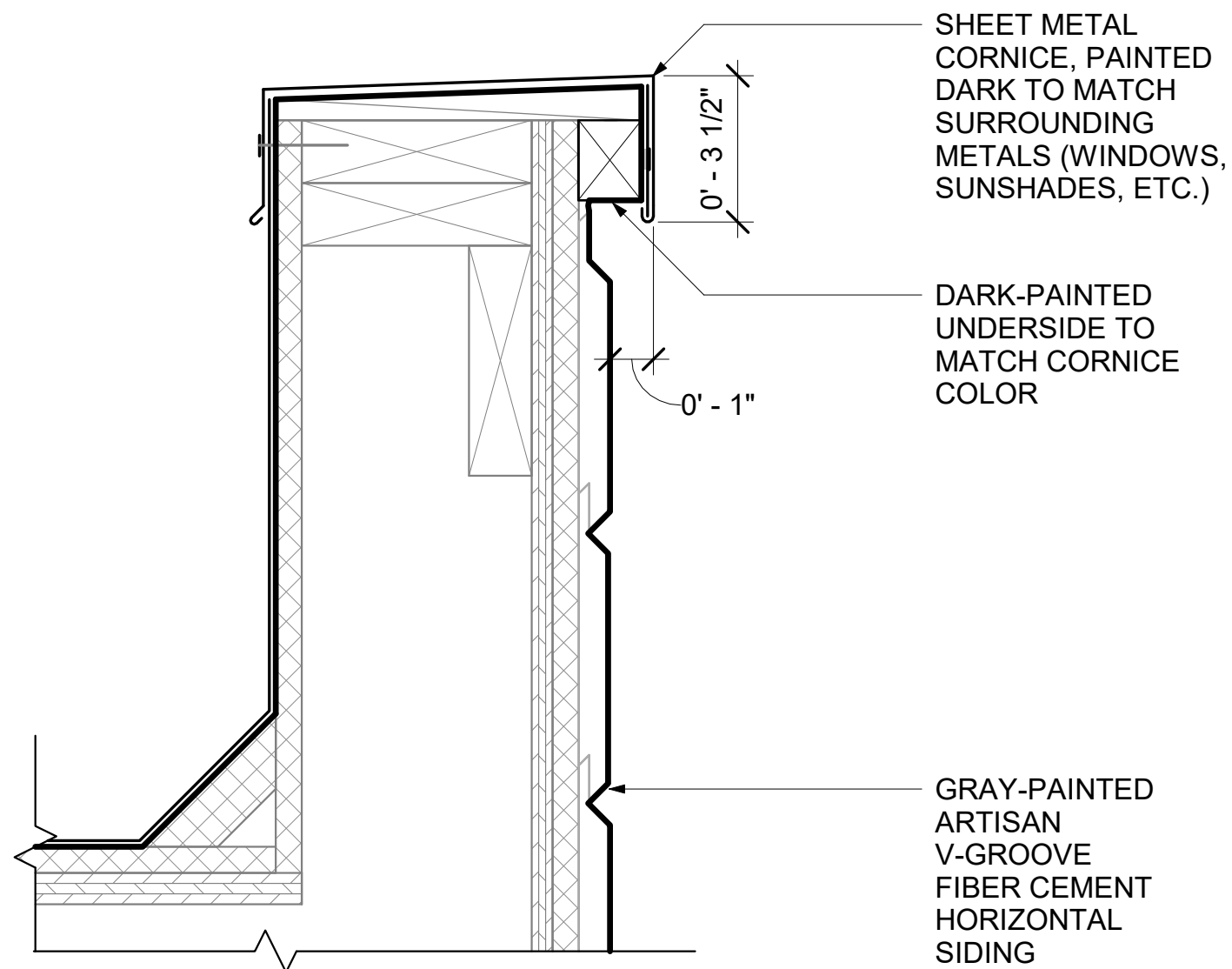
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**888 Tennessee Street
(789 Minnesota Street)**

Enlarged Details at Light Brick Volumes

21202
scale: As indicated
date: 7/9/2017

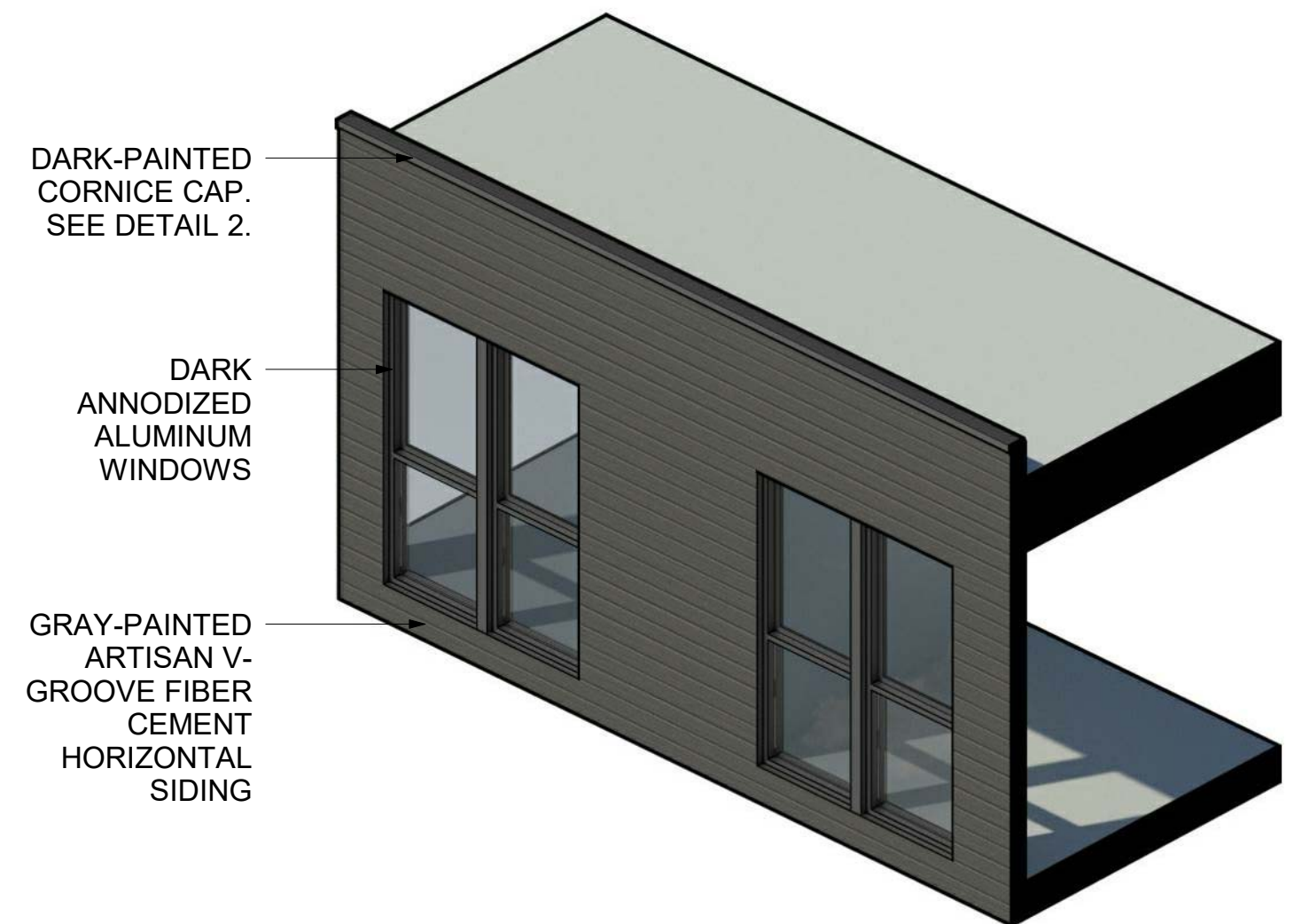
G.19



② Cornice Detail at Artisan V-Groove Siding Wall
3" = 1'-0"



THE DARK BRICK VOLUMES TAKE CUE FROM HISTORIC WOOD INDUSTRIAL BUILDINGS LIKE 600 MINNESOTA STREET (ABOVE), WITH GROUPED WINDOWS AND MINIMAL CORNICE DETAILING.



① Axo - V-Groove Siding Volume Detailing
3/16" = 1'-0"



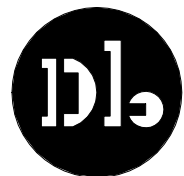
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**888 Tennessee Street
(789 Minnesota Street)**

Enlarged Details at Artisan V-Groove Siding Volumes

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scale: As indicated
date: 7/9/2017

G.20



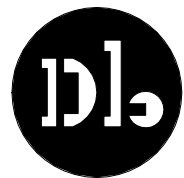
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**888 Tennessee Street
(789 Minnesota Street)**

View - Minnesota Street Southwest Retail Corner

21202
scale:
date: 7/9/2017

G.30



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**888 Tennessee Street
(789 Minnesota Street)**

View - Minnesota Street from Northwest

scale: 21202
date: 7/9/2017

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The S.Hekemian
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**888 Tennessee Street
(789 Minnesota Street)**

View - Tennessee Street from Southeast

21202
scale:
date: 7/9/2017

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**888 Tennessee Street
(789 Minnesota Street)**

View - Tennessee Street from Northeast

21202
scale:
date: 7/9/2017

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**888 Tennessee Street
(789 Minnesota Street)**

View - Stoops @ Minnesota Street

21202
scale:
date: 7/9/2017

G.34



The S. Hekemian
Group

**888 Tennessee Street
(789 Minnesota Street)**

View - Stoop @ Tennessee Street

scale: 21202
date: 7/9/2017

G.35



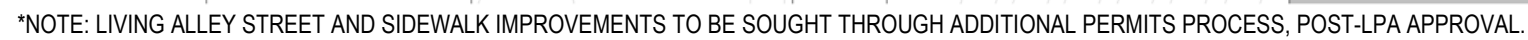
The S. Hekemian
Group

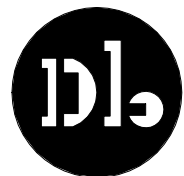
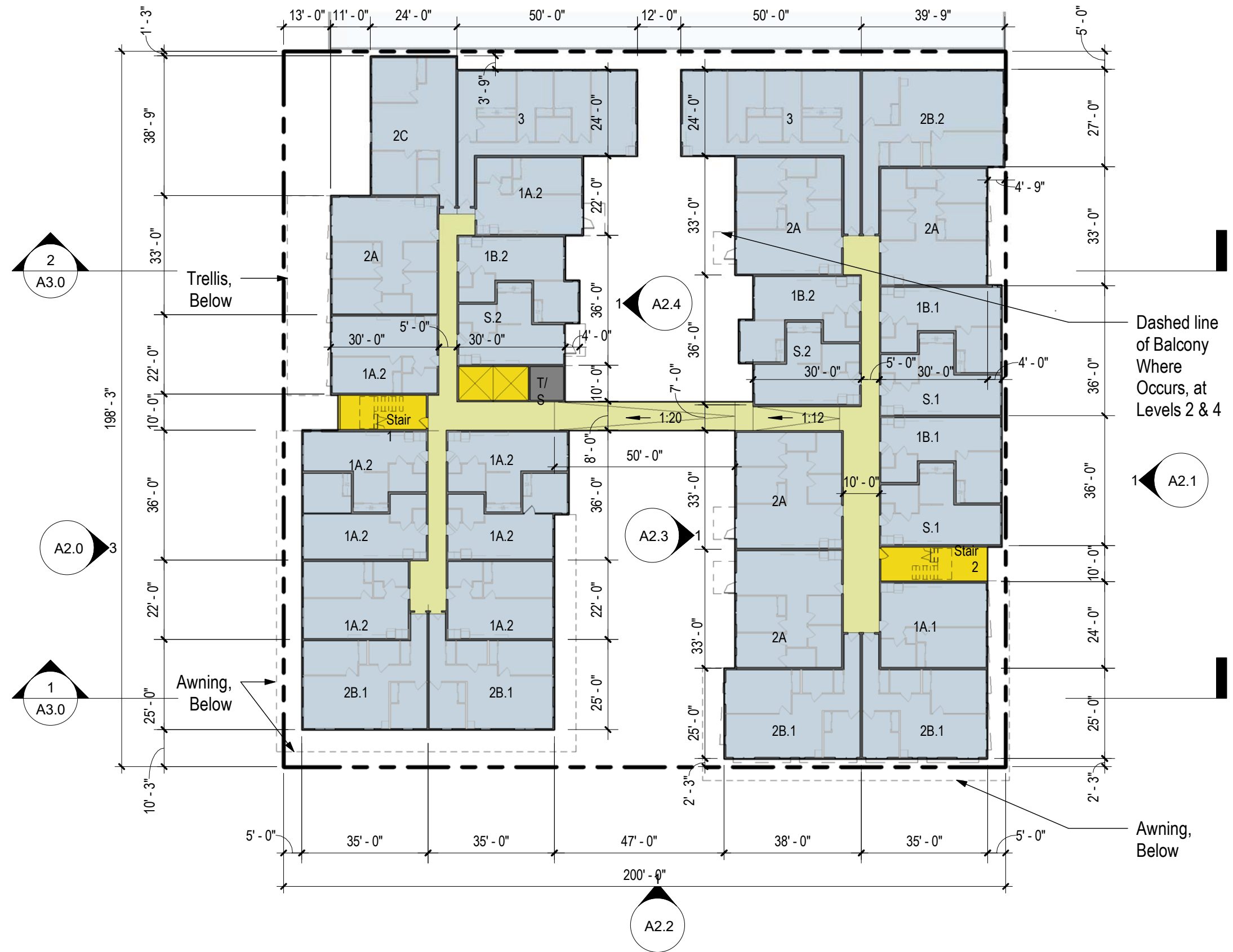
**888 Tennessee Street
(789 Minnesota Street)**

View - Minnesota Street Building Entry

21202
scale:
date: 7/9/2017

G.36

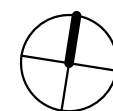




The S.Hekemian
Group

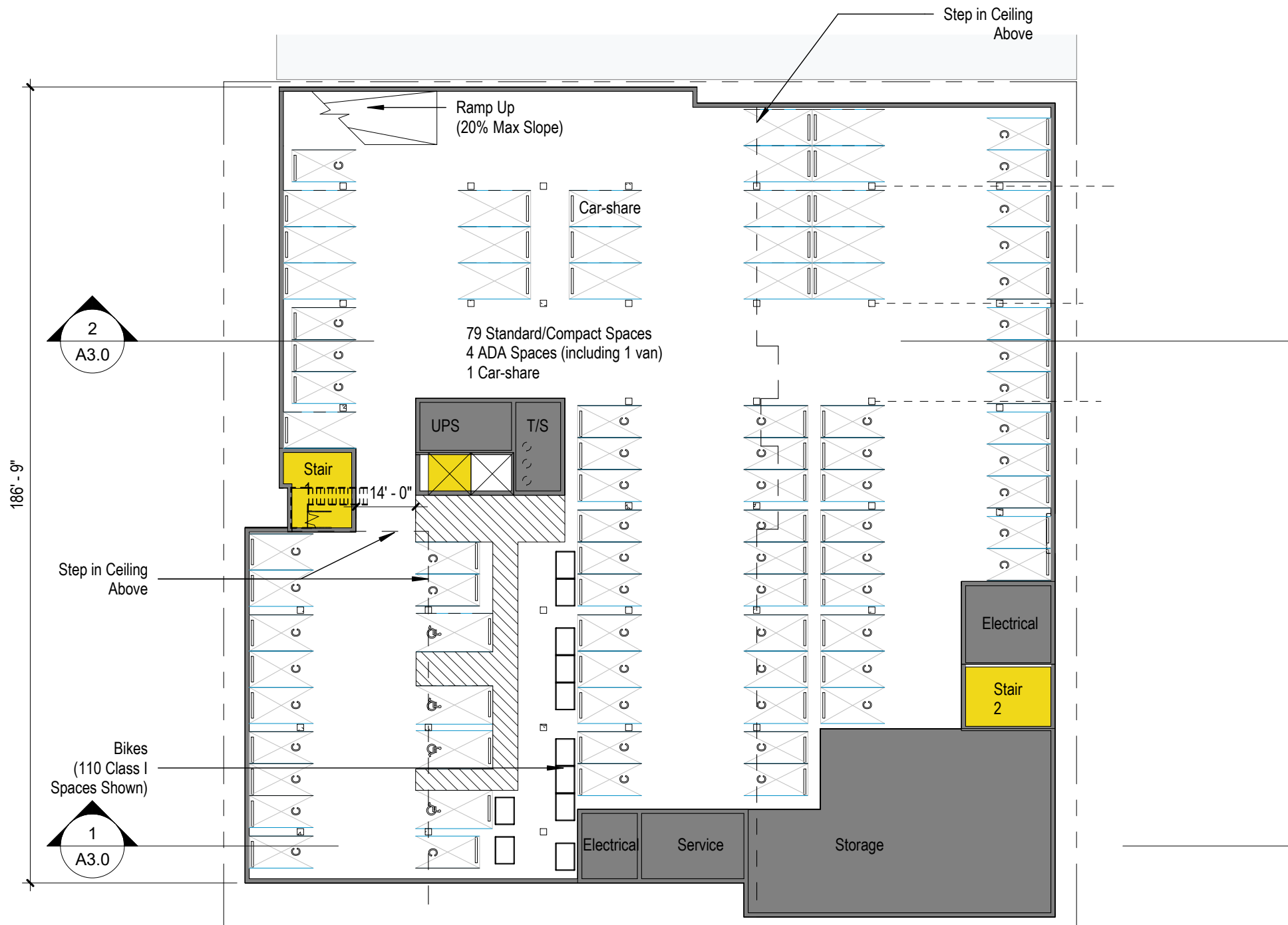
**888 Tennessee Street
(789 Minnesota Street)**

Level 2-4 Plan



21202
scale: 1" = 30'-0"
date: 7/9/2017

A1.1



① LPA Garage Plan
1" = 30'-0"



The S.Hekemian
Group

888 Tennessee Street
(789 Minnesota Street)

Garage Plan



21202
scale: 1" = 30'-0"
date: 7/9/2017

A1.3

LEGEND

- 1 Metal Awning
- 2 Storefront Glazing
- 3 Dark-colored Brick
- 4 Textured Concrete
- 5 Corten Entry Gate and Fence
- 6 Balcony w/ Metal Guardrail, beyond
- 7 Light-colored Brick
- 8 Dark Metal Panel
- 9 Stoop
- 10 Stair 2
- 11 Gray-Painted V-Groove Horizontal Siding
- 13 Garage Entry/Exit
- 14 Trellis @ Stoops
- 15 Mechanical Penthouse, beyond
- 16 Stair 1 w/ Corten Steel Screen
- 17 Glazed Roll-Up Door at Retail



The S.Hekemian
Group

888 Tennessee Street
(789 Minnesota Street)

West Elevation at Minnesota Street

21202
scale: 1" = 20'-0"
date: 7/9/2017

A2.0

LEGEND

- 1 Metal Awning
- 2 Storefront Glazing
- 3 Dark-colored Brick
- 4 Textured Concrete
- 5 Corten Entry Gate and Fence
- 6 Balcony w/ Metal Guardrail, beyond
- 7 Light-colored Brick
- 8 Dark Metal Panel
- 9 Stoop
- 10 Stair 2
- 11 Gray-Painted V-Groove Horizontal Siding
- 13 Garage Entry/Exit
- 14 Trellis @ Stoops
- 15 Mechanical Penthouse, beyond
- 16 Stair 1 w/ Corten Steel Screen
- 17 Glazed Roll-Up Door at Retail



The S. Hekemian
Group

888 Tennessee Street
(789 Minnesota Street)

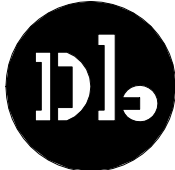
East Elevation at Tennessee Street

21202
scale: 1" = 20'-0"
date: 7/9/2017

A2.1

LEGEND

- 1 Metal Awning
- 2 Storefront Glazing
- 3 Dark-colored Brick
- 4 Textured Concrete
- 5 Corten Entry Gate and Fence
- 6 Balcony w/ Metal Guardrail, beyond
- 7 Light-colored Brick
- 8 Dark Metal Panel
- 9 Stoop
- 10 Stair 2
- 11 Gray-Painted V-Groove Horizontal Siding
- 13 Garage Entry/Exit
- 14 Trellis @ Stoops
- 15 Mechanical Penthouse, beyond
- 16 Stair 1 w/ Corten Steel Screen
- 17 Glazed Roll-Up Door at Retail



The S. Hekemian Group

888 Tennessee Street
(789 Minnesota Street)

South Elevation at 20th Street

21202
scale: 1/16" = 1'-0"
date: 7/9/2017

A2.2

LEGEND

- 1 Metal Awning
- 2 Storefront Glazing
- 3 Dark-colored Brick
- 4 Textured Concrete
- 5 Corten Entry Gate and Fence
- 6 Balcony w/ Metal Guardrail, beyond
- 7 Light-colored Brick
- 8 Dark Metal Panel
- 9 Stoop
- 10 Stair 2
- 13 Garage Entry/Exit
- 14 Trellis @ Stoops
- 15 Mechanical Penthouse, beyond
- 16 Stair 1 w/ Corten Steel Screen
- 17 Glazed Roll-Up Door at Retail
- 18 White Cement Plaster (in Courtyard)
- 19 Dark Cement Plaster (in Courtyard)



