



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use Authorization

HEARING DATE: SEPTEMBER 17, 2015

Date: September 10, 2015
Case No.: **2013.1390CUA_2**
Project Address: **1532 Harrison Street**
Zoning: WMUG (Western SoMa Mixed-Use General) Zoning District
Western SOMA Special Use District
55/65-X Height and Bulk District
Block/Lot: 3521/056
Project Sponsor: Michael Yarne, Build, Inc.
315 Linden Street
San Francisco, CA 94101
Staff Contact: Richard Sucré – (415) 575-9108
richard.sucresf@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposed project includes demolition of the surface parking lot and the new construction of a seven-story, 65-ft tall, mixed-use building (measuring approximately 127,609 gsf) with 136 dwelling units, 1,463 square feet of ground floor commercial space, 85 off-street parking spaces, one car-share parking space, 136 Class 1 bicycle parking spaces, and 10 Class 2 bicycle parking spaces. The dwelling unit mix includes 62 studios, 19 one-bedroom units and 55 two-bedroom units. The project includes open space via two sunken courtyards, private balconies and a roof deck, which collectively measure 11,367 square feet. The project also includes streetscape improvements including sidewalk widening, street trees, planting strips, and addition of an on-street loading and pedestrian drop-off zone along Harrison Street.

SITE DESCRIPTION AND PRESENT USE

The proposed project is located on the corner parcel (with a lot area of 23,092± square feet) bounded by Norfolk, Harrison and 12th Streets. The project site has approximately 214-ft of frontage along Norfolk Street, 101-ft 6-in of frontage along 12th Street, and 175-ft of frontage along 12th Street. Currently, the subject lot contains a surface parking lot.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located within the WMUG (Western SoMa Mixed-Use General) Zoning District in the Western SoMa Area Plan. The immediate context is mixed in character with a mix of residential, commercial and industrial development. The immediate neighborhood includes one-to-three-story commercial and industrial buildings, a one-story bar (d.b.a. The Eagle), and three-to-four-story live/work and residential complexes. Along 12th Street adjacent to the project site on the north side is a two-and-one-half-story single-family residence (aka Lopez Residence). Along Norfolk Street, the project site abuts

a parking lot associated with a nearby two-story industrial building. The project site has three street frontages: 12th Street, which is identified as a two-way street with horizontal on-street parking on either side of the street; Harrison Street, which is a four-lane, two-way street with horizontal on-street parking on either side of the street; and, Norfolk Street, which is a smaller-scale, one-way alley with on-street parking along the east side of the street. Other zoning districts in the vicinity of the project site include: RED-MX (Residential Enclave District - Mixed); WMUO (Western SoMa Mixed Use-Office); PDR-1-G (Production, Distribution and Repair-General); and SALI (Service/Arts/Light Industrial).

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on September 9, 2015, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	August 28, 2015	August 28, 2015	20 days
Posted Notice	20 days	August 28, 2015	August 28, 2015	20 days
Mailed Notice	20 days	August 28, 2015	August 28, 2015	20 days

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

PUBLIC COMMENT

As of September 10, 2015, the Department has received a number of public correspondences, which have primarily expressed support for the proposed project. Copies of this correspondence have been included in the Commissioner packets.

ISSUES AND OTHER CONSIDERATIONS

- Conditional Use Authorization: The proposed project requires Conditional Use Authorization from the Planning Commission for a major development requesting a height bonus in the Western SoMa Special Use District, and to exceed the principally-permitted amount of off-street parking. Per Planning Code Section 823(c)(11), the project qualifies for Conditional Use Authorization for Major Developments Requesting Height Bonuses, since the project is larger

than .5 acre (23,092 square feet), is located within a split height district (55/65-X), proposed a building with a height above its permitted base height (65-ft), and is not located in the SALI District (WMUG Zoning District). Currently, the Project would construct a new development up to the 65-ft height limit, and would include off-street parking at a ratio of .63 parking spaces per dwelling unit, or 85 off-street parking spaces for the 136 dwelling units. Within the WMUG Zoning District, off-street parking is principally permitted as a ratio of one parking space for every four dwelling units.

- **Modifications:** Per Planning Code Section 823(c)(11), the project may seek specific exceptions to the provisions of the Planning Code as provided under Planning Code Section 329. Therefore, under the Conditional Use Authorization, the proposed project is seeking a modification to the following requirements: rear yard (Planning Code Section 134), open space (Planning Code Section 135 and 823(c)(2)), freight loading (Planning Code Section 152.1), and parking and curb cut width (Planning Code Section 145.1(c)(2)). Since publication of the hearing notification, the Project Sponsor has modified the proposed project plans to provide for code-complying dwelling unit exposure (Planning Code Section 140) and ground floor active use (Planning Code Section 145.1(c)(3)); therefore modifications of these two requirements is not necessary.

The Department has reviewed the modifications and is supportive of the modifications for rear yard, open space, and freight loading, given the overall project and its outstanding and unique design. The Department does not support the modification for parking entrance and curb cut width due to the narrow width of the alley and existing conditions. The Department recommends a code-complying curb cut and parking entrance along Norfolk Street of 20-ft.

- **Inclusionary Affordable Housing:** The Project has elected the on-site affordable housing alternative, identified in Planning Code Section 415. Since the project involves a major development requesting a height bonus in the Western SoMa SUD, the project site is subject to the Tier B Affordable Housing Requirements of Planning Code Section 419.3(b)(2), as outlined in Planning Code Section 823(c)(11)(B)(vi). Therefore, the Project requires that 16% of the total number of units be designated as part of the inclusionary affordable housing program. The Project contains 136 units and the Project Sponsor will fulfill this requirement by providing the 22 affordable units on-site for rent. Since the project includes rental housing, the Project Sponsor will enter into a Costa-Hawkins Agreement with the City and County of San Francisco.
- **Entertainment Commission:** In compliance with Ordinance No. 70-15, the Project Sponsor will review the Project at the Entertainment Commission on September 15, 2015. The Department shall provide an update of the Entertainment Commission's review at the public hearing on September 17, 2015.
- **Development Impact Fees:** The Project would be subject to the following development impact fees, which are estimated as follows:

FEE TYPE	PLANNING CODE SECTION/FEE	AMOUNT
Transit Impact Development Fee (1,463 sq ft – New Retail Use)	411 (@ \$14.59)	\$21,345
Eastern Neighborhoods Impact Fee (1,463 sq ft – Tier 2; Non-Residential)	423 (@ \$12.14)	\$17,761
Eastern Neighborhoods Impact Fee	423 (@ \$14.56)	\$1,617,310

FEE TYPE	PLANNING CODE SECTION/FEE	AMOUNT
(111,079 sq ft – Tier 2; Residential)		
	TOTAL	\$1,656,416

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

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

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use Authorization for major development requesting a height bonus in the Western SoMa SUD and to permit off-street parking exceeding the principally-permitted amount, per Planning Code Sections 151.1, 263.29, 303 and 823(c)(11). Under the Conditional Use Authorization, the Commission must grant modifications to the requirements for rear yard (Planning Code Section 134), open space (Planning Code Section 135 and 823(c)(2)), freight loading (Planning Code Section 152.1), and parking and curb cut width (Planning Code Section 145.1(c)(2)).

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 zoning districts where residential and ground floor commercial uses are principally permitted.
- The Project is an appropriate infill development, which replaces a surface parking lot.
- The Project produces a new mixed-use development with ground floor corner retail and significant site updates, including landscaping, site furnishings, and private and common open space.
- The Project is consistent with and respects the varied neighborhood character, and provides an appropriate massing and scale for the adjacent contexts.
- The Project complies with the First Source Hiring Program.
- The Project adds 136 new dwelling units to the City's housing stock, including 55 two-bedroom units, 19 one-bedroom units, and 62 studio units.
- The Project adds on-site affordable housing units, and will designate 16% of the total number of dwelling units (or 22 dwelling units) as part of the inclusionary affordable housing program.
- 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
Parcel Map
Sanborn Map
Zoning Map
Aerial Photos
Site Photos
Project Sponsor Outreach Timeline
Project Sponsor Green Trip Support Letter
Affordable Housing Affidavit
Costa-Hawkins Agreement
First Source Hiring Affidavit
Anti-Discriminatory Housing Affidavit
Public Correspondence
Environmental Determination
Architectural Drawings

Attachment Checklist

- | | |
|---|--|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project Sponsor submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | <input type="checkbox"/> Health Dept. Review of RF levels |
| <input checked="" type="checkbox"/> Sanborn Map | <input type="checkbox"/> RF Report |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Community Meeting Notice |
| <input type="checkbox"/> Context Photos | <input 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\Conditional Use Authorization\2013.1390CUA_2 1532 Harrison St\Executive Summary_1532 Harrison 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 type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input checked="" type="checkbox"/> Other (TIDF, Sec. 411; EN Impact Fee, Sec. 423) |

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Planning Commission Draft Motion

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Block/Lot: 3521/056
Project Sponsor: Michael Yarne, Build, Inc.
315 Linden Street
San Francisco, CA 94101
Staff Contact: Richard Sucre – (415) 575-9108
richard.sucre@sfgov.org
Recommendation: **Approval with Conditions**

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 151.1, 263.29, 303 AND 823(C)(11) OF THE PLANNING CODE FOR MAJOR DEVELOPMENT REQUESTING A HEIGHT BONUS AND OFF-STREET PARKING EXCEEDING THE PRINCIPALLY PERMITTED AMOUNT WITH MODIFICATIONS TO THE REQUIREMENTS FOR REAR YARD (PLANNING CODE SECTION 134), OPEN SPACE (PLANNING CODE SECTION 135 AND 823(C)(2)), AND OFF-STREET FREIGHT LOADING PARKING (PLANNING CODE SECTION 152.1) FOR THE PROJECT INVOLVING NEW CONSTRUCTION OF A SEVEN-STORY (65-FT TALL) MIXED-USE BUILDING WITH 136 DWELLING UNITS, 1,463 SQUARE FEET OF GROUND FLOOR COMMERCIAL SPACE AND 85 OFF-STREET PARKING SPACES AT 1532 HARRISON STREET, LOT 056 IN ASSESSOR'S BLOCK 3521 WITHIN THE WMUG (WESTERN SOMA MIXED-USE GENERAL) ZONING DISTRICT, WESTERN SOMA SPECIAL USE DISTRICT, AND A 55/65-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On July 29, 2013, Michael Yarne of Build, Inc. (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 151.1, 263.29, 303 and 823(c)(11) of the Planning Code for major development requesting a height bonus in the Western SoMa SUD and to permit off-street parking exceeding the principally-

permitted amount within the WMUG (Western SoMa Mixed-Use General) Zoning District, Western SOMA Special Use District and a 55/65-X Height and Bulk District.

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Western SoMa Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on December 6, 2012, by Motion No. 18756, 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 Western SoMa Area Plan 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. 18756 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 September 9, 2015, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2013.1390CUA_2 at 1650 Mission Street, Fourth Floor, San Francisco, California.

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

On September 17, 2015, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2013.1390CUA_2.

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

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2013.1390CUA_2, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The proposed project is located on the corner parcel (with a lot area of 23,092± square feet) bounded by Norfolk, Harrison and 12th Streets. The project site has approximately 214-ft of frontage along Norfolk Street, 101-ft 6-in of frontage along 12th Street, and 175-ft of frontage along 12th Street. Currently, the subject lot contains a surface parking lot.
3. **Surrounding Properties and Neighborhood.** The project site is located within the WMUG (Western SoMa Mixed-Use General) Zoning District in the Western SoMa Area Plan. The immediate context is mixed in character with a mix of residential, commercial and industrial development. The immediate neighborhood includes one-to-three-story commercial and industrial buildings, a one-story bar (d.b.a. The Eagle), and three-to-four-story live/work and residential complexes. Along 12th Street adjacent to the project site is a two-and-one-half-story single-family residence (aka Lopez Residence). Along Norfolk Street, the project site abuts a parking lot associated with a nearby two-story industrial building. The project site has three street frontages: 12th Street, which is identified as a two-way street with horizontal on-street parking on either side of the street; Harrison Street, which is a four-lane, two-way street with horizontal on-street parking on either side of the street; and, Norfolk Street, which is a smaller-scale, one-way alley with on-street parking along the east side of the street. Other zoning districts in the vicinity of the project site include: RED-MX (Residential Enclave District - Mixed);

WMUG (Western SoMa Mixed Use-Office); PDR-1-G (Production, Distribution and Repair-General); and SALI (Service/Arts/Light Industrial).

4. **Project Description.** The proposed project includes demolition of the surface parking lot and the new construction of a seven-story, 65-ft tall, mixed-use building (measuring approximately 127,609 gsf) with 136 dwelling units, 1,463 square feet of ground floor commercial space, 85 off-street parking spaces, one car-share parking space, 136 Class 1 bicycle parking spaces, and 10 Class 2 bicycle parking spaces. The dwelling unit mix includes 62 studios, 19 one-bedroom units and 55 two-bedroom units. The project includes open space via two sunken courtyards, private balconies and a roof deck, which collectively measure 11,367 square feet. The project also includes streetscape improvements including sidewalk widening, street trees, planting strips, and addition of an on-street loading and pedestrian drop-off zone along Harrison Street.
5. **Public Comment.** The Department has received a number of public correspondences, which have primarily expressed support for the proposed project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Permitted Uses in WMUG Zoning District.** Per Planning Code Sections 844.20 and 844.45, dwelling units and ground floor retail are principally permitted use within the WMUG (Western SoMa-Mixed Use General) Zoning District.

The proposed project would construct 136 dwelling units and approximately 1,463 square feet of ground floor retail use within the WMUG Zoning Districts. Therefore, the proposed project complies with Planning Code Sections 844.20 and 844.45.

- 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 ground level. In addition, per Planning Code Section 823(c)(1), the rear yard must be provided at grade. Therefore, the Project would have to provide a rear yard, which measures approximately 5,773 sq ft, located along the rear property line.

Currently, the Project does not feature a code-complying rear yard; however, the Project does provide ample open space for the new dwelling units. The Project provides open space through: two 25-ft wide sunken courtyards, which are located approximately 5-ft below the grade of the sidewalk and which extend from 12th Street to Norfolk Street; private open space; and, a roof deck. Thus, the Project provides a total of 11,367 sq ft of code-complying and non-code-complying open space. Therefore, the Project does provide open space, which far exceeds the amount of square footage that would have been provided in a code-complying rear yard. Thus, the total amount of open space, which would have been provided through the required rear yard, exceeds the amount, which would have been provided in the required rear yard. The Project is seeking a modification of the rear yard requirement as part of the Conditional Use Authorization (See Below).

The Project occupies a corner lot at the intersection of 12th, Norfolk and Harrison Streets. Since the surrounding area is mixed in character, the subject block does not possess a definitive pattern of mid-block open space. There is only one residential property on the subject block. The Project provides quality open space, which is equivalent to the amount of open space, which would have been provided in a rear yard.

- C. **Useable Open Space.** Within the WMUG Zoning District, Planning Code Section 135 requires a minimum of 80 sq ft of open space per dwelling unit. Per Planning Code Section 823(c)(2), all dwelling units within the Eastern Neighborhoods Mixed Use Districts shall provide 80 square feet of open space per dwelling units regardless of whether the open space is privately or publicly accessible. Per Planning Code Section 135.3, one square foot of open space is required for every 250 square feet of retail use.

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.

Per Planning Code Section 823(c)(2)(B), roof decks within the Western SoMa Special Use District do not qualify as required private or common useable open space.

Therefore, the Project is required to provide 10,880 square feet of open space for the 136 dwelling units, and 6 square feet of open space for the 1,463 square feet of open space for ground floor commercial space.

The Project provides open space via two sunken courtyards, private balconies for 38 dwelling units, and a roof deck (measuring 3,406 square feet). The two sunken courtyards collectively measuring 5,813 square feet, and are recognized as outer courts since they have frontage onto a public street. All of the private balconies are code-complying: 35 out of 38 private balconies measure 36 square feet (or 6-ft by 6-ft); while, the remaining three private balconies measure 80 square feet. Therefore, the Project provides 7,961 square feet of code-complying open space via the two sunken courtyards and private balconies.

However, the Project does fall short of the required amount of open space, since the roof deck (measuring 3,406 square feet) may not count as code-complying open space. Despite the shortfall, the Project does provide a comparable amount of open space (both code-complying and non-code-complying); therefore, the Project is seeking a modification of the open space requirement through the Conditional Use Authorization (See Below).

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

Currently, the Project includes balconies, which project over the street and useable open space that are approximately 6-ft wide and project approximately 3-ft over the property line/useable open space; therefore, these features comply with Planning Code Section 136(c)(2).

- E. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires a streetscape plan, which includes elements from the Better Streets Plan, for projects that are located on a lot larger than one-half acre and which proposed new construction.

Per Ordinance No. 119-15 (effective August 14, 2015), the Department of Public Works (DPW) is responsible for implementing the required number of street trees along the public rights-of-way, as formerly required in Planning Code Section 138.1.

The Project includes the new construction of a seven-story mixed-use building on a lot with 175-ft of frontage along 12th Street, 101-ft 6-in of frontage along Harrison Street, and 215-ft of frontage along Norfolk Street.

Currently, the Project includes a streetscape plan consisting of: new street trees and planting strips along Harrison Street; new street trees, planting strips and bike racks along 12th Street; and sidewalk widening from 3.5-ft to 7-ft along Norfolk Street. The Project would also add a raised crosswalk at the intersection between Norfolk and Harrison Streets. All proposed work would comply with the Better Streets Plan. Therefore, the proposed project complies with Planning Code Section 138.1.

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

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

- G. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, public alley at least 20-ft wide, side yard at least 25-ft wide, outer court at least 25-wide, rear yard or other open area that meets minimum requirements for area and horizontal dimensions.

The Project organizes the dwelling units to have exposure either on 12th, Harrison or Norfolk Streets, or along the two outer courts, which extend from 12th to Norfolk Streets. Norfolk Street is a public alley measuring 25-ft wide. Therefore, the Project complies with Planning Code Section 140.

- H. **Street Frontage in Mixed Use Districts.** Planning Code Section 145.1 requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new structure parallel to and facing a street shall be devoted to parking

and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 14 feet; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level.

The Project meets the majority of the requirements of Planning Code Section 145.1. Off-street parking is located below grade. The Project features active uses on the ground floor with walk-up dwelling units with direct, individual pedestrian access to a public sidewalk along 12th and Norfolk Streets and retail use at the corner of Harrison and 12th Streets. The main residential lobby is located along Harrison Street with a secondary, smaller residential lobby on Norfolk Street. At the corner of 12th and Harrison Streets, the non-residential use at the ground floor has a 16-ft 2-in floor to floor height. Finally, the Project features appropriate street-facing ground level spaces, as well as the ground level transparency and fenestration requirements.

The Project includes one 29-ft wide garage entrance and curb cut along Norfolk Street, which provides access to an at-grade car-share parking space and the below-grade off-street parking. Since the curb cut and garage entrance exceed the maximum width of 20-ft, the Project requires a modification under the Conditional Use Authorization (See Below).

Generally, the Commission does not support this modification given the street width, lot configuration and the City's streetscape policies. Currently, Norfolk Street is narrow in width and possesses sidewalks, which are narrow in width. To ensure pedestrian safety and improve the public realm, the Commission supports a code-complying curb cut of 20-ft.

- I. **Off-Street Parking.** In the WMUG Zoning District, Planning Code Section 151.1 principally permits one parking space for each four dwelling units. With Conditional Use Authorization from the Planning Commission, the parking ratio may be increased to a maximum of .75 parking spaces per dwelling unit.

For the 136 dwelling units in the WMUG Zoning District, the Project is principally permitted 34 off-street parking spaces, and conditionally permitted a maximum of 102 off-street parking spaces.

Currently, the Project provides 85 below-grade off-street parking spaces. Of these 85 off-street parking spaces, two handicap parking spaces have been identified. The off-street parking spaces are organized into mechanical stackers.

Since the Project exceeds the principally permitted amount of parking, the Project is seeking Conditional Use Authorization to permit off-street parking at a ratio of .625 parking spaces per dwelling unit (or 85 off-street parking spaces).

The Commission supports the specified number of off-street parking spaces, which exceed the principally permitted amount, due to the site's existing conditions, proposed use and proposed parking configuration in mechanical stackers (See Below).

- J. **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 126,146 square feet of apartment use, thus at least one off-street freight loading space is required.

The Project does not possess any off-street freight loading; rather, the Project is proposing one on-street loading space on Harrison Street. Therefore, the Project is seeking a modification of this requirement as part of the Conditional Use Authorization (See Below).

- K. **Bicycle Parking.** Planning Section 155.2 of the Planning Code requires at least one Class 1 bicycle parking spaces for each dwelling unit and one Class 2 bicycle parking space for every 20 dwelling units. For buildings containing more than 100 dwelling units, 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100. For the retail use, one Class 1 bicycle parking space is required for every 7,500 square feet of occupied floor area and one Class 2 space for every 2,500 square feet of occupied floor area.

The Project includes 136 dwelling units; therefore, the Project is required to provide 109 Class 1 bicycle parking spaces and 7 Class 2 bicycle parking spaces.

The Project will provide 136 Class 1 bicycle parking spaces and 10 Class 2 bicycle parking spaces, thus exceeding the requirement. Therefore, the proposed project complies with Planning Code Section 155.2.

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

The Project includes 136 dwelling units; therefore, it is required to provide a minimum of one car-share parking space.

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

- M. **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.

- 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 136 dwelling units, the Project is required to provide at least 55 two-bedroom units or 41 three-bedroom units.

The Project provides 55 two-bedroom units, 19 one-bedroom units, and 62 studios. Therefore, the Project meets the requirements for dwelling unit mix.

- O. **Narrow Streets.** Planning Code Section 261.1 outlines height and massing requirements for projects that front onto a “narrow street,” which is defined as a public right of way less than or equal to 40-ft in width. Norfolk Street measures approximately 25-ft wide and is considered a narrow street. For the subject frontage along a narrow street, a 10-ft setback is required above a height of 31-ft 4-inches. Subject frontage is defined as any building frontage more than 60-ft from an intersection with a street wider than 40-ft.

Along Norfolk Street, the Project incorporates a 10-ft setback for the portion of the building, which is more than 60-ft from the intersection. Therefore, the proposed project complies with Planning Code 261.1.

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

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

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

The Project includes 1,463 sq ft of new retail use, and will pay the appropriate Transit Impact Development Fees prior to issuance of the first construction document.

- R. **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 would apply to projects that consist of 10 or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5, 415.6 and 823(c)(11), the Inclusionary Affordable

Housing Program requirement for the On-Site Affordable Housing Alternative is to provide 16% 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, 415.6 and 823(c)(11), and has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program 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 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 August 31, 2015 and a draft of the Costa Hawkins Agreement on September 2, 2015. The EE application was submitted on December 30, 2013. Pursuant to Planning Code Section 415.3, 415.6, and 823(c)(11)(B)(vi), the on-site requirement is 16%. 22 units (10 studios, 3 one-bedroom, and 9 two-bedroom) of the 136 units provided will be affordable rental 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. The Project must execute the Costa Hawkins agreement prior to Planning Commission approval or must revert to payment of the Affordable Housing Fee.

- S. **Eastern Neighborhood Infrastructure Impact Fees.** Planning Code Section 423 is applicable to any development project within the WMUG Zoning District that results in the new construction of residential and non-residential space.

The proposed project includes approximately 109,616 gross square feet of new residential development and 1,463 gsf of new retail use. These uses are subject to Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the building permit application.

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

The Project complies with the majority of the requirements outlined in the Western SoMa Special Use District. However, the Project is seeking modifications to the open space requirements under the Conditional Use Authorization. In addition, the Project is seeking Conditional Use Authorization for Major Developments Requesting Height Bonuses, as outlined in Planning Code Section 823(c)(11) (See Below). This Conditional Use Authorization allows the Project to construct up to 65-ft tall.

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

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

The Project will demolish a surface parking lot and construct a new seven-story mixed-use development with ground floor retail use and 136 dwelling units. Given the objectives of the Western SoMa Area Plan, the Project is necessary and desirable in promoting the transformation of the surrounding neighborhood, while also maintaining and contributing to the important aspects of the existing neighborhood, such as providing neighborhood-serving goods and services. The size and intensity of the proposed development is necessary and desirable for this neighborhood and the surrounding community because they will provide new opportunities for local businesses and add new site amenities that will contribute to the character of the surrounding neighborhood. The Project will also replace an underutilized corner site, while also providing new public amenities, including landscaping, sidewalk widening and corner retail. The immediate area is extremely varied in character and features a variety of uses, including light industrial, commercial, and residential. The new retail uses will complement the mix of goods and services currently available in the surrounding district and will contribute to the economic vitality of the neighborhood by providing a new mixed-use development, which is a positive contribution to the neighborhood. In summary, the Project is an appropriate urban invention and infill development.

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

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

The Project would establish a new seven-story mixed-use development in a varied neighborhood context, which includes one-to-two story commercial properties, three-to-five-story tall residential developments and one-to-three story light industrial buildings. The proposed mix of uses would be complimentary to the surrounding neighborhood, since the ground floor commercial use is focused at the corner of 12th and Harrison Streets, and the new residential use is focused on the upper floors. The Project incorporates two sunken courtyards, which provide sufficient light and air to the proposed units, while also providing

for an attractive visual amenity from the public rights-of-way. Overall, this Project will be beneficial to the surrounding neighborhood.

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

The Project would not adversely affect public transit in the neighborhood. The project site is close to several MUNI bus lines, including the 9-Downtown, 12-Mission and is within one-half mile of the Van Ness Avenue MUNI Station and the Civic Center MUNI and BART stations. The Project provides a limited amount of off-street parking in support of the City's transit first policies. This off-street parking is located in a below-grade garage. The garage would be accessible from Norfolk Street, in order to minimize pedestrian or other conflicts on 12th and Harrison Streets. Provision of bicycle storage areas along with the close proximity to mass transit is anticipated to encourage residents, employees and visitors to use alternate modes of transportation. The Project also incorporates an on-street loading and pedestrian drop-off zone, in lieu of providing for off-street freight loading.

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

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

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

The Project will provide required number of street trees and new bicycle parking along the public rights-of-way. The Project would also widening the sidewalks along Norfolk Street, and construct a raised crosswalk at the intersection of Norfolk and Harrison Streets. These upgrades will be beneficial to the surrounding neighborhood because it will provide new street improvements, lighting, and vegetation.

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

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

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

The Project is not located within a Neighborhood Commercial District. The WMUG Zoning District is an Eastern Neighborhoods Mixed-Use District.

8. **Planning Code Section 823(c)(11)** establishes additional criteria for the Planning Commission to consider when reviewing applications for Major Development Requesting a Height Bonus. On balance, the project does comply with said criteria in that:

a) The project shall demonstrate that it minimizes the impacts of proposed non-residential uses on any adjacent properties in the RED and RED-MX Districts. Specifically, the following potential conflicts shall be addressed:

a. Social Interaction. Given the diversity of uses and users in Western SoMa, large developments should appropriately buffer conflicting uses, such as housing and late night uses, and commercial uses and playgrounds.

The Project includes a buffer between residential uses and late night uses, including the adjacent bar (d.b.a The Eagle). The residential uses are oriented towards the two sunken courtyards or along Norfolk and Harrison Street, away from the adjacent bar. Similarly, the ground floor commercial use provides active uses at the street, and complements the adjacent bar at the southwest corner of Harrison and 12th Streets.

b. Hours of Operation. Hours of operation for commercial uses within the project shall consider their proximity and potential impacts to residential uses within the project and near the development site.

The Project includes ground floor retail use. Currently, the Project anticipates a café that would feature standard hours of operation, and would not extend into late night hours.

c. Site Access. Avoid loading and vehicular entries near pedestrian entries, open space, and high traffic areas, and locations that would disturb other users on the site.

Overall, the Project avoids vehicular entries near pedestrian entries, open space and high traffic areas. Pedestrian entrances are located off of Harrison Street and 12th Street. The Project includes one vehicular access point along Norfolk Street, which is located away from the on-street loading and pedestrian drop-off zone along Harrison Street. The Project minimizes conflicts with pedestrians and bicyclists by providing the garage entrance along an alley.

d. Environmental Conflicts. Commercial uses that create noise, fumes, and light shall be designed to minimize any impacts on sensitive users of the site. Buildings shall be designed to minimize the impact of wind and shadows on open spaces on the development site and adjacent properties.

The Project does not include commercial uses, which would create noise, fumes and lights. The Project has been designed to maximize the access to light and air to the adjacent single-family residence. As based upon the environmental determination, the Project will not cause wind or shadow impacts.

- e. Architectural Design. Locate fenestration, decks, doors, and open spaces to minimize potential on-site conflicts between uses and users (e.g. residential and commercial uses).

The Project locates fenestration, decks, doors and open space in a manner that reduces the on-site conflicts between the residential and commercial use. The ground floor commercial use is oriented towards 12th Street, while the residential uses are oriented towards the two sunken courtyards, Norfolk Street, and Harrison Street.

9. **Conditional Use Authorization Modifications/Exceptions.** Planning Code Section 823(c)(11) allows modifications and exceptions to the Planning Code as provided under Planning Code Section 329:

1. Exceeding the principally permitted accessory residential parking ratio described in Section 151.1 and pursuant to the criteria therein;

In granting such Conditional Use or exception per 329 for parking in excess of that principally permitted in Table 151.1, the Planning Commission shall make the following affirmative findings according to the uses to which the proposed parking is accessory:

(A) Parking for All Uses.

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

The Project does minimize vehicular movement in and around the Project, since the off-street parking garage is located below grade and there is only one entrance to this garage, which is located along Norfolk Street. Norfolk Street is a one-way street accessed from Harrison Street. The garage location and configuration minimizes the potential for conflicts with pedestrians and bicyclists along 12th Street, and at the intersection of Harrison and Norfolk Streets. Within the proposed building, the garage ramp accommodates vehicles entering and exiting the garage. With a reduced curb cut and garage entrance of 20-ft, the Project would further promote pedestrian safety along Norfolk Street.

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

The Commission finds that accommodating excess accessory parking would not degrade the overall urban design quality of the Project. All off-street parking is located below grade and is minimized by the use of mechanical stackers. The garage entrance/exit is limited to one opening along an alley, thus maximizing the frontage associated with active uses, including the walk-up dwelling units and ground floor retail space.