The S.Hekemian
Group

**888 Tennessee Street
(789 Minnesota Street)**

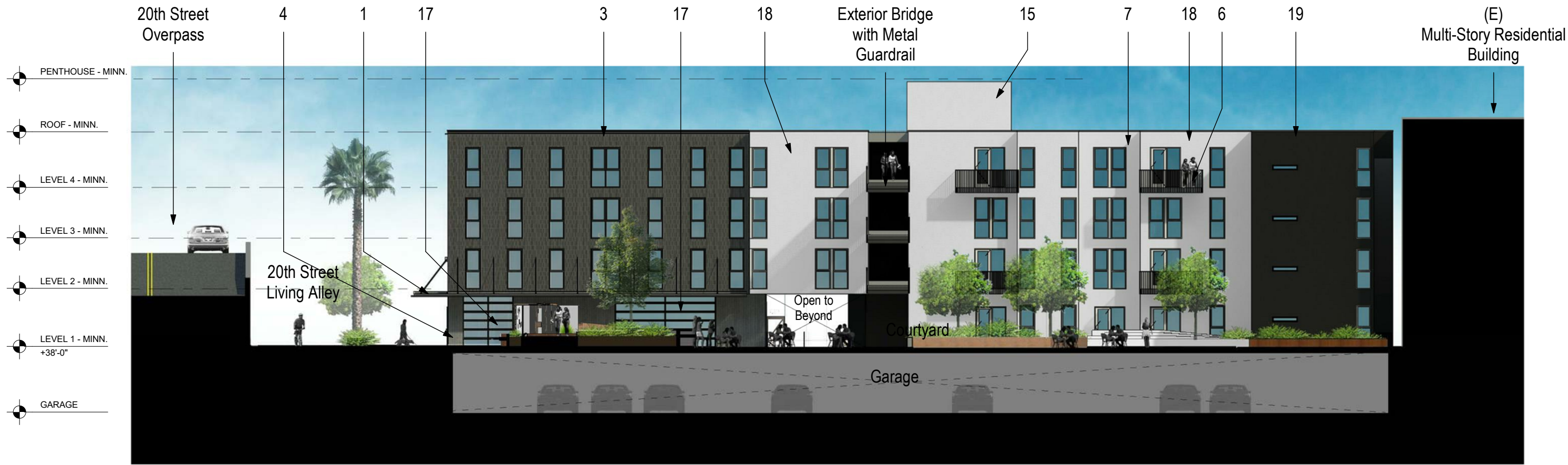
West-Facing Elevation at Courtyard

21202
scale: 1" = 20'-0"
date: 7/9/2017

A2.3

LEGEND

- 1 Metal Awning
- 2 Storefront Glazing
- 3 Dark-colored Brick
- 4 Textured Concrete
- 5 Corten Entry Gate and Fence
- 6 Balcony w/ Metal Guardrail, beyond
- 7 Light-colored Brick
- 8 Dark Metal Panel
- 9 Stoop
- 10 Stair 2
- 13 Garage Entry/Exit
- 14 Trellis @ Stoops
- 15 Mechanical Penthouse, beyond
- 16 Stair 1 w/ Corten Steel Screen
- 17 Glazed Roll-Up Door at Retail
- 18 White Cement Plaster (in Courtyard)
- 19 Dark Cement Plaster (in Courtyard)



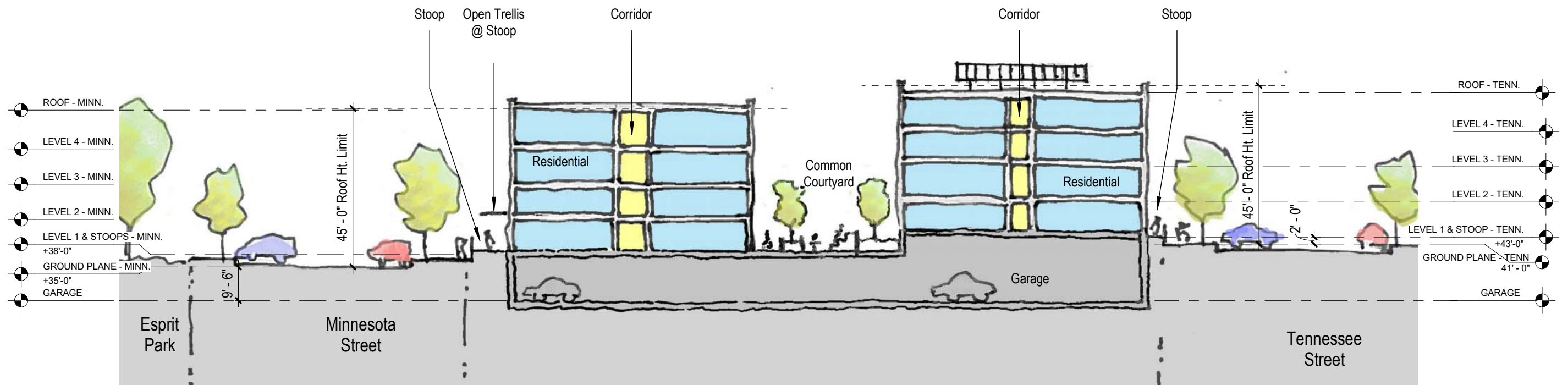
The S.Hekemian Group

888 Tennessee Street
(789 Minnesota Street)

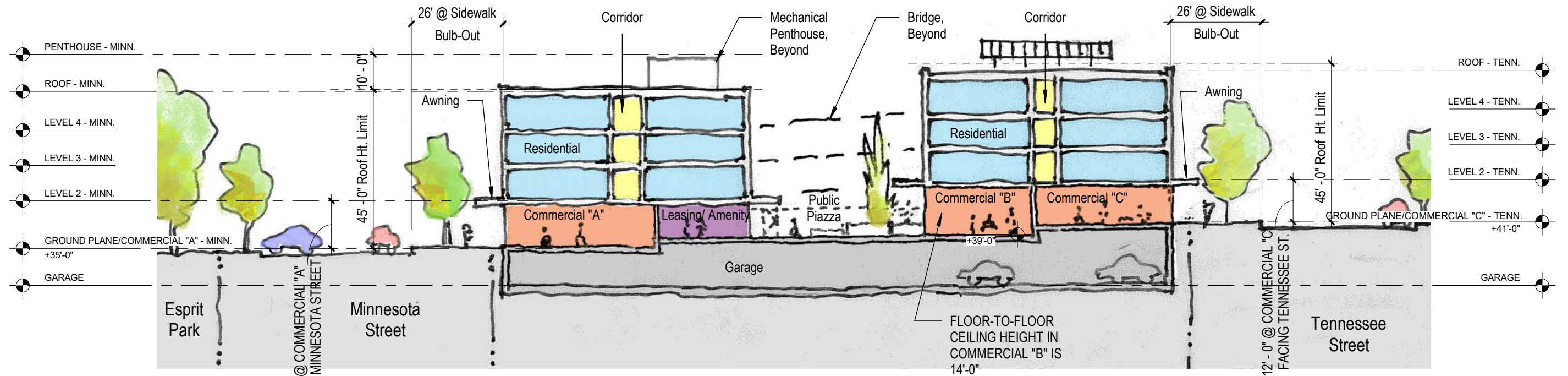
East-Facing Elevation at Courtyard

21202
scale: 1" = 20'-0"
date: 7/9/2017

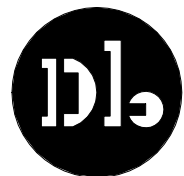
A2.4



② E/W Section 2 @ Stoops
1" = 30'-0"



① E/W Section 1 @ Public Piazza
1" = 30'-0"



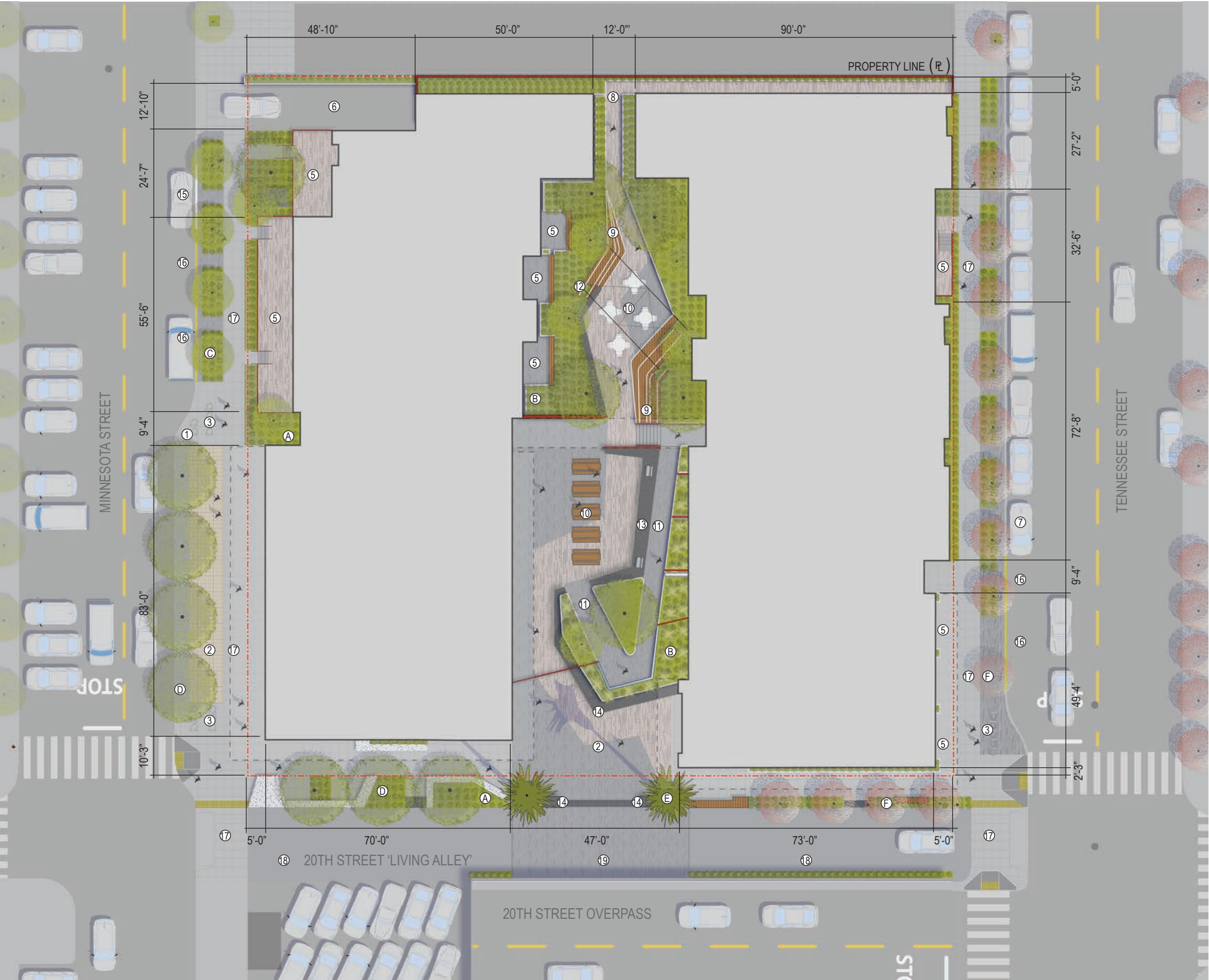
The S. Hekemian
Group

**888 Tennessee Street
(789 Minnesota Street)**

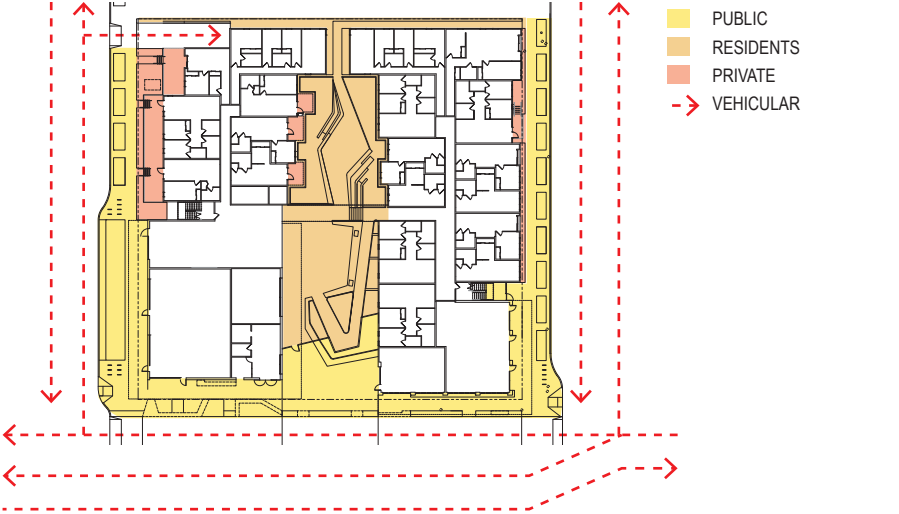
Building Sections

21202
scale: 1" = 30'-0"
date: 7/9/2017

A3.0



LANDSCAPE SITE PLAN NOTE: LIVING ALLEY STREET AND SIDEWALK IMPROVEMENTS TO BE SOUGHT THROUGH AN ADDITIONAL PERMITS PROCESS, POST-LPA PPROVAL



CIRCULATION DIAGRAM 100 SCALE



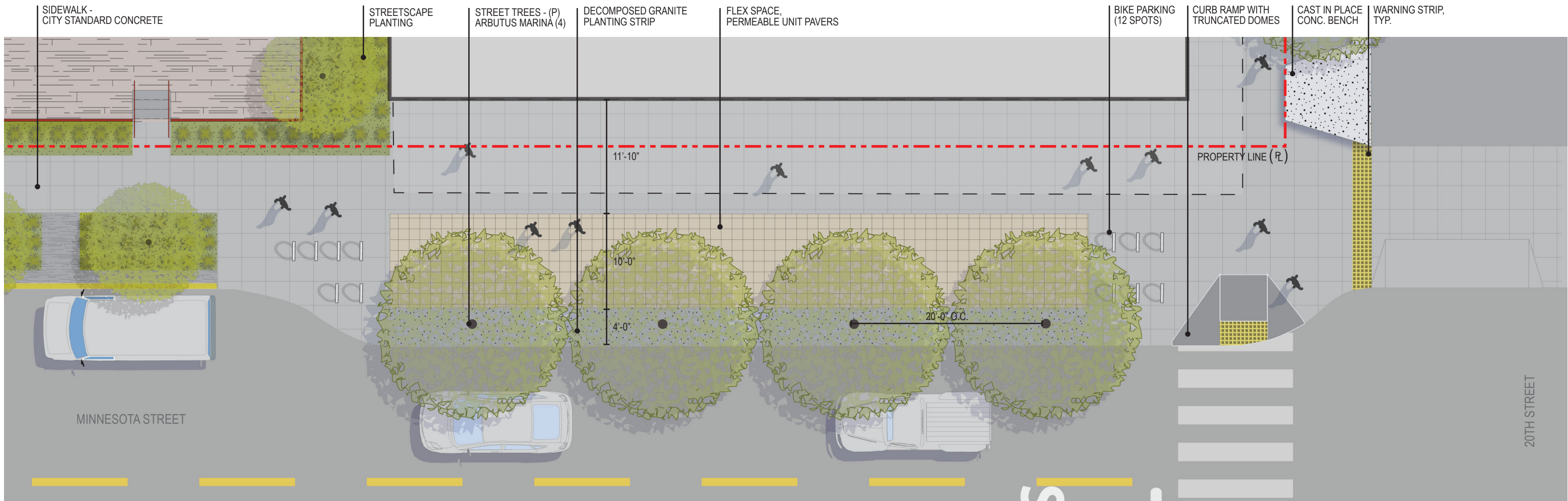
LANDSCAPE DIAGRAM 100 SCALE

KEY NOTES

- ① CURB EXTENSION
- ② PUBLIC 'FLEX SPACE'
- ③ BIKE PARKING (17 BIKE RACKS)
- ④ PERMEABLE UNIT PAVERS
- ⑤ PRIVATE STOOP/PATIO
- ⑥ PARKING GARAGE ENTRY
- ⑦ STREET PARKING (9 STALLS)
- ⑧ EMERGENCY EXIT
- ⑨ AMPHITHEATER SEATING
- ⑩ PRIVATE 'FLEX SPACE'
- ⑪ SLOPED PATH
- ⑫ OVERHEAD LIGHTING
- ⑬ OUTDOOR KITCHEN
- ⑭ BASALT SEATWALL
- ⑮ WHITE ZONE PARKING (1 STALL)
- ⑯ YELLOW ZONE PARKING (4 STALLS)
- ⑰ CITY STANDARD SIDEWALK
- ⑱ STAMPED ASPHALT ROADWAY PAVING
- ⑲ CONCRETE ROADWAY PAVING

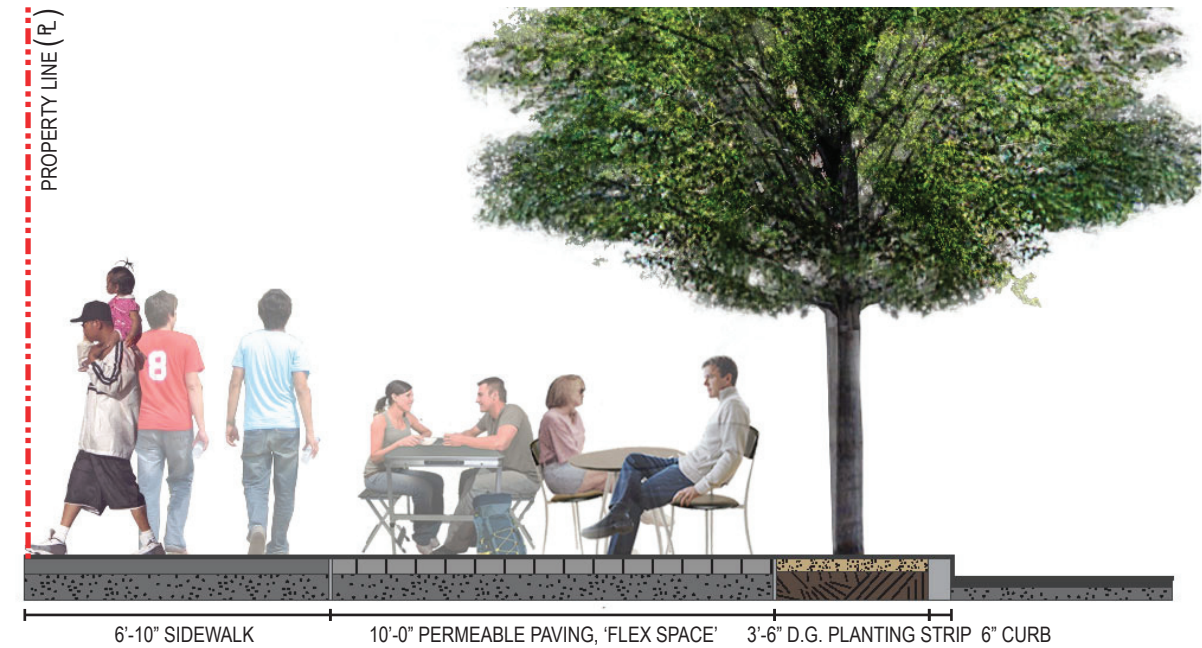
PLANTING NOTES

- Ⓐ STREETSCAPE PLANTING
 - MIX OF HARDY, DROUGHT-TOLERANT GRASSES AND FLOWERS: CALLISTEMON 'BETTER JOHN', LOMANDRA 'BREEZE', ANIGOZANTHOS SPP., DIANELLA 'BLAZE'
- Ⓑ COURTYARD | BIORETENTION PLANTING
 - MIX OF HARDY, DROUGHT-TOLERANT GRASSES AND FLOWERS: POLYSTICHUM SPP., DIANELLA 'CASSA BLUE', LOMANDRA SPP., DIETES GRANDIFLORA, CEANOTHUS GLORIOUSUS
- Ⓒ (N) CERCIS OCCIDENTALIS (4 TREES)
- Ⓓ (N) ARBUTUS MARINA (7 TREES)
- Ⓔ (N) SYAGRUS ROMANZOFFIANA (2 TREES)
- Ⓕ (E) PRUNUS CERASIFERA (9 TREES)
- Ⓖ (N) PRUNUS CERASIFERA (4 TREES)



MINNESOTA STREET ENLARGEMENT PLAN NOTE: LIVING ALLEY STREET AND SIDEWALK IMPROVEMENTS TO BE SOUGHT THROUGH AN ADDITIONAL PERMITS PROCESS, POST-LPA PPROVAL

10 SCALE



MINNESOTA BULB-OUT STREETSCAPE SECTION

SCALE: 1"=4'

FLOWERS

CALLISTEMON 'BETTER JOHN'



ANIGOZANTHOS SPP.