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

The Project does not include above-grade, off-street parking. The Project Sponsor is requesting an exception to the requirements for garage entrances and curb cut width. Per Planning Code Section 145.1, a garage entrance and curb cut is limited to 20-ft. Currently, the Project calls for a 29-ft curb cut and garage entrance. The Commission does not support this modification to the curb cut and garage entrance requirements given the existing context and narrow width of the alley and associated sidewalks (See Below).

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

Since the excess parking would be located below-grade, the excess accessory parking would not impact any existing or planned streetscape enhancements. All of the excess accessory parking is accommodated via mechanical stackers.

(B) Parking for Residential Uses.

(i) For projects with 50 dwelling units or more, all residential accessory parking in excess of 0.5 spaces per unit shall be stored and accessed by mechanical stackers or lifts, valet, or other space-efficient means that reduces space used for parking and maneuvering, and maximizes other uses.

Currently, the Project calls for 85 off-street parking spaces, which is equivalent to .625 off-street parking spaces per dwelling unit. The Commission supports the Project's amount of off-street parking, which is in excess of the principally permitted amounts. The Project does accommodate the accessory parking via mechanical stackers, thus complying with this requirement.

2. Exception from residential useable open space requirements. In circumstances where such exception is granted a fee shall be required pursuant to the standards in Sections 135(j), pursuant to the criteria of Section 305(c).

Per Planning Code Section 135 and 823(c)(2), the Project is required to provide 10,880 square feet of open space for the 136 dwelling units. Currently, the Project provides 7,961 square feet of code-complying open space via the two sunken courtyards and private balconies. In addition, the Project provides open space through a roof deck measuring 3,406 square feet. Although the roof deck cannot be classified as code-complying open space due to the code requirements of the Western SoMa Special Use District, the Project does provide open space in excess of the required amount when factoring both code-complying and non-code-complying open space. Given the overall amount of open space, design and the quality of the Project, the modification to the classification of the proposed roof deck would not severely impact the usability and quality of the proposed open space. Further, the reduction in the overall amount of code-complying open space due to exclusion of the proposed roof deck as open space is warranted given the quality of design and merits of the overall project.

3. Exception from satisfaction of loading requirements per Section 152.1 pursuant to the criteria contained therein.

For projects in the Eastern Neighborhoods Mixed Use Districts that are subject to Section 329, the Planning Commission may waive these requirements per the procedures of Section 329 if it finds that the design of the project, particularly ground floor frontages, would be improved and that such loading could be sufficiently accommodated on adjacent streets and alleys.

The Project would provide one on-street loading parking space on Harrison Street, which would meet the residential loading needs of the Project. By providing for on-street loading and a pedestrian drop-off zone, the Project maximizes the amount of active street frontage.

4. 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 23,092 sq ft in size, and would be required to provide a rear yard measuring 5,773 sq ft. The Project provides private open space for 38 dwelling units and approximately 5,813 sq ft of common open space through two sunken courtyards, thus exceeding the amount of space, which would have been provided in a code-conforming rear yard. In addition, the Project provides additional open space via a roof deck measuring 3,406 sq ft.

- (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 is located adjacent to a single-family residence and an industrial building on a block, which does not have a pattern of mid-block open space. One of the sunken courtyards lies adjacent to the rear yard of the neighboring single-family residence, thus maximizing the potential for light and air. The adjacent industrial property does not possess a rear yard. Therefore, the Project does not impede access to light and air for the adjacent properties.

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

The Project is seeking a modification to open space requirements, since the proposed roof deck does not conform to the requirements of the Planning Code. Given the overall quality of the Project and its design, the Commission supports the modifications to the rear yard, since the proposed units would not be afforded undue access to light and air. Overall, the Project meets the intent of the open space requirements defined in Planning Code Section 135; therefore, the Commission finds the modification of the rear yard to be acceptable.

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

In addition to the modification of the requirements for rear yard, open space and off-street freight loading, the Project is seeking modifications of the requirements for parking and loading entrances (Planning Code Section 145.1).

Under Planning Code Section 145.1, parking and loading entrances are limited to 20-ft wide. Currently, the Project calls for a parking and loading entrance, which measures 29-ft wide. This entrance accommodates an entry and exit to the below-grade off-street parking and at-grade car-share parking space. Given the site conditions, the Commission does not support this modification, since the adjacent alley is narrow in width with narrow sidewalks. A wider curb cut could adversely impact pedestrian safety. The parking and loading can be sufficiently accommodated through a code-complying curb cut; therefore, this modification is not supported by the Commission.

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

HOUSING

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

The Project is a higher density residential development in a transitioning area. The Project is located within a mixed-character neighborhood with residential, commercial and industrial properties. The Project site is an ideal infill site, since the existing site is a surface parking lot. The project site was recently rezoned as part of a long range planning goal to create a cohesive residential and mixed-use neighborhood. The Project is consistent with the WMUG Zoning District, which calls for low-scale PDR uses mixed with housing and small-scale retail. Within the WMUG, housing is encourages over ground floor commercial.

The Project includes 22 on-site affordable housing units for rent, which complies with the City's affordable housing goals.

OBJECTIVE 4

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

Policy 4.1

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

Policy 4.5

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

Out of 136 new dwelling units, the Project will provide 22 on-site affordable units for rent, thus meeting the affordable housing requirements and encourage diversity among income levels within the new development.

OBJECTIVE 11

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

Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4

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

Policy 11.6

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

Policy 11.8

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

The Project responds to the site's location within a mixed-character neighborhood. The Project appropriately responds to the varied residential-industrial character of the larger neighborhood. The Project's facades provide a unique expression not commonly found within the surrounding area, while providing for a material palette which evokes the surrounding industrial context.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 6:

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

Policy 6.1

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

The Project provides new opportunity for new ground floor retail use, which is consistent with the goals for WMUG Zoning District.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.5:

Require private usable outdoor open space in new residential development.

Policy 4.6:

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

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

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 11

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

Policy 11.1

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

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project will provide new streetscape improvements along Norfolk, Harrison and 12th Streets. Further, the Project will provide a new raised crosswalk, street plantings, and new site furnishings. Frontages are designed with active spaces oriented at the pedestrian level. The new garage entrance is located on an alternate street frontage on Norfolk Street, in order to minimize pedestrian and bicycle conflicts.

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 136 Class 1 bicycle parking spaces and 10 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 via one ingress/egress point along Norfolk Street. The off-street parking is adequate for the Project and complies with maximums prescribed by the Planning Code.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.7:

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

OBJECTIVE 2:

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

Policy 2.6:

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

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

OBJECTIVE 4:

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

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

Although the project site has three street frontages, it only provides one vehicular access point for the entire project, 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.

WESTERN SOMA AREA PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.1

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

Policy 1.1.2

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

Policy 1.1.7

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

Neighborhood Economy

OBJECTIVE 2.2

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

Policy 2.2.5

Allow increased height limits on larger development sites in exchange for enhanced public benefits.

Policy 2.2.13

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

Policy 2.2.14

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

Housing

OBJECTIVE 3.2

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

Policy 3.2.2

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

Policy 3.2.3

Provide additional housing production incentives for areas identified as most appropriate for housing production.

Policy 3.2.6

Encourage creation of upper floor residential uses on major streets north of Harrison Street.

Policy 3.2.7

Create development controls on large sites that clearly direct and provide opportunities to replicated the scale, character and mix of existing uses.

Policy 3.2.8

Establish clear community benefit guidelines for the use of height or density bonuses for residential construction in the Western SoMa SUD.

OBJECTIVE 3.3

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

Policy 3.3.2

Where new zoning has conferred increased development potential; ensure that mechanisms are in place for developers to contribute towards community benefits programs that include open space, transit, community facilities/services, historic/social heritage preservation and affordable housing, above and beyond citywide inclusionary requirements.

Transportation and Street Network

OBJECTIVE 4.27

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

Policy 4.27.1

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

Urban Design and Built Form

OBJECTIVE 5.1

Reinforce the diversity of the existing built form and the warehouse, industrial and alley character.

Policy 5.1.1

Promote, preserve and maintain the mixed use character of Western SoMa's small scale commercial and residential uses.

The Project features an appropriate mix of uses encouraged by the Area Plan for this location. The Project has obtained a height bonus per the Western SoMa SUD, and will provide the appropriate community benefits commensurate with the increased development. In addition, the Project is located within the prescribed height guidelines, and includes the appropriate dwelling unit mix, since approximately 40% or 55 units are two-bedroom dwellings. The Project introduces a contemporary architectural vocabulary, which is sensitive to the prevailing scale and neighborhood fabric. The Project provides for a high quality designed exterior, which features a variety of materials, colors and textures, including weathered steel, integrated color plaster, perforated panels and aluminum-sash windows. Off-street parking is limited and provided in a space efficient configuration below-grade. The Project will also pay the appropriate development impact fees, including the Eastern Neighborhoods Impact Fees.

10. **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 constructing new ground floor retail and new dwelling units. This new retail use will provide goods and services to area workers, residents and visitors, while creating new ownership and employment opportunities for residents. The Project would add new residents, visitors, and employees to the neighborhood, which would assist in strengthening nearby retail uses.

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

No housing exists on the project site. The project will provide up to 136 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. For these reasons, the proposed project would protect and preserve the cultural and economic diversity of the neighborhood.

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

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

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

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

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

The Project does not include commercial office development and does not displace the City's industrial and services sectors. The Project provides new ground floor retail use and housing, which is a top priority in the City. The new retail use will provide new opportunity for the service sector.

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

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

- G. That landmarks and historic buildings be preserved.

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

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

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

11. **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.

12. 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.
13. The Commission hereby finds that approval of the Conditional Use Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2013.1390CUA_2** under Planning Code Sections 151.1, 263.29, 303 and 823(c)(11) for major development requesting height bonuses and off-street parking exceeding the principally permitted amount at 1532 Harrison Street within the WMUG (Western SoMa Mixed-Use General) Zoning District, Western SOMA Special Use District, and a 55/65-X Height and Bulk District. The project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated September 10, 2015, 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 Western SoMa Area 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 Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 17, 2015.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: September 17, 2015

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use for major development requesting height bonuses and off-street parking exceeding the principally permitted amount for new construction of a seven-story mixed-use building with 136 dwelling units and 1,463 square feet of ground floor commercial use located at 1532 Harrison Street, Block 3521 and Lot 056, pursuant to Planning Code Section 151.1, 263.29, 303 and 823(c)(11) within the WMUG (Western SoMa Mixed-Use General) Zoning District, Western SOMA Special Use District, and a 55/65-X Height and Bulk District; in general conformance with information stamped "EXHIBIT B" included in the docket for Case No. 2013.1390CUA_2 and subject to conditions of approval reviewed and approved by the Commission on September 17, 2015 under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on September 17, 2015 under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

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

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

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

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

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

Mitigation Measures. Mitigation measures described in the MMRP for the Western SoMa Area Plan EIR (Case No. 2013.1390E) 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

Improvement Measures. Improvement measures described in the MMRP for the Western SoMa Area Plan EIR (Case No. 2013.1390E) attached as Exhibit C 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

MONITORING

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

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

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

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

DESIGN

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

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

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.

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.

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

Transformer Vault. The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

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

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

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

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

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

PARKING AND TRAFFIC

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

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

Parking Maximum. Pursuant to Planning Code Section 151.1, the Project shall provide no more than 85 off-street parking spaces for the 136 dwelling units.

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

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

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

Bicycle Parking. Pursuant to Planning Code Sections 155.2, the Project shall provide no fewer than 136 Class 1 bicycle parking spaces and 10 Class 2 bicycle parking spaces.

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

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

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

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

PROVISIONS

First Source Hiring. The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to

Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.

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

Transit Impact Development Fee. Pursuant to Planning Code Section 411, the Project Sponsor shall pay the Transit Impact Development Fee (TIDF) as required by and based on drawings submitted with the Building Permit Application. Prior to the issuance of a temporary certificate of occupancy, the Project Sponsor shall provide the Planning Director with certification that the fee has been paid.

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

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

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

OPERATION

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

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

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>

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

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

INCLUSIONARY HOUSING

Affordable Units

1. **Number of Required Units.** Pursuant to Planning Code Sections 415.6 and 823(c)(11)(B)(vi), the Project is required to provide 16% of the proposed dwelling units as affordable to qualifying households. The Project contains 136 units; therefore, 22 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 22 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 62 studios, 19 one-bedroom, and 55 two-bedroom units; therefore, the required affordable unit mix is 9 studios, 3 one-bedroom, and 10 two-bedroom. 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 sixteen percent (16%) 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 Mayor's Office of Housing's websites, including on the internet at:

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

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

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 qualifying households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average fifty-five (55) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." 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 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.
- h. 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 or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. 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.

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources				
Project Mitigation Measure 1 – Archeological Testing Program (M-CP-4a of the Western SoMa PEIR). Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Archeological consultant shall be retained prior to any soil-disturbing activities. Date archeological consultant retained: _____ Date of initial soil disturbing activities: _____
<i>Consultation with Descendant Communities:</i> On discovery of an archeological site (intended here to minimally include any archeological deposit, feature, burial, or evidence of burial) associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative of the descendant group and the ERO shall be contacted. (An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archaeologist.) The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.	Project sponsor/ archeological consultant, and representative of descendent group, at the direction of the ERO.	Initiated upon discovered of an archeological site associated with descendant groups. Complete upon completion of archeological field investigations and ERO consultation.	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Date archeological site discovered: _____ Date field investigations monitored: _____ Date ERO consulted: _____ Date final report sent to descendant group representative: _____

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
<i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by ERO prior to any soil-disturbing activities on the project site.	Date ATP submitted to the ERO: _____ Date ATP approved by the ERO: _____ Date of initial soil disturbing activities: _____
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B. A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the archeological testing program.	Archeological consultant shall submit a report of findings of the ATP to the ERO.	Date archeological findings report submitted to the ERO: _____ ERO determination of significant archeological resource present? Y N Would resource be adversely affected? Y N Additional mitigation to be undertaken by project sponsor? Y N
<i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions: ▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing.	Project sponsor/ archeological consultant/ monitor/ contractor(s), at the direction of the ERO.	ERO and archeological consultant shall meet prior to commencement of soil-disturbing activities. If	Project sponsor/ archeological consultant/monitor/ contractor(s) shall implement the AMP, if	AMP required? Y N Date: _____ Date AMP submitted to the ERO: _____

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
<p>The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> ▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p>		the ERO determines that an AMP is necessary, monitor throughout all soil-disturbing activities at the project site.	required by the ERO.	<p>Date AMP approved by the ERO: _____</p> <p>Date AMP implementation complete: _____</p> <p>Date written report regarding findings of the AMP received: _____</p>
<p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is,</p>	Archeological consultant at the direction of the ERO.	If there is a determination that an ADRP program is required.	Project sponsor/ archeological consultant/ monitor/contractor(s) shall prepare an ADRP if required by the ERO.	<p>ADRP required?</p> <p>Y N</p> <p>Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
<p>the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> Field Methods and Procedures. <i>Descriptions of proposed field strategies, procedures, and operations.</i> Cataloguing and Laboratory Analysis. <i>Description of selected cataloguing system and artifact analysis procedures.</i> Discard and Deaccession Policy. <i>Description of and rationale for field and post-field discard and deaccession policies.</i> Interpretive Program. <i>Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</i> Security Measures. <i>Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</i> Final Report. <i>Description of proposed report format and distribution of results.</i> <p><i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</p>				<p>Date of scoping meeting for ADRP: _____</p> <p>Date Draft ARDP submitted to the ERO: _____</p> <p>Date ARDP approved by the ERO: _____</p> <p>Date ARDP implementation complete: _____</p>
<p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p>	<p>Project sponsor/ archeological consultant in consultation with the San Francisco Coroner, NAHC, and MLD.</p>	<p>In the event human remains and/or funerary objects are found.</p>	<p>Project sponsor/ archeological consultant to monitor (through-out all soil disturbing activities) for human remains and associated/ unassociated funerary objects and, if found, contact the San Francisco Coroner, NAHC/MLD.</p>	<p>Human remains and associated/unassociated funerary objects found?</p> <p style="text-align: center;">Y N</p> <p>Date: _____</p> <p>Persons contacted: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
				Name: _____ Date: _____ Name: _____ Date: _____
<p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>	Archeological consultant at the direction of the ERO.	After completion of archeological data recovery, inventory, and analysis.	Project sponsor/ archeological consultant/monitor/ contractor(s) shall prepare an FARR to the ERO.	Date Draft FARR submitted to ERO: _____ Date FARR approved by ERO: _____ Date of distribution of Final FARR: _____ Date of submittal of Final FARR to information center: _____
Noise				
<p>Project Mitigation Measure 2 – Siting of Noise-Sensitive Uses (Mitigation Measure M-NO-1b of the Western SoMa PEIR). To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new residential development and development that includes other noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours) prior to the first project approval action. The analysis shall be prepared by persons qualified in</p>	Project sponsor, architect, acoustical consultant, and construction contractor.	Analysis completed during environmental review of subsequent projects in the Project Area; architect to incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.	Planning Department and Department of Building Inspection.	Considered complete upon approval of final construction plan set.

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Noise (continued)				
acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the individual project site that appear to warrant heightened concern about noise levels in the vicinity. The analysis shall be conducted prior to completion of the environmental review process. Should the Planning Department conclude that such concerns be present, the San Francisco Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.				
Project Mitigation Measure 3 – Open Space in Noisy Environments (Mitigation Measure M-NO-1d of Western SoMa PEIR) To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1b, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.	Project sponsor, architect, acoustical consultant, and construction contractor.	Analysis completed during environmental review.	Planning Department	Considered completed upon approval of project plans by the Planning Department.
Project Mitigation Measure 4 – General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the Western SoMa PEIR). To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following: <ul style="list-style-type: none"> The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. 	Project sponsor and construction contractor.	During construction period.	Project sponsor to provide monthly noise reports during construction.	Considered complete upon final monthly report.

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Noise (continued)				
<ul style="list-style-type: none"> The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity. <p>Additionally, the noise study also identifies additional noise-attenuation measures to be implemented as feasible to further reduce noise impacts, in compliance with Mitigation Measure M-NO-2a (Project Mitigation Measure 4). The following site-specific noise-attenuation measures would be implemented as feasible:</p> <ul style="list-style-type: none"> Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. Erect temporary plywood noise barriers around the construction site where the site adjoins noise-sensitive receivers, such as the neighboring 365 12th Street residence. 				

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Noise (continued)				
<ul style="list-style-type: none"> Utilize noise control blankets on the building structure adjacent to the 365 12th Street residence – and possibly other noise-sensitive receivers – as the building is erected to reduce noise emission from the site. 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. Notify the Department of Building Inspection (DBI) and neighbors in advance of the schedule for each major phase of construction and expected loud activities. Limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by DBI that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses. When feasible, select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures). Mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) would be required to prepare the entire site. However, the developer would endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines. 				
Air Quality				
Project Mitigation Measure 5 – Construction Emissions Minimization Plan (Mitigation Measure M-AQ-7 of the Western SoMa PEIR). To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.	Project sponsor/ contractor(s)	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Health Risk Analysis complete. ERO to review and approve the Construction Emissions Minimization Plan prior to construction with diesel equipment. Contractor or sponsor to provide monthly reports on equipment.	Submit Plan for review prior to construction. Monitor measures as part of everyday operations; during project construction. Considered complete upon final monthly construction report.

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Air Quality (continued)				
<p>A. Construction Emissions Minimization Plan. Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project's construction emissions and if, based on that analysis, construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants (as well as TACs, see Impact AQ-7) shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable.</p> <p>The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ol style="list-style-type: none"> i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, <i>and</i> ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). c) Exceptions: <ol style="list-style-type: none"> i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation. ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO 				

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete												
Air Quality (continued)																
<div>iii. that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</div> <div>iv. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest pieces of off-road equipment as provided by the step down schedules in Table A1 below.</div> <div><div>TABLE A1</div><div>OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*</div><table><tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr><tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr><tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr><tr><td>3</td><td>Tier 2</td><td>Alternative Fuel*</td></tr></table><div><div>* How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</div><div>** Alternative fuels are not a VDECS</div></div></div> <div>2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</div> <div>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</div> <div>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel</div>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel*														

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Air Quality (continued)				
usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used. 5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.				
B. Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.	Project sponsor/ contractor(s)	Monthly during construction.	ERO to receive reports.	Considered complete on findings by ERO that Plan is being/has been implemented. Date plan deemed implemented by ERO: _____
Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.	Project sponsor/ contractor(s)	Within six months of completion of construction activities.	ERO to receive reports.	Date report submitted to ERO: _____
C. Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.	Project sponsor/ contractor(s)	Prior to construction activities requiring the use of off-road equipment	ERO to receive certification statement.	Considered complete on submittal of certification statement. Date certification statement submitted: _____

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Biological Resources				
Project Mitigation Measure 6 – Pre-Construction Special-Status Bird Surveys (Mitigation Measure M-BI-1a of Western SoMa PEIR). Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project.	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building permits
Hazards and Hazardous Materials				
Project Mitigation Measure 7 – Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR). The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	Project Sponsor; Planning Department	Prior to any demolition or construction activities	Project Sponsor; Planning Department	Prior to any demolition or construction activities

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation				
<p>Project Improvement Measure 1: Monitoring and Abatement of Queues. As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on Norfolk Street, adjacent to the project site. A vehicle queue is defined as one or more vehicles (destined to the proposed basement parking garage) blocking any portion of the Norfolk Street sidewalk or travel lane on any adjacent street (Harrison Street) for a consecutive period of three minutes or longer on a daily and/or weekly basis.</p> <p>Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the San Francisco Planning Department to address the monitoring and abatement of queues.</p> <p>It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) 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 (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.</p> <p>If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods would vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).</p> <p>Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</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 Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p>	<p>Project sponsor/property owner/parking garage operator</p>	<p>Following project occupancy.</p>	<p>Planning Director or designee.</p>	<p>Following project occupancy.</p>

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation (continued)				
<p>Project Improvement Measure 2: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips. The project sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes.</p> <p>The project sponsor has agreed to implement the following TDM measures:</p> <p>Identify TDM Coordinator: The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.</p> <p>Transportation and Trip Planning Information:</p> <ul style="list-style-type: none"> <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 building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request. <i>New-hire packet:</i> Provide a transportation insert in the new-hire 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 new-hire 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. 	Project sponsor/property owner/TDM Coordinator	Following project occupancy.	San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share	Following project occupancy.

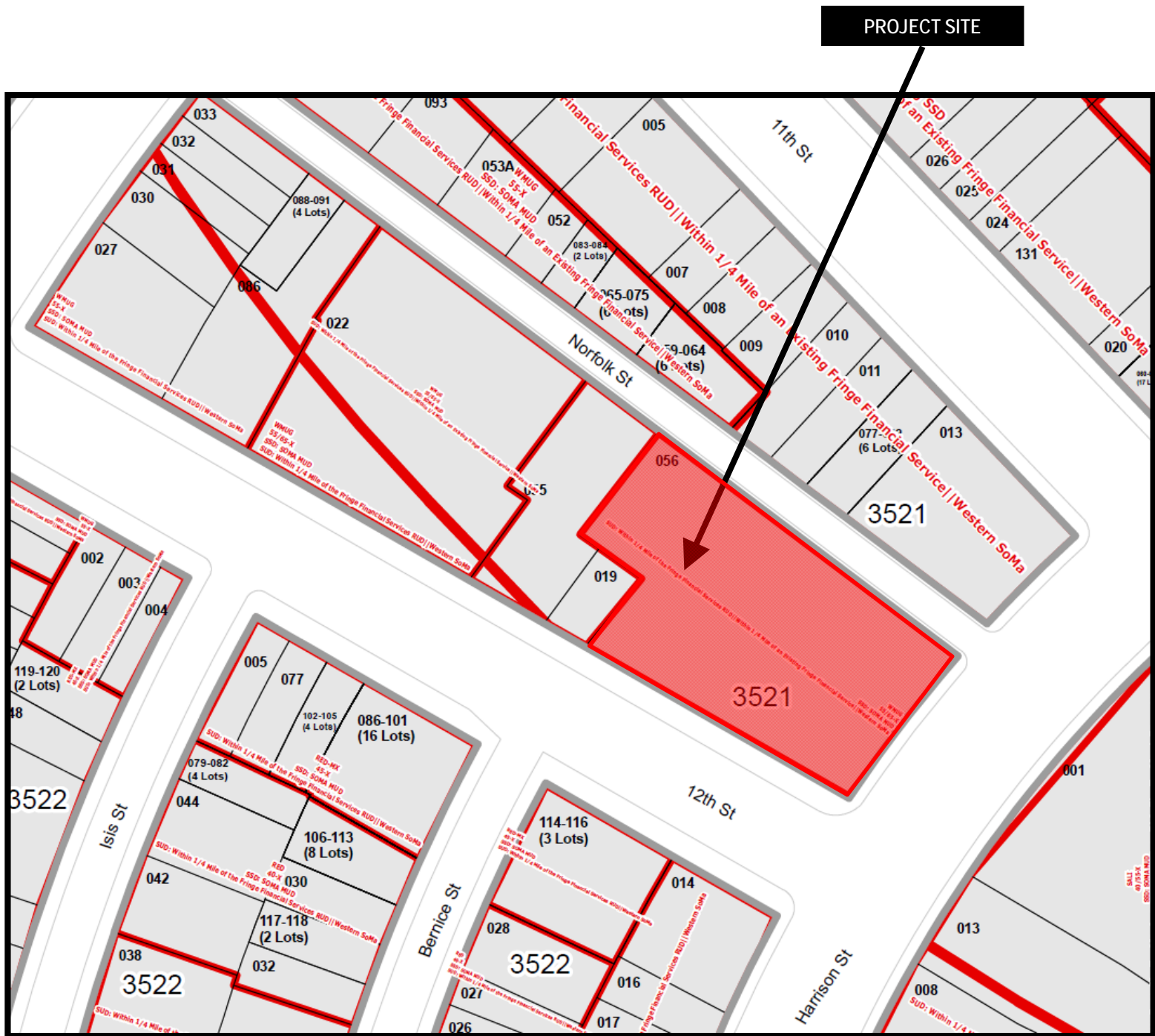
IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation (continued)				
<p><i>City Access for Data Collection:</i></p> <p>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 intercept surveys 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.</p> <p><i>Bicycle Measures:</i></p> <ul style="list-style-type: none"> • <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). • <i>Bay Area Bike Share:</i> Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share (agencies) and support installation of a bike share station in the public right-of-way along the project's frontage. <p><i>Additional TDM Measures</i></p> <p>In addition to the TDM measures described above, the Project Sponsor will additionally provide the following TDM measures consistent with TransForm's GreenTRIP program. According to TransForm, GreenTRIP is an innovative program that certifies residential and mixed-use developments that apply strategies to reduce traffic and excessive parking. GreenTRIP staff help applicants find the most appropriate trip reduction strategies, like transit passes and carsharing for residents. GreenTRIP transportation analysis and communication materials are used to explain the benefits, and often to justify reduced parking provisions, to decision makers and the public. Consistent with the GreenTRIP program, the Project Sponsor will provide the following additional TDM measures:</p> <ul style="list-style-type: none"> • Encourage retail tenants to allow bicycles in the workplace; • Provide free or subsidized bike share membership to residents and tenants; • Facilitate direct access to bicycle facilities in the study area (e.g., Route 25 on 11th and Route 30 on Folsom and Howard Streets) through on-site signage; and • Offer free or subsidized Muni passes (loaded onto Clipper cards) to tenants. 				

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

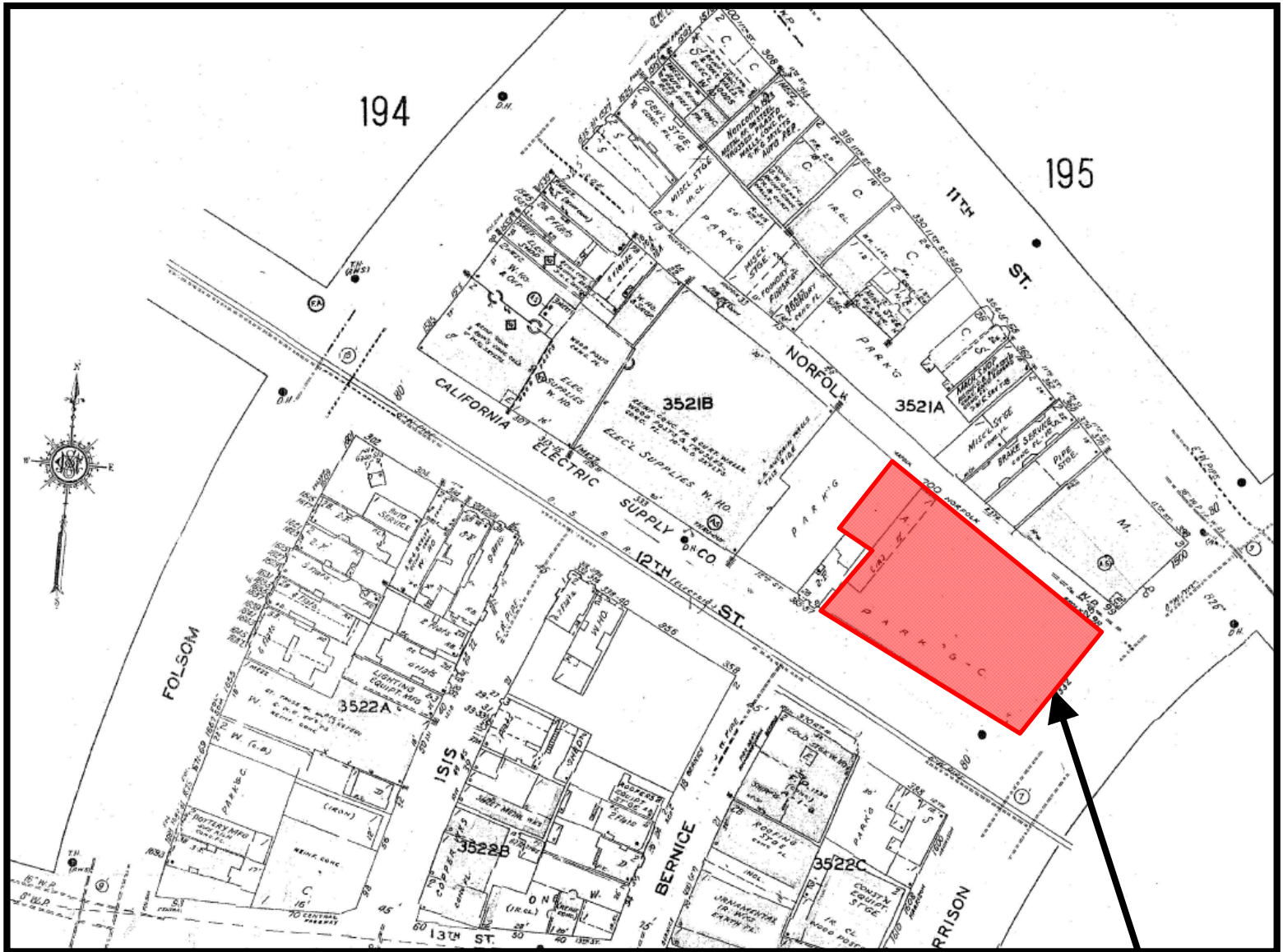
Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation (continued)				
Project Improvement Measure 3: Coordination of Move-in/Move-Out Operations and Large Deliveries. To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Harrison Street (in the event that the on-street loading is occupied), residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Harrison Street over an extended period of time and reduce any potential conflicts between movers and pedestrians walking along Harrison Street. Curb parking on Harrison Street shall be reserved through SFMTA or by directly contacting the local 311 service within five days business in advance. No move-in/out activities or related loading activities shall be located along 12th Street or Norfolk Street, adjacent to the project site.	Project sponsor/property owner/building management.	Following project occupancy.	SFMTA	Following project occupancy.
Project Improvement Measure 4: Construction Truck Deliveries During Off-Peak Periods. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods. As required, the Project Sponsor and construction contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the Project Sponsor shall coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.	Project sponsor / construction contractor	Prior to initiation of construction / during construction	Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department	Complete upon completion of construction.
Project Improvement Measure 5: Construction Management Plan. In addition to items required in the Construction Management Plan, the project sponsor shall include the following: <ul style="list-style-type: none"> • <i>Carpool, Transit Access, Bicycling, and Walking for Construction Workers</i> – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling, transit use, bicycling, and walking to and from the project site by construction workers in the Construction Management Plan contracts. • <i>Project Construction Updates</i> – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns. 	Construction contractor	During Construction	Project sponsor	Complete upon completion of construction.