GRASSES

LOMANDRA 'BREEZE'



DIANELLA 'BLAZE'

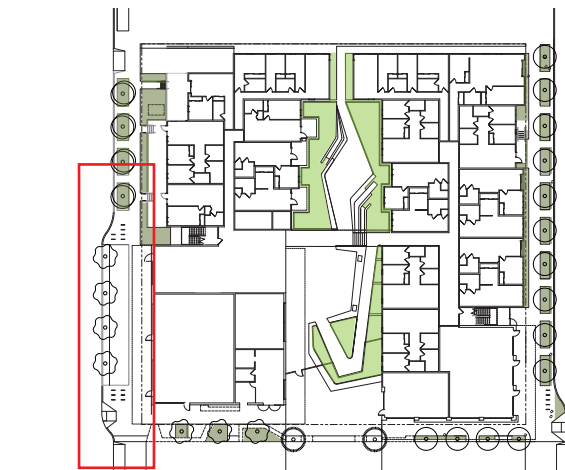


TREES

ARBUTUS MARINA

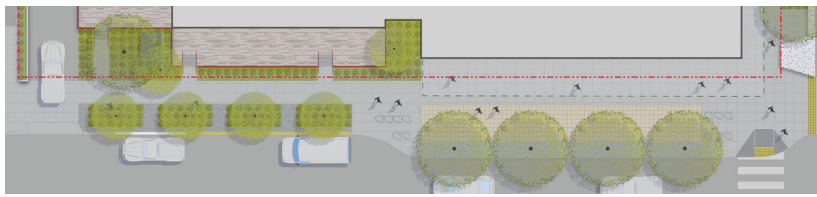


PLANTING PALETTE



KEY PLAN

100 SCALE



STREET PLAN

50 SCALE



The S.Hekemian Group

888 Tennessee Street

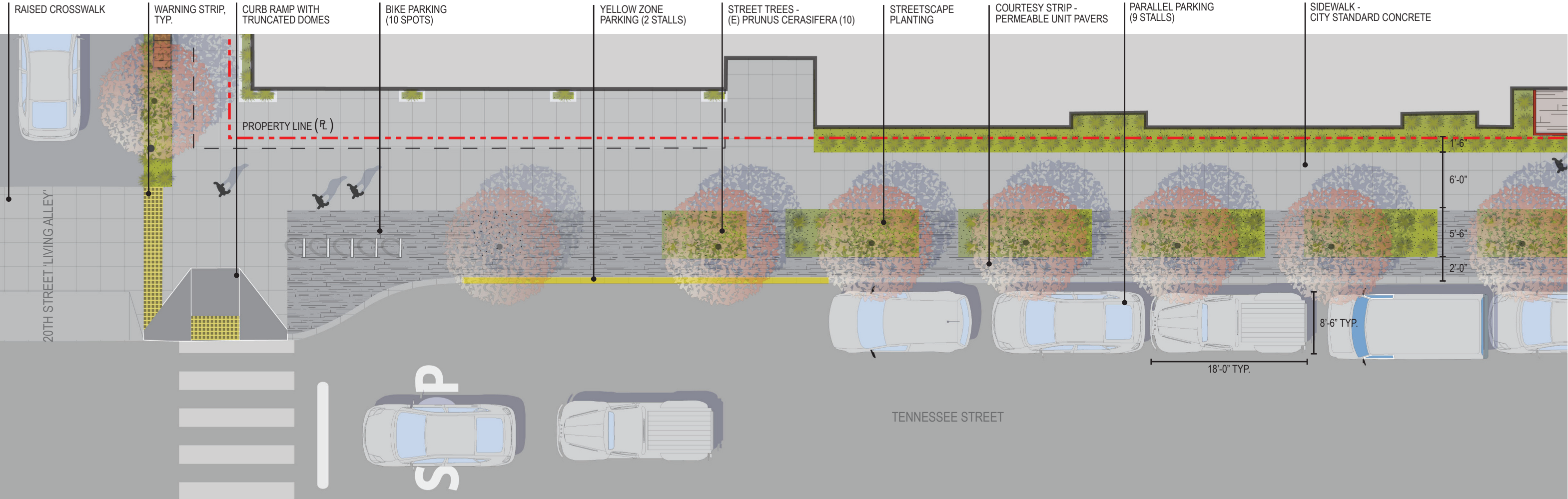


Minnesota Street Enlargement Plan



21202
 scale: AS SHOWN
 date: 7/9/2017

L1.2



TENNESSEE STREET ENLARGEMENT PLAN NOTE: LIVING ALLEY STREET AND SIDEWALK IMPROVEMENTS TO BE SOUGHT THROUGH AN ADDITIONAL PERMITS PROCESS, POST-LPA PPROVAL

10 SCALE



TENNESSEE STREETSCAPE SECTION

FLOWERS

CALLISTEMON 'BETTER JOHN'



ANIGOZANTHOS SPP.



GRASSES

LOMANDRA 'BREEZE'



DIANELLA 'BLAZE'

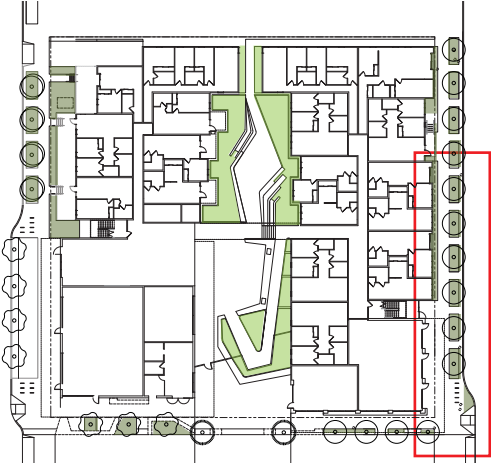


TREES

PRUNUS CERASIFERA

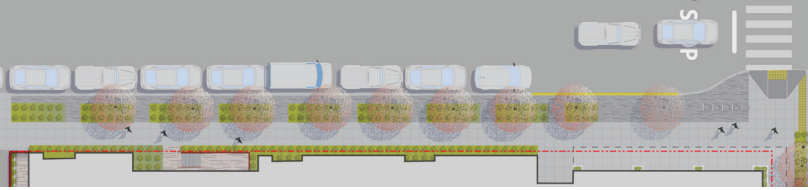


PLANTING PALETTE



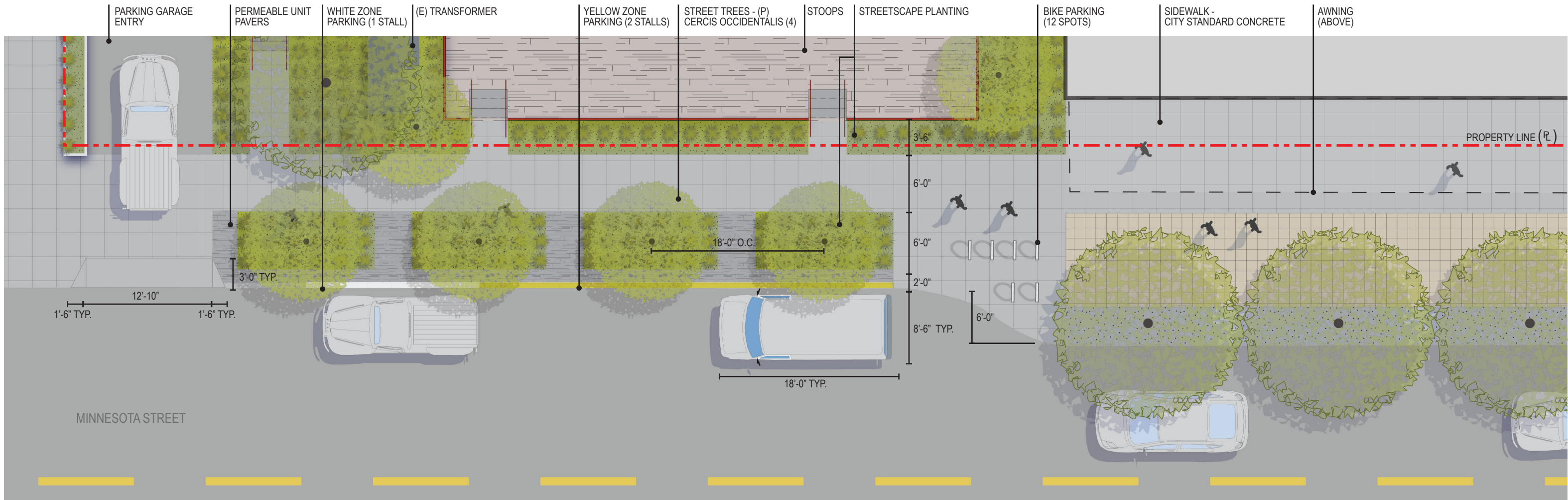
KEY PLAN

100 SCALE

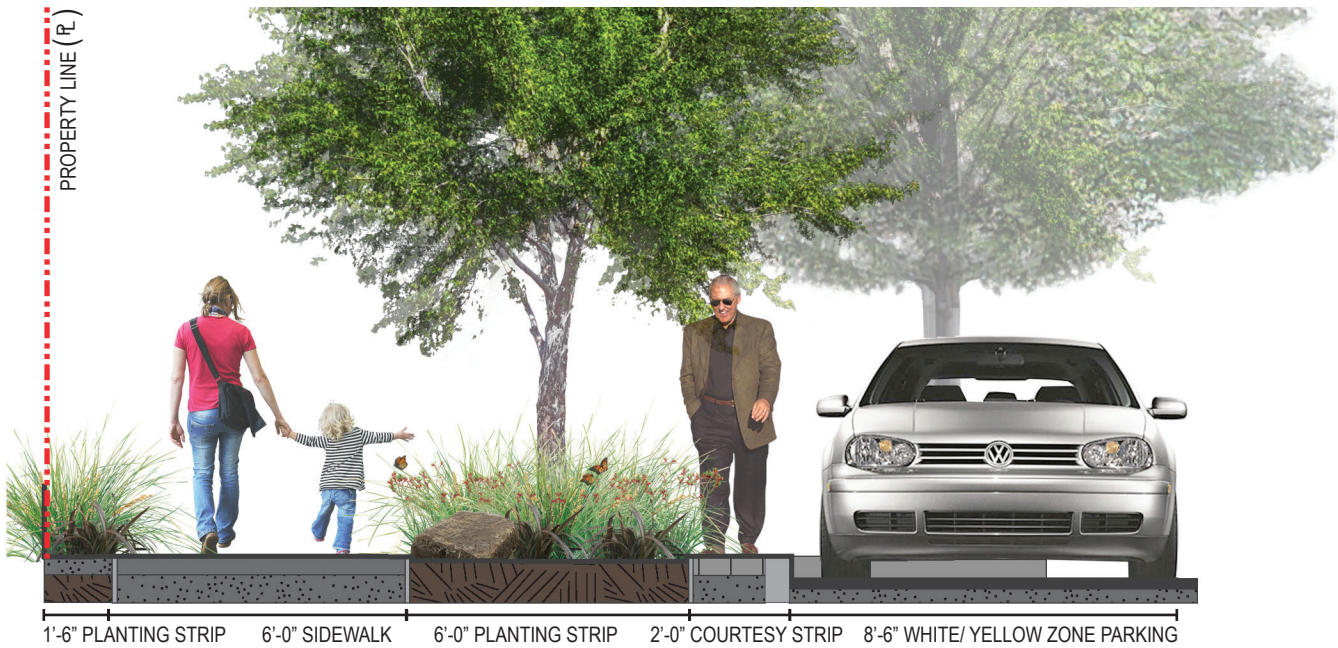


STREET PLAN

50 SCALE



MINNESOTA STREET ENLARGEMENT PLAN



MINNESOTA STREETScape SECTION

SCALE: 1"=4'

FLOWERS

CALLISTEMON 'BETTER JOHN'



ANIGOZANTHOS SPP.



GRASSES

LOMANDRA 'BREEZE'



DIANELLA 'BLAZE'

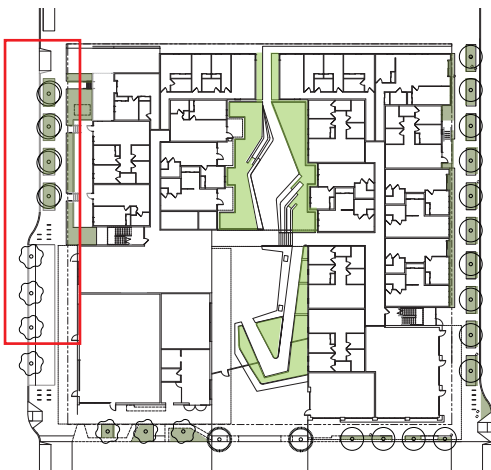


TREES

CERCIS OCCIDENTALIS

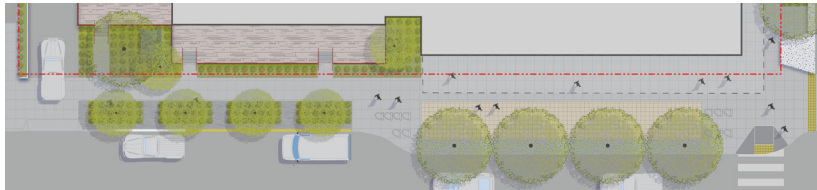


PLANTING PALETTE



KEY PLAN

10 SCALE



STREET PLAN

100 SCALE

50 SCALE



The S.Hekemian Group

888 Tennessee Street

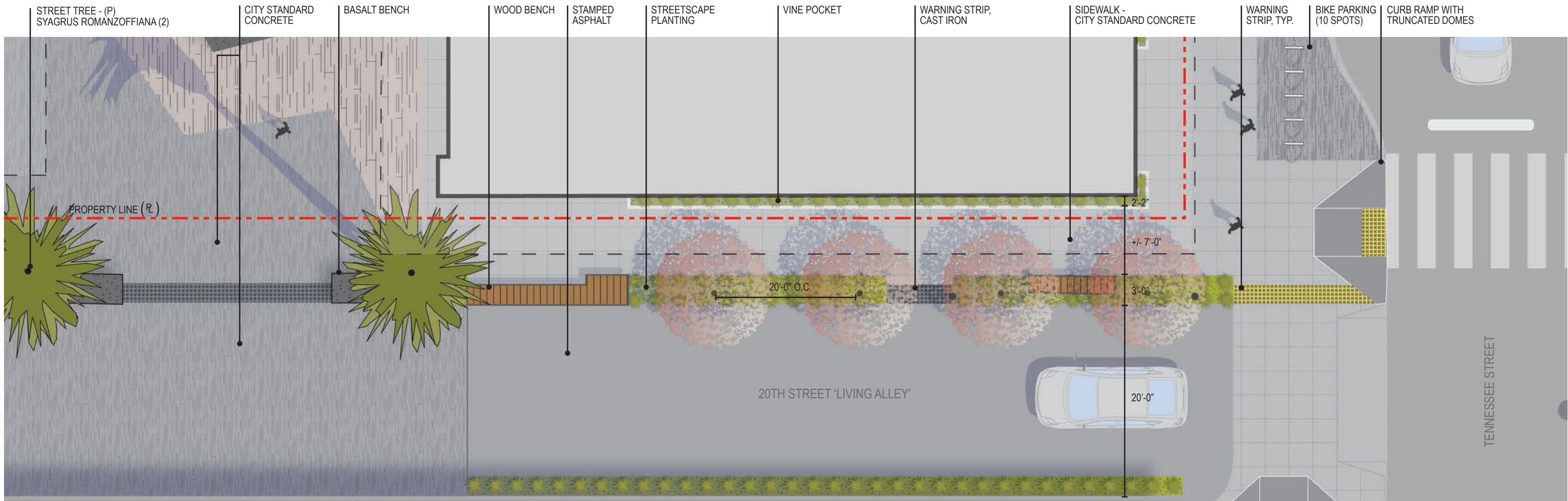


Minnesota Street Enlargement Plan



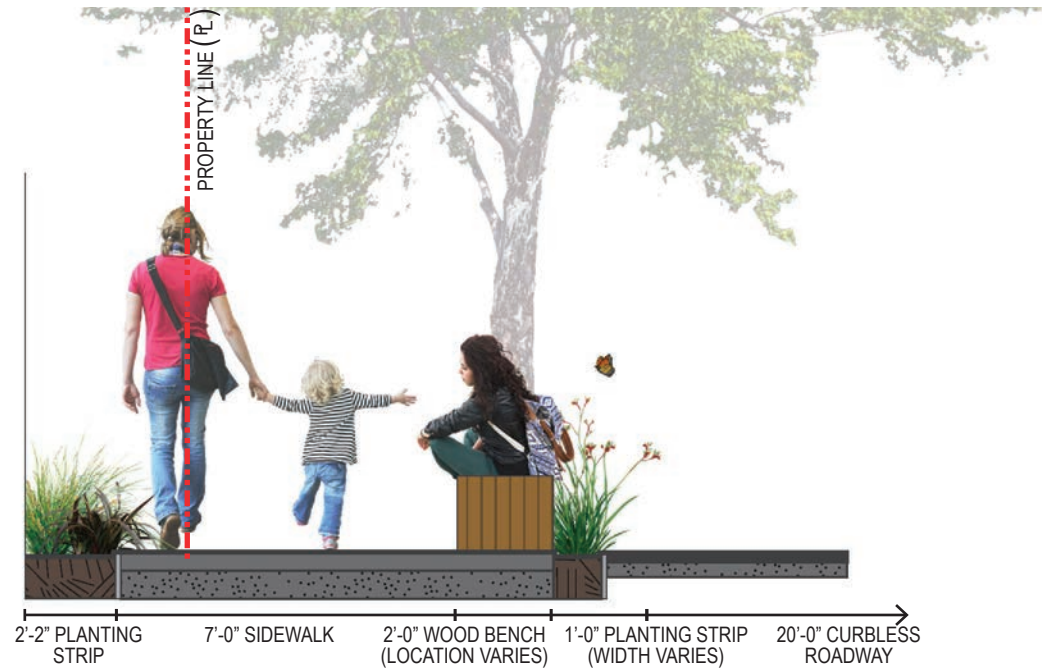
21202
scale: AS SHOWN
date: 7/9/20176

L1.3



20TH STREET ENLARGEMENT PLAN NOTE: LIVING ALLEY STREET AND SIDEWALK IMPROVEMENTS TO BE SOUGHT THROUGH AN ADDITIONAL PERMITS PROCESS, POST-LPA PPROVAL

10 SCALE



20TH STREETScape SECTION

SCALE: 1"=4'

FLOWERS

CALLISTEMON 'BETTER JOHN'



ANIGOZANTHOS SPP.



GRASSES

LOMANDRA 'BREEZE'



DIANELLA 'BLAZE'

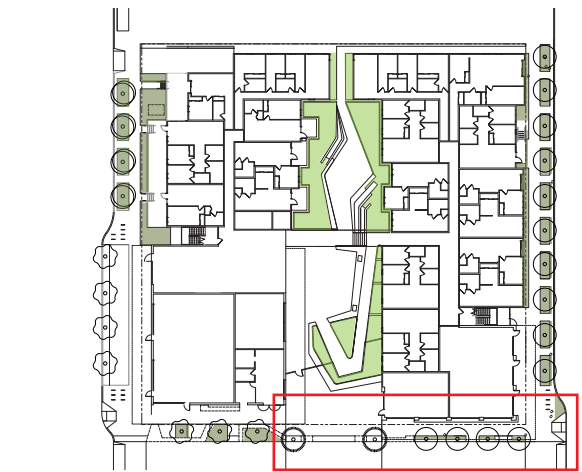


TREES

SYAGRUS ROMANZOFFIANA



PLANTING PALETTE



KEY PLAN

100 SCALE



STREET PLAN

50 SCALE



The S.Hekemian Group

888 Tennessee Street

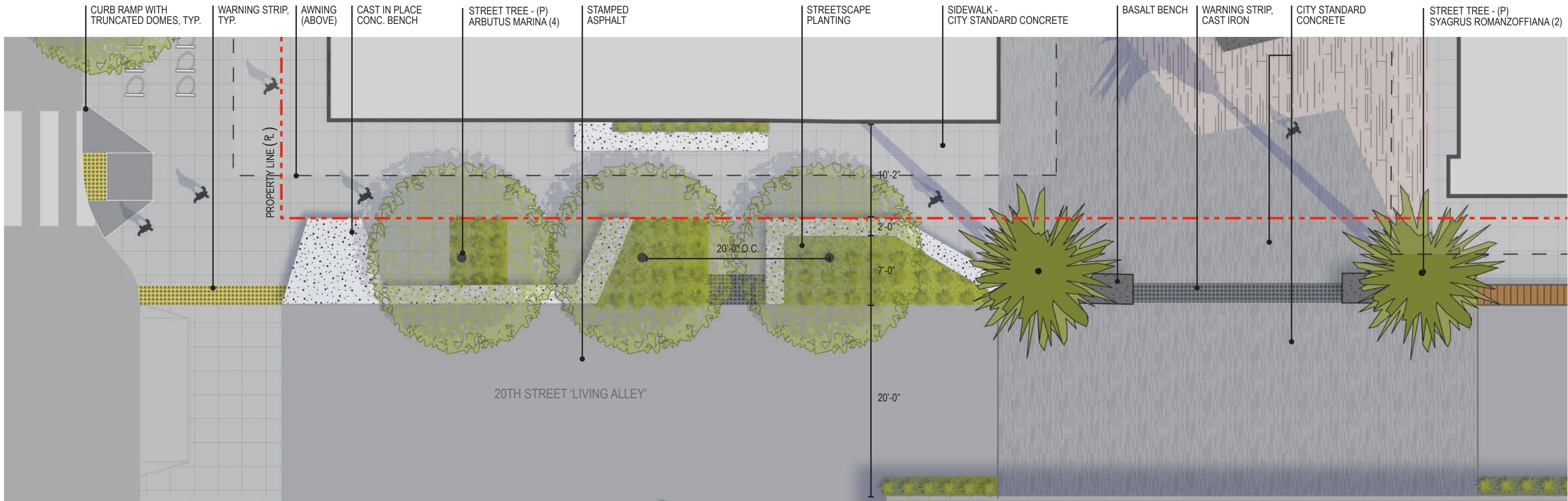


20th Street Enlargement Plan

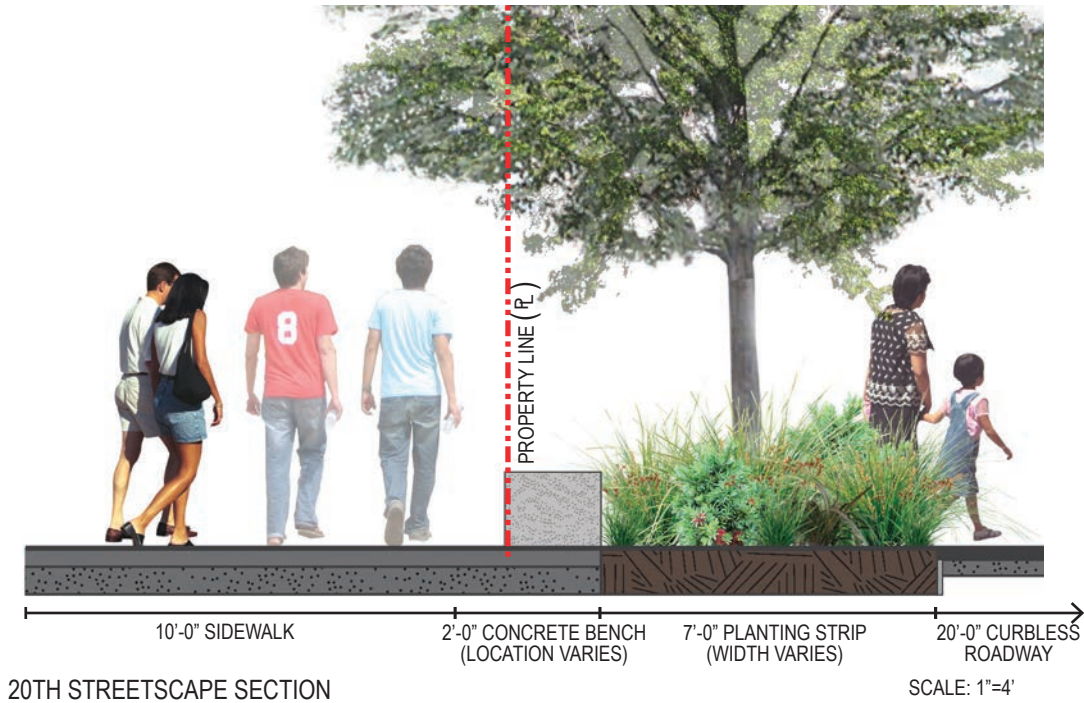


21202
scale: AS SHOWN
date: 7/9/2017

L1.5



20TH STREET ENLARGEMENT PLAN NOTE: LIVING ALLEY STREET AND SIDEWALK IMPROVEMENTS TO BE SOUGHT THROUGH AN ADDITIONAL PERMITS PROCESS, POST-LPA APPROVAL



20TH STREETScape SECTION

FLOWERS

CALLISTEMON 'BETTER JOHN'



ANIGOZANTHOS SPP.



GRASSES

LOMANDRA 'BREEZE'



DIANELLA 'BLAZE'

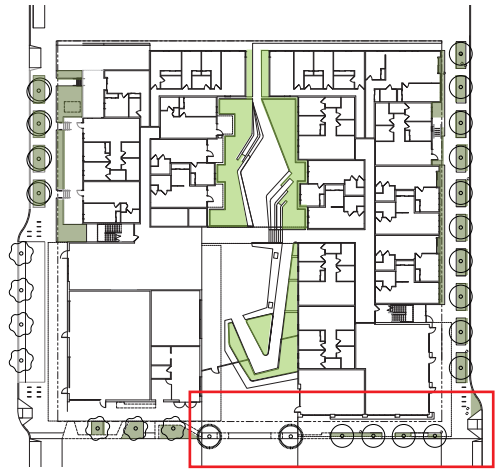


TREES

SYAGRUS ROMANZOFFIANA

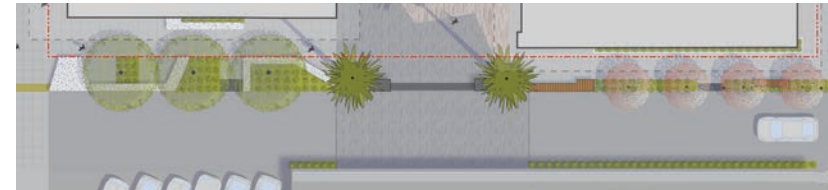


PLANTING PALETTE



KEY PLAN

10 SCALE



STREET PLAN

100 SCALE

50 SCALE



The S.Hekemian Group

888 Tennessee Street

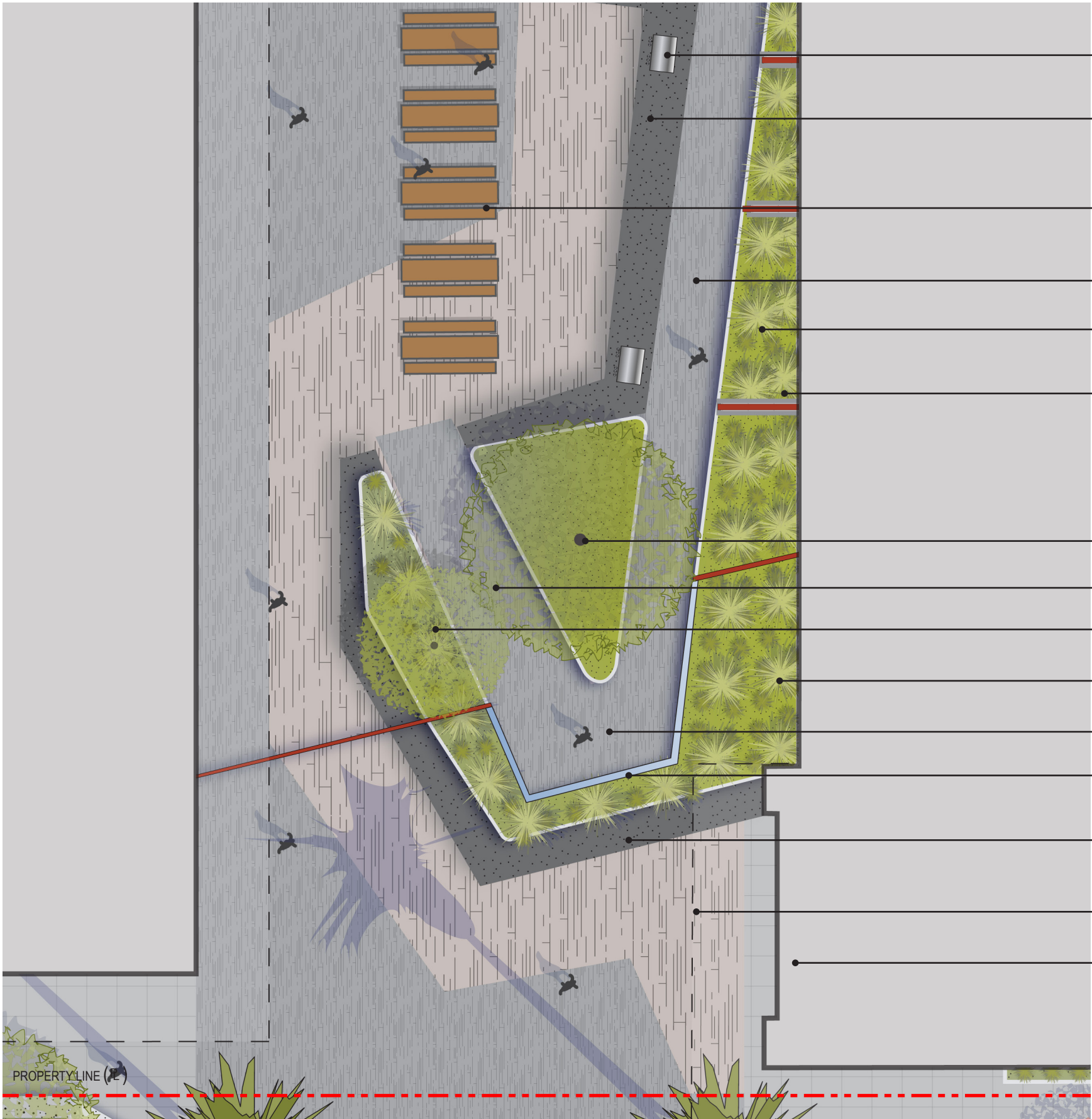


20th Street Enlargement Plan



21202
scale: AS SHOWN
date: 7/9/2017

L1.6



COMMUNITY GRILL

BASALT BAR AND
KITCHEN PREP SPACE

BEER GARDEN TABLE

SLOPED WALK
AT 4.5% GRADE

BIORETENTION
PLANTING

WATER RETENTION WALL,
CORTEN STEEL

SHADE TREE -
MAGNOLIA GRANDIFLORA

SLOPED WALK
AT 4.5% GRADE

SHADE TREE -
CERCIS OCCIDENTALIS

BIORETENTION
PLANTER

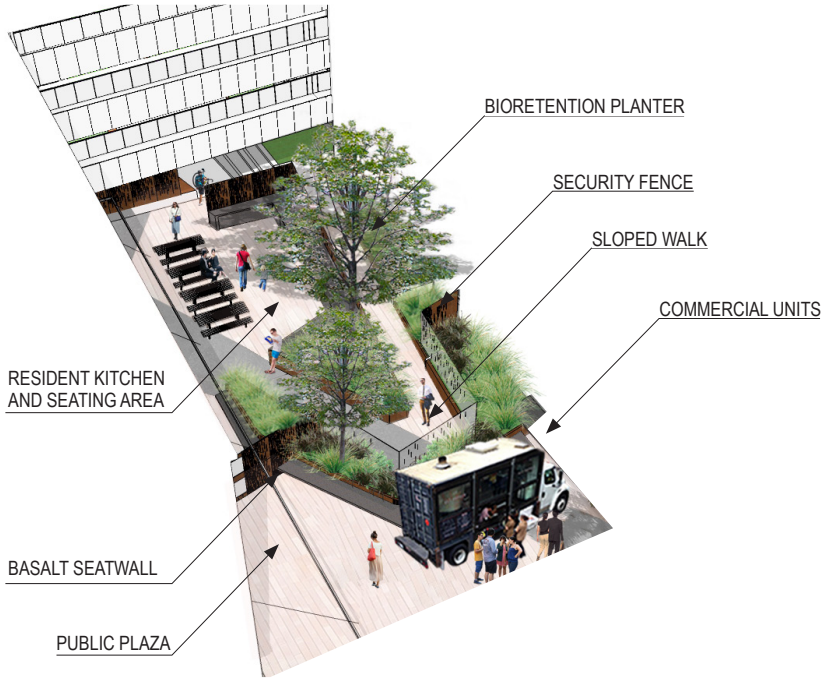
OVERLOOK

CORTEN STEEL AND
GLASS SECURITY FENCE

CONTINUOUS BENCH
SEATING - BASALT

PUBLIC PLAZA &
'FLEX SPACE'

COMMERCIAL UNIT



BIORETENTION PLANTER

SECURITY FENCE

SLOPED WALK

COMMERCIAL UNITS

RESIDENT KITCHEN
AND SEATING AREA

BASALT SEATWALL

PUBLIC PLAZA

FERNS + FLOWERS

POLYSTICHUM SPP.



DIETES GRANDIFLORA



CEANOTHUS GLORIOSUS



GRASSES

DIANELLA 'CASSA BLUE'



LOMANDRA NYALLA



LOMANDRA LONGIFOLIA

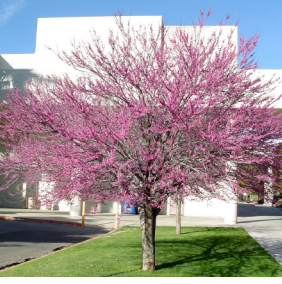


TREES

MAGNOLIA GRANDIFLORA



CERCIS OCCIDENTALIS



LANDSCAPE SITE PLAN



The S.Hekemian Group

888 Tennessee Street

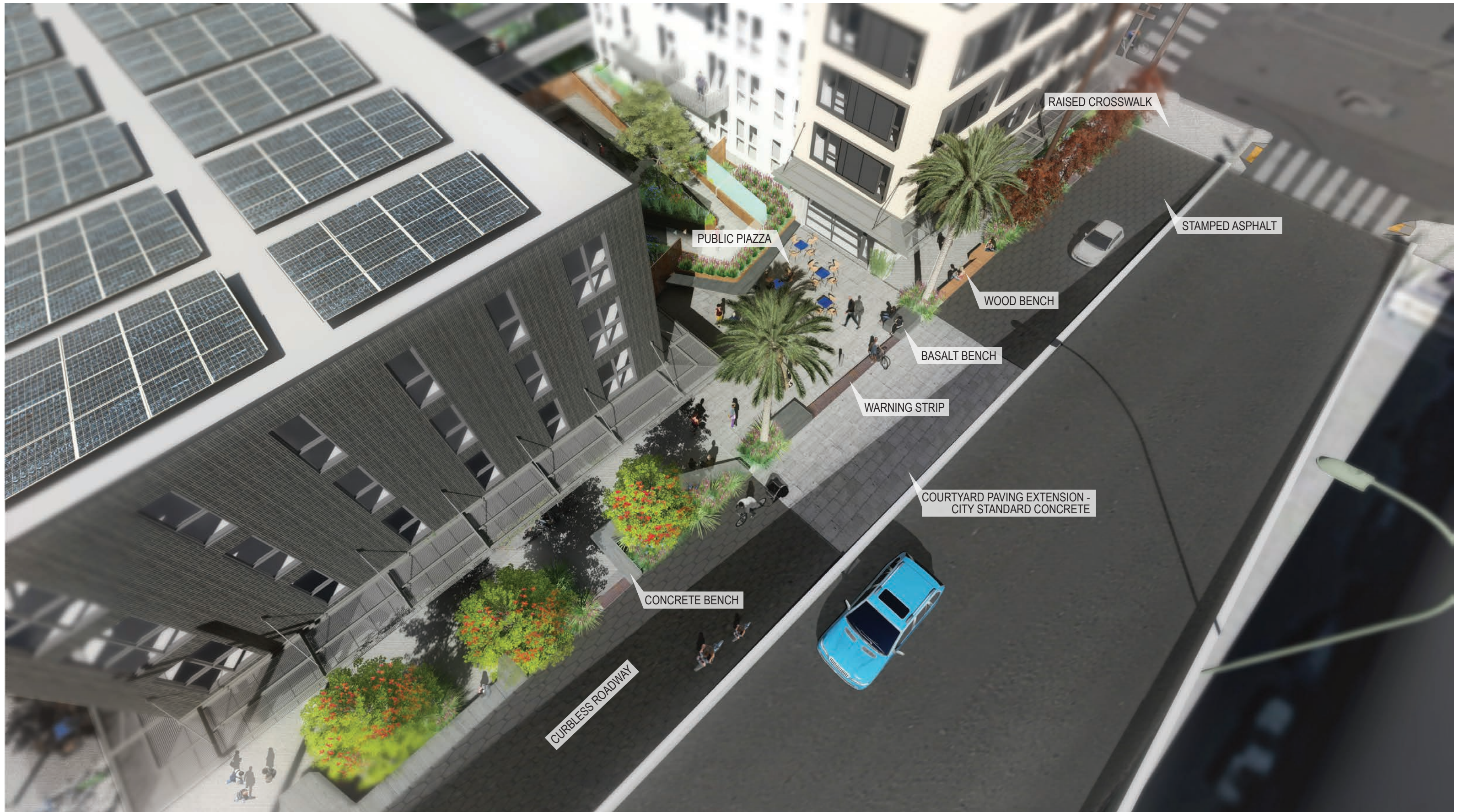


Southern Courtyard Enlargement Plan



21202
scale: 10 SCALE
date: 7/9/2017

L1.7



NOTE: LIVING ALLEY STREET AND SIDEWALK IMPROVEMENTS TO BE SOUGHT THROUGH AN ADDITIONAL PERMITS PROCESS, POST-LPA APPROVAL



The S.Hekemian Group

888 Tennessee Street



20th Street Living Alley Aerial Perspective

scale: 21202
NTS
date: 7/9/2017

L1.9



NOTE: LIVING ALLEY STREET AND SIDEWALK IMPROVEMENTS TO BE SOUGHT THROUGH AN ADDITIONAL PERMITS PROCESS, POST-LPA APPROVAL



The S. Hekemian Group

888 Tennessee Street



20th Street Living Alley View From Minnesota

scale:
date:

21202
NTS
7/9/2017

L1.10



NOTE: LIVING ALLEY STREET AND SIDEWALK IMPROVEMENTS TO BE SOUGHT THROUGH AN ADDITIONAL PERMITS PROCESS, POST-LPA PPROVAL



The S.Hekemian Group

888 Tennessee Street



20th Street Living Alley Piazza View

scale: 21202
date: NTS
77/9/201

L1.12





SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination COMMUNITY PLAN EVALUATION

Case No.: 2013.0975E
Project Address: 888 Tennessee Street
Zoning: UMU (Urban Mixed Use)
45-X Height and Bulk District
Block/Lot: 4060/001 and 004
Lot Size: 39,650 square feet
Plan Area: Eastern Neighborhoods Area Plan (Central Waterfront)
Project Sponsor: Melinda Sarjapur, Reuben, Junius & Rose, LLP (Project Sponsor's Representative), (415) 567-9000
Staff Contact: Tania Sheyner, (415) 575-9127, Tania.Sheyner@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project site is located on a block bounded by 19th Street to the north, Tennessee Street to the east, 20th Street to the south, and Minnesota Street to the west, in San Francisco's Potrero Hill neighborhood. The project site currently contains a two-story industrial building (constructed in 1953) that covers the entire Lot 001. Lot 004 runs along the western edge of the project site and is not occupied by any structures (it formerly accommodated a freight spur for the Atchison, Topeka and Santa Fe Railway).

The project sponsor would demolish the existing on-site structure and construct a mixed-use residential project, encompassing a total of approximately 112,000 gsf, which would include approximately 87,100 gsf of residential uses (110 dwelling units), approximately 5,500 gsf of commercial space, approximately 30,000 gsf of space dedicated to vehicle parking (84 off-street parking spaces, including 83 parking spaces

(Continued on next page.)

CEQA DETERMINATION

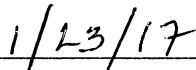
The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

DETERMINATION

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



Lisa M. Gibson
Acting Environmental Review Officer



Date

cc: Melinda Sarjapur, Project Sponsor's Representative; Supervisor Ronen, District 9; Richard Sucre, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

for residences and one car-share space), approximately 1,000 gsf dedicated to bicycle parking (110 Class 1 bicycle parking spaces in the garage in addition to 34 Class 2 bicycle parking spaces along the sidewalk), and 5,500 gsf of ground-floor circulation, mechanical, and amenity space. The building would extend four stories and 45 feet in height, with an additional approximately 10 feet to the top of rooftop elements.

The proposed building would occupy the majority of the parcel but would have setbacks from the adjacent building and incorporate a central courtyard. It would contain design elements, both horizontal and vertical, that would help to break up the building massing along its three street-facing facades (20th, Minnesota, and Tennessee Streets). It would be separated into two “wings,” with an open-space internal courtyard in between. The wings would be connected by a pedestrian bridge connecting the two wings on second, third, and fourth floors of the buildings across the proposed courtyard. A below-grade garage would occupy the entire footprint of the development. The proposed project would include approximately 6,400 square feet of common and private useable open space in the form of private landscaped courtyard, stoops, and balconies, as well as approximately 2,000 square feet of publicly accessible open space in the form of a public piazza at the entry to the courtyard.

The proposed project would also provide streetscape improvements along its frontage on Minnesota, Tennessee and 20th Streets. These may include a “living alley” design on 20th Street as well as sidewalk bulb-outs in front of the proposed commercial spaces, on Tennessee Street near the corner of 20th, and on Minnesota Street facing Esprit Park.

The project would require approximately 530,000 cubic feet (19,600 cubic yards) of soil to be excavated or removed from the project site. Excavation would be to a depth ranging between approximately 12 and 17 feet (due to the nature of the project site). No pile driving would occur as part of the proposed project. The foundation design currently being considered employs shallow footings bearing below the planned depth of excavation and at least 12 inches into bedrock; however, the final foundation design would be determined by the project engineers during the project permitting phase.

PROJECT APPROVAL

The approval of a Large Project Authorization by the Planning Commission (per Planning Code Section 329) 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 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 888 Tennessee Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)¹. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 888 Tennessee Street.

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

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

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

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

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

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

development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.⁴

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

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to UMU (Urban Mixed Use) District. The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Evaluation (CPE) Checklist, under Land Use. The 888 Tennessee Street site, which is located in the Showplace Square/Potrero Hill District of the Eastern Neighborhoods, was designated as a site with building up to 45 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 888 Tennessee 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 888 Tennessee Street project, and identified the mitigation measures applicable to the 888 Tennessee Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{5,6} Therefore, no further CEQA evaluation for the 888 Tennessee Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Determination for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

As noted above, the project site is located on a block bounded by 19th Street to the north, Tennessee Street to the east, 20th Street to the south, and Minnesota Street to the west, in San Francisco's Potrero Hill neighborhood. Nineteenth and Tennessee Streets are both two-lane, two-way streets with parallel parking lanes on each side. Minnesota Street is a two-lane, two-way street with a parallel parking lane on the east side of the street and a perpendicular parking lane on the west side of the street. As noted above, 20th Street does not contain a sidewalk at all along the south side of 20th Street between Minnesota Street

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

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 888 Tennessee Street, December 3, 2015. 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. 2013.0975E.