Parcel Map



Conditional Use Authorization Hearing
Case Number 2013.1390CUA_2
1532 Harrison St

Sanborn Map*



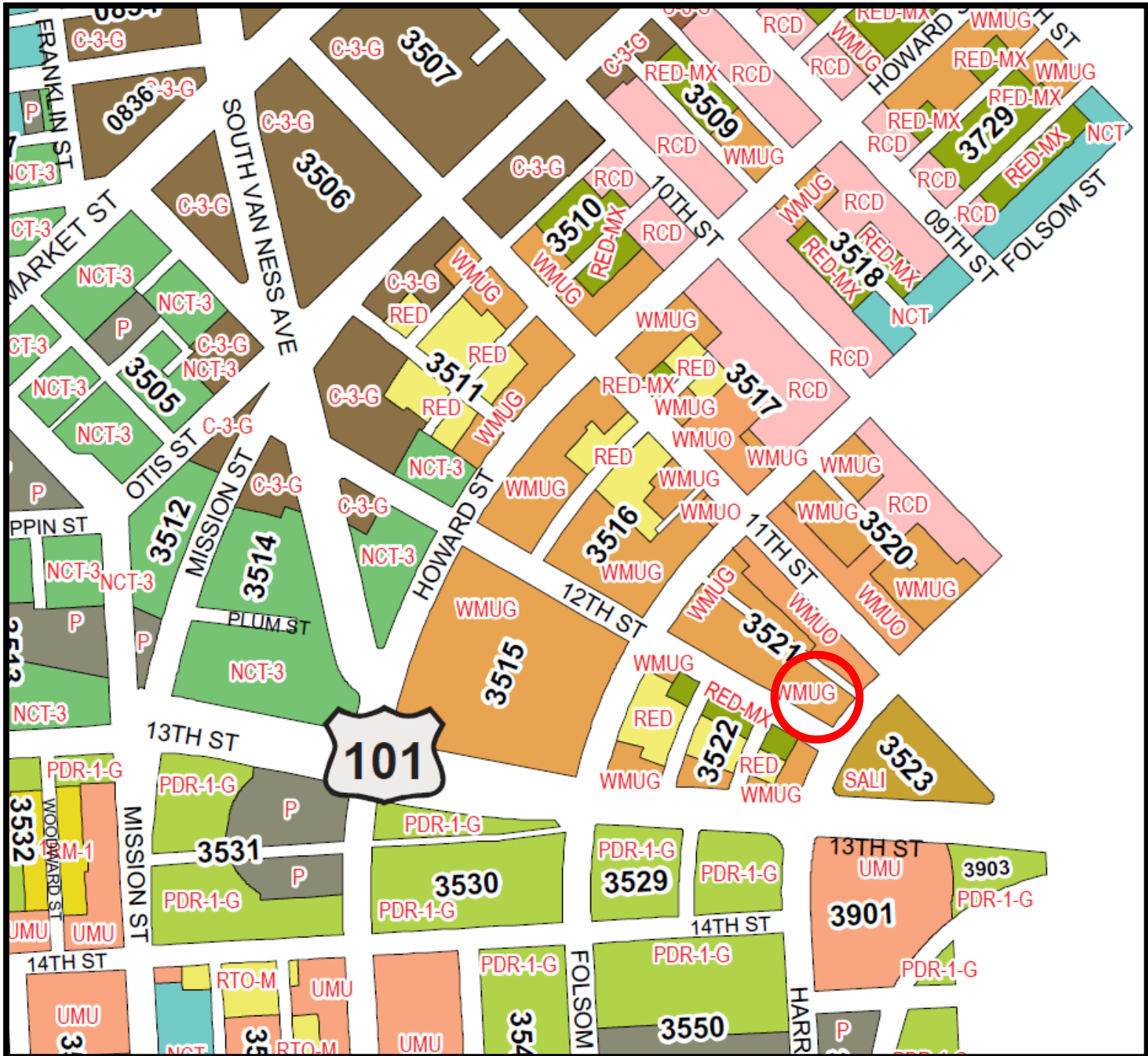
PROJECT SITE

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



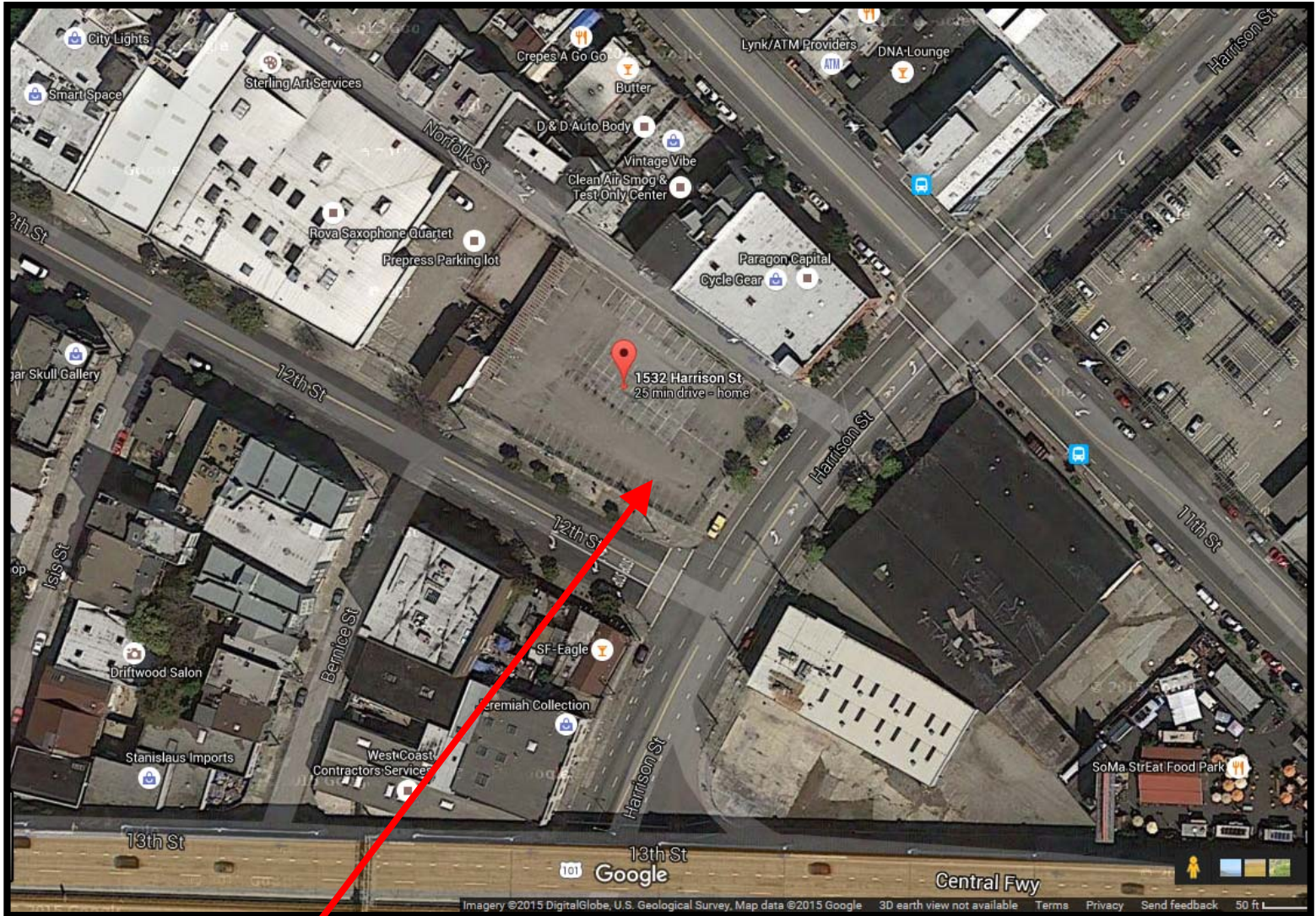
Conditional Use Authorization Hearing
Case Number 2013.1390CUA_2
 1532 Harrison St

Zoning Map



Conditional Use Authorization Hearing
Case Number 2013.1390CUA_2
1532 Harrison St

Aerial Photo



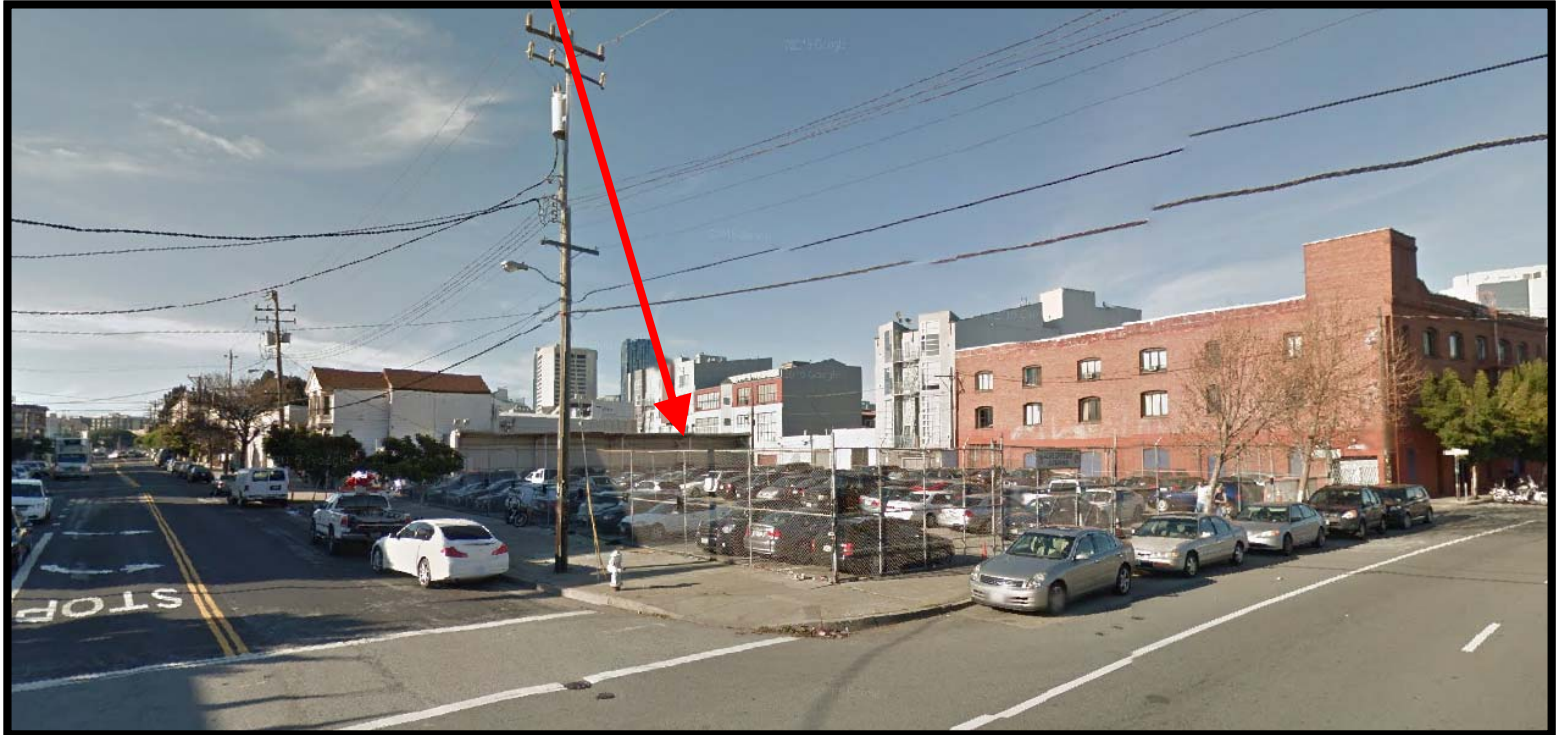
PROJECT SITE



Conditional Use Authorization Hearing
Case Number 2013.1390CUA_2
1532 Harrison St

Site Photo

PROJECT SITE



1532 Harrison Street, View of 12th and Harrison Street

Conditional Use Authorization Hearing
Case Number 2013.1390CUA_2
1532 Harrison St

Site Photo



1532 Harrison Street, View of Project Site & Adjacent Lopez Residence

Conditional Use Authorization Hearing
Case Number 2013.1390CUA_2
1532 Harrison St

Site Photo

PROJECT SITE



1532 Harrison Street, View of Norfolk St & Harrison St

Conditional Use Authorization Hearing
Case Number 2013.1390CUA_2
1532 Harrison St

1532 HARRISON**Community Outreach Timeline**

As of: 8/26/15

NOTE: Eagle Plaza and the Project have been co-presented and discussed at all of the following meetings.

REF #	DATE	EVENT	TOTAL ATTENDED	HOSTED AT	NOTICE METHOD	NOTES
1	7/8/2014	Project - Community Mtg #1 (Official Pre-Application Mtg)	26	Don Ramon's Mexican Restaurant	ENCAC, Western SoMa Neighborhood Coalition, postcard mailing to all neighbors w/in a 300' radius	This mtg was conducted in accordance with the information prescribed by the SF Planning Dept Pre Application Mtg guidelines
2	8/23/2014	Eagle Plaza - Community Mtg #1 Design Charette	25	Gehl Studios (Eagle Plaza Landscape Architect)	Email	
3	9/15/2014	Project - Website launch	n/a	n/a	n/a	Anyone can submit comments via the project website, interested parties can also signup for future notices
4	9/23/2014	Eagle Plaza - Community Mtg #2 Design Charette	20	Gehl Studios (Eagle Plaza Landscape Architect)	Email	Facilitated by Gehl Studio, open to public, stakeholder feedback informed plaza conceptual design
5	10/9/2014	Project - Norfolk St. Neighbors Mtg	6	Dan Borenstein's Home 65 Norfolk St, Unit 6	Sponsor invited by residents	
6	10/11/2014	Project - Postcard "Opt In" Mailing	n/a	n/a	Build Inc conducted a block-by-block, lot-by-lot search for all bldg addresses of all adjacent blocks for this postcard campaign	By way of pre-paid postage, residents could return the postcard requesting to receive notices by regular mail in addition to email campaigns
7	12/10/2014	Project - Community Mtg #2 Revised Design Presentation	8	Streetfood, Western Soma	Postcard Email Campaign	
8	2/15/2015	Eagle Plaza - Build Inc. Sponsors Beer Bust @ the Eagle for the Friends of Eagle Plaza	200+	The Eagle Tavern	Local newspaper ads, flyers in local establishments, postcard mailing to over 300 residents in the immediate project vicinity	
9	2/17/2015	Eagle Plaza - Community Mtg #3	15-20	Don Ramon's	Local newspaper ads, flyers in local establishments, postcard mailing to over 300 residents in the immediate project vicinity	Showcased conceptual design, same info as Beer Bust, in a more family setting
10	4/20/2015	Eagle Plaza - Conceptual design review by Eastern Neighborhoods Community Advisory Committee (ENCAC)	15-20	Planning Dept	Noticed by ENCAC	
11	4/20/2015	Eagle Plaza - Conceptual design review by Arts Commission Civic Design Review Committee (CDRC)	8	SF Arts Commission	Noticed by CDRC	
12	4/23/2015	Eagle Plaza - Special presentation to Western SoMa Neighborhood Coalition	40	Red Cross (Market St)	Noticed by Western SoMa Neighborhood Coalition	
13	6/9/2015	Eagle Plaza - Special presentation to SoMa Bend Neighborhood Association	7	DNA Lounge	Noticed by SoMa Bend Neighborhood Association	
14	7/8/2015	Project - Community Mtg #3	10	DNA Lounge	Flyer mailed to residents w/in 300' radius, email blast to Sponsor database (250+ emails), project website	
15	7/15/2015	Project - Special presentation to SFHAC Endorsement Committee Presentation	+/-30	Steingberg Architects	Invited by SFHAC Proj. Endorsement Committee	
16	8/26/2015	Eagle Plaza - Community Mtg #4	TBD	DNA Lounge	Direct emails and phone calls to the Friends of Eagle Plaza	
17	8/27/2015	Project - Community Mtg #4 Final Design Presentation	TBD	DNA Lounge	Direct emails and phone calls to project supporters	



GreenTRIP
ADVISORY COMMITTEE

Marcial Chao
Pyatok Architects

Elizabeth Deakin
University of California
Berkeley

Joe DiStefano
Calthorpe Associates

Adam Garcia
Greenbelt Alliance

Robert Cunningham
Santa Clara Valley
Transportation Authority

Megan Kirkeby
California Housing
Partnership Corporation

Valerie Knepper
Metropolitan
Transportation
Commission

Richard Lee
Transportation Choices for
Sustainable Communities

Todd Litman
Victoria Transport
Policy Institute

Kathleen Livermore
Former, City of Alameda

Adam Millard-Ball
University of California
Santa Cruz

Jeffrey Tumlin
Nelson\Nygaard

Aaron Welch
Raimi + Associates

Kate White
California State
Transportation Agency

Jeff Wood
The Overhead Wire

September 17, 2015

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

Dear Commission President Fong and Planning Commissioners,

We are pleased to announce that Build Inc.'s **1532 Harrison Street** will qualify for **Conditional GreenTRIP Certification** based on the current proposed design and amenities dated September 9, 2015 (from most recent conversation with developer).

We are thrilled because this will be our first GreenTRIP Certified Project in San Francisco! Our evaluation demonstrates that 1532 Harrison Street meets GreenTRIP standards with a projected maximum of 18 vehicle miles/household/day, a parking ratio of 0.62 spaces per unit, and the provision of two traffic reduction strategies. Upon approval of these conditions, this project will join an esteemed group of certified projects with low traffic and excellent transportation amenities. Please view the guidelines in our How-To Guide here: <http://bit.ly/1KN9bul>.

In 2009, TransForm launched GreenTRIP, a certification program for new residential development, focused on **Traffic Reduction** and **Innovative Parking**. Since 1997, TransForm has been working for world class public transportation and walkable communities in the Bay Area and beyond. GreenTRIP certifies projects that will allow new residents to drive less while increasing their mobility in a variety of ways. When residents have access to affordable homes close to services, jobs and transit, and developments are designed with traffic reduction and innovative parking, there are benefits for all:

- Increased household transportation savings.
- Economic support for locally serving businesses.
- Less freeway traffic and fewer vehicle collisions.
- Improved public health through increased walking and better air quality.
- Greater demand and support of transit services.
- Reduced greenhouse gas emissions, supporting compliance with SB375 and AB32.

1532 Harrison meets the GreenTRIP Certification Standards for the “Urban Neighborhood” place type. The Place Type is determined according to definitions set forth by the Metropolitan Transportation Commission's (MTC) Station Area Planning Manual, 2007. GreenTRIP Certification standards are designed according to these Place Types and tailored to create a feasible yet innovative standard. Please refer to the attached **Project Evaluation Report** for a summary.

We expect to see the following commitments included in the project's proposed conditions of approval and project description. As part of minimum eligibility requirements for certification, the project must participate in **GreenTRIP's Transportation & Parking Survey** for annual monitoring to assess parking demand and trip reduction at the site.

The following describes how **1532 Harrison Street** meets the criteria for Standard Certification:

1. 1532 Harrison Street must create less than 25 miles/household/day.

Using a model created by the California Air Resources Board for estimating greenhouse gas emissions, future residents at 1532 Harrison Street are projected to drive at most **18 miles/household/day**. This is at least **61% less than the Bay Area regional average** of 50 miles/household/day. The primary reasons for reduced driving are the project's density, location, and proximity to jobs, services and transit.

2. 1532 Harrison Street must have no more than 1.0 residential parking spaces per unit and must provide at least 1 secured and protected bike parking space per unit.

The conceptual design of 1532 Harrison Street meets this standard by proposing 85 residential parking spaces for 136 units, or 0.62 spaces per unit. Fewer spaces provided for parking allows more resources to be spent on other community amenities including carshare memberships. We are conditionally certifying the project for Certification based on the understanding that the parking **will not exceed 1.0 spaces per unit**. The project will also have a bike room in the basement to accommodate 136 bikes (1 per unit).

3. 1532 Harrison Street must provide at least 2 of 3 Traffic Reduction Strategies for 40 years (Transit Passes, Carshare Memberships, and/or Unbundled Parking).

100% of the parking spaces will be unbundled to separate parking costs from the total cost of rent. The developer will also offer free annual City CarShare memberships for eligible drivers per household account and cover standard application fees for 40 years. Carshare memberships are an incentive for residents to drive less, own fewer vehicles and take advantage of the full variety of transportation choices and great access to key destinations from the property. We expect to see this commitment formalized in the project's proposed conditions of approval and project description.

Since this project is still going through entitlement, we are awarding a Conditional GreenTRIP Standard Certification. We will award a full certification upon city approval of final entitlements, if those entitlements include the following project characteristics:

1. Build a total of 136 units (7 stories) on 0.5 acres.
2. 22 of 136 units will be below market rate (16% affordable units).
3. Provide one on-site carshare vehicle parking space.
4. Offer free annual City CarShare memberships for eligible drivers per household account and cover standard application fees for 40 years.
5. Provide 100% unbundled parking for all residential spaces.
6. Install 136 long-term, secured residential bike parking spaces (at least 1 per unit) plus 28 short-term guest spaces on-site or along adjacent streets.
7. Provide marketing and education on travel choices for residents.

If any of these characteristics change significantly in the approval (entitlement) process, we will need to re-evaluate the project to determine if the project still meets criteria for GreenTRIP Certification. For more information please refer to our website at: www.GreenTRIP.org.

Sincerely,



Jennifer West
GreenTRIP Policy Analyst
(510) 740-3150 x305



GreenTRIP

Traffic Reduction + Innovative Parking

www.GreenTRIP.org

PROJECT EVALUATION REPORT

1532 HARRISON

1532 HARRISON AVE, SAN FRANCISCO, CA 94103

DEVELOPER: BUILDINC

WWW.BUILDINC.BIZ

CONDITIONAL CERTIFICATION

AS OF SEPTEMBER 17, 2015



PROJECTED DAILY DRIVING BY RESIDENTS

(Vehicle Miles Traveled per Household per Day)

GREENTRIP STANDARDS

LESS THAN **25** MILES/DAY

☒ **18** MILES/DAY

PER HOUSEHOLD, BASED ON
URBEMIS PROJECTION
URBEMIS 2007 v9.2.4

1532 Harrison has qualified for **Conditional GreenTRIP Certification**. Full Certification is contingent on inclusion of key project characteristics in final city entitlements.



Photo Credit: City CarShare



APPROPRIATE AMOUNT OF PARKING

GREENTRIP STANDARDS

MAXIMUM **1.0** SPACES/UNIT

☒ **0.62** SPACES/UNIT

Average spaces per home
(including guest parking),
excluding spaces shared with
non-residential uses.

85 PARKING SPACES
136 UNITS



TRAFFIC REDUCTION STRATEGIES

GREENTRIP STANDARDS

**2 OF 3 STANDARD TRAFFIC
REDUCTION STRATEGIES**

☒ UNBUNDLED PARKING
☒ FREE CARSHARE MEMBERSHIPS

The project must have two of
three traffic reduction strategies:

- UNBUNDLED PARKING
- DISCOUNT TRANSIT PASSES
- FREE CARSHARE MEMBERSHIP

- **100% UNBUNDLED PARKING**
- **OFFER FREE ANNUAL CITY CARSHARE MEMBERSHIPS FOR EACH ELIGIBLE DRIVER UNDER A HOUSEHOLD ACCOUNT FOR 40 YEARS**



COMPARED TO THE TYPICAL
BAY AREA HOUSEHOLD
**1532 HARRISON IS
PROJECTED* TO RESULT IN:**

61% LESS DRIVING

Per Household

Bay Area Average is 50 Miles Driven per Day,
per Household

48% LESS GHGs

Per Household

Each household of 1532 Harrison is expected to
emit 18 pounds of GHGs per day.

*URBEMIS Model 2007 v9.2.4

GreenTRIP evaluates how well a proposed residential project design achieves Traffic Reduction and Innovative Parking strategies. GreenTRIP conducts an evaluation based on information provided by the developer, BUILDINC, and gathered from publicly available sources.

PLACE TYPE

GreenTRIP standards are customized for different types of neighborhoods, or "Place Types," as defined by the Metropolitan Transportation Commission's Station Area Planning Manual.

URBAN NEIGHBORHOOD

1532 Harrison meets GreenTRIP Platinum Certification standards for the Urban Neighborhood Place Type. Above is an evaluation of how 1532 Harrison satisfies each category.

1532 HARRISON

TRIP REDUCTION CREDITS

The following is an inventory of URBEMIS model inputs. The projected driving is affected by the following trip reduction credits.

DENSITY

272 UNITS/ACRE

SOURCE: BUILDING



**23%
REDUCTION**

MIX OF USES

WITHIN A HALF-MILE

**55,205 JOBS
5,823 HOMES**

LOCAL RETAIL PRESENT

SOURCE: 2010 CENSUS



**0.3%
REDUCTION

2%
REDUCTION**

TRANSIT SERVICE

**2,891 BUSES WITHIN 1/4 MILE.
CIVIC CENTER AND 16TH STREET
BART STATIONS SLIGHTLY BEYOND
HALF-MILE RADIUS.**

SOURCE: 511.ORG



**13%
REDUCTION**

PEDESTRIAN/BICYCLE FRIENDLINESS

**600 INTERSECTIONS PER SQ. MILE
100% STREETS W/ SIDEWALKS
69% ARTERIAL STREETS W/ BIKE LANES
OR WHERE SUITABLE, DIRECT PARALLEL ROUTES**
SOURCE: GOOGLE MAPS



**7%
REDUCTION**

AFFORDABLE HOUSING

**16% OF UNITS ARE DEED
RESTRICTED BELOW MARKET RATE
HOUSING**
SOURCE: BUILDING

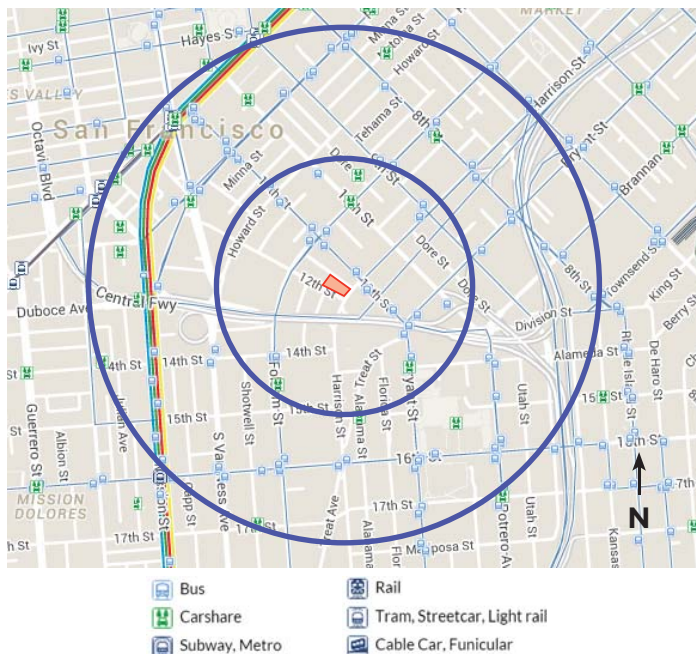


**0.7%
REDUCTION**

Residents living and working within a 1/2 mile or 10 minute walk to transit are 10 times more likely to take transit.¹

Residents living within a 1/2 mile of transit drive 50% less than those living further away.²

PROJECT CONTEXT MAP



RED SHADING REPRESENTS THE PROJECT FOOTPRINT.

CONCENTRIC CIRCLES REPRESENT THE AREA WITHIN 1/4 AND 1/2-MILE FROM THE PROJECT.

SOURCE: GOOGLE MAPS, GREENTRIP PARKING DATABASE



RENDERING FOR 1532 HARRISON, SAN FRANCISCO

KEY PROJECT DETAILS:

- **0.5 ACRES, 136 UNITS, 7 STORIES**
- **22 AFFORDABLE HOUSING UNITS (16% OF UNITS)**
- **OFFER FREE ANNUAL CITY CARSHARE MEMBERSHIPS** FOR ELIGIBLE DRIVERS PER HOUSEHOLD ACCOUNT AND COVER STANDARD APPLICATION FEES FOR **40 YEARS**
- **PROVIDE ONE ON-SITE CARSHARE PARKING SPACE**
- **100% UNBUNDLED PARKING SPACES**
- **136 LONG-TERM, 28 GUEST BIKE PARKING SPACES**
- **PROVIDE MARKETING AND EDUCATION ON TRAVEL CHOICES**

QUESTIONS?