⁶ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 888 Tennessee Street, April 2, 2015.

and Tennessee Street, as an overpass structure occupies the full right-of-way to the property line along the south side of 20th Street. Street trees and ornamental landscaping currently exist only along the Minnesota Street sidewalk. In terms of topography, the project site is generally flat.

To the south (across 20th Street), the project site is bordered by the above-mentioned ramp, beyond which is a one-story building containing live/work studios. To the west is Esprit Park, an approximately 1.83 acre park (approximately 79,700 square feet), under the Recreation and Park Department jurisdiction, which occupies the entire block between Minnesota, Indiana, 19th and 20th Streets. Esprit Park is a neighborhood park that contains a large open grass field surrounded by redwoods, poplars, pines, and variety of other trees. Adjacent to the project site to the north is a three-story multi-unit residential building. To the east of the project site (across Tennessee Street (across Carolina Street)) is the preschool campus of La Scuola International School.

Other uses in the project vicinity (within an approximately one block radius) are primarily light industrial, office and residential. Buildings in the project vicinity generally range from one to four stories in height and are a combination of early Twentieth Century and more contemporary architectural styles. Most structures are built to the property line. An elevated segment of the I-280 freeway (which runs in a north-south direction) is located two blocks west of the project site and the City's eastern waterfront is located approximately three blocks to the east of the project site.

The project block, as well as large portions of the surrounding blocks, are zoned Urban Mixed Use (UMU) (same as the project site), and contain a variety of uses, including residential, retail, production, distribution and repair (PDR), and office as well as vacant lots. Esprit Park to the west is zoned as Public (P) use, and pockets of Residential House (Two-Family) (RH-2) and Residential House (Three-Family) (RH-3) also exist in the project vicinity. The waterfront just east of the project site is zoned Heavy Industrial (M-2) and Production, Distribution and Repair-1-General (PDR-1-G).

The Mission Bay Redevelopment Area (currently under the jurisdiction of the Office of Community Investment and Infrastructure), which contains the UCSF Mission Bay campus and hospital, is located less than one-quarter mile to the northeast of the project site. Other projects that have been either proposed or approved in vicinity of the project site include a 340-unit residential development at 800 Indiana Street, a 59-unit residential development at 777 Tennessee Street, a mixed-use project with 111 residential units and approximately 1,900 sf of ground-floor neighborhood-serving retail uses at 650 Indiana Street, an 88-unit residential development at 815 Tennessee Street, and a 39-unit residential development at 901 Tennessee 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 888 Tennessee Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 888 Tennessee Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would contribute considerably to the significant and unavoidable land use impacts from the loss of PDR uses. This is because the existing use on the project site is a warehouse, which is considered a PDR use, and it would be replaced with a mix of residential and retail uses. Thus, the proposed project would convert 42,720 square feet of existing PDR space to non-PDR space and, in doing so, would contribute to the significant unavoidable impact on land use due to the cumulative loss of PDR use in the Eastern Neighborhoods Plan Area. Moreover, the proposed project would preclude an opportunity for PDR uses to establish on the project site in the future, given that light PDR uses are allowed in the UMU Zoning District. Furthermore, the incremental loss in PDR opportunity is considerable due to the size of the project site (0.91 acre) and its ability to potentially accommodate PDR uses. As a result, the proposed project would contribute considerably to the cumulative land use impact. While the site does not appear to be part of a larger PDR cluster and existing non-PDR uses (such as residential) are the predominant land use in the project vicinity, the proposed project would nevertheless result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use. In regards to significant and unavoidable transportation impacts related to traffic and transit, project-generated vehicle and transit trips would not contribute considerably to significant and unavoidable cumulative traffic and transit impacts identified in the EN EIR and would not result in a substantial portion of the overall additional traffic and transit volume anticipated to be generated by Plan Area projects. The proposed project would not contribute to significant and unavoidable historic architectural resources impacts since the proposed project would not involve the demolition of a historic resource and would not cause a significant adverse impact upon any nearby historic resources. The proposed project would not contribute to significant and unavoidable shadow impacts. While the proposed project would increase shadow on Esprit Park by approximately 0.99 percent, it would not substantially affect the use or enjoyment of the park. Moreover, Proposition K Memorandum (dated February 3, 1989), which establishes tolerance level limits for new shading for various parks subject to Section 295, does not have specific guidance on small parks which currently experience 20 percent or less of existing shadow. Based on this, it was determined that the proposed project would not contribute considerably to significant and unavoidable shadow impacts identified in the Eastern Neighborhoods PEIR.

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

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving not proposed	N/A
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.

Mitigation Measure	Applicability	Compliance
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 the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A
F-5: Siting of Noise-Generating Uses	Not Applicable: the project does not include any noise-generating uses.	N/A
F-6: Open Space in Noisy Environments	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A
G. Air Quality		
G-1: Construction Air Quality	Not Applicable: Construction emission (unmitigated) would be below thresholds of significance for all criteria air pollutants.	N/A
G-2: Air Quality for Sensitive Land Uses	The project site is not in an area of poor air quality.	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: the proposed residential and commercial uses are not expected to emit substantial levels of DPM.	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: the proposed residential and commercial uses are not expected to emit substantial levels of other	N/A

Mitigation Measure	Applicability	Compliance
	TACs.	
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: the project site does not have any previous archaeological studies associated with it.	N/A
J-2: Properties with no Previous Studies	Applicable: the project site is a property with no previous archeological study.	The project underwent a preliminary archeology review and the Planning Department's archeologist determined that the Accidental Discovery mitigation measure would be required for the proposed project, which the project sponsor has agreed to implement.
J-3: Mission Dolores Archeological District	Not Applicable: the project site is not located within the Mission Dolores Archeological District.	N/A
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: the proposed project includes demolition of a building with known prior and current light industrial uses.	The project sponsor has agreed to comply with hazardous building material abatement requirements.
E. Transportation		

Mitigation Measure	Applicability	Compliance
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
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 March 13, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. One comment was received in response to the public notification, which stated a concern related to the amount of proposed parking, which the commenter stated would be insufficient, especially in light of other uses in the project vicinity (such as

the UCSF Children's Hospital). The commenter requested that an increase in the amount of provided parking be considered for the project, at a minimum one parking space for each dwelling unit. The proposed project would not result in significant adverse environmental impacts associated with parking beyond those identified in the Eastern Neighborhoods PEIR. Moreover, the proposed project meets the three screening criteria provided in Section 21099 of the Public Resources Code. This section states that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." This means that parking is not considered in determining if the proposed project has the potential to result in significant environmental effects. This is discussed further in the Transportation Section of the Checklist.

CONCLUSION

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

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

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

⁷ The initial study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0975E.

Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FROM THE EASTERN NEIGHBORHOODS AREA PLAN EIR				
<p>Project Mitigation Measure 1 – Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods PEIR).</p> <p>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 submitted to the Department of Building Inspection (DBI) to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 	Project sponsor and construction contractor(s).	Prior to and during construction.	Project sponsor, contractor(s), shall provide Department of Building Inspection and the Planning Department with monthly reports during construction period.	Considered complete upon receipt of final monitoring report at completion of construction.
<p>Project Mitigation Measure 2 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods FEIR)</p> <p>The project sponsor shall ensure that any existing equipment containing PCBs or DEPH, such as fluorescent light ballasts (that may</p>	Project sponsor and construction contractor(s).	Prior to and during construction activities.	Project Sponsor/ construction contractor(s).	Considered complete upon completion of demolition and

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be present within the existing buildings on the project site), are removed and property disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.				proper abatement activities.
IMPROVEMENT MEASURES				
Project Improvement Measure 1 – Transportation Demand Management Measures The Planning Department and the San Francisco Municipal Transportation Agency (SFMTA) have partnered with the Mayor’s Office of Economic and Workforce Development (MOEWD) and the San Francisco County Transportation Authority (SFCTA) to study the effects of implementing transportation demand management (TDM) measures on the choice of transportation mode. The Planning Department has identified a list of TDM measures that should be considered for adoption as part of proposed land use development projects. The Project Sponsor has agreed to take the following actions: <u>Transportation and Trip Planning Information</u> <i>Move-in packet.</i> Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new	Project sponsor, building management, Planning Department staff.	Prior to and during occupancy.	Project sponsor.	Ongoing during occupancy.

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.</p> <p><u>Data Collection</u></p> <p><i>City Access.</i> As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. Project sponsor assures future access to the site by City Staff. Providing access to existing developments for data collection purposes is also encouraged.</p> <p><u>Bicycle Measures</u></p> <p><i>Parking.</i> Increase the number of on-site secured bicycle parking beyond <i>Planning Code</i> requirements and/or provide additional bicycle facilities in the public right-of-way in on public right-of-way locations adjacent to or within a quarter mile of the project site (e.g., sidewalks, on-street parking spaces).</p> <p><i>Bay Area Bike Share.</i> Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Public Works, and/or Bay Area Bike Share (agencies) and allow installation of a bike share station in the public right-of-way along the project's frontage.</p> <p><u>Car Share Measures</u></p> <p><i>Parking.</i> Provide optional carshare spaces as described in <i>Planning Code</i> § 166(g).</p>				

Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Project Improvement Measure 2 – Queue Abatement Methods</p> <p>It shall be the responsibility of the owner / operator of the project’s off-street parking facility to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles blocking any portion of any public street, alley, or sidewalk for a consecutive period of three (3) minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner / operator of the parking facility should employ abatement methods as needed to abate the queue.</p> <p>Suggested abatement methods include, but are not limited to, the following: redesign of the parking facility layout to improve vehicle circulation and / or on-site queue capacity; employment of parking attendants; use of valet parking or other space-efficient parking techniques; use of existing off-site parking facilities or shared parking with nearby uses; travel demand management strategies such as additional bicycle parking; and / or parking demand management strategies such as parking pricing schemes.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner / operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue exists, the facility owner / operator shall have 90 days from the date of the written determination to abate the queue.</p>	Owner/operator of the project’s off-street parking facility.	Upon operation of the off-street parking facility.	Owner/operator; Planning Department.	Ongoing during operation.

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Improvement Measure 3 – Audible and Visible Warnings of Outbound Vehicle Exits Install audible and visible warning devices to alert pedestrians of outbound vehicles exiting the project garage.	Owner/operator of the project's off-street parking facility.	Upon operation of the off-street parking facility.	Owner/operator; Planning Department.	Ongoing during operation.
Project Improvement Measure 4 – Coordination of Move-In and Move-Out Activities Building management should coordinate move-in and move-out activities among residents, such as by scheduling activities at off-peak periods (e.g., weekends or midday on weekends), avoiding simultaneous move-in and / or move-out, and discouraging residents from parking on the sidewalk, double parking, or otherwise disrupting traffic, transit, bicycle, and pedestrian circulation and safety during move-in or move-out activities.	Building management.	Upon operation of the off-street parking facility.	Owner/operator.	Ongoing during operation.
Project Improvement Measure 5a – Coordinate Construction Traffic to Avoid Conflicts with La Scuola International School Limit hours of construction-related traffic, including, but not limited to, truck movements, to avoid morning drop-off activities at La Scuola International School. In addition, construction contractor(s) for the project should actively coordinate and manage construction traffic taking place simultaneously with afternoon pick-up activities at the school to minimize disruptions to school-related vehicular traffic circulation and conflicts with school-related bicycle and pedestrian circulation and safety. Measures could include avoiding use of 20th Street by trucks or construction-related activities when feasible; stationing construction workers at key intersections or other locations to help control traffic and assist truck maneuvers; or other measures.	Project sponsor and construction contractor(s).	Prior to and during construction activities.	Project Sponsor/ construction contractor(s).	Ongoing during construction.

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Improvement Measure I-TR-5b – Coordinate Construction Traffic with Other Nearby Projects In consultation with the SFMTA, construction contractor(s) for the project should coordinate construction activities with other construction activities that may take place simultaneously in the vicinity of the project site.	Project sponsor, construction contractor(s), SFMTA.	Prior to and during construction activities.	Project Sponsor/ construction contractor(s).	Ongoing during construction.
Improvement Measure I-TR-5c – Construction Worker Commute Construction contractor(s) for the project should encourage construction workers to use alternative modes of transportation when traveling to and from the project site, such as by distributing transit information to workers or facilitating rideshare / carpooling among workers.	Project sponsor and construction contractor(s).	Prior to and during construction activities.	Project Sponsor/ construction contractor(s).	Ongoing during construction.



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

Case No.: **2013.0975E**
Project Address: **888 Tennessee Street**
Zoning: **UMU (Urban Mixed Use)**
45-X Height and Bulk District
Block/Lot: **4060/001 and 004**
Lot Size: **39,650 square feet (0.91 acres)**
Plan Area: **Eastern Neighborhoods Area Plan (Central Waterfront)**
Project Sponsor: **Melinda Sarjapur, Reuben, Junius & Rose, LLP (Project Sponsor's Representative), (415) 567-9000**
Staff Contact: **Tania Sheyner, (415) 575-9127, Tania.Sheyner@sfgov.org**

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PROJECT DESCRIPTION

Project Location

The project site is located on a block bounded by 19th Street to the north, Tennessee Street to the east, 20th Street to the south, and Minnesota Street to the west, in San Francisco's Potrero Hill neighborhood (see Figure 1, p. 2). The project site (Assessor's Block 4060, Lots 001 and 004), which is roughly square in shape, has frontages along three streets – Tennessee Street, Minnesota Street, and 20th Street – all of which are approximately 200 feet in length. Lot 001 is separated from Minnesota Street by Lot 004, which runs along the western edge of the project site and is not occupied by any structures. Historically, Lot 004 accommodated a freight spur for the Atchison, Topeka and Santa Fe Railway that extended north to 19th Street to serve the adjacent building at 701 Minnesota Street. The tracks have since been removed and Lot 004 now accommodates functions to support the uses on Lot 001, including off-street vehicle parking, freight loading access, building service doorways, and a fenced shed. The site spans approximately 39,650 square feet of space (the combined total of lots 001 and 004) and is relatively flat.

The project site currently contains a two-story, approximately 38,520-sf industrial building (constructed in 1953) that covers the entire Lot 001 and contains warehouse uses. The building has two pedestrian entrances, both elevated from grade, along the Minnesota Street side of the building, and four roll-up doors (atop four elevated docks) along the Minnesota Street façade of the existing building to accommodate commercial loading activities. Additional service entries/exits are located at the southeast corner of the building, including one along the 20th Street side and another along Tennessee Street. A third service entry/exit doorway is provided along 20th Street, and an unused doorway is provided at the northeast corner of the building along Tennessee Street (see Figure 2, p. 3).

Off-street vehicle parking is provided along the Minnesota Street and 20th Street sides of the existing building, including five spaces along Minnesota Street at the southwest corner of the building and 15 spaces along 20th Street. The sidewalk adjacent to these spaces is entirely unimproved along 20th Street and only partially improved along Minnesota Street, either lacking curb space completely or featuring curb space that is in poor condition. The 20th Street overpass structure occupies the full right-of-way to the property line along the south side of the project, south of the 20th Street spur (which terminates at Indiana Street).