Contact: Jennifer West, GreenTRIP Policy Analyst
JWest@TransFormCA.org
(510) 740-3150 x305 www.GreenTRIP.org

a project of



¹ ABAG New Places, New Choices, 2007

² Cervero, Arrington, TCRP Report 128, 2008

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

August 31, 2015

Date

I, Michael Yarne, do hereby declare as follows:

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

1532 Harrison Street

Address

3521/056

Block / Lot

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

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

2013.1390CUA

Planning Case Number

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:

Rich Sucre

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

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

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

- ☐ This project uses California Debt Limit Allocation Committee (CDLAC) funding.
☐ This project is 100% affordable.

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

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

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

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

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

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

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

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

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

San Francisco, CA
Location

8/31/15
Date

Michael Yarke
Signature

Michael Yarke, Member
Name (Print), Title

1532 Horizon Management, LLC
415-551-7612
Contact Phone Number

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

Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
136		62	16	58	0

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

- ☒ On-site Affordable Housing Alternative (Charter Section 16.110 (g) and Planning Code Section 415.6): calculated at ~~12%~~ 16% of the unit total. ~~419.3~~

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
22		10	3	9	0

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

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)			Number of Market-Rate Units in the Off-site Project	

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

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

1. Fee _____ % of affordable housing requirement.

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


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

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

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

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

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

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name 1532 Harrison Investment, LLC	Company Name
Print Name of Contact Person Michael Yarhe	Print Name of Contact Person
Address 315 Linden Street	Address
City, State, Zip San Francisco, CA 94102	City, State, Zip
Phone, Fax 415-551-7619	Phone, Fax
Email Michael@buildinc.biz	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.  Signature Michael Yarhe, Member Name (Print), Title	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above. Signature Name (Print), Title

Free Recording Requested Pursuant to
Government Code Section 27383

When recorded, mail to:

San Francisco Planning Department
1650 Mission Street, Room 400
San Francisco, California 94103
Attn: Director

Lots 056 in Assessor's Block 3521

**AGREEMENT TO PROVIDE ON-SITE AFFORDABLE HOUSING UNITS BETWEEN
THE CITY AND COUNTY OF SAN FRANCISCO AND
1532 HARRISON INVESTMENT, LLC, RELATIVE TO THE
DEVELOPMENT KNOWN AS 1532 HARRISON STREET**

THIS AGREEMENT TO PROVIDE ON-SITE AFFORDABLE HOUSING UNITS ("Agreement") dated for reference purposes only as of this ____ day of _____, 2015, is by and between the CITY AND COUNTY OF SAN FRANCISCO, a political subdivision of the State of California (the "City"), acting by and through its Planning Department, and 1532 HARRISON INVESTMENT, LLC, a California limited liability company ("Developer") with respect to the project approved for 1532 Harrison Street (the "Project"). City and Developer are also sometimes referred to individually as a "Party" and together as the "Parties."

RECITALS

This Agreement is made with reference to the following facts:

A. Code Authorization. Chapter 4.3 of the California Government Code directs public agencies to grant concessions and incentives to private developers for the production of housing for lower income households. The Costa-Hawkins Rental Housing Act (California Civil Code Sections 1954.50 et seq., hereafter the "Costa-Hawkins Act") imposes limitations on the establishment of the initial and all subsequent rental rates for a dwelling unit with a certificate of occupancy issued after February 1, 1995, with exceptions, including an exception for dwelling units constructed pursuant to a contract with a public entity in consideration for a direct financial contribution or any other form of assistance specified in Chapter 4.3 of the California Government Code (Section 1954.52(b)). Pursuant to Civil Code Section 1954.52(b), the City's Board of Supervisors has enacted as part of the Inclusionary Affordable Housing Program, Planning Code Section 415 et seq, procedures and requirements for entering into an agreement with a private developer to memorialize the concessions and incentives granted to the developer and to provide an exception to the Costa-Hawkins Act for the inclusionary units included in Developer's project.

B. Property Subject to this Agreement. The property that is the subject of this Agreement consists of the real property in the City and County of San Francisco, California, at 1532 Harrison Street, Lot 056 in Assessor's Block 3521, and located on the northern frontage of Harrison Street between Norfolk Street and 12th Street (the "Property"). The Property is more

particularly described in Exhibit A attached hereto. The Property is or will be owned in fee by Developer.

C. Development Proposal; Intent of the Parties. The Developer proposes to remove the existing building and construct a new 7-story, 136-unit mixed use residential building on the Property (the "Project"). The dwelling units would be offered as rental units and the inclusionary affordable housing would be provided on-site. The Project would fulfill its inclusionary affordable housing requirement by providing 16% of the dwelling units, or 22 below-market rate (BMR) units, on-site, assuming that 136 residential units are constructed.

On _____, 2015, pursuant to Motion No. _____ the Planning Commission approved Conditional Use Authorization (for Major Developments Requesting a Height Bonus in the Western SoMa SUD, Planning Code Section 823(c)(11)) ("Conditional Use Approval") with exceptions from Planning Code requirements related to rear yard, open space, and freight loading.

The Conditional Use Approval is referred to herein as the "Project Approvals". The dwelling units that are the subject of this Agreement are the Project's on-site inclusionary units representing sixteen percent (16%) of the Project's dwelling units, which assuming that 136 dwelling units are constructed, would total 22 inclusionary units (the "Inclusionary Units"). The dwelling units in the Project that are not Inclusionary Units, representing eighty-four percent (84%) of the Project's dwelling units, which, assuming that 136 units are constructed, would total 114 units, are referred to herein as the "Market Rate Units". This Agreement is not intended to impose restrictions on the Market Rate Units or any portions of the Project other than the Inclusionary Units. The Parties acknowledge that this Agreement is entered into in consideration of the respective burdens and benefits of the Parties contained in this Agreement and in reliance on their agreements, representations and warranties.

D. Inclusionary Affordable Housing Program. The Inclusionary Affordable Housing Program, San Francisco Planning Code Section 415 et seq. (the "Affordable Housing Program") provides that developers of any housing project consisting of ten or more units to pay an Affordable Housing Fee, as defined therein. The Affordable Housing Program provides that developers may be eligible to meet the requirements of the program through the alternative means of entering into an agreement with the City and County of San Francisco pursuant to Chapter 4.3 of the California Government Code for concessions and incentives, pursuant to which the developer covenants to provide affordable on-site units as an alternative to payment of the Affordable Housing Fee to satisfy the requirements of the Affordable Housing Program and in consideration of the City's concessions and incentives.

E. Developer's Election to Provide On-Site Units. Developer has elected to enter into this Agreement to provide the Inclusionary Units on-site in lieu of payment of the Affordable Housing Fee in satisfaction of its obligation under the Affordable Housing Program, and to provide for an exception to the rent restrictions of the Costa-Hawkins Act for the Inclusionary Units only.

F. Compliance with All Legal Requirements. It is the intent of the Parties that all acts referred to in this Agreement shall be accomplished in such a way as to fully comply with the California Environmental Quality Act (Public Resources Code Section 21000 et seq., "CEQA"),

Chapter 4.3 of the California Government Code, the Costa-Hawkins Act, the San Francisco Planning Code, and all other applicable laws and regulations.

G. Project's Compliance with CEQA. Pursuant to CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, the Project was found exempt from further CEQA review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3, as noted in Planning Motion _____, based on its conformance with the Western SoMa Community Plan and the environmental analysis contained in the Programmatic Environmental Impact Report for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR) (Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012).

H. General Plan Findings. This Agreement is consistent with the objectives, policies, general land uses and programs specified in the General Plan and any applicable area or specific plan, and the Priority Policies enumerated in Planning Code Section 101.1, as set forth in Planning Commission Motion No. _____.

AGREEMENT

The Parties acknowledge the receipt and sufficiency of good and valuable consideration and agree as follows:

1. GENERAL PROVISIONS

1.1 Incorporation of Recitals and Exhibits. The preamble paragraph, Recitals, and Exhibits, and all defined terms contained therein, are hereby incorporated into this Agreement as if set forth in full.

2. CITY'S DENSITY BONUS AND CONCESSIONS AND INCENTIVES FOR THE INCLUSIONARY UNITS.

2.1 Exceptions, Concessions and Incentives. The Developer has received the following concessions and incentives for the production of the Inclusionary Units on-site.

2.1.1 Rear Yard. The Conditional Use Approval provided an exception to the rear yard requirements set forth in Planning Code Section 134. Prior to adoption of the Conditional Use Approval, Section 134(a)(1) would have required an open rear yard with a minimum depth equal to 25 percent of the total depth of the lot. The Conditional Use Approval allowed the Project to meet the rear yard requirement through a series of publicly-accessible pedestrian passageways as well as rooftop gardens that provide a comparable amount of open space as mandated by the rear yard requirement. As a result of the Conditional Use Approval, the Project was approved with a superior site plan that would not have otherwise been possible under the Planning Code.

2.1.2 Open Space. The Conditional Use Approval provided for an exception to the open space requirements set forth in Planning Code Sections 135 and 823(c). Prior to the adoption of the Conditional Use Approval, these Planning Code Sections would have required the Project to provide 80 square feet of open space per dwelling unit, or 10,880 square feet of open space. As approved, the Project provides 5,705 square feet of open space via publicly-accessible pedestrian

passages between Project buildings, and 2,684 square feet of open space via private balconies, for a total of 8,389 square feet of open space. As a result of the Conditional Use Approval, the Project was able to provide a more efficient plan resulting in a greater number of building square feet than would have otherwise been possible under the Planning Code.

2.1.3 Off-Street Loading. The Conditional Use Approval provided for an exception to the Off-Street Loading requirements set forth in Planning Code Section 152.1. Prior to the adoption of the Conditional Use Approval, Section 152.1 would have required the Project to provide one off-street loading space. As a result of the Conditional Use Approval, the Project is not providing an off-street loading space and was able to provide a more efficient plan resulting in a greater number of building square feet than would have otherwise been possible under the Planning Code.

2.1.4 Waiver of Affordable Housing Fee. City hereby determines that the Developer has satisfied the requirements of the Affordable Housing Program by covenanting to provide the Inclusionary Units on-site, as provided in Section 3.1, and accordingly hereby waives the obligation of the Developer to pay the Affordable Housing Fee. City would not be willing to enter into this Agreement and waive the Affordable Housing Fee without the understanding and agreement that Costa-Hawkins Act provisions set forth in California Civil Code section 1954.52(a) do not apply to the Inclusionary Units as a result of the exemption set forth in California Civil Code section 1954.52(b). Upon completion of the Project and identification of the Inclusionary Units, Developer agrees to record a notice of restriction against the Inclusionary Units in the form required by the Affordable Housing Program.

2.2 Costa-Hawkins Act Inapplicable to Inclusionary Units Only.

2.2.1 Inclusionary Units. The parties acknowledge that, under Section 1954.52(b) of the Costa-Hawkins Act, the Inclusionary Units are not subject to the Costa-Hawkins Act. Through this Agreement, Developer hereby enters into an agreement with a public entity in consideration for forms of concessions and incentives specified in California Government Code Sections 65915 et seq. The concessions and incentives are comprised of, but not limited to, the concessions and incentives set forth in Section 2.1.

2.2.2 Market Rate Units. The Parties hereby agree and acknowledge that this Agreement does not alter in any manner the way that the Costa-Hawkins Act or any other law, including the City's Rent Stabilization and Arbitration Ordinance (Chapter 37 of the San Francisco Administrative Code) apply to the Market Rate Units.

3. **COVENANTS OF DEVELOPER**

3.1 On-Site Inclusionary Affordable Units. In consideration of the concessions and incentives set forth in Section 2.1 and in accordance with the terms and conditions set forth in the Affordable Housing Program and the Project Approvals, upon Developer obtaining its first certificate of occupancy for the Project, Developer shall provide sixteen percent (16%) of the dwelling units as on-site Inclusionary Units in lieu of payment of the Affordable Housing Fee. For example, based on the contemplated total of 136 units comprising the Project, a total of 22 Inclusionary Units would be required in lieu of payment of the Affordable Housing Fee.

3.2 Developer's Waiver of Rights Under the Costa-Hawkins Act Only as to the Inclusionary Units. The Parties acknowledge that under the Costa-Hawkins Act, the owner of newly constructed residential real property may establish the initial and all subsequent rental rates for dwelling units in the property without regard to the City's Residential Rent Stabilization and Arbitration Ordinance (Chapter 37 of the San Francisco Administrative Code). The Parties also understand and agree that the Costa-Hawkins Act does not and in no way shall limit or otherwise affect the restriction of rental charges for the Inclusionary Units because this Agreement falls within an express exception to the Costa-Hawkins Act as a contract with a public entity in consideration for a direct financial contribution or other forms of assistance specified in Chapter 4.3 (commencing with section 65915) of Division 1 of Title 7 of the California Government Code including but not limited to the density bonus, concessions and incentives specified in Section 2. Developer acknowledges that the density bonus and concessions and incentives result in identifiable and actual cost reductions to the Project. Should the Inclusionary Units be deemed subject to the Costa-Hawkins Act, as a material part of the consideration for entering into this Agreement, Developer, on behalf of itself and all its successors and assigns to this Agreement, hereby expressly waives, now and forever, any and all rights it may have under the Costa-Hawkins Act with respect only to the Inclusionary Units (but only the Inclusionary Units and not as to the Market Rate Units) consistent with Section 3.1 of this Agreement. Without limiting the foregoing, Developer, on behalf of itself and all successors and assigns to this Agreement, agrees not to bring any legal or other action against City seeking application of the Costa-Hawkins Act to the Inclusionary Units for so long as the Inclusionary Units are subject to the restriction on rental rates pursuant to the Affordable Housing Program. The Parties understand and agree that the City would not be willing to enter into this Agreement without the waivers and agreements set forth in this Section 3.2.

3.3 Developer's Waiver of Right to Seek Waiver of Affordable Housing Program. Developer specifically agrees to be bound by all of the provisions of the Affordable Housing Program applicable to on-site inclusionary units with respect to the Inclusionary Units. Developer covenants and agrees that it will not seek a waiver of the provisions of the Affordable Housing Program applicable to the Inclusionary Units.

4. MUTUAL OBLIGATIONS

4.1 Good Faith and Fair Dealing. The Parties shall cooperate with each other and act in good faith in complying with the provisions of this Agreement and implementing the Project Approvals.

4.2 Other Necessary Acts. Each Party shall execute and deliver to the other all further instruments and documents as may be reasonably necessary to carry out this Agreement, the Project Approvals, the Affordable Housing Program (as applied to the Inclusionary Units) and applicable law in order to provide and secure to each Party the full and complete enjoyment of its rights and privileges hereunder.

4.3 Effect of Future Changes to Affordable Housing Program. The City hereby acknowledges and agrees that, in the event that the City adopts changes to the Affordable Housing Program after the date this Agreement is executed by both Parties, nothing in this Agreement shall be construed to limit or prohibit any rights Developer may have to modify Project requirements with

respect to the Inclusionary Units to the extent permitted by such changes to the Affordable Housing Program.

5. DEVELOPER REPRESENTATIONS, WARRANTIES AND COVENANTS.

5.1 Interest of Developer. Developer represents that it is or will be the legal and equitable fee owner of the Property, that it has the power and authority to bind all other persons with legal or equitable interest in the Inclusionary Units to the terms of this Agreement, and that all other persons holding legal or equitable interest in the Inclusionary Units are to be bound by this Agreement. Developer is a limited liability company, duly organized and validly existing and in good standing under the laws of the State of California. Developer has all requisite power and authority to own property and conduct business as presently conducted. Developer has made all filings and is in good standing in the State of California.

5.2 No Conflict With Other Agreements; No Further Approvals; No Suits. Developer warrants and represents that it is not a party to any other agreement that would conflict with the Developer's obligations under this Agreement. Neither Developer's articles of organization, bylaws, or operating agreement, as applicable, nor any other agreement or law in any way prohibits, limits or otherwise affects the right or power of Developer to enter into and perform all of the terms and covenants of this Agreement. No consent, authorization or approval of, or other action by, and no notice to or filing with, any governmental authority, regulatory body or any other person is required for the due execution, delivery and performance by Developer of this Agreement or any of the terms and covenants contained in this Agreement. To Developer's knowledge, there are no pending or threatened suits or proceedings or undischarged judgments affecting Developer or any of its members before any court, governmental agency, or arbitrator which might materially adversely affect Developer's business, operations, or assets or Developer's ability to perform under this Agreement.

5.3 No Inability to Perform; Valid Execution. Developer warrants and represents that it has no knowledge of any inability to perform its obligations under this Agreement. The execution and delivery of this Agreement and the agreements contemplated hereby by Developer have been duly and validly authorized by all necessary action. This Agreement will be a legal, valid and binding obligation of Developer, enforceable against Developer in accordance with its terms.

5.4 Conflict of Interest. Through its execution of this Agreement, the Developer acknowledges that it is familiar with the provisions of Section 15.103 of the City's Charter, Article III, Chapter 2 of the City's Campaign and Governmental Conduct Code, and Section 87100 et seq. and Section 1090 et seq. of the California Government Code, and certifies that it does not know of any facts which constitute a violation of said provisions and agrees that it will immediately notify the City if it becomes aware of any such fact during the term of this Agreement.

5.5 Notification of Limitations on Contributions. Through execution of this Agreement, the Developer acknowledges that it is familiar with Section 1.126 of City's Campaign and Governmental Conduct Code, which prohibits any person who contracts with the City, whenever such transaction would require approval by a City elective officer or the board on which that City elective officer serves, from making any campaign contribution to the officer at any time from the commencement of negotiations for the contract until three (3) months after the date the contract is

approved by the City elective officer or the board on which that City elective officer serves. San Francisco Ethics Commission Regulation 1.126-1 provides that negotiations are commenced when a prospective contractor first communicates with a City officer or employee about the possibility of obtaining a specific contract. This communication may occur in person, by telephone or in writing, and may be initiated by the prospective contractor or a City officer or employee. Negotiations are completed when a contract is finalized and signed by the City and the contractor. Negotiations are terminated when the City and/or the prospective contractor end the negotiation process before a final decision is made to award the contract.

5.6 Nondiscrimination. In the performance of this Agreement, Developer agrees not to discriminate on the basis of the fact or perception of a person's, race, color, creed, religion, national origin, ancestry, age, height, weight, sex, sexual orientation, gender identity, domestic partner status, marital status, disability or Acquired Immune Deficiency Syndrome or HIV status (AIDS/HIV status), or association with members of such protected classes, or in retaliation for opposition to discrimination against such classes, against any City employee, employee of or applicant for employment with the Developer, or against any bidder or contractor for public works or improvements, or for a franchise, concession or lease of property, or for goods or services or supplies to be purchased by the Developer. A similar provision shall be included in all subordinate agreements let, awarded, negotiated or entered into by the Developer for the purpose of implementing this Agreement.

6. AMENDMENT; TERMINATION

6.1 Amendment or Termination. Except as provided in Sections 6.2 (Automatic Termination) and 8.3 (Remedies for Default), this Agreement may only be amended or terminated with the mutual written consent of the Parties.

6.1.1 Amendment Exemptions. No amendment of a Project Approval shall require an amendment to this Agreement. Upon approval, any such matter shall be deemed to be incorporated automatically into the Project and this Agreement (subject to any conditions set forth in the amendment). Notwithstanding the foregoing, in the event of any direct conflict between the terms of this Agreement and any amendment to a Project Approval, then the terms of this Agreement shall prevail and any amendment to this Agreement shall be accomplished as set forth in Section 6.1 above.

6.2 Automatic Termination. This Agreement shall automatically terminate in the event that the Inclusionary Units are no longer subject to regulation as to the rental rates of the Inclusionary Units and/or the income level of households eligible to rent the Inclusionary Units under the Affordable Housing Program, or successor program.

7. TRANSFER OR ASSIGNMENT; RELEASE; RIGHTS OF MORTGAGEES; CONSTRUCTIVE NOTICE

7.1 Agreement Runs With The Land. Developer may assign or transfer its duties and obligations under this Agreement to another entity, provided such entity is the legal and equitable fee owner of the Property ("Transferee"). As provided in Section 9.2, this Agreement runs with the land and any Transferee will be bound by all of the terms and conditions of this Agreement.

7.2 Rights of Developer. The provisions in this Section 7 shall not be deemed to prohibit or otherwise restrict Developer from (i) granting easements or licenses to facilitate development of the Property, (ii) encumbering the Property or any portion of the improvements thereon by any mortgage, deed of trust, or other device securing financing with respect to the Property or Project, (iii) granting a leasehold interest in all or any portion of the Property, or (iv) transferring all or a portion of the Property pursuant to a sale, transfer pursuant to foreclosure, conveyance in lieu of foreclosure, or other remedial action in connection with a mortgage. None of the terms, covenants, conditions, or restrictions of this Agreement or the other Project Approvals shall be deemed waived by City by reason of the rights given to the Developer pursuant to this Section 7.2. Furthermore, although the Developer initially intends to operate the Project on a rental basis, nothing in this Agreement shall prevent Developer from later selling all or part of the Project on a condominium basis, provided that such sale is permitted by, and complies with, all applicable City and State laws including, but not limited to that, with respect to any inclusionary units, those shall only be sold pursuant to the City Procedures for sale of inclusionary units under the Affordable Housing Program.

7.3 Developer's Responsibility for Performance. If Developer transfers or assigns all or any portion of the Property or any interest therein to any other person or entity, Developer shall continue to be responsible for performing the obligations under this Agreement as to the transferred property interest until such time as there is delivered to the City a legally binding agreement pursuant to which the Transferee assumes and agrees to perform Developer's obligations under this Agreement from and after the date of transfer of the Property (or an interest therein) to the Transferee (an "Assignment and Assumption Agreement"). The City is entitled to enforce each and every such obligation assumed by the Transferee directly against the Transferee as if the Transferee were an original signatory to this Agreement with respect to such obligation. Accordingly, in any action by the City against a Transferee to enforce an obligation assumed by the Transferee, the Transferee shall not assert any defense against the City's enforcement of performance of such obligation that is attributable to Developer's breach of any duty or obligation to the Transferee arising out of the transfer or assignment, the Assignment and Assumption Agreement, the purchase and sale agreement, or any other agreement or transaction between the Developer and the Transferee. The transferor Developer shall remain responsible for the performance of all of its obligations under the Agreement prior to the date of transfer, and shall remain liable to the City for any failure to perform such obligations prior to the date of the transfer.

7.4 Release Upon Transfer or Assignment. Upon the Developer's transfer or assignment of all or a portion of the Property or any interest therein, including the Developer's rights and interests under this Agreement, the Developer shall be released from any obligations required to be performed from and after the date of transfer under this Agreement with respect to the portion of the Property so transferred; provided, however, that (i) the Developer is not then in default under this Agreement and (ii) the Transferee executes and delivers to the City the legally binding Assignment and Assumption Agreement. Following any transfer, in accordance with the terms of this Section 7, a default under this Agreement by the Transferee shall not constitute a default by the Developer under this Agreement and shall have no effect upon the Developer's rights under this Agreement as to the remaining portions of the Property owned by the Developer. Further, a default under this Agreement by the Developer as to any portion of the Property not transferred or a default under this agreement by the Developer prior to the date of transfer shall not constitute a default by the Transferee and shall not affect any of Transferee's rights under this Agreement.

7.5 Rights of Mortgagees; Not Obligated to Construct; Right to Cure Default.

7.5.1 Notwithstanding anything to the contrary contained in this Agreement (including without limitation those provisions that are or are intended to be covenants running with the land), a mortgagee or beneficiary under a deed of trust, including any mortgagee or beneficiary who obtains title to the Property or any portion thereof as a result of foreclosure proceedings or conveyance or other action in lieu thereof, or other remedial action, ("Mortgagee") shall not be obligated under this Agreement to construct or complete the Inclusionary Units required by this Agreement or to guarantee their construction or completion solely because the Mortgagee holds a mortgage or other interest in the Property or this Agreement. The foregoing provisions shall not be applicable to any other party who, after such foreclosure, conveyance, or other action in lieu thereof, or other remedial action, obtains title to the Property or a portion thereof from or through the Mortgagee or any other purchaser at a foreclosure sale other than the Mortgagee itself. A breach of any obligation secured by any mortgage or other lien against the mortgaged interest or a foreclosure under any mortgage or other lien shall not by itself defeat, diminish, render invalid or unenforceable, or otherwise impair the obligations or rights of the Developer under this Agreement.

7.5.2 Subject to the provisions of the first sentence of Section 7.5.1, any person, including a Mortgagee, who acquires title to all or any portion of the mortgaged property by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise shall succeed to all of the rights and obligations of the Developer under this Agreement and shall take title subject to all of the terms and conditions of this Agreement. Nothing in this Agreement shall be deemed or construed to permit or authorize any such holder to devote any portion of the Property to any uses, or to construct any improvements, other than the uses and improvements provided for or authorized by the Project Approvals and this Agreement.

7.5.3 If City receives a written notice from a Mortgagee or from Developer requesting a copy of any Notice of Default delivered to Developer and specifying the address for service thereof, then City shall deliver to such Mortgagee, concurrently with service thereon to Developer, any Notice of Default delivered to Developer under this Agreement. In accordance with Section 2924 of the California Civil Code, City hereby requests that a copy of any notice of default and a copy of any notice of sale under any mortgage or deed of trust be mailed to City at the address shown on the first page of this Agreement for recording, provided that no Mortgagee or trustee under a deed of trust shall incur any liability to the City for any failure to give any such notice of default or notice of sale except to the extent the City records a request for notice of default and notice of sale in compliance with Section 2924b of the California Civil Code (a "Request for Special Notice") with respect to a specific mortgage or deed of trust and the Mortgagee or trustee fails to give any notice required under Section 2924b of the California Civil Code as a result of the recordation of a Request for Special Notice.

7.5.4 A Mortgagee shall have the right, at its option, to cure any default or breach by the Developer under this Agreement within the same time period as Developer has to remedy or cause to be remedied any default or breach, plus an additional period of (i) thirty (30) calendar days to cure a default or breach by the Developer to pay any sum of money required to be paid hereunder and (ii) ninety (90) days to cure or commence to cure a non-monetary default or breach and thereafter to pursue such cure diligently to completion; provided that if the Mortgagee cannot cure a non-monetary default or breach without acquiring title to the Property, then so long as Mortgagee is

diligently pursuing foreclosure of its mortgage or deed of trust, Mortgagee shall have until ninety (90) days after completion of such foreclosure to cure such non-monetary default or breach. Mortgagee may add the cost of such cure to the indebtedness or other obligation evidenced by its mortgage, provided that if the breach or default is with respect to the construction of the improvements on the Property, nothing contained in this Section or elsewhere in this Agreement shall be deemed to permit or authorize such Mortgagee, either before or after foreclosure or action in lieu thereof or other remedial measure, to undertake or continue the construction or completion of the improvements (beyond the extent necessary to conserve or protect improvements or construction already made) without first having expressly assumed the obligation to the City, by written agreement reasonably satisfactory to the City, to complete in the manner provided in this Agreement the improvements on the Property or the part thereof to which the lien or title of such Mortgagee relates. Notwithstanding a Mortgagee's agreement to assume the obligation to complete in the manner provided in this Agreement the improvements on the Property or the part thereof acquired by such Mortgagee, the Mortgagee shall have the right to abandon completion of the improvement at any time thereafter.

7.5.5 If at any time there is more than one mortgage constituting a lien on any portion of the Property, the lien of the Mortgagee prior in lien to all others on that portion of the mortgaged property shall be vested with the rights under this Section 7.5 to the exclusion of the holder of any junior mortgage; provided that if the holder of the senior mortgage notifies the City that it elects not to exercise the rights sets forth in this Section 7.5, then each holder of a mortgage junior in lien in the order of priority of their respective liens shall have the right to exercise those rights to the exclusion of junior lien holders. Neither any failure by the senior Mortgagee to exercise its rights under this Agreement nor any delay in the response of a Mortgagee to any notice by the City shall extend Developer's or any Mortgagee's rights under this Section 7.5. For purposes of this Section 7.5, in the absence of an order of a court of competent jurisdiction that is served on the City, a then current title report of a title company licensed to do business in the State of California and having an office in the City setting forth the order of priority of lien of the mortgages shall be reasonably relied upon by the City as evidence of priority.

7.6 Constructive Notice. Every person or entity who now or hereafter owns or acquires any right, title or interest in or to any portion of the Project or the Property is and shall be constructively deemed to have consented and agreed to every provision contained herein, whether or not any reference to this Agreement is contained in the instrument by which such person acquired an interest in the Project or the Property.

8. ENFORCEMENT OF AGREEMENT; REMEDIES FOR DEFAULT; DISPUTE RESOLUTION

8.1 Enforcement. The only parties to this Agreement are the City and the Developer. This Agreement is not intended, and shall not be construed, to benefit or be enforceable by any other person or entity whatsoever.

8.2 Default. For purposes of this Agreement, the following shall constitute a default under this Agreement: the failure to perform or fulfill any material term, provision, obligation, or covenant hereunder and the continuation of such failure for a period of thirty (30) calendar days following a written notice of default and demand for compliance; provided, however, if a cure

cannot reasonably be completed within thirty (30) days, then it shall not be considered a default if a cure is commenced within said 30-day period and diligently prosecuted to completion thereafter, but in no event later than one hundred twenty (120) days.

8.3 Remedies for Default. In the event of an uncured default under this Agreement, the remedies available to a Party shall include specific performance of the Agreement in addition to any other remedy available at law or in equity. In addition, the non-defaulting Party may terminate this Agreement subject to the provisions of this Section 8 by sending a Notice of Intent to Terminate to the other Party setting forth the basis for the termination. The Agreement will be considered terminated effective upon receipt of a Notice of Termination. The Party receiving the Notice of Termination may take legal action available at law or in equity if it believes the other Party's decision to terminate was not legally supportable.

8.4 No Waiver. Failure or delay in giving notice of default shall not constitute a waiver of default, nor shall it change the time of default. Except as otherwise expressly provided in this Agreement, any failure or delay by a Party in asserting any of its rights or remedies as to any default shall not operate as a waiver of any default or of any such rights or remedies; nor shall it deprive any such Party of its right to institute and maintain any actions or proceedings that it may deem necessary to protect, assert, or enforce any such rights or remedies.

9. MISCELLANEOUS PROVISIONS

9.1 Entire Agreement. This Agreement, including the preamble paragraph, Recitals and Exhibits, constitute the entire understanding and agreement between the Parties with respect to the subject matter contained herein.

9.2 Binding Covenants; Run With the Land. From and after recordation of this Agreement, all of the provisions, agreements, rights, powers, standards, terms, covenants and obligations contained in this Agreement shall be binding upon the Parties, and their respective heirs, successors (by merger, consolidation, or otherwise) and assigns, and all persons or entities acquiring the Property, any lot, parcel or any portion thereof, or any interest therein, whether by sale, operation of law, or in any manner whatsoever, and shall inure to the benefit of the Parties and their respective heirs, successors (by merger, consolidation or otherwise) and assigns. Regardless of whether the procedures in Section 7 are followed, all provisions of this Agreement shall be enforceable during the term hereof as equitable servitudes and constitute covenants and benefits running with the land pursuant to applicable law, including but not limited to California Civil Code Section 1468.

9.3 Applicable Law and Venue. This Agreement has been executed and delivered in and shall be interpreted, construed, and enforced in accordance with the laws of the State of California. All rights and obligations of the Parties under this Agreement are to be performed in the City and County of San Francisco, and such City and County shall be the venue for any legal action or proceeding that may be brought, or arise out of, in connection with or by reason of this Agreement.

9.4 Construction of Agreement. The Parties have mutually negotiated the terms and conditions of this Agreement and its terms and provisions have been reviewed and revised by legal counsel for both City and Developer. Accordingly, no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this

Agreement. Language in this Agreement shall be construed as a whole and in accordance with its true meaning. The captions of the paragraphs and subparagraphs of this Agreement are for convenience only and shall not be considered or referred to in resolving questions of construction. Each reference in this Agreement to this Agreement or any of the Project Approvals shall be deemed to refer to the Agreement or the Project Approval as it may be amended from time to time pursuant to the provisions of the Agreement, whether or not the particular reference refers to such possible amendment.

9.5 Project Is a Private Undertaking; No Joint Venture or Partnership.

9.5.1 The development proposed to be undertaken by Developer on the Property is a private development. The City has no interest in, responsibility for, or duty to third persons concerning any of said improvements. The Developer shall exercise full dominion and control over the Property, subject only to the limitations and obligations of the Developer contained in this Agreement or in the Project Approvals.

9.5.2 Nothing contained in this Agreement, or in any document executed in connection with this Agreement, shall be construed as creating a joint venture or partnership between the City and the Developer. Neither Party is acting as the agent of the other Party in any respect hereunder. The Developer is not a state or governmental actor with respect to any activity conducted by the Developer hereunder.

9.6 Signature in Counterparts. This Agreement may be executed in duplicate counterpart originals, each of which is deemed to be an original, and all of which when taken together shall constitute one and the same instrument.

9.7 Time of the Essence. Time is of the essence in the performance of each and every covenant and obligation to be performed by the Parties under this Agreement.

9.8 Notices. Any notice or communication required or authorized by this Agreement shall be in writing and may be delivered personally or by registered mail, return receipt requested. Notice, whether given by personal delivery or registered mail, shall be deemed to have been given and received upon the actual receipt by any of the addressees designated below as the person to whom notices are to be sent. Either Party to this Agreement may at any time, upon written notice to the other Party, designate any other person or address in substitution of the person and address to which such notice or communication shall be given. Such notices or communications shall be given to the Parties at their addresses set forth below:

To City:

John Rahaim
Director of Planning
San Francisco Planning Department
1650 Mission Street
San Francisco, California 94102

with a copy to:

Dennis J. Herrera, Esq.
City Attorney
City Hall, Room 234
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Attn: Evan A. Gross, Dep. City Attorney

To Developer:

1532 Harrison Investment, LLC
c/o Build, Inc.
Attn: Joe Peters
315 Linden Street
San Francisco, CA 94102

and a copy to:

Steven L. Vettel
Farella Braun + Martel LLP
235 Montgomery Street
San Francisco, CA 94104

9.9 Severability. If any term, provision, covenant, or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of this Agreement shall continue in full force and effect unless enforcement of the remaining portions of the Agreement would be unreasonable or grossly inequitable under all the circumstances or would frustrate the purposes of this Agreement.

9.10 MacBride Principles. The City urges companies doing business in Northern Ireland to move toward resolving employment inequities and encourages them to abide by the MacBride Principles as expressed in San Francisco Administrative Code Section 12F.1 et seq. The City also urges San Francisco companies to do business with corporations that abide by the MacBride Principles. Developer acknowledges that it has read and understands the above statement of the City concerning doing business in Northern Ireland.

9.11 Tropical Hardwood and Virgin Redwood. The City urges companies not to import, purchase, obtain or use for any purpose, any tropical hardwood, tropical hardwood wood product, virgin redwood, or virgin redwood wood product.

9.12 Sunshine. The Developer understands and agrees that under the City's Sunshine Ordinance (San Francisco Administrative Code, Chapter 67) and the State Public Records Law (Gov't Code Section 6250 et seq.), this Agreement and any and all records, information, and materials submitted to the City hereunder are public records subject to public disclosure.

9.13 Effective Date. This Agreement will become effective on the date that the last Party duly executes and delivers this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day and year first above written.

CITY

CITY AND COUNTY OF SAN
FRANCISCO,
a municipal corporation


Approved as to form:
Dennis J. Herrera, City Attorney

By: _____
John Rahaim
Director of Planning

By: _____
Evan A. Gross
Deputy City Attorney

DEVELOPER

1532 HARRISON INVESTMENT, LLC,
a California limited liability company

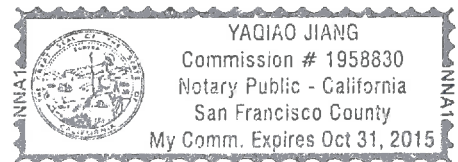
By: _____
Name: MICHAEL R. YARNE
Title: MANAGING MEMBER

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF San Francisco)

Subscribed and sworn to (or affirmed) before me on this 09/02/2015, by
Michael Yarne, who proved to me on the basis of satisfactory evidence to be
the person(s) who appeared before me.

Signature: Yaqiao Jiang (seal)



A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF _____)

Subscribed and sworn to (or affirmed) before me on this _____, by _____, who proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

Signature: _____ (seal)

EXHIBIT A
Legal Description of Property

EXHIBIT A

Legal Description of Property

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL ONE:

BEGINNING at the point of intersection of the Northeasterly line of 12th Street and the Northwesternly line of Harrison Street; running thence Northeasterly along said line of Harrison Street 101 feet and 6 inches to the Southwesterly line of Norfolk Street; thence Northwesternly along said line of Norfolk Street 192 feet and 6 inches; thence at a right angle Southwesterly 64 feet and 6 inches, more or less to a point in a line drawn Northwesternly from the Northwesternly line of Harrison Street, to the Southeasterly line of Folsom Street and equidistant from the Southwesterly line of Norfolk Street and the Northeasterly line of 12th Street; thence Southeasterly along said last described line 25 feet to a point distant thereon 175 feet Northwesternly from the Northwesternly line of Harrison Street; thence Southwesterly 62 feet and 3 inches, more or less, to a point on the Northeasterly line of 12th Street distant thereon 175 feet Northwesternly from the Northwesternly line of Harrison Street; thence Southeasterly along said line of Harrison Street 175 feet to the Point of Beginning.

BEING portion of Mission Block No. 9.

PARCEL TWO:

BEGINNING at a point on the Southwesterly line of Norfolk Street, distant thereon 192 feet and 6 inches Northwesternly from the Northwesternly line of Harrison Street; running thence Northwesternly along said line of Norfolk Street 22 feet and 4 inches; thence at a right angle Southwesterly 64 feet and 7 inches, more or less, to a line drawn Northwesternly from the Northwesternly line of Harrison Street to the Southeasterly line of Folsom Street equidistant from the Southwesterly line of Norfolk Street and the Northeasterly line of 12th Street; thence Southeasterly along the line so drawn 22 feet and 6 inches, more or less, to a line drawn at right angles to the Southwesterly line of Norfolk Street from the Point of Beginning; thence Northeasterly along the line so drawn 64 feet and 6 inches, more or less, to the Point of Beginning.

BEING part of Mission Block No. 9.

Assessor's Lot 056; Block 3521



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 <i>1532 Harrison St. SF, CA 94103</i>		BLOCK/LOT(S) <i>3521/056</i>
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE) <i>2013.1390CUA-2</i>	MOTION NO. (IF APPLICABLE)
PROJECT SPONSOR <i>Build Inc.</i>	MAIN CONTACT <i>Joe Peters</i>	PHONE <i>415-551-7619</i>
ADDRESS <i>315 Linden St.</i>		
CITY, STATE, ZIP <i>San Francisco, CA 94102</i>		EMAIL <i>joe@buildinc.biz</i>
ESTIMATED RESIDENTIAL UNITS <i>136</i>	ESTIMATED SQ FT COMMERCIAL SPACE <i>1,463</i>	ESTIMATED HEIGHT/FLOORS <i>65' / 6 Fls</i>
ESTIMATED CONSTRUCTION COST		
ANTICIPATED START DATE <i>April 2016</i>		

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.org• If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.	

Continued...

Section 3: First Source Hiring Program – Workforce Projection

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


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

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

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	TBD	TBD	TBD	Laborer	TBD	TBD	TBD
Boilermaker				Operating Engineer			
Bricklayer				Painter			
Carpenter				Pile Driver			
Cement Mason				Plasterer			
Drywall/Latherer				Plumber and Pipefitter			
Electrician				Roofer/Water proofer			
Elevator Constructor				Sheet Metal Worker			
Floor Coverer				Sprinkler Fitter			
Glazier				Taper			
Heat & Frost Insulator				Tile Layer/Finisher			
Ironworker				Other:			
TOTAL:			TBD	TOTAL:			TBD

- | | | | |
|--|--------------------------|--------------------------|------------|
| | YES | NO | |
| 1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? | <input type="checkbox"/> | <input type="checkbox"/> | TBD |
| 2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? | <input type="checkbox"/> | <input type="checkbox"/> | TBD |
| 3. Will hiring and retention goals for apprentices be established? | <input type="checkbox"/> | <input type="checkbox"/> | TBD |
| 4. What is the estimated number of local residents to be hired? | | | <u>TBD</u> |

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
MICHAEL R YARNE	michael@buildinc.biz	415-554-7612
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)		09/10/15 (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@SFGOV.ORG		
Cc: Office of Economic and Workforce Development, CityBuild Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 Phone: 415-701-4848 Website: www.workforcedevelopmentsf.org Email: CityBuild@sfgov.org		

(attached note)

First Source Hiring Program – Workforce Projection

1532 Harrison

The Project Sponsor (Build Inc.) notes that due to the length of the project entitlement period, it is too premature at this time to provide the estimated number of employees from each construction trade that will be used on the project, journeyman wages, and counts of apprentice and total positions. Once Build Inc. engages a general contractor, and that general contractor selects subcontractors, we should be able to supply the info requested in Section 3 of the First Source Hiring Program Affidavit.

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME: 1532 Harrison Investment, LLC	
PROPERTY OWNER'S ADDRESS: 315 Linden Street San Francisco, CA 94102	TELEPHONE: (415) 551-7619 EMAIL: Joe@buildinc.biz

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

CONTACT FOR PROJECT INFORMATION: Joe Peters, Build Inc.	
ADDRESS: 315 Linden Street San Francisco, CA 94102	TELEPHONE: (415) 551-7619 EMAIL: Joe@buildinc.biz

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):	
ADDRESS:	TELEPHONE: () EMAIL:

2. Location and Project Description

STREET ADDRESS OF PROJECT: 1532 Harrison Street		ZIP CODE: 94103	
CROSS STREETS: 12th Street			
ASSESSORS BLOCK/LOT: 3521 / 056	ZONING DISTRICT: WMUG	HEIGHT/BULK DISTRICT: 55/65-X	
PROJECT TYPE: (Please check all that apply) <input checked="" type="checkbox"/> New Construction <input type="checkbox"/> Demolition <input type="checkbox"/> Alteration <input type="checkbox"/> Other: _____	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:

Compliance with the Anti-Discriminatory Housing Policy

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

☐ YES ☒ NO

1a. If yes, in which States? _____

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

☐ YES ☐ NO

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

☐ YES ☐ NO

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

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

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

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

Signature: Michael Ryane Date: 08/31/15

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

MICHAEL R YARNE
☒ Owner ☐ Authorized Agent (circle one)



**SAN FRANCISCO ELECTRICAL CONSTRUCTION INDUSTRY
Labor-Management Office of Business Development**

55 Fillmore Street, Suite 100 • San Francisco • CA 94117
Tel. 415.241.0126 • Fax 415.241.0129



September 9, 2015

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

RE: 1532 Harrison Street, San Francisco (Case #2013.1390CUA_2)

Dear Mr. Sucre,

The Electrical Workers' Union No. 6 supports the project proposed by Build Inc., at 1532 Harrison Street, San Francisco. We believe this project will be a benefit to the local community and the City of San Francisco for the following reasons:

- Stimulate the local economy by providing several hundred union labor jobs during the construction of the project
- Enhance the neighborhood by replacing a surface parking lot with a mixed-use project with well-designed pedestrian pathways for the building's residents.
- Provide much needed housing for the City by adding approximately 136 residential units
- Provide approximately 22 below-market-rate units (BMR's) on-site, or 16% of the total unit count, at a time when our City is experiencing an affordability crisis

For all of the aforementioned reasons, we urge the Planning Commission to approve the project at 1532 Harrison Street as proposed.

Respectfully,

Joel Koppel
Director of Business Development
San Francisco Electrical Construction Industry

September 3, 2015

San Francisco Planning Commissioners
c/o San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: **1532 Harrison Street**

Dear Planning Commissioners,

I am the owner of the Oasis, located at 298 – 11th Street. I am in support of the residential development at 1532 Harrison Street proposed by Build Inc.

Since opening the Oasis I have come to realize the importance of good neighborhood relations. Mike and Lex at the Eagle Tavern tell me they have been involved since the very beginning and from their enthusiastic support of the project, I can see how the design fits in with the nighttime activity. They have incorporated design changes such as the very important enhanced soundproofing and positioning the building so neighbors and nighttime patrons have different paths of travel. Those two issues are what I have found to be critical to good neighborhood relations and I'm glad to see they stepped up in both areas. I need successful businesses around me and designing for the existing activity at the Eagle, including a proposed park, is what we need to see more of in San Francisco.

I find everyone on the development team to be straight forward, inclusive and responsive to the nighttime businesses. While I was not open yet, I hear they have involved my fellow nightclub operators since the start. I think this project will be a fabulous part of the new neighborhood and really fits into the unique character of this part of South of Market.

I go on record being in support for these reasons:

- The design really fits the character of the neighborhood and from what I have seen it sets a pretty high bar for new buildings to follow. Again, it fits with the existing nighttime activity necessary to my success as well as the other club owners.
- There are really not a lot of people in the neighborhood and the project will bring more patrons, I hope, for me and my fellow operators. We need to have a strong base of neighborhood customers and this will bring us more.
- And for all of us who make our living in the entertainment business, we need more housing to cool off this crazy rental market which is driving artists and performers out of the city. This project brings a good number of new apartments onto the market. It won't fix things but it will help.

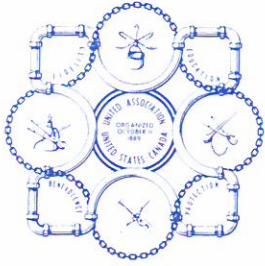
Please take action to approve this project and thank you for your support of well-designed residential buildings in and around nighttime activity. This is critical to our future.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Guevara (Hekline)". The signature is fluid and cursive, with the last name "Hekline" being more legible than the first name "S. Guevara".

Hekline, Oasis Nightclub and Cabaret

cc: Supervisor Jane Kim
Rich Sucre, Planner



**UNITED ASSOCIATION OF JOURNEYMEN AND APPRENTICES
OF THE PLUMBING AND PIPE FITTING INDUSTRY**

LOCAL UNION NO. 38

1621 MARKET STREET • SAN FRANCISCO, CA 94103

September 9, 2015

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

RE: 1532 Harrison Street, San Francisco (Case #2013.1390CUA_2)

Dear Mr. Sucre,

The Plumbers and Pipe Fitters Local Union No. 38 supports the project proposed by Build Inc., at 1532 Harrison Street, San Francisco. We believe this project will be a benefit to the local community and the City of San Francisco for the following reasons:

- Stimulate the local economy by providing several hundred union labor jobs during the construction of the project
- Enhance the neighborhood by replacing a surface parking lot with a mixed-use project with well-designed pedestrian pathways for the building's residents.
- Provide much needed housing for the City by adding approximately 136 residential units
- Provide approximately 22 below-market-rate units (BMR's) on-site, or 16% of the total unit count, at a time when our City is experiencing an affordability crisis

For all of the aforementioned reasons, we urge the Planning Commission to approve the project at 1532 Harrison Street as proposed.

Respectfully,

LARRY MAZZOLA, JR.
Bus. Mgr. & Fin. Secty-Treas.

LMJR/la
opeiu-afl-cio (19)

SHEET METAL WORKERS' LOCAL UNION No. 104

WEST BAY DISPATCH OFFICE

PHONE (415) 621-2930



FAX (415) 621-2554

1939 MARKET STREET, SUITE A, SAN FRANCISCO, CA 94103

September 9, 2015

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

RE: 1532 Harrison Street, San Francisco (Case #2013.1390CUA_2)

Dear Mr. Sucre,

The Sheet Metal Workers' Local Union No. 104 supports the project proposed by Build Inc., at 1532 Harrison Street, San Francisco. We believe this project will be a benefit to the local community and the City of San Francisco for the following reasons:

- Stimulate the local economy by providing several hundred union labor jobs during the construction of the project
- Enhance the neighborhood by replacing a surface parking lot with a mixed-use project with well-designed pedestrian pathways for the building's residents.
- Provide much needed housing for the City by adding approximately 136 residential units
- Provide approximately 22 below-market-rate units (BMR's) on-site, or 16% of the total unit count, at a time when our City is experiencing an affordability crisis

For all of the aforementioned reasons, we urge the Planning Commission to approve the project at 1532 Harrison Street as proposed.

Respectfully,

Danny Campbell
Business Development Representative

August 26, 2015

Rich Sucre
San Francisco Planning Dept.
1650 Mission St., Suite 400
San Francisco, CA 94103
richard.sucre@sfgov.org

RE: 1532 Harrison Street

Dear Mr. Sucre and Planning Commissioners,

As a resident of 1600 Harrison St., I am writing to express my support for Build Inc's proposed residential project at 1532 Harrison Street.

The development team has been forthcoming, inclusive and responsive to the local community, from sharing their initial concepts to incorporating specific suggestions from the neighbors, the local nightclub owners and business community as they develop and refine their plans.

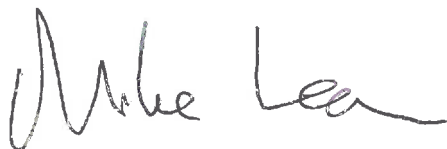
Not only will this project be a wonderful addition to our neighborhood, it will set a high standard for design, deepening contributions to our rapidly evolving neighborhood.

I am in enthusiastic support of the project for a variety of reasons:

- The proposed development is not only sensitive to, but complements the nature of the mixed-use, diverse character that is Western Soma
- The project will be a major improvement over the existing surface parking lot, further activating our neighborhood with a building mass broken up in to 3 individual buildings, allowing thru-block air and light
- Our City and neighborhood desperately need more housing, especially in an already urban neighborhood. Smart density is at the core of Build Inc's proposal, which would also allocate 16% of its units for Below Market Rate housing

We greatly appreciate your support for this positive addition to our neighborhood.

Sincerely,



July 8, 2015

Rich Sucre
San Francisco Planning Dept.
1650 Mission St., Suite 400
San Francisco, CA 94103
richard.sucre@sfgov.org

RE: 1532 Harrison Street

Dear Mr. Sucre and Planning Commissioners,

As a resident of 1 Bernice St, 94103, I am writing to express my support for Build Inc's proposed residential project at 1532 Harrison Street.

The development team has been forthcoming, inclusive and responsive to the local community, from sharing their initial concepts to incorporating specific suggestions from the neighbors as they develop and refine their plans.


This project will be a wonderful addition to our neighborhood and set a high standard for design, deepening contributions to our rapidly evolving neighborhood.

I am in enthusiastic support of the project for a variety of reasons:

- The proposed development is not only sensitive to, but complements the nature of the mixed-use, diverse character that is Western Soma
- The project will be a major improvement over the existing surface parking lot, further activating our neighborhood with a building mass broken up in to 3 individual buildings, allowing thru-block air and light
- Our City and neighborhood desperately need more housing, especially in an already urban neighborhood. Smart density is at the core of Build Inc's proposal, which would also allocate 16% of its units for Below Market Rate housing

Thank you very much for your support for a positive addition to our neighborhood.

Sincerely,



STEFAN MAGDALINSKI
KAY CHUNG

July 8, 2015

Rich Sucre
San Francisco Planning Dept.
1650 Mission St., Suite 400
San Francisco, CA 94103
richard.sucre@sfgov.org

RE: 1532 Harrison Street

Dear Mr. Sucre and Planning Commissioners,

As a resident of the SOMA neighborhood, I am writing to express my support for Build Inc's proposed residential project at 1532 Harrison Street.

The development team has been forthcoming, inclusive and responsive to the local community, from sharing their initial concepts to incorporating specific suggestions from the neighbors as they develop and refine their plans.

This project will be a wonderful addition to our neighborhood and set a high standard for design, deepening contributions to our rapidly evolving neighborhood.

I am in enthusiastic support of the project for a variety of reasons:

- The proposed development is not only sensitive to, but complements the nature of the mixed-use, diverse character that is Western Soma
- The project will be a major improvement over the existing surface parking lot, further activating our neighborhood with a building mass broken up in to 3 individual buildings, allowing thru-block air and light
- Our City and neighborhood desperately need more housing, especially in an already urban neighborhood. Smart density is at the core of Build Inc's proposal, which would also allocate 16% of its units for Below Market Rate housing

Thank you very much for your support for a positive addition to our neighborhood.

Sincerely, Barry Synogrouns

July 8, 2015

Rich Sucre
San Francisco Planning Dept.
1650 Mission St., Suite 400
San Francisco, CA 94103
richard.sucre@sfgov.org

RE: 1532 Harrison Street

Dear Mr. Sucre and Planning Commissioners,

As a resident of 320 12th St S.F, I am writing to express my support for Build Inc's proposed residential project at 1532 Harrison Street.

The development team has been forthcoming, inclusive and responsive to the local community, from sharing their initial concepts to incorporating specific suggestions from the neighbors as they develop and refine their plans.

This project will be a wonderful addition to our neighborhood and set a high standard for design, deepening contributions to our rapidly evolving neighborhood.

I am in enthusiastic support of the project for a variety of reasons:

- The proposed development is not only sensitive to, but complements the nature of the mixed-use, diverse character that is Western Soma
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- Our City and neighborhood desperately need more housing, especially in an already urban neighborhood. Smart density is at the core of Build Inc's proposal, which would also allocate 16% of its units for Below Market Rate housing

Thank you very much for your support for a positive addition to our neighborhood.

Sincerely, 
Jose Castellanos

July 8, 2015

Rich Sucre
San Francisco Planning Dept.
1650 Mission St., Suite 400
San Francisco, CA 94103
richard.sucre@sfgov.org

RE: 1532 Harrison Street

Dear Mr. Sucre and Planning Commissioners,

As a resident of 1065 NATOMA ST, I am writing to express my support for Build Inc's proposed residential project at 1532 Harrison Street.

The development team has been forthcoming, inclusive and responsive to the local community, from sharing their initial concepts to incorporating specific suggestions from the neighbors as they develop and refine their plans.

This project will be a wonderful addition to our neighborhood and set a high standard for design, deepening contributions to our rapidly evolving neighborhood.

I am in enthusiastic support of the project for a variety of reasons:

- The proposed development is not only sensitive to, but complements the nature of the mixed-use, diverse character that is Western Soma
- The project will be a major improvement over the existing surface parking lot, further activating our neighborhood with a building mass broken up in to 3 individual buildings, allowing thru-block air and light
- Our City and neighborhood desperately need more housing, especially in an already urban neighborhood. Smart density is at the core of Build Inc's proposal, which would also allocate 16% of its units for Below Market Rate housing

Thank you very much for your support for a positive addition to our neighborhood.

Sincerely,

DALLAS BRADLEY



- BLOCK CAPTAIN
LMN NEIGHBORHOOD
WATCH.

July 8, 2015

Rich Sucre
San Francisco Planning Dept.
1650 Mission St., Suite 400
San Francisco, CA 94103
richard.sucre@sfgov.org

RE: 1532 Harrison Street

Dear Mr. Sucre and Planning Commissioners,

As a resident of 63 Lafayette St #2, I am writing to express my support for Build Inc's proposed residential project at 1532 Harrison Street.

The development team has been forthcoming, inclusive and responsive to the local community, from sharing their initial concepts to incorporating specific suggestions from the neighbors as they develop and refine their plans.


This project will be a wonderful addition to our neighborhood and set a high standard for design, deepening contributions to our rapidly evolving neighborhood.

I am in enthusiastic support of the project for a variety of reasons:

- The proposed development is not only sensitive to, but complements the nature of the mixed-use, diverse character that is Western Soma
- The project will be a major improvement over the existing surface parking lot, further activating our neighborhood with a building mass broken up in to 3 individual buildings, allowing thru-block air and light
- Our City and neighborhood desperately need more housing, especially in an already urban neighborhood. Smart density is at the core of Build Inc's proposal, which would also allocate 16% of its units for Below Market Rate housing

Thank you very much for your support for a positive addition to our neighborhood.

Sincerely,

Caryl Gray


September 26 2014

Michael Yarne
Executive Director
UP Urban Inc
315 Linden St
San Francisco CA 94102

Dear Michael

I am submitting this letter with signatures from some of our neighbors to indicate all of our support on the UP Community Challenge Grant Application for the creation of Eaglet Plaza, located on 12th, at Harrison St.

Our small neighborhood enclave (LMN Neighborhood Group) supports this addition to the neighborhood. We see it as a positive step towards greening our local area and working towards building community.

As residents, visitors and business owners in Western SoMa, we believe Eaglet Plaza is a much-needed gathering space as there are far too few in SoMa. We envision a space where surrounding neighborhoods can gather for events and casual dining with family and friends. A chance to bring people into our neighborhood and have a place which is comfortable and enjoyable.

We fully support the UP's grant application for Eaglet Plaza.

Thank you.

Name:

Address:

DALLAS BRADLEY

1065 NATOMA ST

Caryl Gray

63 Lafayette St #2

Didrik Hoag

63 Lafayette St #2

Michael Sobyn

1065 NATOMA ST

Shana Strong

63 Lafayette St. #1

JOSEPH PERREAU

63 LAFAYETTE ST #3

ELIZABETH KM

63 LAFAYETTE ST #3

Jennifer Butterfoss

1067 Natoma Street

Troy Anthony

1065 Natoma St

Sarina Osaba

1065 Natoma St

Christopher Graves

73 Lafayette St

Lisa Perkins

1042 Minna

PTO →

Name:

Address:

Randy Earman

1077 Natoma

Tim Wasserman

1077 Natoma

Maya Smetu

1042 Minna

Catherine Norris

1042 Minna



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2013.1390E
Project Title: 1532 Harrison Street
Zoning/Plan Area: WMUG (Western SoMa Mixed Use General) Use District
55-X and 65-X Height and Bulk Districts
Western SoMa Community Plan
Block/Lot: 3521/056
Lot Size: 22,163 square feet + 13,500 sq. ft. public ROW
Project Sponsor: Michael Yarne, Build, Inc.
(415) 551-7610
Staff Contact: Chelsea Fordham – (415) 575-9071
Chelsea.Fordham@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The proposed project at 1532 Harrison Street is located on the northwest side of Harrison Street between 12th and Norfolk Streets in the Western South of Market (Western SoMa) neighborhood. The project site comprises two portions: (1) Block 3521, Lot 056, which is a 22,163-square-foot-lot located on the north side of Harrison Street between Norfolk Street and 12th Street, and (2) 13,500 square feet of the 12th Street public right of way between Harrison Street and Bernice Street. The proposed project would involve the demolition of an existing surface parking lot and construction of an approximately 125,311-gross-square-foot (gsf) mixed-use, residential and retail development, which would have a maximum height of 65 feet and range from 6 to 7 stories. The development would consist of the construction of three buildings, separated by two 25-foot-wide, thru-block landscaped pedestrian alleyways, sitting 5 feet below street level, accessible by stairs at each end. The three new buildings would be connected by internal circulation bridges.

EXEMPT STATUS

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

DETERMINATION

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


SARAH B. JONES

Environmental Review Officer

for September 9, 2015
Date

cc: Michael Yarne, Project Sponsor
Rich Sucre, Current Planner
Supervisor Jane Kim, District 6

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

PROJECT DESCRIPTION (continued)

Approximately 86,513 gsf of the proposed building would be classified as a “Group Housing” use under the *San Francisco Planning Code* (Section 890.88(b)), and approximately 4,236 gsf of the ground floor, would be used for a mix of commercial, retail and/or multi-use/art/workshop space.¹ The residential portion of the project would comprise 28 co-living houses with a total of 235 private suites. The suites would come in a range of sizes and options, some with private bathrooms and kitchenettes (equipped with a two-burner stovetop, microfridge and sink), and others without private bathrooms and kitchenettes. In each co-living house the private suites would be clustered around a shared space, which would contain a kitchen, bathroom facilities, dining area, living area, laundry facility, and outdoor balcony/garden. Additionally, the basement would be dedicated to 103 off-street parking spaces, 200 Class 1 bicycle parking spaces, and residential storage.

A variant to the proposed project would, instead of the co-living facilities, construct 136 residential dwelling units, 1,463 square feet of retail space, and up to 86 off-street parking spaces and 137 Class 1 bicycle spaces. The variant would total 127,609 gsf and would also comprise three separate buildings, reaching a height of 65 feet, range from 6 to 7-stories), and would be separated by two interior pedestrian landscaped alleyways (“laneways”) sitting some 5 feet below street level, in the same massing and location as under the proposed project.