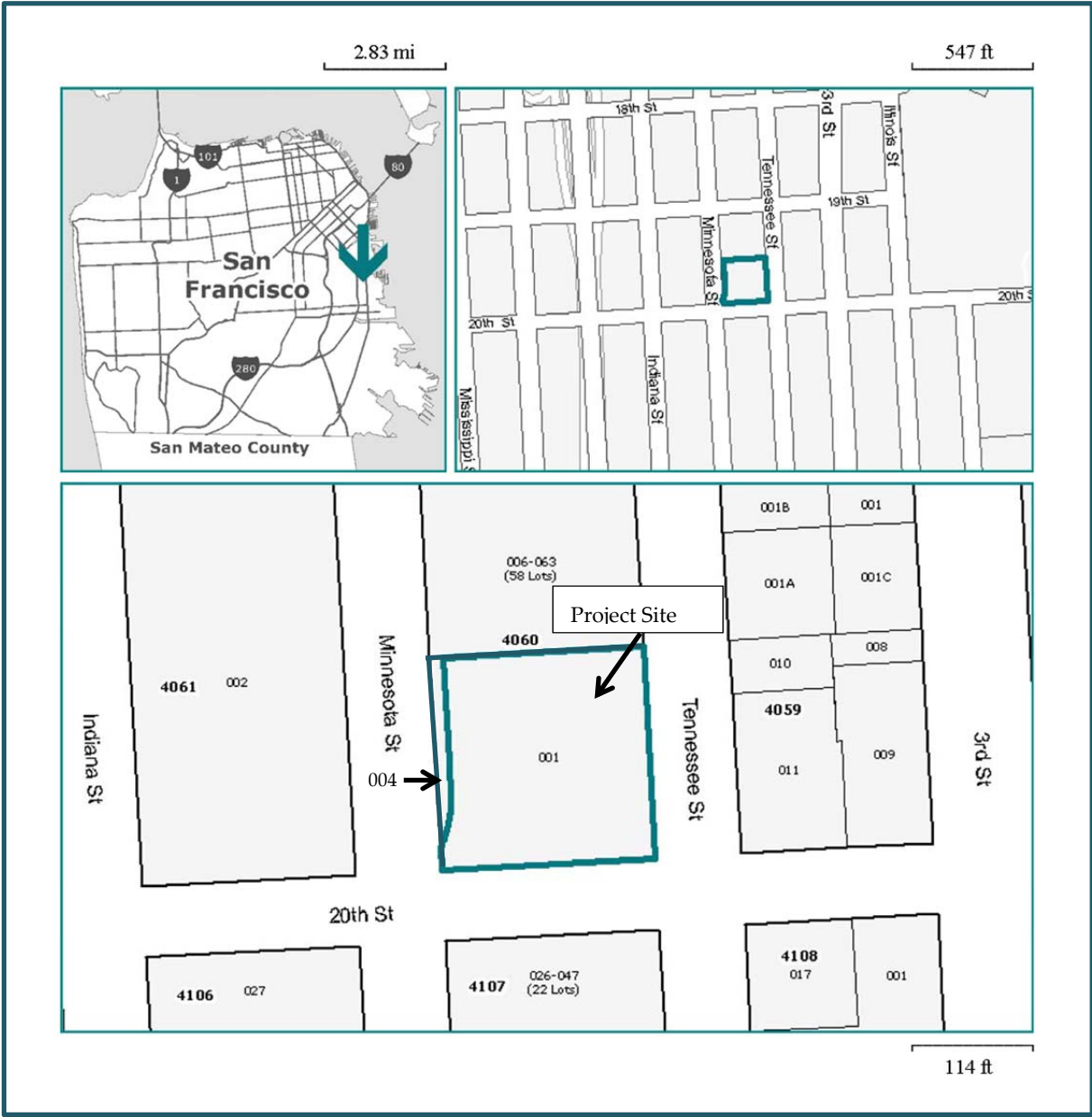


FIGURE 1. PROJECT LOCATION MAP

Figure not to scale

Source: San Francisco Planning Department



FIGURE 2. EXISTING SITE PLAN

Figure not to scale
Source: The S.Hekemian Group



FIGURE 3. PROPOSED SITE PLAN AND LEVEL 1 FLOOR PLAN

Figure not to scale

Source: The S.Hekemian Group

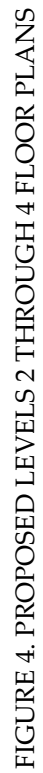


Figure not to scale

Source: The S.Hekemian Group

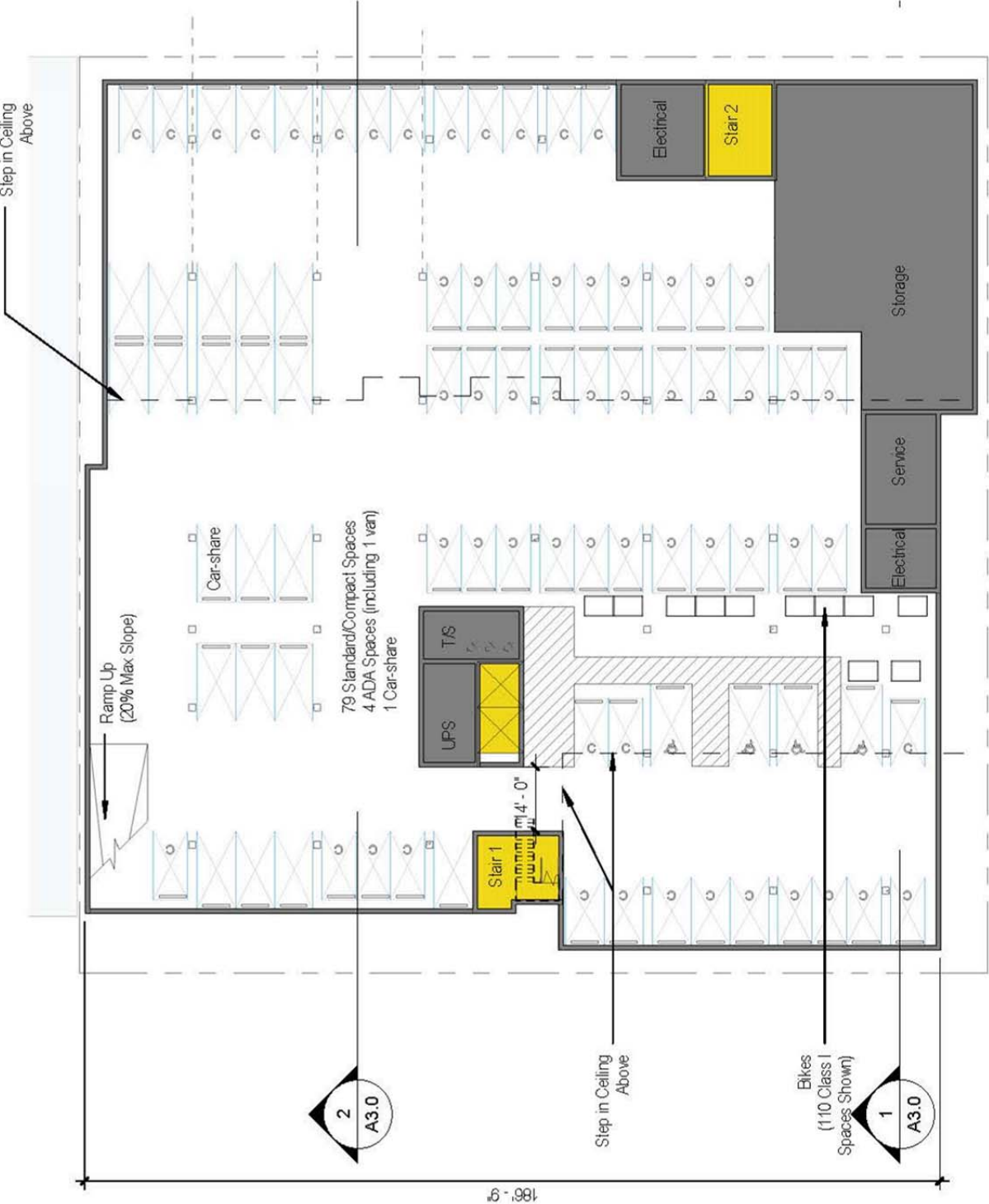


FIGURE 5. PROPOSED GARAGE PLAN

Figure not to scale

Source: The S. Hekemian Group

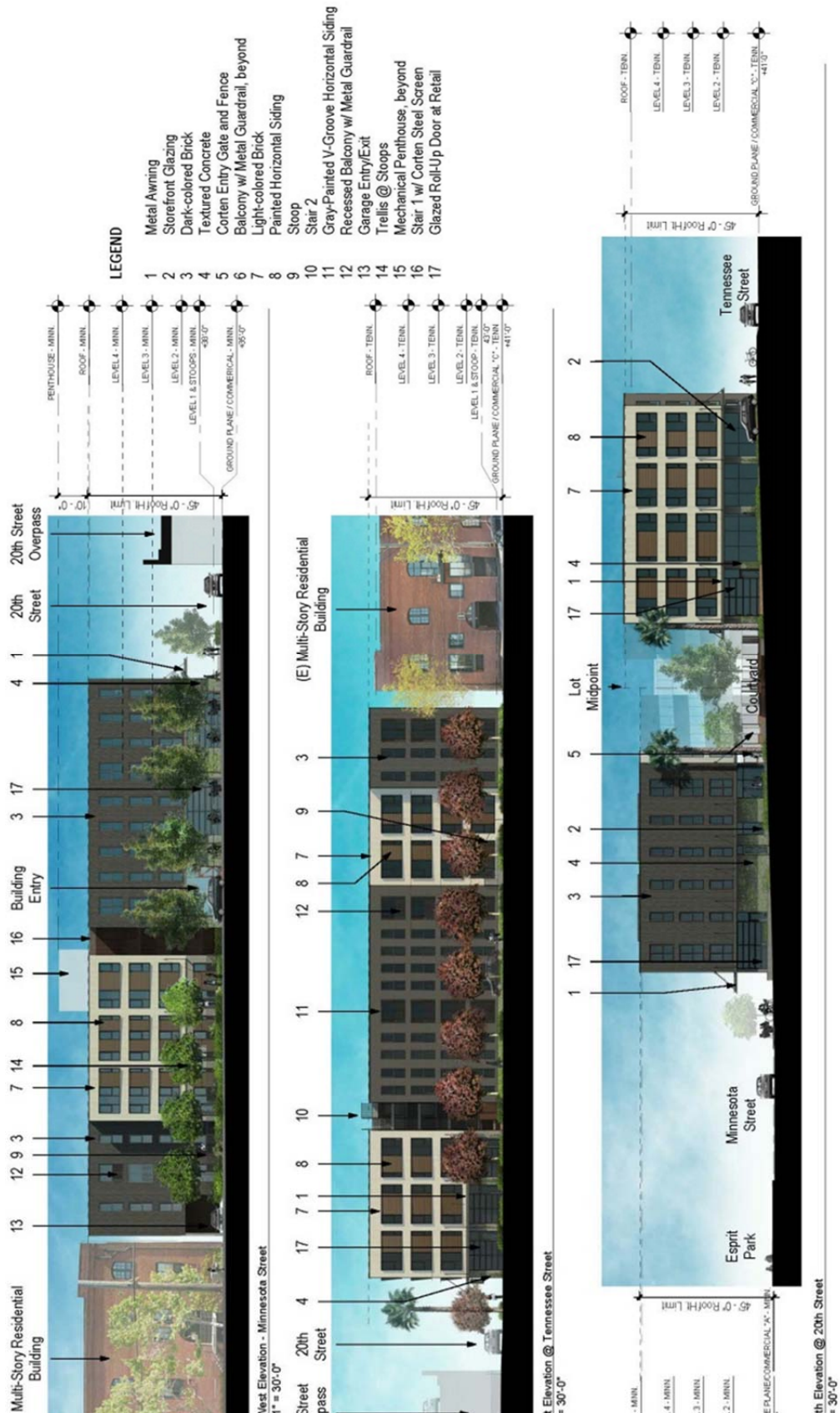
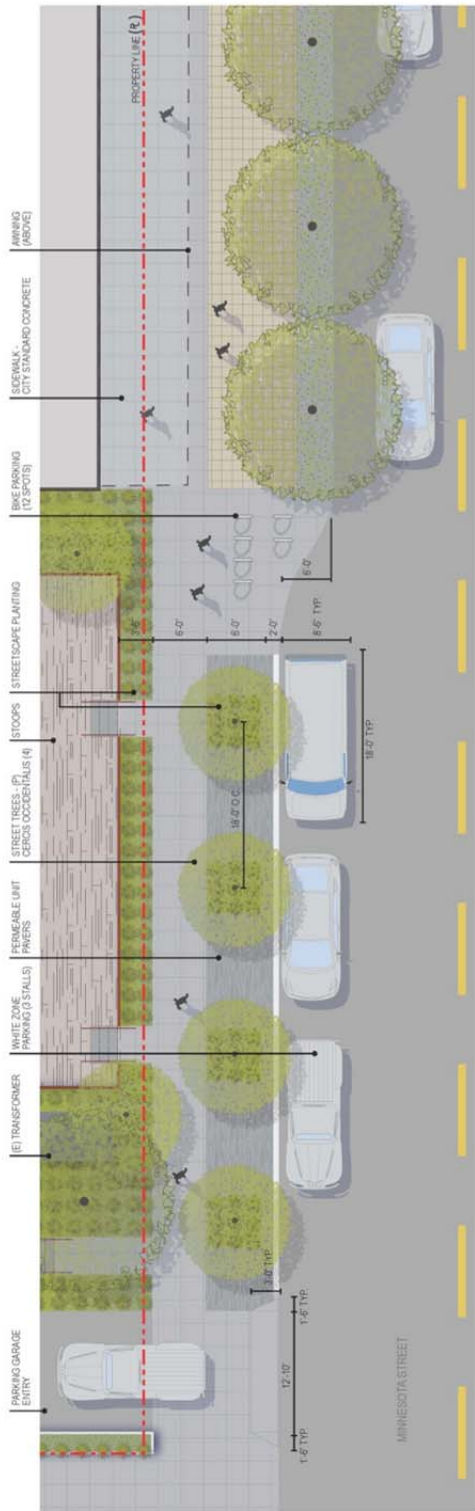
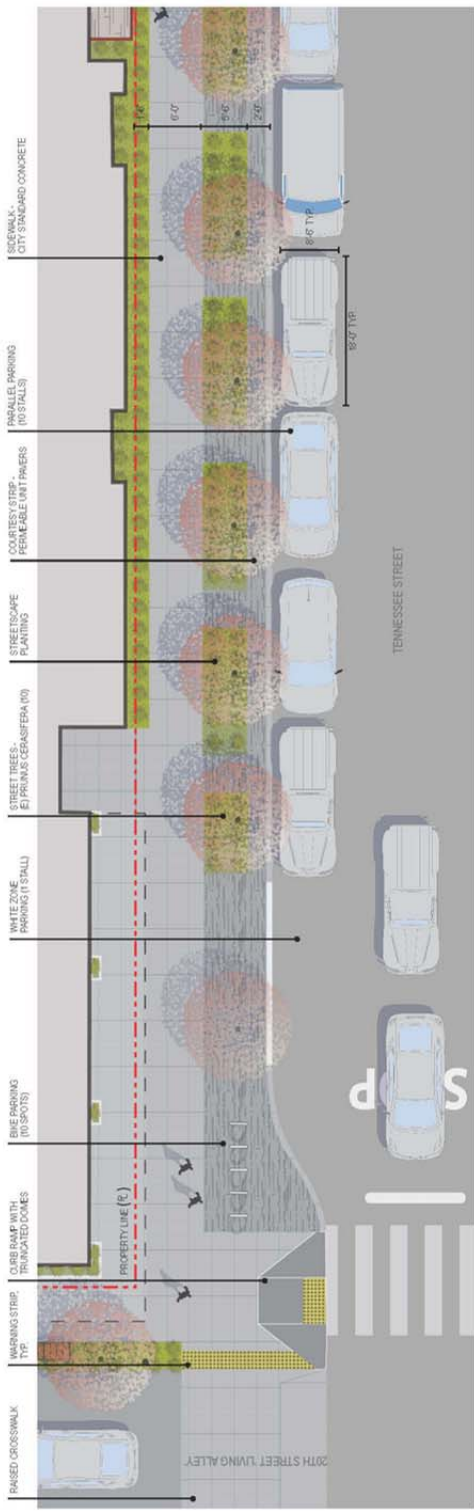


FIGURE 6. PROPOSED ELEVATIONS
Figure not to scale
Source: The S.Hekemian Group



Minnesota Street Enlargement Plan



Tennessee Street Enlargement Plan

FIGURE 7. PROPOSED STREETSCAPE IMPROVEMENTS
Figure not to scale
Source: The S.Hekmian Group

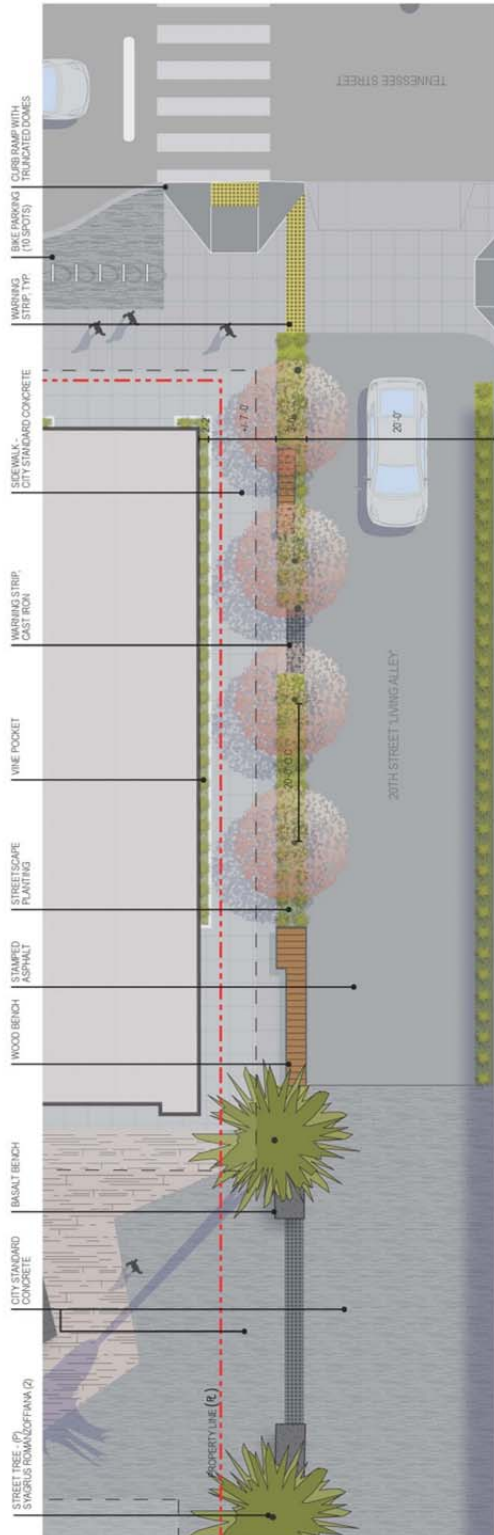
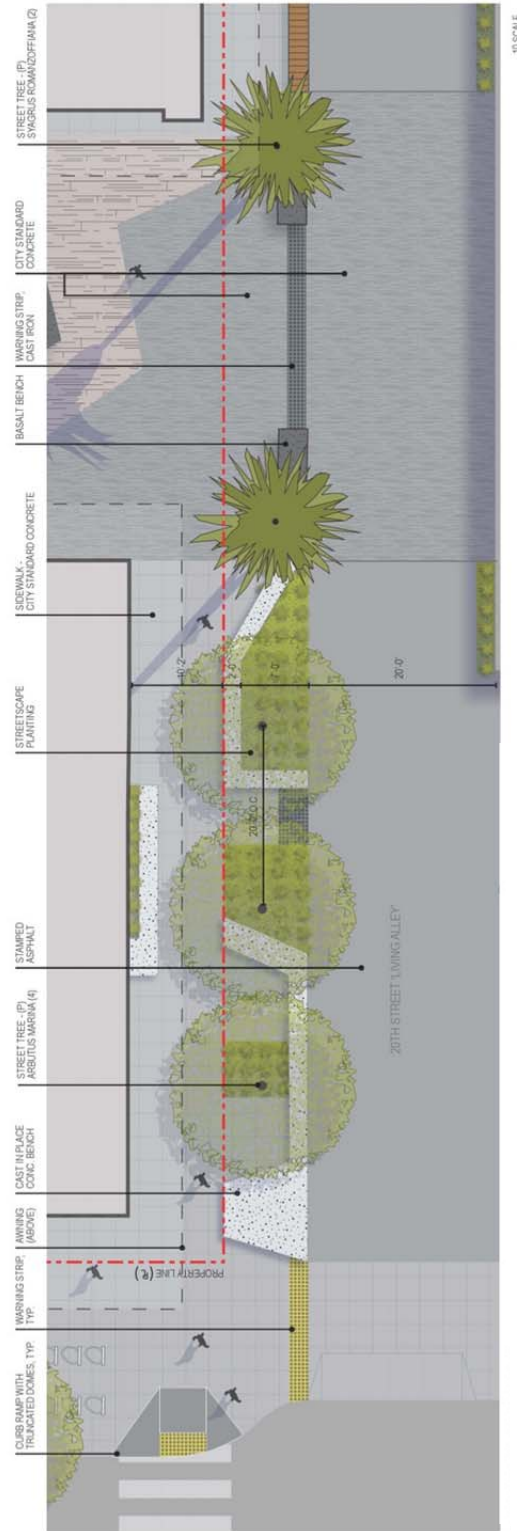
20th Street Enlargement Plan (East)20th Street Enlargement Plan (West)

FIGURE 8. PROPOSED STREETSCAPE IMPROVEMENTS

Figure not to scale

Source: The S.Hekemian Group

The area just south of the overpass structure primarily serves to accommodate off-street parking and vehicle ingress and egress (for the building at 900 Tennessee Street).

The area underneath the overpass structure and just east of Minnesota Street is also used for parking. A transformer is present within the off-street parking area along 20th Street, near the 20th Street entrance to the building on site, and three M-shaped bicycle racks are provided just east of the transformer for building users. Nine street trees currently exist along the adjacent Tennessee Street sidewalk.

The project site is within the Urban Mixed Use (UMU) zoning district and 45-X height and bulk district. It is also a non-contributing resource located within the Dogpatch Historic District.

Project Characteristics

The project sponsor would demolish the existing structure on-site and construct a mixed-use residential project, encompassing a total of approximately 112,000 gsf, which would include approximately 87,100 gsf of residential uses (110 dwelling units), approximately 5,500 gsf of commercial space, approximately 30,000 sf of space dedicated to vehicle parking (84 off-street parking spaces, including 83 parking spaces for residences and one car-share space), approximately 1,000 gsf dedicated to bicycle parking (110 Class 1 bicycle parking spaces in the garage in addition to 34 Class 2 bicycle parking spaces along the sidewalk), and 5,500 gsf of ground-floor circulation, mechanical, and amenity space. The proposed dwelling units would range in size from approximately 500 to approximately 1,300 square feet and would include 16 studio units, 47 one-bedroom units, 39 two-bedroom units and 8 three-bedroom units (see Figures 3 through 6, pp. 4 through 7).

The building would extend four stories and 45 feet in height, with an additional approximately 10 feet to the top of rooftop elements. The proposed building would occupy the entire parcel and would contain design elements, both horizontal and vertical, that would help to break up the building massing along its three street-facing facades (20th, Minnesota, and Tennessee Streets). It would be separated into two “wings,” with an open-space internal courtyard in between. The wings would be connected by a pedestrian bridge connecting the two wings on second, third, and fourth floors of the buildings across the proposed courtyard. A below-grade garage would span the footprint of the development. The proposed project would also provide streetscape improvements on Minnesota, Tennessee and 20th Streets. These streetscape improvements may include a “living alley” design on 20th Street as well as sidewalk bulb-outs in front of the proposed commercial spaces, on Tennessee Street near the corner of 20th, and on Minnesota Street facing Esprit Park (these improvements are described further below, under Streetscape Improvements).

Building Characteristics

The proposed structure would be broken into seven volumes that would reflect the scale of the surrounding industrial buildings. The volumes would differ somewhat from each other in appearance, and would have alternating amounts of setback from the property line. The project would incorporate cornices, awnings and ground floor roll-up doors (drawing on the industrial architecture in the project area) and employ a palette of brick tile and V-groove siding.

On the ground level, the project would contain 19 dwelling units (within the two building wings), three commercial spaces, a lobby, and residential amenities such as a leasing office and, potentially, a fitness center. Some residential units would extend to the street, while several units (at the northeast and northwest portion of the project site) would contain stoops separating them from the sidewalk. The residential lobby would be accessible via Minnesota Street, while the commercial spaces would have

entries along 20th, Tennessee and Minnesota Streets. The commercial spaces on the corner of Minnesota and 20th Street would have varying ceiling heights – the commercial space fronting onto Tennessee Street would be 12 feet in height; the commercial space fronting 20th Street and the public “piazza” portion of the courtyard would be 14 feet in height; and the commercial space fronting Minnesota Street and 20th Street would be 13.5 feet in height.

On levels two through four, the proposed structure would contain residential units in a double-loaded corridor arrangement, with units located along both sides of a linear hallway of each building. Elevators, stairs, and utilities such as laundry rooms, would be located in the central portion of the buildings. As noted above, on levels two through four, the two building volumes would be connected via a pedestrian crossing across central courtyard.

Automobile parking would be provided in a below-grade garage level, which would be approximately 34,200 gsf in size, of which approximately 30,000 gsf would be dedicated to vehicle parking. The garage would be able to accommodate 84 parking spaces, including four handicapped accessible parking spaces and one car-share space. The garage would be accessible via an entry/exit on Minnesota Street (via a 15-foot-wide curb cut). Existing curb cuts along the Minnesota Street frontage of the project site would be abandoned as part of the proposed project and the curbs would be leveled out to the existing sidewalk elevation. The below-grade garage would also contain 110 Class 1 bicycle parking spaces, which would be located adjacent to the automobile parking spaces. Thirty four additional Class 2 bicycle parking spaces would be located on Minnesota, 20th Street and Tennessee Street sidewalks adjacent to the project site.

Open Space and Landscaping

The proposed project would include approximately 6,400 square feet of common and private useable open space in the form of private landscaped courtyard, stoops, and balconies as well as approximately 1,200 square feet of publicly accessible open space in the form of a public piazza at the entry to the courtyard.

Streetscape Improvements

As noted above, the proposed project may also include improvements to the public right-of-way along a segment of 20th Street adjacent to the project site to create a “living alley” with raised crosswalks and special paving treatments. The project would incorporate setbacks from the proposed property line along segments of Minnesota, 20th, and Tennessee Streets to increase circulation space for pedestrians. Moreover, bulb-outs (approximately 6 feet into the adjacent roadway) and ADA-compliant curb ramps would be installed at the northeast corner of the Minnesota and 20th Street intersection and the northwest corner of the Tennessee and 20th Street intersection (see Figures 7 and 8, pp. 8 and 9).

As discussed above, nine street trees currently exist along the adjacent Tennessee Street sidewalk. The project sponsor would maintain all these street trees and would plant nine additional street trees along 20th Street and 10 new street trees along Minnesota Street.