Both the project and the variant would include conversion of approximately 13,500 square feet of the 12th Street public right-of-way (ROW) between Harrison and Bernice Streets into a new public pedestrian plaza, tentatively called “Eagle Plaza.” The proposed plaza would reduce the existing, two-way (three lane), 46-foot-wide ROW on 12th Street into a single lane, one-way, 14-foot-wide “slow street,” providing southbound auto access only from 12th Street to Harrison Street.

PROJECT APPROVAL

The proposed project would require the following Planning Commission approvals:

- **Conditional Use Authorization.** Pursuant to *Planning Code* Section 329, this Conditional Use Authorization would also authorize project-specific modifications to the following requirements:
 - Rear yard (*Planning Code* Section 134)
 - Open Space (*Planning Code* Section 135)
 - Freight Loading (*Planning Code* Section 152.1)
 - Off-Street Parking (*Planning Code* Section 151.1)
 - Parking and Loading Entrances (*Planning Code* Section 145.1)
- **In Kind Waiver Agreement**

The proposed project would require the following additional approvals by other City agencies:

- **Building Permit** (*Department of Building Inspection*)
- **Dust Control Plan** (*Department of Public Health*)

¹ This space is conservatively analyzed herein, for purposes of trip generation, as a combination of retail and restaurant space.

- **Major Encroachment Permit** (*Department of Public Works*)
- **Street Improvement Permit** (*Department of Public Works*)
- **Street Space Occupancy Permit** (*Department of Public Works*)
- **Street Vacation Ordinance** (*Board of Supervisors*)
- **Color Curb Approval** (*Metropolitan Transportation Agency*)
- **Special Traffic Permit** (*Metropolitan Transportation Agency*)
- **Stormwater Management Plan** (*Public Utilities Commission*)

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

COMMUNITY PLAN EXEMPTION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 1532 Harrison Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eight Street Project (Western SoMa Community Plan PEIR).² Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Western SoMa PEIR.

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

The 1532 Harrison Street site is located in the Western SoMa Community Plan. As a result of the Western SoMa rezoning process, the project site was rezoned to the Western SoMa Mixed Use General (WMUG)

² Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031.

Use District which is intended to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The project site is within a 55/65-X Height and Bulk District (55-foot maximum height, or 65-foot maximum height with height bonus, no bulk limits). The proposed group housing and ground floor commercial uses and the project variant would be consistent with the uses allowed in the WMUG Use District, and the height and bulk limits in the 55/65-X Height and Bulk District.

Individual projects that could occur in the future under the Western SoMa Community Plan will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1532 Harrison Street is consistent with and was encompassed within the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 1532 Harrison Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{3,4} Therefore, no further CEQA evaluation for the 1532 Harrison Street project is required. In sum, the Western SoMa PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The block of Harrison Street, 12th Street, Folsom Street, and Norfolk Street, on which the project site is bound, consists of retail, residential, commercial, parking, and low-scale, production, distribution, and repair (PDR) uses. Norfolk Street between Folsom and Harrison Streets is generally residential in character, although it also contains PDR uses. 12th Street between Folsom Street and Harrison Street contains residential uses, PDR uses, the Eagle Bar (a bar/nightclub). The surrounding area largely comprises low-scale, production, distribution, and repair (PDR) uses mixed with housing and small-scale retail. East of the project site, 11th Street contains night club uses. Southeast of the site, a large-scale retailer (Costco) occupies the block bounded by 11th Street, Harrison Street, 10th Street, and Bryant Street. South of the site, the SoMa StrEat Food Park is located at the intersection of 11th Street and 13th Street. A mix of housing, production distribution and repair (PDR), and restaurant and bar uses occupies the blocks southwest of the site, just north of the Central Freeway (which runs above Division Street and 13th Street). Northwest and north of the site are a mix of residential, storage, auto repair, and restaurant uses along Folsom Street, as well as a parking garage on 12th Street north of Folsom Street.

³ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1532 Harrison Street, September 9, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

⁴ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1532 Harrison Street, September 1, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

POTENTIAL ENVIRONMENTAL EFFECTS

The proposed 1532 Harrison Street project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and would represent a small part of the growth that was forecast for the Western SoMa Community Plan. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 1532 Harrison Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The project would not result in demolition, alteration, or modification of any historic or potentially historic resources, or resources contributing to a historic district. Therefore, the project would not contribute to any historic resource impact. Traffic and transit ridership generated by the project would not considerably contribute to the traffic and transit impacts identified in the Western SoMa PEIR.

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

TABLE 1
WESTERN SOMA PEIR MITIGATION MEASURES

Mitigation Measure	Applicability	Compliance
D. Cultural and Paleontological Resources		
M-CP-1a: Documentation of a Historical Resource	Not Applicable: site is not a historic resource, is not adjacent to historic resources and is not located in a historic district	
M-CP-1b: Oral Histories	Not Applicable: site is not a historic resource, is not adjacent to historic resources and is not located in a historic district	
M-CP-1c: Interpretive Program	Not Applicable: site is not a historic resource, is not adjacent to historic resources and is not located in a historic district	
M-CP-4a: Project-Specific Preliminary Archeological Assessment	Applicable: soil disturbing activities proposed.	Project sponsor shall retain an archeological consultant, submit an Archeological Testing Plan (ATP) for review, implement the ATP prior to soil disturbance, and as needed implement an Archeological Monitoring Program (AMP) with all soil-disturbing activities. Project sponsor and archeologist shall notify and mitigate the finding of any archeological resource in coordination with the Environmental Review Officer (ERO).
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Not Applicable: project underwent a preliminary archeology review and is	

Mitigation Measure	Applicability	Compliance
	subject to an archeological testing program (ATP) prior to construction starting per M-CP-4a.	
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Not Applicable: no adjacent historic resources present	
M-CP-7b: Construction Monitoring Program for Historical Resources	Not Applicable: no adjacent historic resources present	
E. Transportation and Circulation		
M-TR-1c: Traffic Signal Optimization (8 th /Harrison/I-80 WB off-ramp)	Not Applicable: plan level mitigation by SFMTA	
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not Applicable: project would not remove loading spaces along Folsom Street	
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not Applicable: transit ridership generated by project would not considerably contribute to impact	
F. Noise and Vibration		
M-NO-1a: Interior Noise Levels for Residential Uses	Not Applicable: Covered by M-NO-1b	
M-NO-1b: Siting of Noise-Sensitive Uses	Applicable: project would site noise-sensitive use along noisy street	The project sponsor has completed a project-specific environmental noise study and shall incorporate recommended noise reduction for residential units into the proposed project.
M-NO-1c: Siting of Noise-Generating Uses	Not applicable: The project would include a small retail space, but no activities such as places of entertainment or production, distribution, and repair uses anticipated to generate excess noise.	
M-NO-1d: Open Space in Noisy Environments	Applicable: project includes open space in a noisy environment	The proposed project's open space would be located on a roof deck and in the mid-block "laneways," which would be internal to the project site and therefore shielded from traffic noise to the extent feasible. Additionally, the creation of Eagle Plaza would calm traffic on 12th Street, reducing noise at both on-site open space and within Eagle Plaza.
M-NO-2a: General Construction Noise Control Measures	Applicable: project includes construction in a noisy environment	Project contractors shall utilized best available noise control techniques and equipment, manage stationary noise sources to reduce noise levels at nearby sensitive receptors as much as possible, manage and reduce the amount of noise generated from construction equipment and methods, consider hours and methods of construction, and track and respond to any complaints related to construction noise.
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: project would not include pile-driving activities	

Mitigation Measure	Applicability	Compliance
G. Air Quality		
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not Applicable: project would not generate more than 3,500 daily vehicle trips	
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not Applicable: superseded by Article 38	
M-AQ-4: Siting of Uses that Emit PM _{2.5} or other DPM and Other TACs	Not Applicable: project-related construction and operation would not introduce substantial emissions	
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not Applicable: construction of the proposed project would generate criteria air pollutant emissions below applicable thresholds	
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: project includes construction in an area of poor air quality	The project sponsor and construction contractor shall implement a Construction Emissions Minimization Plan to reduce construction emissions to the extent feasible. This plan would include the use of relatively cleaner heavy equipment during construction.
I. Wind and Shadow		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not Applicable: project would not exceed 80 feet in height	
L. Biological Resources		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: project includes building demolition	If trees are scheduled for removal or structures scheduled for demolition between February 1 and August 15, the project sponsor shall engage a qualified biologist to conduct pre-construction special-status bird surveys, and would comply with the recommendations of the biologist and the California Department of Fish and Wildlife and/or United States Fish and Wildlife Service, as warranted
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Not Applicable: project includes only minor structure demolition	
O. Hazards and Hazardous Materials		
M-HZ-2: Hazardous Building Materials Abatement	Applicable: project includes minor building demolition	The project sponsor shall ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of.
M-HZ-3: Site Assessment and Corrective Action	Not Applicable: superseded by Health Code Article 22A (Maher Ordinance)	N/A

As analyzed and discussed in the CPE Checklist, the following mitigation measures identified in the PEIR do not apply to the proposed project: M-CP-1a, M-CP-1b, M-CP-1c, M-CP-4b, M-CP-7a, M-CP-7b, M-TR-

1c, M-TR-4, M-C-TR-2, M-NO-1a, M-NO-1c, M-NO-2b, M-AQ-2, M-AQ-3, M-AQ-4, M-AQ-6, M-WS-1, M-BI-1b, and M-HZ-3.

As discussed in the CPE Checklist, Western SoMa PEIR Mitigation Measure M-CP-4a was determined to apply to the proposed project as the project would involve soil disturbing activities. Mitigation Measures M-NO-1b, M-NO-1c, M-NO-1d and M-NO-2a were determined to apply to the proposed project as the project would include construction, siting of open space, and siting of noise-sensitive residential uses in a noisy environment. Mitigation Measures M-AQ-7 was determined to apply to the proposed project as the project would include construction in an area of poor air quality. Mitigation Measure M-BI-1a was determined to apply to the proposed project as the project would be constructed near trees that may provide bird habitat. M-HZ-2 was determined to apply because the project would involve demolition of an existing carport on site, which may involve handling of hazardous materials. Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures.

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

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on October 22, 2014, to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Concerns raised by the public include proposed density of the project and parking, which are addressed in the CPE Checklist under Section 1 (Land Use and Land Use Planning) and Section 4, (Transportation and Circulation), sections respectively. Concerns were also raised with the design of the group housing units, which is described in the CPE Checklist under Project Description. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Western SoMa PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist⁵:

1. The proposed project is consistent with the development density established for the project site in the Western SoMa Community Plan;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Western SoMa PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Western SoMa PEIR;

⁵ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.1390E.

4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Western SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Western SoMa PEIR to mitigate project-related significant impacts.

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

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources				
Project Mitigation Measure 1 – Archeological Testing Program (M-CP-4a of the Western SoMa PEIR). Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Archeological consultant shall be retained prior to any soil-disturbing activities. Date archeological consultant retained: _____ Date of initial soil disturbing activities: _____
<i>Consultation with Descendant Communities:</i> On discovery of an archeological site (intended here to minimally include any archeological deposit, feature, burial, or evidence of burial) associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative of the descendant group and the ERO shall be contacted. (An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archaeologist.) The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.	Project sponsor/ archeological consultant, and representative of descendent group, at the direction of the ERO.	Initiated upon discovered of an archeological site associated with descendant groups. Complete upon completion of archeological field investigations and ERO consultation.	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Date archeological site discovered: _____ Date field investigations monitored: _____ Date ERO consulted: _____ Date final report sent to descendant group representative: _____

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
<i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by ERO prior to any soil-disturbing activities on the project site.	Date ATP submitted to the ERO: _____ Date ATP approved by the ERO: _____ Date of initial soil disturbing activities: _____
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B. A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the archeological testing program.	Archeological consultant shall submit a report of findings of the ATP to the ERO.	Date archeological findings report submitted to the ERO: _____ ERO determination of significant archeological resource present? Y N Would resource be adversely affected? Y N Additional mitigation to be undertaken by project sponsor? Y N
<i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions: <ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. 	Project sponsor/ archeological consultant/ monitor/ contractor(s), at the direction of the ERO.	ERO and archeological consultant shall meet prior to commencement of soil-disturbing activities. If	Project sponsor/ archeological consultant/monitor/ contractor(s) shall implement the AMP, if	AMP required? Y N Date: _____ Date AMP submitted to the ERO: _____

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
<p>The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> ▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p>		the ERO determines that an AMP is necessary, monitor throughout all soil-disturbing activities at the project site.	required by the ERO.	<p>Date AMP approved by the ERO: _____</p> <p>Date AMP implementation complete: _____</p> <p>Date written report regarding findings of the AMP received: _____</p>
<p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is,</p>	Archeological consultant at the direction of the ERO.	If there is a determination that an ADRP program is required.	Project sponsor/ archeological consultant/ monitor/contractor(s) shall prepare an ADRP if required by the ERO.	<p>ADRP required?</p> <p>Y N</p> <p>Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
<p>the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> Field Methods and Procedures. <i>Descriptions of proposed field strategies, procedures, and operations.</i> Cataloguing and Laboratory Analysis. <i>Description of selected cataloguing system and artifact analysis procedures.</i> Discard and Deaccession Policy. <i>Description of and rationale for field and post-field discard and deaccession policies.</i> Interpretive Program. <i>Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</i> Security Measures. <i>Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</i> Final Report. <i>Description of proposed report format and distribution of results.</i> <p><i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</p>				<p>Date of scoping meeting for ADRP: _____</p> <p>Date Draft ARDP submitted to the ERO: _____</p> <p>Date ARDP approved by the ERO: _____</p> <p>Date ARDP implementation complete: _____</p>
<p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p>	Project sponsor/ archeological consultant in consultation with the San Francisco Coroner, NAHC, and MLD.	In the event human remains and/or funerary objects are found.	Project sponsor/ archeological consultant to monitor (through-out all soil disturbing activities) for human remains and associated/ unassociated funerary objects and, if found, contact the San Francisco Coroner, NAHC/MLD.	<p>Human remains and associated/unassociated funerary objects found? Y N</p> <p>Date: _____</p> <p>Persons contacted: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
				Name: _____ Date: _____ Name: _____ Date: _____
<p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>	Archeological consultant at the direction of the ERO.	After completion of archeological data recovery, inventory, and analysis.	Project sponsor/ archeological consultant/monitor/ contractor(s) shall prepare an FARR to the ERO.	Date Draft FARR submitted to ERO: _____ Date FARR approved by ERO: _____ Date of distribution of Final FARR: _____ Date of submittal of Final FARR to information center: _____
Noise				
<p>Project Mitigation Measure 2 – Siting of Noise-Sensitive Uses (Mitigation Measure M-NO-1b of the Western SoMa PEIR). To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new residential development and development that includes other noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours) prior to the first project approval action. The analysis shall be prepared by persons qualified in</p>	Project sponsor, architect, acoustical consultant, and construction contractor.	Analysis completed during environmental review of subsequent projects in the Project Area; architect to incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.	Planning Department and Department of Building Inspection.	Considered complete upon approval of final construction plan set.

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Noise (continued)				
acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the individual project site that appear to warrant heightened concern about noise levels in the vicinity. The analysis shall be conducted prior to completion of the environmental review process. Should the Planning Department conclude that such concerns be present, the San Francisco Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.				
Project Mitigation Measure 3 – Open Space in Noisy Environments (Mitigation Measure M-NO-1d of Western SoMa PEIR) To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1b, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.	Project sponsor, architect, acoustical consultant, and construction contractor.	Analysis completed during environmental review.	Planning Department	Considered completed upon approval of project plans by the Planning Department.
Project Mitigation Measure 4 – General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the Western SoMa PEIR). To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following: <ul style="list-style-type: none"> The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. 	Project sponsor and construction contractor.	During construction period.	Project sponsor to provide monthly noise reports during construction.	Considered complete upon final monthly report.

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Noise (continued)				
<ul style="list-style-type: none"> The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity. <p>Additionally, the noise study also identifies additional noise-attenuation measures to be implemented as feasible to further reduce noise impacts, in compliance with Mitigation Measure M-NO-2a (Project Mitigation Measure 4). The following site-specific noise-attenuation measures would be implemented as feasible:</p> <ul style="list-style-type: none"> Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. Erect temporary plywood noise barriers around the construction site where the site adjoins noise-sensitive receivers, such as the neighboring 365 12th Street residence. 				

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Noise (continued)				
<ul style="list-style-type: none"> Utilize noise control blankets on the building structure adjacent to the 365 12th Street residence – and possibly other noise-sensitive receivers – as the building is erected to reduce noise emission from the site. 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. Notify the Department of Building Inspection (DBI) and neighbors in advance of the schedule for each major phase of construction and expected loud activities. Limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by DBI that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses. When feasible, select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures). Mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) would be required to prepare the entire site. However, the developer would endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines. 				
Air Quality				
Project Mitigation Measure 5 – Construction Emissions Minimization Plan (Mitigation Measure M-AQ-7 of the Western SoMa PEIR). To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.	Project sponsor/ contractor(s)	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Health Risk Analysis complete. ERO to review and approve the Construction Emissions Minimization Plan prior to construction with diesel equipment. Contractor or sponsor to provide monthly reports on equipment.	Submit Plan for review prior to construction. Monitor measures as part of everyday operations; during project construction. Considered complete upon final monthly construction report.

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Air Quality (continued)				
<p>A. Construction Emissions Minimization Plan. Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project's construction emissions and if, based on that analysis, construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants (as well as TACs, see Impact AQ-7) shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable.</p> <p>The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ol style="list-style-type: none"> i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, <i>and</i> ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). c) Exceptions: <ol style="list-style-type: none"> i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation. ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO 				

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete												
Air Quality (continued)																
<div>iii. that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</div> <div>iv. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest pieces of off-road equipment as provided by the step down schedules in Table A1 below.</div> <div><div>TABLE A1</div><div>OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*</div><table><tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr><tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr><tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr><tr><td>3</td><td>Tier 2</td><td>Alternative Fuel*</td></tr></table><div><div>* How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</div><div>** Alternative fuels are not a VDECS</div></div></div> <div>2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</div> <div>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</div> <div>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel</div>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel*														

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Air Quality (continued)				
usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used. 5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.				
B. Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.	Project sponsor/ contractor(s)	Monthly during construction.	ERO to receive reports.	Considered complete on findings by ERO that Plan is being/has been implemented. Date plan deemed implemented by ERO: _____
Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.	Project sponsor/ contractor(s)	Within six months of completion of construction activities.	ERO to receive reports.	Date report submitted to ERO: _____
C. Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.	Project sponsor/ contractor(s)	Prior to construction activities requiring the use of off-road equipment	ERO to receive certification statement.	Considered complete on submittal of certification statement. Date certification statement submitted: _____

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Biological Resources				
Project Mitigation Measure 6 – Pre-Construction Special-Status Bird Surveys (Mitigation Measure M-BI-1a of Western SoMa PEIR). Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project.	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building permits
Hazards and Hazardous Materials				
Project Mitigation Measure 7 – Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR). The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	Project Sponsor; Planning Department	Prior to any demolition or construction activities	Project Sponsor; Planning Department	Prior to any demolition or construction activities

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation				
<p>Project Improvement Measure 1: Monitoring and Abatement of Queues. As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on Norfolk Street, adjacent to the project site. A vehicle queue is defined as one or more vehicles (destined to the proposed basement parking garage) blocking any portion of the Norfolk Street sidewalk or travel lane on any adjacent street (Harrison Street) for a consecutive period of three minutes or longer on a daily and/or weekly basis.</p> <p>Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the San Francisco Planning Department to address the monitoring and abatement of queues.</p> <p>It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) 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 (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.</p> <p>If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods would vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).</p> <p>Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</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 Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p>	<p>Project sponsor/property owner/parking garage operator</p>	<p>Following project occupancy.</p>	<p>Planning Director or designee.</p>	<p>Following project occupancy.</p>

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation (continued)				
<p>Project Improvement Measure 2: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips. The project sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes.</p> <p>The project sponsor has agreed to implement the following TDM measures:</p> <p>Identify TDM Coordinator: The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMASF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.</p> <p>Transportation and Trip Planning Information:</p> <ul style="list-style-type: none"> <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 building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request. <i>New-hire packet:</i> Provide a transportation insert in the new-hire 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 new-hire 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. 	Project sponsor/property owner/TDM Coordinator	Following project occupancy.	San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share	Following project occupancy.

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation (continued)				
<p><i>City Access for Data Collection:</i></p> <p>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 intercept surveys 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.</p> <p><i>Bicycle Measures:</i></p> <ul style="list-style-type: none"> • <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). • <i>Bay Area Bike Share:</i> Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share (agencies) and support installation of a bike share station in the public right-of-way along the project's frontage. <p><i>Additional TDM Measures</i></p> <p>In addition to the TDM measures described above, the Project Sponsor will additionally provide the following TDM measures consistent with TransForm's GreenTRIP program. According to TransForm, GreenTRIP is an innovative program that certifies residential and mixed-use developments that apply strategies to reduce traffic and excessive parking. GreenTRIP staff help applicants find the most appropriate trip reduction strategies, like transit passes and carsharing for residents. GreenTRIP transportation analysis and communication materials are used to explain the benefits, and often to justify reduced parking provisions, to decision makers and the public. Consistent with the GreenTRIP program, the Project Sponsor will provide the following additional TDM measures:</p> <ul style="list-style-type: none"> • Encourage retail tenants to allow bicycles in the workplace; • Provide free or subsidized bike share membership to residents and tenants; • Facilitate direct access to bicycle facilities in the study area (e.g., Route 25 on 11th and Route 30 on Folsom and Howard Streets) through on-site signage; and • Offer free or subsidized Muni passes (loaded onto Clipper cards) to tenants. 				

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation (continued)				
Project Improvement Measure 3: Coordination of Move-in/Move-Out Operations and Large Deliveries. To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Harrison Street (in the event that the on-street loading is occupied), residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Harrison Street over an extended period of time and reduce any potential conflicts between movers and pedestrians walking along Harrison Street. Curb parking on Harrison Street shall be reserved through SFMTA or by directly contacting the local 311 service within five days business in advance. No move-in/out activities or related loading activities shall be located along 12th Street or Norfolk Street, adjacent to the project site.	Project sponsor/property owner/building management.	Following project occupancy.	SFMTA	Following project occupancy.
Project Improvement Measure 4: Construction Truck Deliveries During Off-Peak Periods. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods. As required, the Project Sponsor and construction contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the Project Sponsor shall coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.	Project sponsor / construction contractor	Prior to initiation of construction / during construction	Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department	Complete upon completion of construction.
Project Improvement Measure 5: Construction Management Plan. In addition to items required in the Construction Management Plan, the project sponsor shall include the following: <ul style="list-style-type: none"> • <i>Carpool, Transit Access, Bicycling, and Walking for Construction Workers</i> – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling, transit use, bicycling, and walking to and from the project site by construction workers in the Construction Management Plan contracts. • <i>Project Construction Updates</i> – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns. 	Construction contractor	During Construction	Project sponsor	Complete upon completion of construction.



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: **2013.1390E**
Project Title: **1532 Harrison Street**
Zoning/Plan Area: WMUG (Western SoMa Mixed Use General) Use District
55/65-X Height and Bulk District
Western SoMa Community Plan
Block/Lot: 3521/056
Lot Size: 22,163 square feet + 13,500 sq. ft. public ROW
Project Sponsor: Michael Yarne, Build, Inc.
(415) 551-7610
Staff Contact: Chelsea Fordham – (415) 575-9071; Chelsea.Fordham@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

Project Location and Site Characteristics

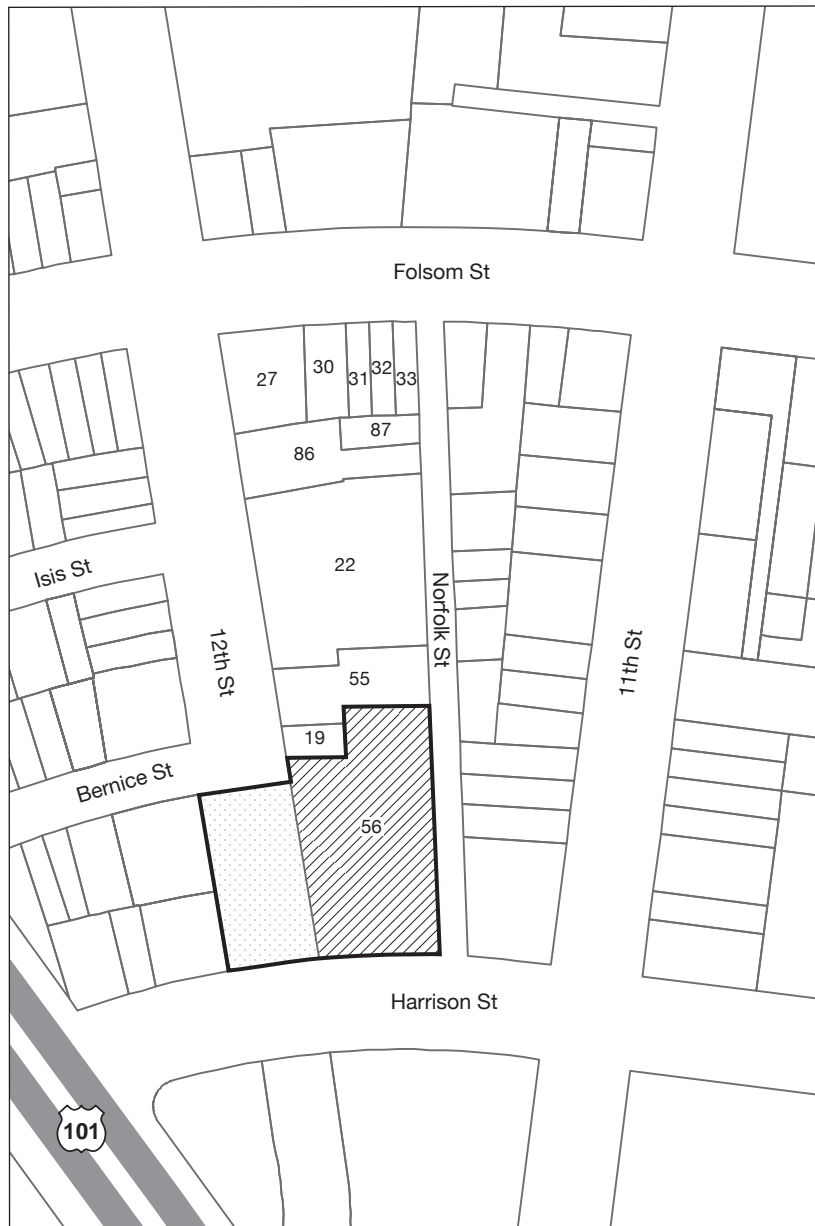
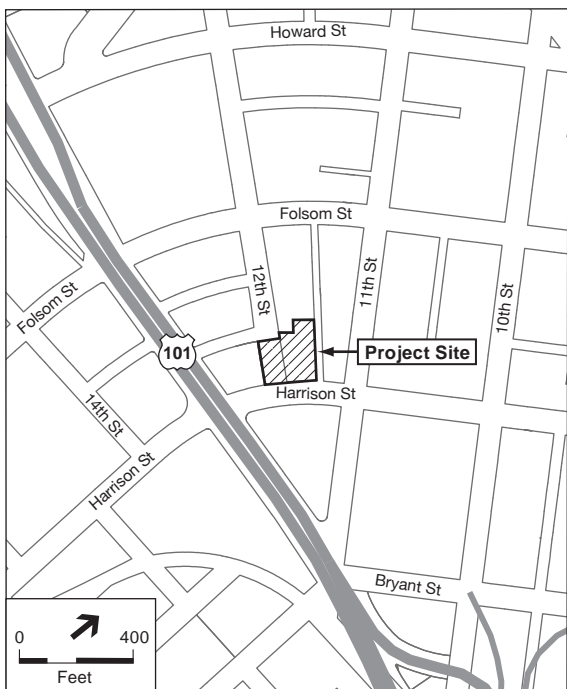
The approximately 35,663-square-foot (0.82-acre) project site is located in San Francisco's Western SoMa neighborhood. The project site comprises two portions: (1) Block 3521, Lot 056, which is a 22,163-square-foot lot located on the north side of Harrison Street between Norfolk Street and 12th Street, and (2) 13,500 square feet of the 12th Street public right of way between Harrison Street and Bernice Street (see **Figure 1**).¹ Lot 056 is a privately held lot while 12th Street belongs to the City and County of San Francisco. The project site is one block east of Division Street and the Central Freeway (Route 101).

Lot 056 is occupied by an approximately 80-space surface parking lot, as well as an approximately 10-foot wide by 95-foot long carport. The lot currently serves as employee parking for a nearby auto dealership. The lot has a 101.5-foot frontage on Harrison Street, a 175-foot frontage on 12th Street, and an approximately 215-foot frontage along Norfolk Street.² The lot also extends to the east of a property with an existing two-story Edwardian duplex on 12th Street, which would not be part of the proposed project. Another, smaller surface parking lot is directly adjacent north of Lot 056. There are two street trees on street frontage along Harrison Street, four street trees on the east side of Harrison Street immediately adjacent to Lot 056, and six street trees on the west side of 12th Street, opposite Lot 056.

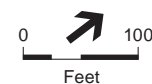
The 12th Street public right-of-way portion of the project site includes two southbound lanes and one northbound lane. The San Francisco Eagle Tavern is located at the northwest corner of 12th and Harrison Streets, across the street from the project site.

¹ Following San Francisco convention for the South of Market area, Harrison Street and streets parallel to it are considered to run east-west, while 12th Street and streets parallel to it are considered to run north-south.

² Norfolk Street, which is less than 30 feet in width, is designated an "alley" under Planning Code Section 102.



- Project Site
- Privately Owned Land
- Public Land
- 56 Lot Number
- 3251 Assessor's Block



SOURCE: ESA

1532 Harrison Street Residential Project

Figure 1
Project Location

The surrounding area largely comprises low-scale, production, distribution, and repair (PDR) uses mixed with housing and small-scale retail. East of the project site, 11th Street contains night club uses. Southeast of the site, a large-scale retailer (Costco) occupies the block bounded by 11th Street, Harrison Street, 10th Street, and Bryant Street. South of the site, the SoMa StrEat Food Park is located at the intersection of 11th Street and 13th Street. A mix of housing, production distribution and repair (PDR), and restaurant and bar uses occupies the blocks southwest of the site, just north of the Central Freeway (which runs above Division Street and 13th Street). Northwest and north of the site are a mix of residential, storage, auto repair, and restaurant uses along Folsom Street, as well as a parking garage on 12th Street north of Folsom Street.