Project Construction

Project construction would consist of demolition, foundation construction, superstructure construction, exterior wall construction and glazing, and building interior and finishes. Project construction is anticipated to begin in approximately summer 2017 and is expected to last approximately 18 months.

Demolition of the existing building and its foundation on the project site would be completed in approximately 4 to 6 weeks. Following demolition, the existing foundation would be removed.

The building would have a subterranean garage of Type I-A construction. The four floors above-grade would be of Type V-A, fully sprinklered. Approximately 530,000 cubic feet (19,600 cubic yards) of soil would be excavated, to a depth ranging between approximately 12 and 17 feet (due to the nature of the project site). The final foundation design would be determined by the project engineers during project permitting, although, as discussed below, the Geotechnical Report prepared for the proposed project stated that the building could be supported on shallow footings bearing below the planned depth of excavation for the basement level and at least 12 inches into the bedrock. For the purposes of this environmental review, it is assumed that pile driving would not be required to accommodate the proposed project. Foundation work is estimated to last two months.

The building superstructure would be constructed over 18 months. Construction equipment to be used during this phase would include a tower crane, concrete pump trucks, and concrete/rebar/framing delivery trucks. Installation of the building exterior skin would start towards the 10th month of superstructure and be completed in about two months. The anticipated date of occupancy is the fourth quarter of 2018 or the first quarter of 2019.

The proposed 888 Tennessee Street project would require the following approvals:

Actions by the Planning Commission

- The approval of a Large Project Authorization by the Planning Commission (per Planning Code Section 329) is the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

Actions by other City Departments

- Certificate of Appropriateness (*Historic Preservation Commission*)
- Approval of site permit (*Planning Department, Department of Building Inspection*)
- Approval of grading and building permits (*Planning Department, Department of Building Inspection*)
- Approval of a stormwater control plan (*San Francisco Public Utilities Commission*)
- Approval of project compliance with the Stormwater Control Guidelines (*Department of Public Works*)

PROJECT SETTING

As noted above, the project site is located on a block bounded by 19th Street to the north, Tennessee Street to the east, 20th Street to the south, and Minnesota Street to the west, in San Francisco's Potrero Hill neighborhood. Nineteenth and Tennessee Streets are both two-lane, two-way streets with parallel parking lanes on each side. Minnesota Street is a two-lane, two-way street with a parallel parking lane on the east side of the street and a perpendicular parking lane on the west side of the street.

To the south (across 20th Street), the project site is bordered by the above-mentioned ramp, beyond which is a one-story building containing live/work studios. To the west is Esprit Park, an approximately 1.83 acre park (approximately 79,700 square feet) under the jurisdiction of the Recreation and Park Department, which occupies the entire block between Minnesota, Indiana, 19th and 20th Streets. Esprit

Park is a neighborhood park that contains a large open grass field surrounded by redwoods, poplars, pines, and variety of other trees. Adjacent to the project site to the north is a three-story multi-unit residential building. To the east of the project site (across Tennessee Street (across Carolina Street)) is the preschool campus of La Scuola International School.

Other uses in the project vicinity (within an approximately one block radius) are primarily light industrial, office and residential. Buildings in the project vicinity generally range from one to four stories in height and are a combination of early Twentieth Century and more contemporary architectural styles. Most structures are built to the property line. An elevated segment of the I-280 freeway (which runs in a north-south direction) is located two blocks west of the project site and the City's eastern waterfront is located approximately three blocks to the east of the project site. An elevated segment of the I-280 freeway is located five blocks east of the project site.

The project block, as well as large portions of the surrounding blocks, are zoned Urban Mixed Use (UMU) (same as the project site), and contain a variety of uses, including residential, retail, production, distribution and repair (PDR), and office as well as vacant lots. Esprit Park to the west is zoned as Public (P) use, and pockets of Residential House (Two-Family) (RH-2) and Residential House (Three-Family) (RH-3) also exist in the project vicinity. The waterfront just east of the project site is zoned Heavy Industrial (M-2) and Production, Distribution and Repair-1-General (PDR-1-G).

The Mission Bay Redevelopment Area (currently under the jurisdiction of the Office of Community Investment and Infrastructure), which contains the UCSF Mission Bay campus and hospital, is located less than one-quarter mile to the northeast of the project site. Other projects that have been either proposed or approved in vicinity of the project site include a 340-unit residential development at 800 Indiana Street, a 59-unit residential development at 777 Tennessee Street, a mixed use project with 111 residential units and approximately 1,900 sf of ground-floor neighborhood-serving retail uses at 650 Indiana Street, an 88-unit residential development at 815 Tennessee Street, and a 39-unit residential development at 901 Tennessee Street.

EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

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 includes demolition of the existing two-story building on the project site and its replacement with a four-story mixed-use residential project consisting of 110 residential units, approximately 5,500 square feet of commercial (retail) space, 84 automobile parking spaces, 145 bicycle parking spaces and an approximately 7,500 square-foot mid-block open space. 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.

CHANGES IN THE REGULATORY ENVIRONMENT

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

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “CEQA Section 21099” heading below).
- The adoption of interim controls requiring additional design standards for large project authorizations within the Showplace Square/Potrero Hill and Central Waterfront plan areas of the Eastern Neighborhoods effective February 2016 through August 2017.
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see initial study Transportation section).
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).

- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- 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.² Project elevations are included in the project description.

In addition, approvals for a Large Project Authorization in the Showplace Square, Potrero Hill, or Central Waterfront Area Plans 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

² San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 888 Tennessee Street, April 14, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0698E.

development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a [*Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*](#)³ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT analysis is provided in the Transportation section.

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

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

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

Development of the proposed project would result in the net loss of approximately 42,720 square feet of PDR building space (specifically, the project site contains distribution warehouse uses which is identified in the category of "Other" PDR use(s) in the PEIR) and this would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The project site is located in the UMU Use District, which is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project is consistent with the development density established for the site under the Eastern Neighborhoods Rezoning and Area Plans. As stated above, the PEIR acknowledges that the loss of PDR space resulting from development under the adopted rezoning and area plans would have a significant and unavoidable cumulative impact on land use. The proposed loss of 42,720 square feet of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in new or more severe impacts than were disclosed in the PEIR. As 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.

Moreover, the proposed project would contribute to the significant cumulative land use impact related to loss of PDR uses discussed in the PEIR because the proposed project would preclude an opportunity for development of PDR space given that PDR uses are allowed in the UMU District (as they were in the

previous zoning for the project site: Industrial (M-2)). The incremental loss of PDR opportunity is considerable due to the size of the project site (0.91 acres) and its ability to potentially accommodate PDR uses. As stated above, the PEIR acknowledges that the loss of PDR space resulting from development under the adopted rezoning and area plans would have a significant and unavoidable cumulative impact on land use. The preclusion of development of 0.91 acres of PDR space represents a considerable contribution to the loss of PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in new or more severe impacts than were disclosed in the PEIR. As such, the project's contribution to this cumulative impact does not require any additional environmental review beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study.

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

The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the UMU District and is consistent with bulk, density, and land uses as envisioned in the UMU District parcels.^{4,5} As discussed in those documents, the project would not exceed the applicable 45-foot height limit, except for certain rooftop features such as open space features, skylights, mechanical screens, and stair and elevator penthouses as allowable by the Planning Code section 260 (b). As proposed, the project is permitted in the UMU District and is consistent with the development density as envisioned in the Central Waterfront Area Plan. Moreover, it would be consistent with the bulk, density, and land uses as envisioned in the Central Waterfront Area Plan. The project falls within the "Northern Portion of Central Waterfront" generalized zoning district, meant to encourage housing and mixed use while permitting some medical and bio-science related uses in acknowledgment of the area's proximity to Mission Bay and its existing medical and bio-science uses. As a mixed use building with residential and retail uses, the proposed project is consistent with this designation.

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.

⁴ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 888 Tennessee Street, April 2, 2015.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 888 Tennessee Street, December 3, 2015.

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

One of the objectives of the Eastern Neighborhoods area plans is to identify appropriate locations for housing in the City's industrially zoned land to meet the citywide demand for additional housing. The PEIR assessed how the rezoning actions would affect housing supply and location options for businesses in the Eastern Neighborhoods and compared these outcomes to what would otherwise be expected without the rezoning, assuming a continuation of development trends and ad hoc land use changes (such as allowing housing within industrial zones through conditional use authorization on a case-by-case basis, site-specific rezoning to permit housing, and other similar case-by-case approaches). The PEIR concluded that adoption of the rezoning and 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 identifies significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, traffic and transportation, air quality, noise, public services, utilities, and recreational resources. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics, and identifies mitigation measures to address significant impacts.

The PEIR determined that implementation of the rezoning and area plans would not have a significant impact from the direct displacement of existing residents, and that each of the rezoning options considered in the PEIR would result in less displacement as a result of unmet housing demand than would be expected under the No-Project scenario because the addition of new housing would provide some relief to housing market pressure without directly displacing existing residents. However, the PEIR also noted that residential displacement is not solely a function of housing supply, and that adoption of the rezoning and area plans could result in indirect, secondary effects on neighborhood character through gentrification that could displace some residents. The PEIR discloses that the rezoned

districts could transition to higher-value housing, which could result in gentrification and displacement of lower-income households, and states moreover that lower-income residents of the Eastern Neighborhoods, who also disproportionately live in crowded conditions and in rental units, are among the most vulnerable to displacement resulting from neighborhood change.

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

The proposed project would replace the existing two-story industrial building on the site with residential and commercial uses. Currently, the project site is used by employees associated with the existing warehouse uses. The proposed project would introduce a residential population of approximately 250 people and a daytime worker population of approximately 16 employees to the project site. The proposed commercial component of the project are not anticipated to create a substantial demand for increased housing as the proposed retail spaces would not be sufficient in size and scale to generate such demand. Moreover, the proposed project would not displace any housing, as none currently exists on the project site. Any increase in population facilitated by the project would be within the scope of the Eastern Neighborhoods PEIR analysis and would not be considered substantial. Moreover, since no housing exists on the project site, no housing or people would be displaced by the project. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to population and housing. These direct effects of the proposed project on population and housing would not result in new or substantially more severe significant impacts on population and housing beyond those identified in the Eastern Neighborhoods PEIR. The project’s contribution to indirect effects of population growth identified in the Eastern Neighborhoods PEIR on land use, traffic and transportation, air quality, noise, public services, utilities, and recreational resources are evaluated under each of those topics in this initial study below.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Historic Architectural Resources

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

The existing two-story structure on the project site was constructed in 1953. Although over 50 years of age, it was surveyed at part of the Central Waterfront Cultural Resources Survey and was determined to be a non-contributing resource located within the Dogpatch Landmark District (considered to be a historic resource for the purposes of CEQA), because it was constructed after the period of significance of the historic district. An Historical Resource Evaluation (HRE) and, subsequently, a Preservation Team Review (PTR) Form were prepared to evaluate the historic impacts associated with constructing the proposed project within the Dogpatch Historic District.^{6,7} As discussed in PTR Form, the demolition of the 888 Tennessee Street structure would not materially impair the eligibility/designation of the Dogpatch Landmark District, since there are no contributing resources on the project site. Therefore, the demolition of 888 Tennessee Street would not cause a substantial adverse impact upon the surrounding designated historic district.

The HRE and PTR Form also evaluated the historic impacts associated with constructing the proposed project within the Dogpatch Historic District which is, as stated above, a historic resource for the purposes of CEQA. Article 10 (Appendix L of the San Francisco Planning Code) guides development within the District. The HRE analyzed the compatibility of the new project with the surrounding Dogpatch Historic District as delineated in Article 10 and found that the proposed replacement building at 888 Tennessee Street would be substantially compatible with the Dogpatch Historic District industrial

⁶ Environmental Science Associates, *888 Tennessee Street, San Francisco, California – Historic Resources Evaluation Report*, November 2014.

⁷ Rich Sucre, *Preservation Team Review Form, 888 Tennessee Street*, October 25, 2016

characteristics. As discussed in the HRE, the Dogpatch Historic District is the oldest and most intact concentration of industrial workers' housing in San Francisco, and served as an important source of housing for Potrero Point, an area in the City that, between 1867 and 1945, developed as the city's premier heavy industrial district, containing shipyards and other maritime-related industries. Local developers and landholders responded to the need for inexpensive immigrant labor housing by constructing rows of inexpensive cottages and selling individual parcels to laborers and their families, allowing the neighborhood to develop as an informal company town. As discussed in the HRE, the Dogpatch Historic District is also significant at the local level under Criterion A (Events/Patterns of History), within the category of Exploration/Settlement, as the first housing developed in the Potrero District and under Criterion C (Design/Construction) within the category of Architecture, as a moderately intact district of mostly Victorian and Edwardian-era workers' dwellings constructed between 1870 and 1910. The period of significance for the District dates from 1867, the opening of Long Bridge and the beginning of construction in the neighborhood, to 1945, the end of World War II.

Planning Department staff reviewed the HRE and concurred with the findings and conclusions contained therein. As stated in the PTR Form, the Planning Department found that the proposed new construction would be in general conformity with the *Secretary of the Interior's Standards for Rehabilitation* and the project's design would address the district characteristics, including the district's predominant mass, height, and materiality. As noted, the project appears to be compatible, yet differentiated from the district contributors. Therefore, the proposed new construction would not cause a substantial adverse impact upon the significance of the Dogpatch Landmark District. As part of the project approval, a Certificate of Appropriateness from the Historic Preservation Commission will be required. The Department further concluded in the PTR Form that the demolition and new construction on the project site would not cause a substantial adverse impact upon any qualified historic resource in the vicinity of the project site, including the Dogpatch Landmark District.

Based on the above, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project. Hence, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

Archeological Resources

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

The proposed project would require approximately 530,000 cubic feet of soil to be excavated to a depth ranging between approximately 12 and 17 feet (due to the nature of the project site). Moreover, no archeological assessment report has been prepared for the project site. Therefore, the proposed project

was determined to be subject to Mitigation Measure J-2 described above. In accordance with Mitigation Measure J-2, a Preliminary Archaeological Review (PAR) was conducted by Planning Department staff archaeologists to determine any potential impacts of the proposed project on archeological resources. Based on the PAR, it was determined that the proposed project would not affect archeological resources because the project site is underlain by bedrock.⁸ For these reasons, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

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

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

⁸ Dean, Randall. San Francisco Planning Department, Archeological Review Log.

Accordingly, the planning department conducted project-level analysis of the pedestrian, bicycle, loading, and construction traffic impacts of the proposed project.⁹ 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 “SB 743”, in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist.

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

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

Vehicle Miles Traveled (VMT) Analysis

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

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

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area’s actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses

⁹ AECOM, *888-890 Tennessee Street Transportation Impact Study*, November 3, 2016.

tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{10,11}

For residential development, the existing regional average daily VMT per capita is 17.2.¹² For retail development, regional average daily retail VMT per employee is 14.9.¹³ Average daily VMT for both land uses is projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 558.

Table 1 - Daily Vehicle Miles Traveled

<u>Land Use</u>	<u>Existing</u>			<u>Cumulative 2040</u>		
	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 558</u>	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 558</u>
Households (Residential)	17.2	14.6	7.9	16.1	13.7	5.4
Employment (Retail)	14.9	12.6	11.9	14.6	12.4	13.4

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a transportation analysis zone that exhibits low levels of VMT; Small Projects are projects that would generate fewer than 100 vehicle trips per day; and the Proximity to Transit Stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is

¹⁰ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

¹¹ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

¹² Includes the VMT generated by the households in the development.

¹³ Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

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 - Residential

As mentioned previously, existing average daily VMT per capita is 7.9 for TAZ 558. This is 54 percent below the existing regional average daily VMT per capita of 17.2. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential 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 residential uses would not cause substantial additional VMT.

San Francisco 2040 cumulative conditions were projected using a SF-CHAMP model run, using the same methodology as outlined for existing conditions, but includes residential and job growth estimates and reasonably foreseeable transportation investments through 2040. Projected 2040 average daily VMT per capita is 5.4 for TAZ 558, the transportation analysis zone in which the project site is located. This is 66 percent below the projected 2040 regional average daily VMT per capita of 16.1.¹⁴ Given that the project site is located in an area where VMT is greater than 15 percent below the projected 2040 regional average, the proposed project's residential uses would not result in substantial additional VMT. Therefore, the proposed project's residential uses would not contribute considerably to any substantial cumulative increase in VMT.

Vehicle Miles Traveled Analysis - Retail

As mentioned previously, existing average daily VMT per capita 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 located 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 14.6.¹⁵ 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.¹⁶ As discussed on page 11 of the TIS, however, all 83 of the off-street accessory parking spaces proposed by the project would be designated for the proposed residential use, and there would be no parking spaces provided for the proposed retail use. 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 projects with the same land uses in similar contexts that provide more off-street parking.¹⁷ By not providing any off-street parking spaces for the proposed retail use, the

¹⁴ *Ibid.*

¹⁵ *Ibid.*

¹⁶ San Francisco Planning Department. *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 888 Tennessee Street*, April 14, 2016.

¹⁷ 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.

proposed project would be expected to reduce VMT associated with the retail 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.

Therefore, based on the above, the proposed project would not cause substantial additional VMT and impacts would be less-than-significant impact.

Trip Generation

The proposed project would include a total of 112,000 gsf of development and would include 110 dwelling units (approximately 87,100 sgf of residential space), approximately 5,500 square feet of retail space, 84 parking spaces and 110 Class 1 bicycle spaces in addition to 20 Class 3 bicycle parking spaces along the sidewalk. In addition, the project would implement streetscape improvements on Minnesota, 20th, and Tennessee Streets. The streetscape improvements would include raised sidewalks and special paving treatments on the segment of 20th Street adjacent to the project site, as well as bulb-outs and ADA-compliant curb ramps at the northeast corner of the Minnesota and 20th Street intersection and the northwest corner of the Tennessee and 20th Street intersection.

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 and are summarized in the Transportation Impact Study prepared for the proposed project.¹⁸ The proposed project would generate an estimated 1,763 person trips (inbound and outbound) on a weekday daily basis, consisting of 1,032 person trips by auto, 339 transit trips, 293 walk trips and 99 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 237 person trips, consisting of 133 person trips by auto, 56 transit trips, 32 walk trips and 16 trips by other modes.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).¹⁹ 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.²⁰ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was

¹⁸ AECOM, *888-890 Tennessee Street Transportation Impact Study*, November 3, 2016.

¹⁹ Two additional files were created at the Board of Supervisors for TSF regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

²⁰ <http://tsp.sfplanning.org>

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

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

The project site is located within a quarter mile of several local transit lines including T-Third Street Muni light rail line and 22-Fillmore and 48-Quintara Muni bus lines. The proposed project would be expected to generate 339 daily transit trips, including 56 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 56 p.m. peak hour transit trips would be accommodated by existing capacity. While the addition of project-generated transit trips would result in a slight increase in ridership on Muni lines serving the project site, in the northbound, eastbound, and westbound directions, Muni service would continue to operate below the 85 percent capacity utilization threshold during the weekday p.m. peak hour under the "existing plus project" conditions. The service in the southbound direction would exceed the 85 percent capacity utilization threshold under the "existing plus project" conditions, but it already does so currently under existing. Project-generated ridership on Muni service in the southbound direction would represent approximately 1.3 percent of the total ridership in this direction, which would not represent a considerable contribution to the crowding on these Muni services. Therefore, the project would result in a less-than-significant impact on Muni ridership and capacity utilization. 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 22-Fillmore and 48-Quintara Muni lines. The proposed project would not contribute considerably to these conditions as its minor contribution of 56 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The

proposed project would also not contribute considerably to 2040 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

Conclusion

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

Although the proposed project would have less-than-significant traffic impacts, the transportation study identified four improvement measures that could be implemented to lessen the effects of project-related vehicular traffic in the project vicinity. Project Improvement Measure 1 documents various project-specific travel demand strategies that the project sponsor has agreed to implement to reduce single occupancy vehicle trips. Project Improvement Measure 2 would implement queue abatement methods to ensure that recurring vehicle queues do not occur in the public right-of-way. Project Improvement Measure 3 would install audible and visible warning devices to alert pedestrians of outbound vehicles exiting the project garage. Project Improvement Measure 4 would require the building manager to coordinate buildings move-in and move-out activities, with the goal of reducing disruptions to traffic, transit, bicycle, and pedestrian circulation and safety. Lastly, Project Improvement Measures 5a through 5c would implement various measures to reduce construction-related transportation impacts. The recommended improvement measures are described in full in the Improvement Measures section, on page 54 of this checklist.

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

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
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.²¹ 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 is unlikely to involve any other particularly noisy construction methods. However, as discussed above under Project Description, the final foundation design would be determined by the project engineers. Therefore, for conservative purposes, this document assumes the possibility of having a particularly noisy construction activity during the project's construction phase. For this reason, 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 1 (Construction Noise).

In addition, all construction activities for the proposed project (approximately 18 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of

²¹ 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).

construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

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

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5: Siting of Noise-Generating Uses, addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. The proposed project would result in the development of residential uses and approximately 5,500 gsf of commercial space on the project site, but these uses are not not expected to generate noise levels in excess of 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. 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, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

Additionally, the proposed project would be subject to the Noise Regulations Relating to Residential Uses Near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of these regulations is to address noise conflicts between residential uses in noise critical areas, such as in proximity to highways and other high-volume roadways, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. In accordance with the adopted regulations, residential structures to be located where the day-night average sound level (Ldn) or community noise

equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design would limit exterior noise to 45 decibels in any habitable room. Furthermore, the regulations require the Planning Department and Planning Commission to consider the compatibility of uses when approving residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of new residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development.

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

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

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses²² 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

²² The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.²³

Construction Dust Control

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

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

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

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's

²³ 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.

contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD's quantitative thresholds for individual projects."²⁴ The Bay Area Air Quality Management District (BAAQMD) prepared updated *2011 BAAQMD CEQA Air Quality Guidelines* (Air Quality Guidelines),²⁵ which provided new methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants that the SFBAAB is in non-attainment. These thresholds of significance are used by the City.

At 110 proposed dwelling units, the project meets the Air Quality Guidelines screening criteria for operations and construction (494 dwelling units and 240 dwelling units, respectively, under the category of "Apartment, mid-rise"). At approximately 5,550 sf of retail uses, the proposed project exceeds the Air Quality Guidelines screening criteria for operations assuming the space could be used as a 24-hour convenience store (which is the most conservative assumption for operations since, at 5,000 sf, it has the lowest threshold of all retail and commercial type uses). The retail component meets the Air Quality Guidelines screening criteria for construction (277,000 sf, also under the category of "Convenience Market (24 hours)"). Moreover, as discussed above under Project Description, approximately 530,000 cubic feet (xxx cubic yards) of soil would be excavated and exported off site, which is above the BAAQMD's screening criteria that states that construction-related activities should not include extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity. Given the project's exceedance of the screening criteria for operations associated with retail uses and the proposed amount of excavation, its operation- and construction-related emissions were calculated using the California Emission Estimator Model (CalEEMOD).²⁶

Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over an approximately 18 months. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and provided within an 888 Tennessee Street Air Quality Memorandum.²⁷ The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 246 working days. As shown in Table 1, unmitigated project construction emissions would be below the thresholds of significance for all criteria air pollutants. Thus, no mitigation measures (including Eastern Neighborhoods PEIR Mitigation Measure

²⁴ 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.

²⁵ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

²⁶ San Francisco Planning Department, *888 Tennessee Street Air Quality Memorandum*, October 25, 2016.

²⁷ *Ibid.*

G-1, which would require engines to meet higher emission standards on certain types of construction equipment, would be required.

Table 1: Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Unmitigated Project Emissions	19.2	22.7	1.2	1.2
Significance Threshold	54.0	54.0	82.0	54.0

Source: BAAQMD, 2011; Planning Department

Operation

The proposed project would generate criteria pollutant emissions associated with vehicle traffic (mobile sources), on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment), and energy usage. Operational-related criteria air pollutants generated by the proposed project were also quantified using CalEEMod and provided within an 888 Tennessee Street Air Quality Memorandum. Default assumptions were used where project-specific information was unknown.

The daily and annual emissions associated with operation of the proposed project are shown in Table 2. Table 2 also includes the thresholds of significance the City utilizes.

Table 2: Summary of Operational Criteria Air Pollutant Emissions

	ROG	NO _x	PM ₁₀	PM _{2.5}
Project Average Daily Emissions (lbs/day)	14.5	10.5	0.4	0.4
Significance Threshold (lbs/day)	54	54	82	54
Project Maximum Annual Emissions (tpy)	2.6	1.9	0.1	0.1
Significance Threshold (tpy)	10.0	10.0	10.0	10.0

lbs/day = pounds per day

tpy = tons per year

Source: BAAQMD, 2011; Planning Department

As shown in Table 2, the proposed project would not exceed the threshold of significance for operational criteria air pollutant emissions. For these reasons, implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the Eastern Neighborhoods PEIR related to contribution to violations of air quality standards or substantial increases in non-attainment criteria air pollutants.

Health Risk

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, amended December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and

welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction

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

Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. In addition, the proposed project would not include any sources that would emit DPM or other TACs. 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.

Conclusion

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.

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

The Eastern Neighborhoods PEIR assessed the 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 BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*³⁰ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,³¹ exceeding the year 2020 reduction goals outlined in the BAAQMD'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 replacing the existing two-story industrial building with 110 residential units and approximately 5,500 sf of commercial space. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in

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.

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 http://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.

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 management programs, Transportation Sustainability Fee, bicycle 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, and Water Conservation and Irrigation ordinances, 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 (VOCs).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.

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 888 Tennessee Street*, January 23, 2017.

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

Wind

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Although the proposed 45-foot-tall building (with an additional 12 feet to the top of rooftop elements) would be taller than the immediately adjacent buildings, it would be similar in height to existing buildings in the surrounding area. For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

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

Esprit Park, which is located on the block between Minnesota and Indiana and 19th and 20th Streets, is the closest park to the project site that is under the jurisdiction of the SFRPD and is a protected open space under Planning Code Section 295. The park consists of a central open space bordered by a pedestrian pathway that meanders along the park's perimeter. Lining the pathway on one or both sides are benches, picnics tables, exercise equipment, a storage shed, and various trees and shrubs. The central portion of the park contains a grassy field, while the areas taken up by the pathway, benches, trees, etc. are underlain by gravel or tanbark. Sidewalks border the park along all sides.

The proposed project would construct a 45-foot-tall building (with an additional 12 feet to the top of rooftop elements). Given the height of the proposed buildings, the Planning Department prepared a shadow fan analysis pursuant to Planning Code Section 295 to determine whether the proposed project

would have the potential to cast new shadow on neighboring Esprit Park.⁴³ The shadow fan analysis indicated that new shadow may be cast of the park. Based on this finding, a shadow analysis was prepared to assess the shadow impacts of the proposed project on Esprit Park and is summarized below.⁴⁴

Existing shading conditions on Esprit Park vary throughout the year. Around the summer solstice, the park receives shadow in the morning and afternoons, with no shadow cast on the park during the mid-day hours. This pattern of shading runs throughout the summer months, with additional shadow progressively encroaching into the park from the south during mid-day hour in the spring and fall, at which point some shadow is present in the southern portion of the park throughout the day, while the central and northern portions of the park remain unshaded for between 7-9 hours during the middle of the day. At the winter solstice, morning and evening shading patterns are similar to other times of year, but the encroachment of shadows in the southern end of the park is the greatest and the unshaded portion of the day in the central and northern portions of the park is approximately 6 hours. Under existing conditions, the current percentage of annual shadow coverage is 6.89 percent (or 20,521,771 square-foot hours per year).

The proposed project would cast new shadow on Esprit Park, and that shading would represent an increase of 0.99 percent in annual square-foot-hours over current levels of shading (or 2,951,875 square-foot hours per year). With the addition of proposed project, shading would result in new total annual shading on the park of 7.88 percent (or 23,473,646 square-foot hours per year). The duration of Project-generated new shading would vary throughout the year, with new shading lasting just over an hour over the winter months. The new project-generated shadow would occur generally during the morning hours throughout the year, with the majority of new shadows falling on the eastern side of the Park. New shading would occur on gravel pathways, grassy areas, and at various times on five fixed benches and one picnic table. The day of maximum shading on the park from the proposed project would occur on August 23, when the proposed project would shade a portion of the southern and eastern parts of the Park at the Section 295 start time of 7:32 a.m. PDT and be present for approximately one hour and thirty-nine minutes.

Table 3: Summary of Shadow Impacts on Esprit Park

	Available	Existing Shadow	New Shadow	Total Shadow
Square-foot hours	297,712,000	20,521,771	2,951,875	23,473,646
Percent	100	6.89	0.99	7.88

Source: Prevision Design, 2016

As part of this analysis, new shadows cast by nearby proposed, or “pipeline” projects at 650 Indiana, 777 Tennessee and 800 Indiana were analyzed as an addition to proposed project shading to determine the foreseeable cumulative shadow impacts on Esprit Park. When shading from these proposed projects was combined with new shadow generated by the 888 Tennessee Street project, the total shadow on

⁴³ Planning Department, 888 Tennessee Street Preliminary Shadow Fan, September 11, 2016.

⁴⁴ Prevision Design, *Evaluation of New Shadow Generation from Proposed Development at 888 Tennessee Street Per SF Planning Section 295 Standards*, October 11, 2016.

Esprit Park would be 8.16 percent, representing an increase of 0.28 percent as compared to the shading generated by 888 Tennessee alone, or 1.26 percent over current conditions.

Based on the fact that much of the park is already shaded by existing adjacent buildings, the 20th Street overpass, and trees (which are not included in the shadow model), the limited duration and extent of new shadow coverage resulting from the proposed project is unlikely to substantially affect the use or enjoyment of Esprit Park. Moreover, Proposition K Memorandum (dated February 3, 1989), which establishes tolerance level limits for new shading for various parks subject to Section 295, does not have specific guidance on small parks which currently experience 20 percent or less of existing shadow. Lastly, as noted above, because the feasibility of complete mitigation for potential new shadow impacts of unknown project could not be determined at the time the Eastern Neighborhoods PEIR was certified, that document determined shadow impacts to be significant and unavoidable. The proposed project would not result in significant new or more severe shadow impacts that were already identified in the Eastern Neighborhoods FEIR, either individually or cumulatively. No other public open space would be affected by the proposed project.

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

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

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

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

implement funding mechanisms for an ongoing program to repair, upgrade and adequately maintain park and recreation facilities to ensure the safety of users.

As part of the Eastern Neighborhoods 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 Park and at 17th and Folsom, are both set to open in 2016. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to "Transportation" section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

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

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
10. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

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

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

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in 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.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
12. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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
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13. GEOLOGY AND SOILS—Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

A geotechnical investigation was prepared for the proposed project, which relied on review of previous geotechnical investigations in the vicinity of the site as well as field investigations (four hand-augured borings and four dynamic cone penetrometer tests).⁴⁵ As discussed in this report, the project site is underlain by about 1 to 1.5 feet of fill consisting of base rock and clayey gravel. Beneath the thin layer of fill are serpentinite, shale and sandstone bedrock of Franciscan Complex Melange. The bedrock exposed is intensely to moderately fractured, has low to moderate hardness, is friable to weak, and is deeply to moderately weathered. The report states that the bedrock is likely less fractured, harder, stronger and less weathered with depth. Groundwater was not encountered beneath the project site.

The geotechnical investigation concluded that the risk of fault rupture, liquefaction and lateral spreading, densification and other geologic hazards was nil to very low and that the project can be constructed as planned, provided the recommendations presented in the report are incorporated into the project plans and specifications and implemented during construction. The report stated that the proposed building could be supported on spread footings bearing below the planned depth of excavation for the basement level and at least 12 inches into bedrock. The report included additional recommendations regarding site preparation and grading, foundation design, serpentine handling, basement wall designs, excavation and monitoring, construction monitoring, and others.

⁴⁵ Rollo & Ridley, *Geotechnical Investigation, 888 Tennessee Street, San Francisco, California*, November 4, 2013.

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

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

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is fully developed and currently contains a two-story warehouse that covers most of the project site (all of Lot 001). As noted above, under Project Description, Lot 004 runs along the western edge of the project site and is not occupied by any structures; it is fully impervious. The site's topography is generally flat. The proposed project would cover the entire project site (both lots); however, given the existing extent of impervious surfaces on the project site, it would not be expected to result in a net increase in impervious surfaces on-site. The project would provide an approximately 6,400 square feet of common and private useable open space, including a 1,200-sf public piazza. While some of the common and private open space would not be covered with vegetation (and would therefore be imperious), the landscaping proposed as part of the project would nevertheless incrementally reduce surface stormwater runoff from the project site. Overall, it is expected that the proposed project would result in similar or a slight net decrease in impervious surfaces as compared to the existing on-site conditions. Moreover, the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans. The EN PEIR found that the rezoning and community plans could slightly decrease the volume of stormwater runoff discharged to the combined sewer system since, on the whole, the plans would result in a net increase in pervious surfaces through the addition of open space in individual projects. While any increase in pervious surfaces at the project site would be incremental, the proposed project would nevertheless not be expected to result in any increases in stormwater runoff. Hence, the proposed project would not increase stormwater runoff.

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

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

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

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

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building,

these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials, as outlined below, would reduce effects to a less-than-significant level. Because the proposed development includes demolition of an existing building, Mitigation Measure L-1 would apply to the proposed project. See full text of Mitigation Measure L-1 (which is incorporated into the proposed project as Project Mitigation Measure 2) in the Mitigation Measures Section below.

Soil and Groundwater Contamination

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

The proposed project would involve demolition of the existing building on the project site and a construction of a mixed-use project that would include 110 dwelling units and approximately 5,500 square feet of retail space. In addition, the project would implement streetscape improvements on Minnesota, 20th, and Tennessee Streets, including raised sidewalks and special paving treatments on the segment of 20th Street adjacent to the project site, as well as bulb-outs and ADA-compliant curb ramps at the northeast corner of the Minnesota and 20th Street intersection and the northwest corner of the Tennessee and 20th Street intersection. As discussed above, under Project Description, approximately 530,000 cubic feet of soil would be excavated, to a depth ranging between approximately 12 and 17 feet. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor had submitted a Maher Application, as well as a Phase I Environmental Site Assessment, to DPH on August 27, 2014. The main objectives of the Phase I ESA were to identify possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil or groundwater quality.

As discussed in the Phase I ESA, the project site was partially developed in the 1800s with small residential sheds, after which it remained vacant until the 1950s, when the existing building was constructed. It has been occupied by various industrial and warehouse companies since construction, with former and present uses including cable manufacture, clothing assembly, and commercial printing.

Records indicate that several occupants of the property have used, stored and properly disposed of hazardous materials and hazardous waste. There are no indications that there have ever been any underground storage tanks or fuel distribution systems associated with the property. The building occupies about 95% of the property with paved parking, loading and storage areas along the south and west sides. There is a chain link fence enclosure along the west side of the property which is used to store larger quantities of hazardous materials and to store hazardous waste until it is picked up for transport to a licensed facility. This area is clean, with no spills, leaks or staining.

The interior and exterior of the existing building are very well maintained with no evidence of any historic or current inappropriate, careless or casual storage, use or disposal of hazardous materials. Former uses in the building may have involved various materials considered to be hazardous and, if inappropriately used or disposed of, could have impacted the property. However, none of the records or history of any of the businesses which occupied the building indicate any inappropriate actions which would impact the soil or groundwater below the site.

The site was found on four different regulatory databases, as either Colorgraphics or Winterland Productions. All of the entries related to a business operating in accordance with local, state and federal regulations and requirements (these inclusions are not considered Recognized Environmental Concerns but are evidence that operations at the site have complied with appropriate regulations).

The site is located within a mixed-use area that includes various uses, such as automotive repair facilities, manufacturing, industrial activities and contractor warehouses as well as civic uses in such an area. Some of these uses may constitute environmental concerns to the site as well as to any property in the nearby area, as many such businesses may use, store, generate and dispose of hazardous materials. However, as concluded in the Phase I ESA, no Recognized Environmental Concerns were seen in the nearby area. Furthermore, based on all appropriate inquiries carried out during the preparation of this report, the Phase I ESA found that there were no condition which would be Recognized Environmental Concerns associated with this property and no evidence that any additional environmental investigation at this site is warranted at this time.

Based on the conclusions of the Phase I report, it is unlikely that further investigation or remediation of the subsurface groundwater or soil would be required to accommodate the proposed project. However, DPH will either confirm this recommendation or would require the project sponsor to undergo further activities to ensure the site can accommodate the proposed residential and commercial uses. Therefore, the proposed project would not result in any significant impacts related to subsurface soil or groundwater contamination.

Naturally Occurring Asbestos

Based on the Geotechnical Investigation prepared for the proposed project, the project site may be underlain by serpentine rock.⁴⁶ The proposed project would involve construction throughout the project site, potentially releasing serpentinite into the atmosphere. Serpentinite commonly contains naturally occurring chrysotile asbestos (NOA) or tremolite-actinolite, a fibrous mineral that can be hazardous to human health if airborne emissions are inhaled. In the absence of proper controls, NOA 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 (ARB) has not identified a safe exposure level for asbestos in residential

46 Rollo & Ridley, *Geotechnical Investigation, 888 Tennessee Street, San Francisco, California*, November 4, 2013..

areas, exposure to low levels of asbestos for short periods of time poses minimal risk.⁴⁷ To address health concerns from exposure to NOA, ARB enacted an Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations in July 2001. The requirements established by the Asbestos ATCM are contained in California Code of Regulations (CCR) Title 17, Section 93105,⁴⁸ and are enforced by the Bay Area Air Quality Management District (BAAQMD).

The Asbestos ATCM requires construction activities in areas where NOA is likely to be found to employ best available dust control measures. Additionally, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance in 2008 to reduce fugitive dust generated during construction activities. The requirements for dust control as identified in the Construction Dust Control Ordinance are as effective as the dust control measures identified in the Asbestos ATCM. 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 NOA would not occur. Therefore, the proposed project would not result in a hazard to the public or environment from exposure to NOA.

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

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

The Eastern Neighborhoods PEIR determined that the Area Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy

47 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 April 15, 2013.

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

consumption, including Title 24 of the California Code of Regulations enforced by DBI. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

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

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

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

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

MITIGATION MEASURES

The project sponsor has agreed to implement the following mitigation measures, which would reduce the significant impacts of the project to a less-than-significant level. The project sponsor has agreed to implement them.

NOISE

Project Mitigation Measure 1 – Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods PEIR)

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.

HAZARDOUS MATERIALS

Project Mitigation Measure 2 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods FEIR)

The project sponsor shall ensure that any existing equipment containing PCBs or DEPH, such as fluorescent light ballasts (that may be present within the existing buildings on the project site), are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

IMPROVEMENT MEASURES

The following improvement measures would reduce impacts of the proposed project that have been found to be less than significant. The project sponsor has agreed to implement them.

TRANSPORTATION

Project Improvement Measure 1 – Transportation Demand Management Measures

The Planning Department and the San Francisco Municipal Transportation Agency (SFMTA) have partnered with the Mayor's Office of Economic and Workforce Development (MOEWD) and the San Francisco County Transportation Authority (SFCTA) to study the effects of implementing transportation

demand management (TDM) measures on the choice of transportation mode. The Planning Department has identified a list of TDM measures that should be considered for adoption as part of proposed land use development projects. The Project Sponsor has agreed to take the following actions:

Transportation and Trip Planning Information

Move-in packet. Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.

Data Collection

City Access. As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. Project sponsor assures future access to the site by City Staff. Providing access to existing developments for data collection purposes is also encouraged.

Bicycle Measures

Parking. Increase the number of on-site secured bicycle parking beyond *Planning Code* requirements and/or provide additional bicycle facilities in the public right-of-way in on public right-of-way locations adjacent to or within a quarter mile of the project site (e.g., sidewalks, on-street parking spaces).

Bay Area Bike Share. Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Public Works, and/or Bay Area Bike Share (agencies) and allow installation of a bike share station in the public right-of-way along the project's frontage.

Car Share Measures

Parking. Provide optional carshare spaces as described in *Planning Code* § 166(g).

Project Improvement Measure 2 – Queue Abatement Methods

It shall be the responsibility of the owner / operator of the project's off-street parking facility to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles blocking any portion of any public street, alley, or sidewalk for a consecutive period of three (3) minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner / operator of the parking facility should employ abatement methods as needed to abate the queue.

Suggested abatement methods include, but are not limited to, the following: redesign of the parking facility layout to improve vehicle circulation and / or on-site queue capacity; employment of parking attendants; use of valet parking or other space-efficient parking techniques; use of existing off-site parking facilities or shared parking with nearby uses; travel demand management strategies such as additional bicycle parking; and / or parking demand management strategies such as parking pricing schemes.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner / operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue exists, the facility owner / operator shall have 90 days from the date of the written determination to abate the queue.

Project Improvement Measure 3 – Audible and Visible Warnings of Outbound Vehicle Exits

Install audible and visible warning devices to alert pedestrians of outbound vehicles exiting the project garage.

Project Improvement Measure 4 – Coordination of Move-In and Move-Out Activities

Building management should coordinate move-in and move-out activities among residents, such as by scheduling activities at off-peak periods (e.g., weekends or midday on weekends), avoiding simultaneous move-in and / or move-out, and discouraging residents from parking on the sidewalk, double parking, or otherwise disrupting traffic, transit, bicycle, and pedestrian circulation and safety during move-in or move-out activities.

Project Improvement Measure 5a – Coordinate Construction Traffic to Avoid Conflicts with La Scuola International School

Limit hours of construction-related traffic, including, but not limited to, truck movements, to avoid morning drop-off activities at La Scuola International School. In addition, construction contractor(s) for the project should actively coordinate and manage construction traffic taking place simultaneously with afternoon pick-up activities at the school to minimize disruptions to school-related vehicular traffic circulation and conflicts with school-related bicycle and pedestrian circulation and safety. Measures could include avoiding use of 20th Street by trucks or construction-related activities when feasible; stationing construction workers at key intersections or other locations to help control traffic and assist truck maneuvers; or other measures.

Improvement Measure I-TR-5b – Coordinate Construction Traffic with Other Nearby Projects

In consultation with the SFMTA, construction contractor(s) for the project should coordinate construction activities with other construction activities that may take place simultaneously in the vicinity of the project site.

Improvement Measure I-TR-5c – Construction Worker Commute

Construction contractor(s) for the project should encourage construction workers to use alternative modes of transportation when traveling to and from the project site, such as by distributing transit information to workers or facilitating rideshare / carpooling among workers.