Lot 056 is zoned WMUG (Western SoMa Mixed Use General) Use District and is within a 55/65-X Height and Bulk District. The WMUG Use District is intended to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail, and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The 55/65-X Height and Bulk District allows for 55-foot maximum heights with no bulk limits, or up to 65-foot maximum height with no bulk limits subject to Conditional Use Authorization (Planning Code Section 823(c)(11)(b)). The project site is located within the Western SoMa Community Plan Area of the *San Francisco General Plan*.

Project Characteristics

The 1532 Harrison Street project (proposed project) would involve the demolition of the existing surface parking lot and carport, and construction of an approximately 125,311-gross-square-foot (gsf) mixed-use development, which would rise to a maximum height of 65 feet and range from six to seven stories, with three mechanical and/or elevator penthouses reaching a height of up to 81 feet above ground level. The proposed project would require excavation approximately 18 feet below the ground surface (bgs) for construction of the below-grade level and foundation. The proposed development would consist of three distinct buildings, separated by two 25-foot-wide landscaped pedestrian alleyways, described by the project sponsor and in this document as “laneways,” sitting some 5 feet below street level, accessible by stairs at each end. The three new buildings would be connected for internal circulation at stories one through six by a series of six-foot-wide, transparent “sky bridges,” which would cross over the mid-section of each of the two new mid-block laneways. At the roof level, these bridges would be open-air.

Approximately 86,513 gsf of the proposed building would be classified as a “Group Housing” use under the *San Francisco Planning Code* (Section 890.88(b)), and approximately 4,236 gsf of the ground floor, would be used for a mix of commercial, retail and/or multi-use/art/workshop space.³ Approximately 20,449 gsf of basement would be dedicated to off-street parking and residential storage. The remainder of square footage would be dedicated to circulation and building utilities. The buildings would be

³ This space is conservatively analyzed herein, for purposes of trip generation, as a combination of retail and restaurant space.

constructed to the lot line and would have setbacks on the upper stories along Norfolk Street. The proposed project characteristics are shown in **Table 1** and the site plan is shown in **Figure 2**. **Figure 3** shows the site plan for the proposed Eagle Plaza open space.

TABLE 1
PROJECT CHARACTERISTICS

Proposed Use	Description	Gross Building Area (GSF)^a
Co-living Housing	28 Group Housing units: Co-Living Houses containing approximately 235 Private Suites on Garden Floor through Floor 6	86,513 sq. ft.
Commercial	Ground Floor Retail / Restaurant and Multi-use/Art/Workshop	4,236 sq. ft.
Parking / Storage	103 off-street parking spaces, including 1 car share space and 3 disabled-accessible spaces in garage; 200 Class 1 bike spaces on garden level; 12 Class 2 bike spaces on sidewalks;	20,449 sq. ft.
Utilities		3,262 sq. ft.
Circulation	Stairwells / entryways	10,851 sq. ft.
TOTAL BUILDING SPACE		125,311 sq. ft.
Yard	Two Mid-Block Landscaped Laneways	5,809 sq. ft.
Private Open Space		1,222 sq. ft.
Roof Terrace		5,700 sq. ft.
Subtotal		12,731 sq. ft.
Eagle Plaza Open Space		13,500 sq. ft.
TOTAL PUBLIC AND PRIVATE OPEN SPACE		26,231 sq. ft.

SOURCE: Macy Architecture April 2015.

The residential portion of the project would comprise a collection of approximately 28 co-living houses or group housing units with up to 235 private suites.⁴ The largest co-living house would contain 15 private suites, and the smallest would contain seven private suites. The private suites would range in size from approximately 206 square feet to 450 square feet. The suites would come in a range of sizes and options, some with private bathrooms and kitchenettes (equipped with a two-burner stovetop, microfridge and sink), and others without private bathrooms and kitchenettes. In each co-living house the private suites would be clustered around a shared space, ranging in size from 860 gsf to 1,003 gsf. Each of the 28 shared spaces in the 28 co-living houses would contain a kitchen, bathroom facilities, dining area, living area, laundry facility, and an outdoor balcony/garden compliant with the requirements of the American's with Disabilities (ADA). One private suite in each co-living house would be fully ADA accessible.

⁴ The proposed group housing units are analyzed herein, for the purposes of trip generation, as residential studio units.



SOURCE: Macy Architecture, 2014

1532 Harrison Street Residential Project

Figure 2
Proposed Project Site Plan



SOURCE: Gehl Studio

1532 Harrison Street Residential Project

Figure 3
Eagle Plaza - Site Plan

The proposed commercial space is intended for 3,123 square feet of retail and/or restaurant use, and would be located at the corner of Harrison and 12th Streets. This space may be subdivided into smaller spaces. A 1,113-square-foot multi-use/art/workshop space would be located off the northernmost laneway, near Norfolk Street. This space could be a co-working space for residents of the co-living project. Floor plans presented in **Figure 4** through **Figure 8**. **Figure 10** presents a cross-section of the proposed development.

The majority of the proposed project's street facades would feature patinated⁵ weathering steel on the upper floors above a concrete base, and the interior passageways would be lined in a light-reflecting smooth plaster.

Open Spaces and Landscaping

The proposed project would add two 25-foot-wide mid-block landscaped laneways, sitting approximately 5 feet below street level, accessible by stairs at each end that would provide pedestrian access to interior units and building circulation cores. The laneways would be gated on 12th and Norfolk Streets, and would be accessible to residents. The laneways would be planted with trees and landscaped, and would provide for 5,809 square feet of usable common open space. Private open space in the form of upper-level terraces would add 1,222 square feet of open space. In addition, the building fronting on Harrison Street would include an approximately 5,700-square-foot outdoor roof deck, and the middle and northernmost building volumes would provide rooftop space for potential solar photovoltaic and water heating panels; however, roof decks are not counted towards "usable open space" in the Western SoMa Special Use District (*Planning Code* Section 823), and the project sponsor is, therefore, seeking an exception pursuant to *Planning Code* Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts, to permit the inclusion of the roof deck in the project's total area of usable open space.

Public sidewalks along the project frontages of Norfolk Street, Harrison Street and 12th Street would be improved to Better Streets Plan standards, including the addition of new street trees, landscaping and bulb-outs where appropriate, and a widened sidewalk on one side of Norfolk Street. Six existing street trees would be removed, and new street trees would be planted every 20 feet along the Harrison, 12th, and Norfolk Street frontages in accordance with *Planning Code* Section 138.1(c)(1), totaling about 25 trees that would be planted as part of the proposed project. In total, the proposed project would provide 26,231 square feet of private and common usable open space, including Eagle Plaza.

Eagle Plaza

The proposed project would result in the conversion of approximately 13,500 square feet (approximately 80 feet wide by 170 feet in length) of the 12th Street public right-of-way (ROW) between Harrison and Bernice Streets into a new public pedestrian plaza, tentatively called "Eagle Plaza."

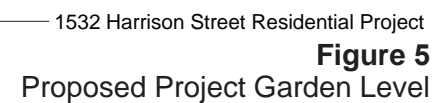
⁵ On metal, patina is a coating of various chemical compounds on the surface acquired during exposure to atmospheric elements (such as oxygen, rain, and carbon dioxide), a common example of which is rust, which forms on iron or steel when exposed to oxygen.



SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

Figure 4
Proposed Project Basement





SOURCE: Macy Architecture, 2015

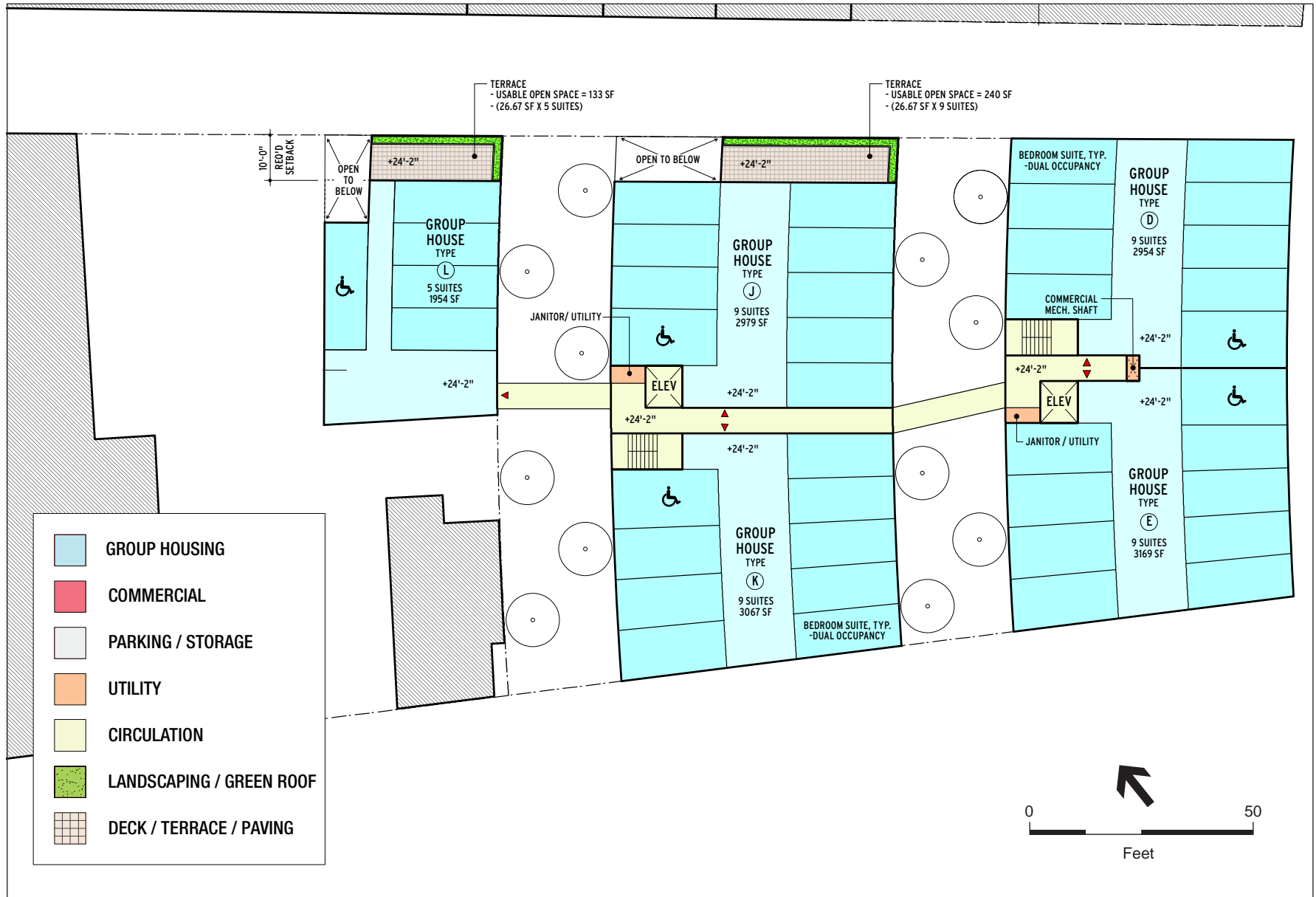
1532 Harrison Street Residential Project

Figure 6
Proposed Project First Floor



SOURCE: Macy Architecture, 2015

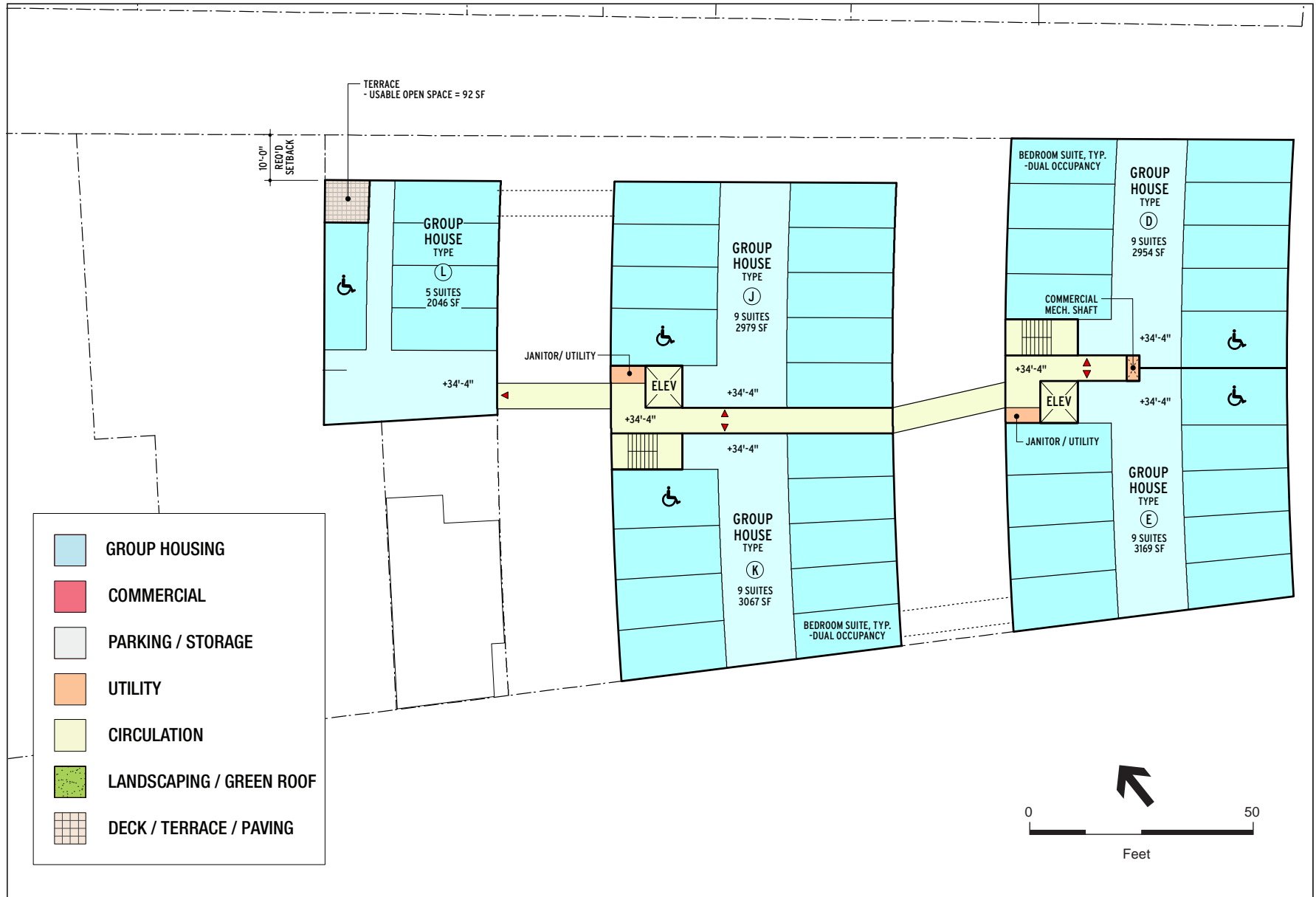
1532 Harrison Street Residential Project
Figure 7
 Proposed Project Second Floor



SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

Figure 8
Proposed Project Level 3



SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project
Figure 9
 Proposed Project Levels 4 through 6



SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

Figure 10
Cross-Section Looking East from 12th Street

The proposed Eagle Plaza would reduce the existing, 46-foot-wide ROW on 12th Street, consisting of two southbound travel lanes and one northbound travel lane, into a single lane, one-way, 14-foot-wide “slow street,” providing southbound auto access only from 12th Street to Harrison Street. Fifteen on-street, parallel public parking spaces would be eliminated because they fall within proposed plaza area. The surface of the proposed plaza would extend from property line to property line, with the slow street roadway flush with the plaza and clearly demarcated by continuous vegetated or seating elements that are at least 6 inches high and with a maximum of a 12-inch gap between elements, to meet ADA requirements. The pedestrian-only areas of the plaza would be used for active and passive recreation, festivals, performances, special events, and limited, small-scale commerce to activate the space, such as temporary food trucks and/or a coffee kiosk. The number and type of events to take place on Eagle Plaza may entail monthly plaza-wide events including but not limited to: farmers’ markets, local festivals, small-scale live music events, and/or outdoor movie nights. Additionally, ongoing daily programming may include a coffee kiosk, fitness classes, outdoor seating and gathering space, and/or dedicated space for a lunchtime food truck. For some events, the slow street would be closed to auto access. Loading and preparation for full-closure events would take place on the slow street. The plaza’s landscaping is proposed to include a mix of movable seating and planters, platforms and play equipment, in addition to several fixed tree plantings and waste receptacles. The entire proposed plaza, including the slow street, would remain public open space in perpetuity with auto access specifically permitted on the slow street (see Figure 3).

A long term program for the funding and provision of Eagle Plaza’s maintenance and operations has been developed and would include the adjoining property owners forming a Community Facilities District (CFD) to fund professional management of the plaza via a special tax that would last a minimum of 50 years. Plaza management would be overseen by a neighborhood-based nonprofit stewardship group, the Friends of Eagle Plaza, comprising adjacent property and business owners and neighborhood stakeholders.

Parking, Loading, and Bicycle Facilities

The proposed project would include 103 off-street parking spaces, including one car-share parking space and three disabled-accessible spaces, all of which would be accessible via a 23-foot curb cut on Norfolk Street into the project’s northernmost building, leading to one level of subterranean parking. Implementation of the project would also result in the removal of five existing curb cuts. Access to residential trash room and compactors would be via this curb cut, as well. This parking and trash loading area would be screened by retractable garage doors. A total of 200 secure Class 1 bicycle parking spaces would be provided at the garden level, and 12 Class 2 bicycle parking spaces would be provided at the street level (in sidewalk bicycle racks).

All Class 2 bicycle parking spaces would be located at street level along the sidewalks on the east side of 12th Street and the north side of Harrison Street. The project may also provide space for a new Bay Area Bikeshare Pod at the street-level, as well as an electric scooter station along the east side of 12th Street. It is

noted that the location of Class 2 bicycle parking spaces, bikeshare spaces, and scooter spaces would be subject to review and approval by the San Francisco Municipal Transportation Authority (SFMTA).

The project sponsor would seek approvals from SFMTA for a dual-purpose on-street loading zone for freight delivery and passenger drop-off and pick-up activities along Harrison Street, capable of accommodating up to three vehicles. The proposed dual-purpose on-street loading zone along Harrison Street would be located between Norfolk and 12th Streets. The proposed project would be required per *Planning Code* Section 152.1 to provide one off-street loading space. However, no off-street loading spaces would be provided and the project sponsor is seeking a modification for this requirement. The proposed dual-purpose on-street loading zone would also be utilized for residential move-in/move-out activities, as well as for deliveries to the proposed retail use at the corner of Harrison and 12th Streets. The proposed streetscape improvements and implementation of Eagle Plaza would result in the removal of on-street parking including four unmetered curb parking spaces⁶ on Harrison Street, six parking spaces on Norfolk Street, and 15 parking spaces on 12th Street. In total, the project development would result in the removal of 25 on-street parking spaces.

Construction

The proposed project would excavate approximately 18 feet below the ground surface (bgs) for construction of the below-grade garage, which would result in the removal of approximately 14,775 cubic yards of soil. The project sponsor proposes to install a mat foundation to support the proposed building volumes. Pile driving would not be required. After construction of the foundation, all floors, including half-floors, above grade would be Type IB (concrete frame) construction, or light gauge steel.

Demolition and construction of the proposed project are estimated to take 18 months from ground breaking, which is anticipated to occur in 2015. The proposed project would be constructed in one continuous phase, with all construction materials accommodated on site and on the adjacent Norfolk Street and 12th Street sidewalks.

Project Variant

As a variant to the proposed project, the project sponsor would develop a conventional mixed-use (residential over retail) development with no co-living facilities at the project site. Under this variant, the building envelope of development would be almost identical to that of the proposed project. Above-grade, the variant would also comprise three separate buildings reaching a height of 65 feet and range from six to seven stories (with mechanical and stair penthouses up to 81 feet) separated by two interior laneways in the same massing and location as under the proposed project. The buildings would be constructed to the lot line and would have setbacks starting on the third story along Norfolk Street. The proposed project variant characteristics are shown in **Table 2**.

⁶ A curb cut for the existing surface parking lot is used as a fifth on-street parking space when the adjacent gate is closed.

TABLE 2
VARIANT CHARACTERISTICS

Proposed Use	Description	Gross Building Area (GSF)^a
Dwelling Units	136 units (191 bedrooms) on Garden Level through Floor 6	82,922 sq. ft.
Commercial	Ground Floor (part) Retail / Restaurant	1,463 sq. ft.
Parking / Storage	86 off-street spaces in garage; including 1 car share space and 2 disabled-accessible spaces; 137 Class 1 bike spaces on garden level; 9 Class 2 spaces on sidewalks	14,162 sq. ft.
Utilities	--	3,463 sq. ft.
Circulation	Stairwells / entryways / hallways	25,599 sq. ft.
TOTAL BUILDING SPACE		127,609 sq. ft.
Yard (Common Open Space)	Two Mid-Block Landscaped Laneways	5,813 sq. ft.
Private Open Space		2,148 sq. ft.
Roof Decks		3,406 sq. ft.
Subtotal:		11,367 sq. ft.
Eagle Plaza Open Space		13,500 sq. ft.
TOTAL PUBLIC AND PRIVATE OPEN SPACE		24,867 sq. ft.

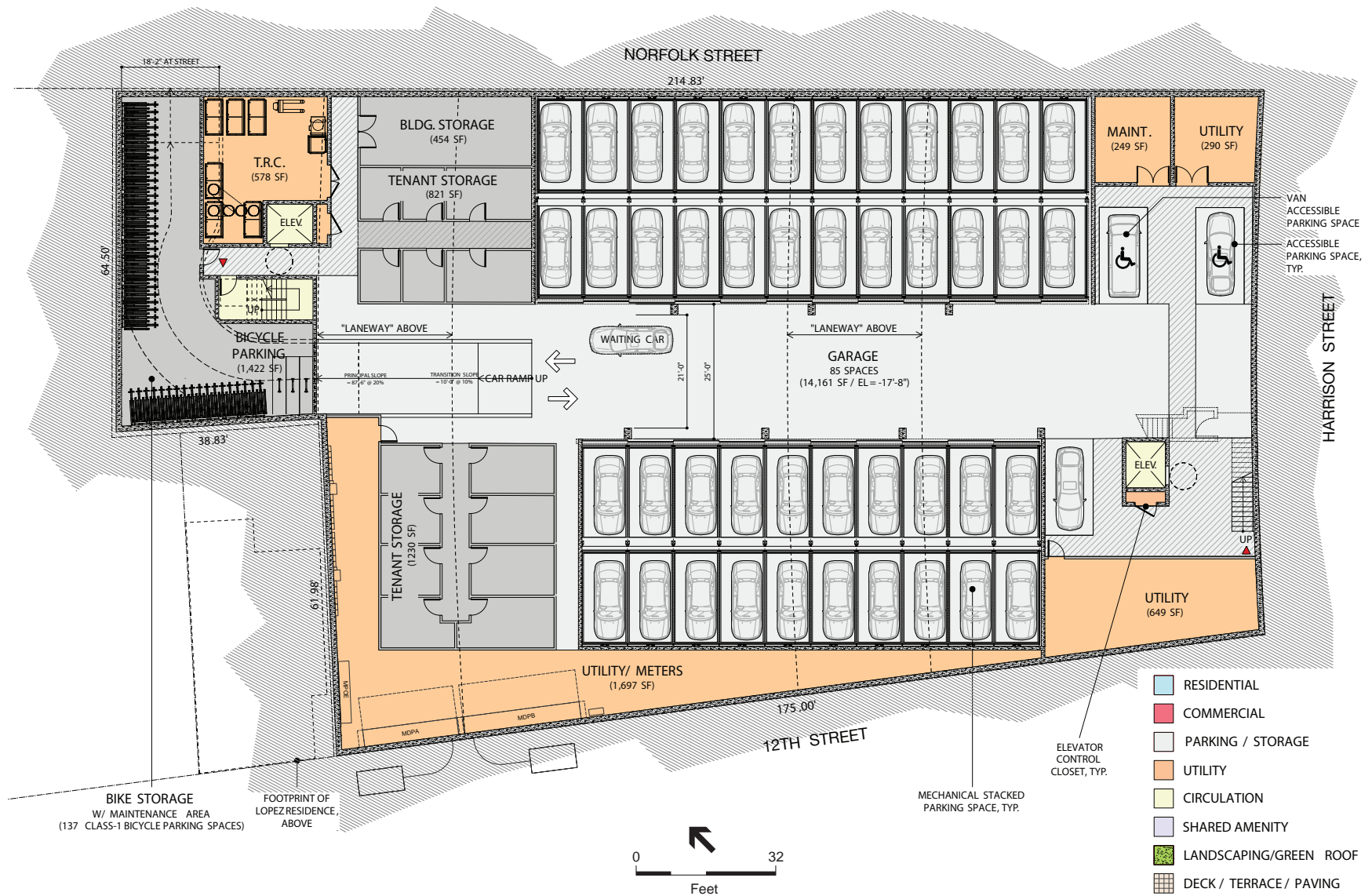
SOURCE: Macy Architecture August 2015.

The variant would not include co-living facilities. The areas proposed for co-living houses (Group Housing units) would instead be built as 136 residential units (50 studios, 31 one-bedroom, and 55 two-bedroom units), as well as 1,463 square feet of retail space at the corner of Harrison and 12th Streets. **Figure 11** through **Figure 20** presents the variant site plan, floor plans, elevations, and a cross-section.

Parking, Loading, and Bicycle Facilities

The project variant would include an underground garage containing up to 86 off-street parking spaces, including two ADA-accessible parking spaces and one car-share space, all of which would be accessible via a single 29-foot-wide curb cut and garage opening on Norfolk Street in the project's northernmost building volume. The off-street parking would be provided in a mix of automated stackers and independently accessible spaces in the basement garage. The entrance to the parking garage would be screened by retractable garage doors. A total of 137 secure Class 1 bicycle parking spaces would be provided on the garden level, and six residential Class 2 bicycle parking spaces (sidewalk bicycle racks) and three commercial Class 2 bicycle parking spaces (sidewalk bicycle racks) would be provided at street level.

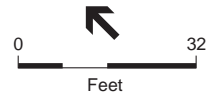
The project sponsor would seek approvals from SFMTA for a dual-purpose on-street loading zone for freight delivery and passenger drop-off and pick-up activities along Harrison Street, capable of accommodating up to three vehicles. The proposed dual-purpose on-street loading zone along Harrison Street would be located between Norfolk and 12th Streets. The proposed project would be required per *Planning Code* Section 152.1 to provide one off-street loading space. However, no off-street loading spaces would be provided and the project sponsor is seeking a modification for this requirement.



SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

Figure 12
Variant Basement





SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

Figure 15

Variant Second Floor

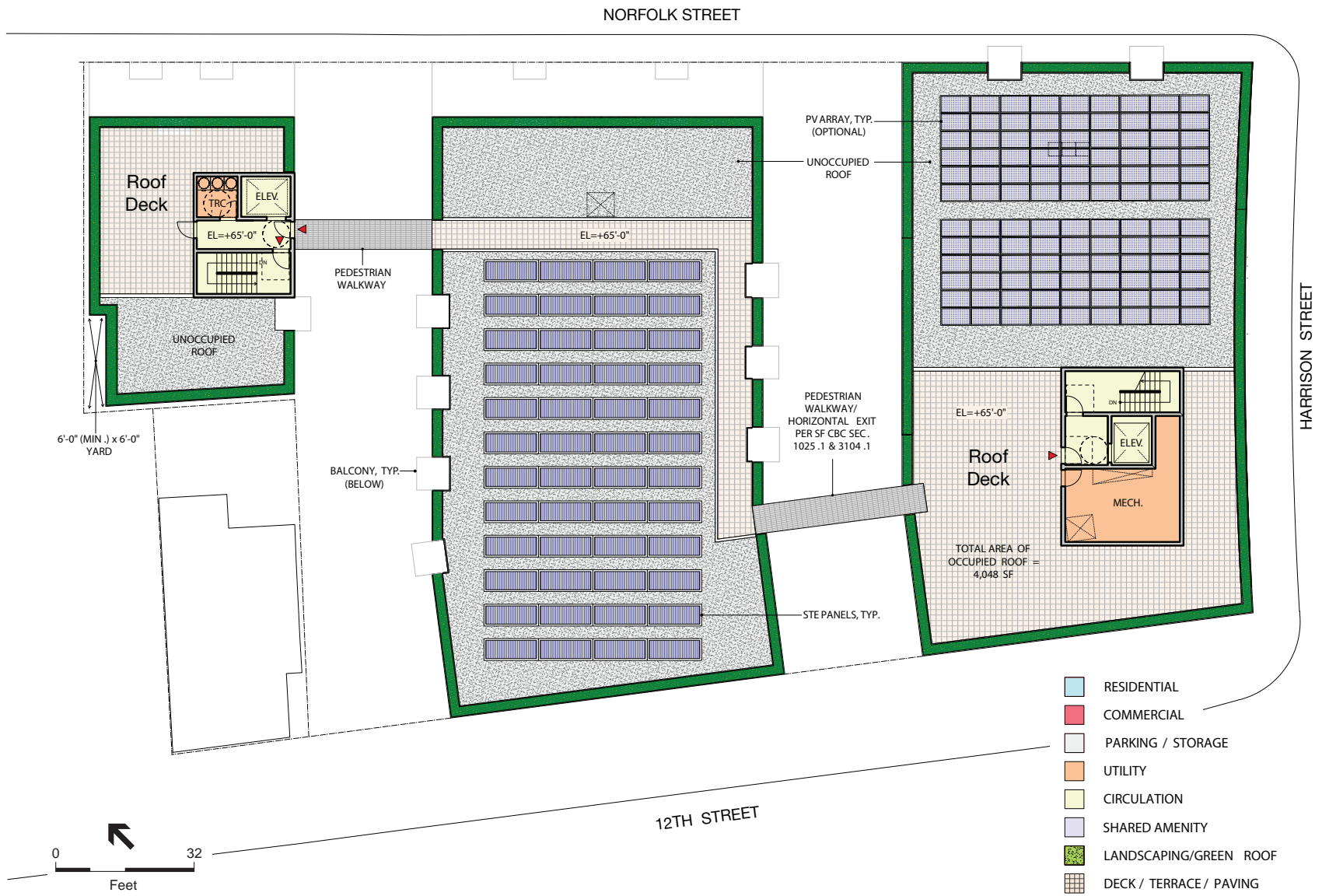


SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

Figure 16
Variant Third Floor

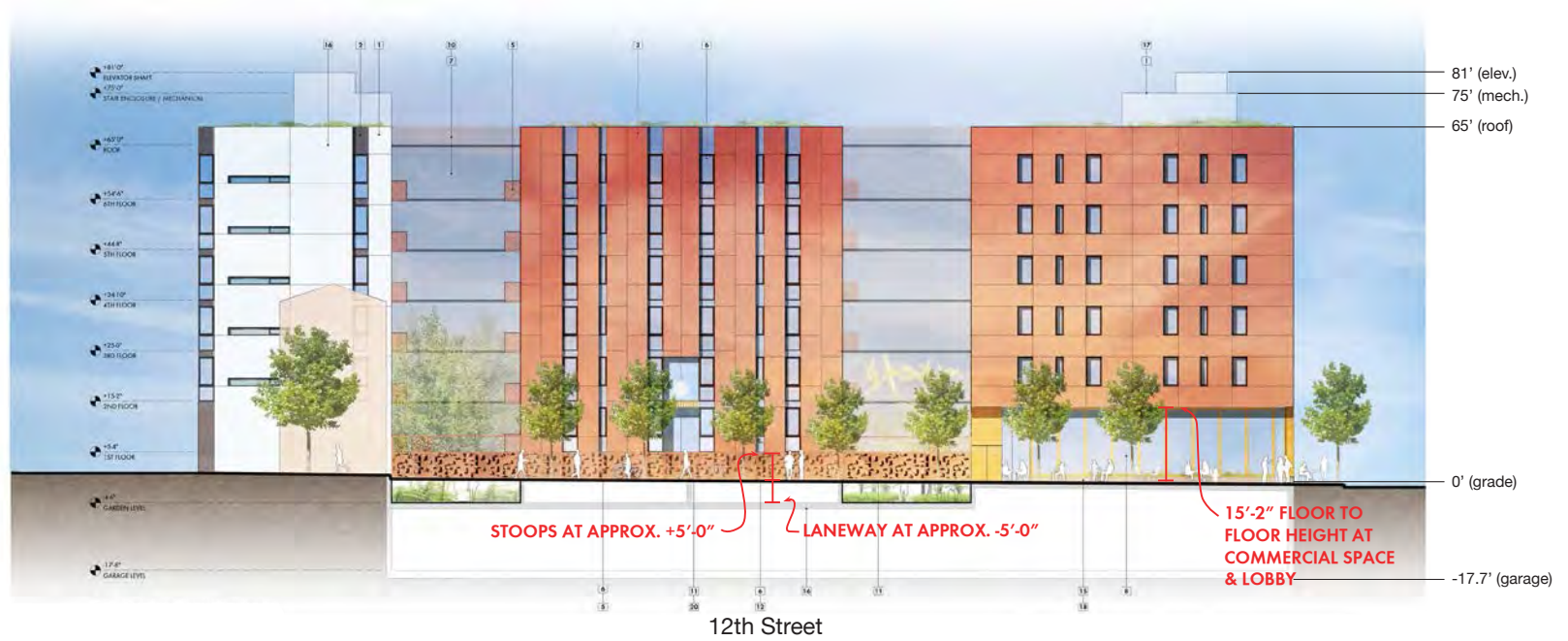




SOURCE: Macy Architecture, 2015

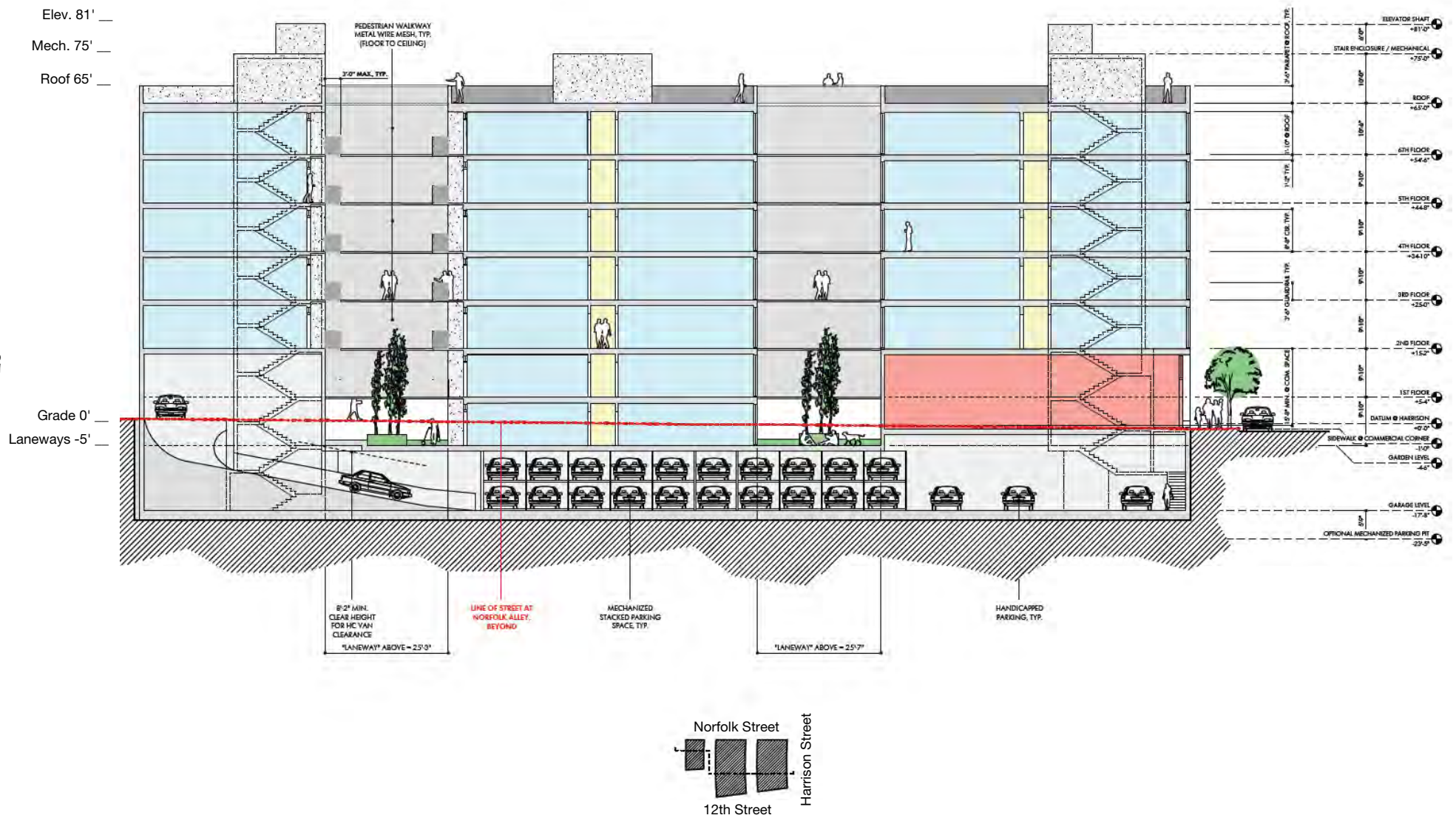
1532 Harrison Street Residential Project

Figure 18
Variant Roof Plan



SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project
Figure 19
 Proposed Variant Elevations



The proposed dual-purpose on-street loading zone would also be utilized for residential move-in/move-out activities, as well as for deliveries to the proposed retail use at the corner of Harrison and 12th Streets. The proposed streetscape improvements and implementation of Eagle Plaza would result in the removal of on-street parking including four unmetered curb parking spaces⁷ on Harrison Street, six parking spaces on Norfolk Street, and 15 parking spaces on 12th Street. In total, the project development would result in the removal of 25 on-street parking spaces.

Open Spaces and Landscaping

The open space improvements under the variant would be similar to those under the proposed project. The variant would include the 25-foot landscaped laneways, sitting approximately 5 feet below street level and accessible by stairs at each end. It would also include the installation of Eagle Plaza, described above. With the variant, the laneways would provide 5,813 square feet of common usable open space. An additional 2,148 square feet of privately accessible open space would be provided in the form of private terraces and balconies on all upper levels of the project, for a total of 7,961 square feet of open space. In addition, the building fronting on Harrison Street and the northerly building would each include an outdoor roof deck, totaling approximately 3,400 square feet; however, pursuant to the Western SoMa Special Use District (*Planning Code* Section 823), roof decks are not counted towards the “usable open space” requirement of *Planning Code* Section 844.11, and therefore the project sponsor is seeking an exception from the *Code’s* residential open space requirement of 10,887 square feet, pursuant to *Planning Code* Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts, to permit the inclusion of the roof decks in the project variant’s total area of usable open space.

Public sidewalks along the project variant frontages of Norfolk Street, Harrison Street and 12th Street would be improved to Better Streets Plan standards, including the addition of new street trees, landscaping and bulb-outs where appropriate, and a widened sidewalk on one side of Norfolk Street. Six existing street trees would be removed, and new street trees would be planted every 20 feet along the Harrison, 12th, and Norfolk Street frontages in accordance with *Planning Code* Section 138.1(c)(1), totaling approximately 25 trees that would be planted as part of the proposed project.

Construction

The project variant would excavate approximately 18 feet below ground surface for construction of the below-grade parking garage, which would result in the removal of approximately 14,775 cubic yards of soil. The project sponsor proposes to install a mat foundation to support the proposed building volumes.

Pile driving would not be required. After construction of the foundation, constructional floors, including half-floors, above grade would be Type IB construction⁸, or light gauge steel.

⁷ A curb cut for the existing surface parking lot is used as a fifth on-street parking space when the adjacent gate is closed.

⁸ Construction that is considered non-combustible and fire resistant based on the materials and processes used (e.g., concrete and steel).

Demolition and construction of the project variant are estimated to take 18 months from ground breaking, which is anticipated to occur in 2015. The proposed project would be constructed in one continuous phase, with all construction materials accommodated on site and on the adjacent Norfolk Street and 12th Street sidewalks.

Project Approvals

The required approvals would be the same for the proposed project and the variant. Planning Commission approval would be required for the following:⁹

- **Conditional Use Authorization.** The project site is greater than 0.5 acres and is located within a 55/65-X height district. The 55/65-X Height and Bulk District allows for 55-foot maximum heights with no bulk limits, or up to 65-foot heights with bulk limits subject to a Conditional Use Authorization from the Planning Commission per *Planning Code* Section 823(c)(11)(b) for major development requesting height bonuses within the Western SoMa Special Use District. Pursuant to *Planning Code* Section 329, this Conditional Use Authorization would also authorize project-specific modifications to the following requirements:
 - a. Rear yard (*Planning Code* Section 134), because the project would provide the required rear yard open space in a configuration other than a conventional rear yard.
 - b. Open Space (*Planning Code* Section 135). The proposed project would provide approximately 11,367 square feet of combined open space, which exceeds the 10,887 square feet of open space required (80 square feet per residential unit and 1 square foot per 250 square feet of retail space) under Section 823(c)(2)(a). Approximately 5,813 square feet of the project's combined open space would be provided 5 feet below grade in two 25-foot-wide, landscaped "laneways" that satisfy the *Planning Code* definition of Outer Courts. Another 2,148 square feet of open space would be provided in a mix of private balconies and terraces on the second through sixth floors. The remaining 3,406 square feet of open space would be provided in two roof decks that do not count towards the open space calculations under the *Planning Code* in the Western SoMa Plan Area. The project sponsor seeks a modification to count the 3,406 square feet of roof deck open space toward the project's total usable open space requirements.
 - c. Freight Loading (*Planning Code* Section 152.1). The project sponsor is seeking a modification from the one off-street freight loading parking requirement given that the project would provide an approximately 100-foot-long dual purpose freight loading and passenger drop-off zone along the entire length of its Harrison Street frontage, and immediately adjacent to the primary residential lobby and freight elevator for the building.
 - d. Off-Street Parking (*Planning Code* Section 151.1). The project would provide 86 off-street parking spaces, or a 0.63 parking ratio, including 85 spaces provided in a mix of automated stackers and independently accessible spaces in a basement/garage and one

⁹ Project Approvals apply specifically to the proposed project variant, which is the project sponsor's preferred option.

car share space at grade on Norfolk Street. Two of the independently accessible spaces in the basement/garage are reserved for disabled access. Conditional Use authorization is required for parking in excess of 0.25 spaces per dwelling unit (which would total 34 spaces).

- e. Parking and Loading Entrances (*Planning Code* Section 145.1). The project would provide one car share space at grade on Norfolk Street, which would require a curb cut 29 feet in width, which exceeds the permitted width of 20 feet. The project sponsor therefore seeks a modification from the requirements of Section 145.1 to allow for the at-grade car share space to have independent street access.
- Approval of an **In Kind Waiver Agreement** would be required from the San Francisco Planning Commission to allow funding of capital improvements for Eagle Plaza in lieu of a portion of the otherwise-required portion of the Community Improvements Impact Fee.

Additional approval would be required, including the following:

- A **Building Permit** would be required from the Department of Building Inspection for the proposed new construction on the subject property.
- A site-specific **Dust Control Plan** would be required for the proposed grading activities on the subject property, with approval from the Department of Public Health.
- A **Major Encroachment Permit** would be required from the Department of Public Works for the construction of Eagle Plaza.
- A **Street Improvement Permit** would be required from the Department of Public Works for the curb cut on Norfolk Street.
- A **Street Vacation ordinance** would be required from the Board of Supervisors to transfer ownership of Eagle Plaza to the San Francisco Department of Real Estate.
- **On-Street Loading.** Approval of a new color curb would be required from the SFMTA for an on-street loading zone along Harrison Street.
- If sidewalks are used for construction staging and pedestrian walkways are constructed in the curb lane(s), the project would require a **Street Space Occupancy Permit** from the Bureau of Street Use and Mapping of the Department of Public Works and a **Special Traffic Permit** from the SFMTA Sustainable Streets Division.
- **Stormwater Management Plan** approval from the San Francisco Public Utilities Commission.

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Western SoMa

Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).¹⁰ The CPE Checklist indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Western SoMa PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such topics are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are listed beginning on page 83. Additionally, the measures that are applicable to the proposed project are described in the Mitigation Monitoring and Reporting Plan (MMRP) that is attached to the Community Plan Exemption Certificate.

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

The proposed project would include construction of three 65-foot-tall (six- to seven-story) residential buildings containing a total of 28 co-living houses comprising 235 private suites and approximately 4,236 square feet of retail and multi-use/art/workshop space, and off-street parking 103 parking spaces below grade (plus 1 street-level car-share space at ground level). Two hundred Class 1 bicycle spaces would be located in the basement. The project variant would include 136 dwelling units, 1,463 square feet of retail space, and off-street parking for 85 vehicles in the basement (plus one street-level car-share space). Class 1 spaces for 137 bicycle spaces would be located in the basement. Both the project and variant would include conversion of 13,500 square feet of 12th Street into a public plaza (herein referred to as Eagle Plaza) with one slow lane of traffic.

¹⁰ San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (FEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed July 11, 2014.

As discussed below in this checklist, neither the proposed project nor the variant would result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Western SoMa PEIR.

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.¹¹ Project elevations are included in the project description, and an assessment of parking demand is included in the Transportation section for informational purposes.

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

The Western SoMa PEIR determined that adoption of the Western SoMa Community Plan would not result in a significant impact related to land use. The Western SoMa PEIR anticipated that future development under the Community Plan would result in more cohesive neighborhoods and would include more clearly defined residential, commercial, and industrial areas. No mitigation measures were identified in the PEIR.

¹¹ San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 1532 Harrison Street, October 13, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.1390E.

The project site is located within the Western SoMa Mixed Use General (WMUG) Use District which is intended to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The project site is within a 55/65-X Height and Bulk District (the proposed project's 65-foot maximum height is subject to a Conditional Use authorization). The proposed Group/Co-Living Housing and ground floor commercial uses would be consistent with the uses allowed in the WMUG Use District, and the height and bulk limits in the 55/65-X Height and Bulk District.

The surrounding land uses largely comprise housing; low-scale production, distribution, and repair (PDR) uses; and small-scale retail; and nighttime entertainment. The project site is currently surrounded by fencing on all sides and does not provide public access through the site, or to adjacent sites. The project does not include the construction of any new roadways, which could divide an established community; rather, the proposed project including Eagle Plaza would reduce vehicular circulation to a single southbound lane and increase pedestrian circulation along 12th Street. The impacts to transportation and circulation are analyzed in Section 4.

The proposed project is consistent with the land use and zoning in the Western SoMa Community Plan, and there are no other plans, policies, or regulations that conflict with the proposed project. Furthermore, the Citywide Planning and Neighborhood Planning Divisions of the Planning Department have determined that the proposed project is permitted in the WMUG District and is consistent with the height, density, and land uses as specified in the Western SoMa Community Plan, thus maintaining the mixed character of the area by encouraging residential and commercial development.^{12,13} As such, the project would not negatively affect the existing character of the surrounding neighborhood.

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

Variant

As with the proposed project, the project variant would not divide an established community, conflict with established land use plans, policies, or programs, or negatively affect the surrounding neighborhood character. The project variant would include development in the same footprint as the proposed project, including construction of Eagle Plaza on the existing 12th Street ROW, and would be the same building height and scale which is intended for similar residential and retail uses to those under the proposed

¹² Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1532 Harrison Street, September 9, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

¹³ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1532 Harrison Street, September 1, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

project; therefore, the project variant would not introduce any new impacts that have not already been analyzed under the proposed project and the Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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 Western SoMa Community Plan is to identify appropriate locations for housing to meet the citywide demand for additional housing. The Western SoMa PEIR concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City's Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Community Plan project area. The Western SoMa PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The project site is occupied by an approximately 80-space surface parking lot and narrow carport; there are no existing housing units on the project site and no people currently live on the site. Therefore, the proposed project would not displace any housing units or people.

The project site is located within Census Tract 177, where average household size is 2.3 persons.¹⁴ Given the project would include up to 235 private suites in the group housing, each with just one room accommodating a mix of queen and twin beds, this analysis assumes that each suite would accommodate

¹⁴ U.S. Census, 2008 – 2012 American Community Survey 5-Year Estimates, File DP02, Selected Social Characteristics in the United States, accessed October 20, 2014.

1.5 persons, on average, for a total of 353 new residents.^{15,16} Approximately 4,236 square feet of the building space would be dedicated to commercial retail, restaurant, or workshop uses that would generate new employment opportunities for approximately 12 employees.¹⁷ These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Western SoMa Community Plan, and evaluated in the Western SoMa PEIR. For the above reasons, the proposed project would not result in significant impacts on population and housing that were not identified in the Western SoMa PEIR.

Variant

As a variant to the proposed project, the project sponsor would construct a conventional mixed-use residential building at the project site. The variant would accommodate fewer residential units (136 residential units of varying size compared to 235 private co-living suites) and reduced square footage for commercial retail space (1,463 square feet versus 4,236 square feet) and would be subject to San Francisco's Inclusionary Affordable Housing Program. The project variant would support an estimated 313 residents¹⁸ and four employees, compared to 353 residents and 12 employees under the proposed project. The project variant would result similar population and employment growth than the proposed project, and the project variant would be consistent with the projections for population and employment growth in the Western SoMa Community Plan. As with the proposed project, the project variant would not result in the displacement of people or housing units and would not necessitate the development of replacement housing elsewhere. The project variant would not introduce any new impacts that have not already been analyzed under the proposed project and the Western SoMa PEIR.

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

¹⁵ U.S. Census, 2008 – 2012 American Community Survey 5-Year Estimates, File DP04, Selected Housing Characteristics, accessed October 20, 2014.

¹⁶ 1532 Harrison Investment LLC, Environmental Evaluation Application (EEA) for the 1532 Harrison Street Project, submitted to the San Francisco Planning Department on December 9, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

¹⁷ Employment calculations in this section are based on the City of San Francisco *Transportation Impact Analysis Guidelines*, which estimate an average density of 350 square feet per employee assigned to restaurant/retail space (4,236 square feet).

¹⁸ Assumes average household size of 2.3 persons for Census Tract 177.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) 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 (CRHR) or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Western SoMa PEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of historic resources through demolition, and it identified **Mitigation Measures M-CP-1a: Documentation of a Historical Resource, M-CP-1b: Oral Histories, and M-CP-1c: Interpretive Program**, to reduce unavoidable impacts from demolition.

The project site is occupied by a surface parking lot, with a narrow carport. The proposed project would demolish the carport. The building and parking lot were evaluated as part of the South of Market Historic Resource Survey, which was adopted by the Historic Preservation Commission in July 2010. Based upon this survey, the project site has a California Historic Resource Status Code (CHRSC) of "6Z," which defines the properties as "found ineligible for National Register, California Register or local designation through survey evaluation."¹⁹ According to the survey notes, the project site and carport do not meet the minimum age requirements to be evaluated for the CRHR or National Register of Historic Places. Therefore, the site is not considered to be a historic resource for the purposes of CEQA. As such, the proposed project would not result in the demolition or alteration of any historic resource. Additionally, the project site is not located within a historic district. Therefore, it would not contribute to the significant historic resource impact identified in the Western SoMa Community Plan PEIR, and Mitigation Measures M-CP-1a, M-CP-1b, and M-CP-1c would not apply to the proposed project.

The PEIR identified significant impacts related to damage from construction activity adjacent to historic resources, and it identified **Mitigation Measure M-CP-7a: Protect Historical Resources from Adjacent Construction Activity, and M-CP-7b, Construction Monitoring Program for Historical Resources**, to reduce those impacts to a less-than-significant level. The project site is outside of, and not otherwise adjacent to, the Western SoMa Light Industrial & Residential Historic District. The nearest property within the district is 396 12th Street (Eagle Tavern), located across 12th Street approximately 80 feet from the project site; this distance would minimize any potential construction-related damage to the Eagle

¹⁹ San Francisco Planning Department, South of Market Historic Resource Survey Map, available online: <http://www.sf-planning.org/index.aspx?page=2491>, accessed September 23, 2014.

Tavern. The South of Market Historic Resources Survey determined that the building at 365 12th Street (Block 3521/Lot 019), which abuts the project site along the northwest corner, has a CHRSC of "6L", which indicates that the property was determined to be ineligible for local listing or designation, but may warrant special consideration in local planning. Even if the property was found to be a historic resource through local planning, the installation of a mat slab style foundation would not require pile driving and would not result in vibration effects typically generated by pile-driving activities and therefore would not impact any adjacent historic resources during construction activities. Therefore, PEIR Mitigation Measures M-CP-7 and M-CP-7b would not apply to the proposed project.

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

Archeological Resources

The Western SoMa PEIR determined that implementation of the Community Plan could result in significant impacts on archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant-level. Western SoMa PEIR **Mitigation Measure M-CP-4a: Project-Specific Preliminary Archeological Assessment** and **M-CP-4b: Procedures for Accidental Discovery of Archeological Resources** apply to projects involving any soils-disturbing or soils-improving activities including excavation to a depth of 5 or more feet below grade. As the proposed project would involve 18 feet of excavation and soil disturbance to construct an underground parking garage, Mitigation Measures M-CP-4a applies to the project, as detailed in Project Mitigation Measure 1, beginning on page 83.

As part of project implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologist conducted a Preliminary Archeology Review (PAR) of the project site and the proposed project.²⁰ The PAR determined that the project would have the potential to adversely affect an archeological resource. Therefore, in accordance with Mitigation Measure M-CP-4a, the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. Mitigation Measures M-CP-4a is described beginning on page 83 as Project Mitigation Measure 1. The project would not result in significant impacts related to archeological resources with implementation of these mitigation measures. For the reasons above, the proposed project would not result in significant impacts on cultural and paleontological resources that were not identified in the Western SoMa PEIR.

²⁰ San Francisco Planning Department, Environmental Planning Preliminary Archeological Review, 1532 Harrison Street, Case No. 2013.1390E, November 14, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

Variant

The project variant would be developed on the same site and building footprint as the proposed project. Therefore, development of the project variant would not result in demolition of historic buildings or construction-related impacts to adjacent historic resources. The variant would also require excavation to a depth of 18 feet for an underground parking garage. As with the proposed project, the PAR determined that the project would have the potential to adversely affect an archeological resource. Therefore, in accordance with Mitigation Measure M-CP-4a, the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level, and therefore Mitigation Measures M-CP-4a (Project Mitigation Measure 1) would apply. Mitigation Measures M-CP-4a is described on beginning on page 83 as Project Mitigation Measure 1. The project variant would not introduce any new impacts that have not already been analyzed under the proposed project and the Western SoMa PEIR.

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>
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 project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topic 5c is not applicable. The Western SoMa PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, emergency access, or construction. As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on pedestrians, bicyclists, emergency access, or construction beyond those analyzed in the Western SoMa PEIR. However, as discussed below, improvement measures have been identified. Transportation system improvements included as part of the Western SoMa Plan were identified to have significant and unavoidable impacts related to loading on 12th Street, where two yellow spaces north of the proposed project site (near Folsom Street) would be removed and could cause increased interference with vehicular and bike flows.

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

To examine the potential for significant new or more severe transportation impacts associated with the proposed project that were not identified in the Western SoMa PEIR, a Transportation Impact Study (TIS) was prepared.²¹ Below is a summary of that TIS.

Trip Generation

The proposed project involves construction of a six- to seven-story group housing development, including 28 group housing units with a total of 235 suites, as well as 4,236 square feet of retail and restaurant space. The proposed project would include 103 off-street parking spaces, including one car-share parking space and three disabled-accessible spaces, all of which would be accessible via a 23-foot-wide curb cut on Norfolk Street into the project's northernmost building, leading to one level of subterranean parking. Access to residential trash room and compactors would be via this curb cut, as well. The project would provide up to 200 bicycle Class 1 parking spaces at the garden level, as well as 12 Class 2 spaces at street level. Public sidewalks along the project frontages of Norfolk Street, Harrison Street and 12th Street would be improved to Better Streets Plan standards, including the addition of new street trees, landscaping and bulb-outs where appropriate, and a widened sidewalk on one side of Norfolk Street.

²¹ CHS Consulting Group, 1532 Harrison Street Mixed-Use Residential Project: Transportation Impact Study (TIS), prepared for the San Francisco Planning Department, August 2015. The TIS evaluated approximately 4 percent more non-residential space. The TIS analyzed 4,412 sq. ft. of retail and café use and the project sponsor is proposing 4,236 sq. ft. of retail and café use. Thus this discussion of transportation impacts provides a conservative analysis. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

The proposed project would also convert approximately 13,500 square feet of the 12th Street public right-of-way (ROW) between Harrison and Bernice Streets into a new public pedestrian plaza, Eagle Plaza. The proposed Eagle Plaza would reduce the existing, two-way, 46-foot-wide curb-to-curb width ROW on 12th Street, which consists of two southbound travel lanes and one northbound travel lane, into a single-lane, one-way southbound, 14-foot-wide “slow street,” providing southbound-only auto access only from 12th Street to Harrison Street.

Trip generation of the proposed project was calculated using information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department. The proposed project would generate an estimated 3,093 person trips (inbound and outbound) on a weekday daily basis, consisting of 1,011 person trips by auto, 1,070 transit trips, 623 walk trips, and 389 trips by other modes (see **Table 3**); there would be 717 daily vehicle trips. During the p.m. peak hour, the proposed project would generate an estimated 112 vehicle trips (accounting for vehicle occupancy data for this Census Tract).

TABLE 3
PROJECT PERSON TRIP GENERATION BY MODE: GROUP HOUSING

Land Use	Daily						PM Peak-Hour					
	Auto	Transit	Walk	Other	Total	Veh. ^a	Auto	Transit	Walk	Other	Total	Veh. ^a
Residential	534	756	194	279	1,763	487	94	130	34	47	305	84
General Retail	157	75	153	53	438	91	15	7	14	4	40	8
Café	320	239	276	57	892	138	44	33	37	6	120	19
Total	1,011	1,070	623	389	3,093	717	153	170	85	57	465	112

Notes:

Columns may not add due to rounding.

^a Veh. – Vehicle Trips.

Sources: CHS, 2015

Traffic

The proposed project’s vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection’s performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersections analyzed in the TIS include Harrison Street / 11th Street, Harrison Street / 12th Street, Folsom Street / 11th Street, Folsom Street / 12th Street, Bryant Street / 9th Street / U.S. 101 Off-Ramp, Bryant Street / 10th Street / U.S. 101 Off-Ramp, Bryant Street / 11th Street / Division Street / 13th Street, Harrison Street / 13th Street, Folsom Street / 13th Street, Bernice Street / 12th Street, and Isis Street / 12th Street. **Table 4** provides existing, existing plus project, and cumulative delay and LOS data for these intersections. To present the delay and LOS effects of the changes in geometry and lane configurations associated with the proposed Eagle Plaza, this information is provided both without and with the proposed plaza for all intersections.

TABLE 4
EXISTING, EXISTING PLUS PROJECT, AND CUMULATIVE WEEKDAY P.M. PEAK HOUR LEVELS OF
SERVICE WITHOUT AND WITH THE PROPOSED PROJECT

Intersection	Existing (2014)		Existing + Project No Plaza		Existing + Project with Plaza		Cumulative No Plaza		Cumulative with Plaza	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1. Harrison Street / 11th Street	19.6	B	20.3	C	20.6	C	23.8	C	25.3	C
2. Harrison Street / 12th Street	14.2 (SB)	B	14.3 (SB)	B	14.8 (SB)	B	14.7 (SB)	C	19.6 (SB)	C
3. Folsom Street / 11th Street	27.8	C	27.9	C	33.5	C	38.6	D	48.7	D
4. Folsom Street / 12th Street	12.2	B	12.2	B	11.6	B	12.4	B	11.9	B
5. Bryant St. / 9th Street / U.S. 101 Off-Ramp	31.1	C	31.2	C	31.2	C	44.2	D	43.6	D
6. Bryant St. / 10th Street / U.S. 101 On-Ramp	15.6	B	15.7	B	15.7	B	17.1	B	17.1	B
7. Bryant St. / 11th St. / Division St. / 13th St.	72.7	E	73.2	E	73.2	E	>80	F	>80	F
8. Harrison Street / 13th Street	25.8	C	25.8	C	27.8	C	41.9	D	52.6	D
9. Folsom Street / 13th Street	27.7	C	27.7	C	31.4	C	50.5	D	53.7	D
10. Bernice Street / 12th Street	9.3 (EB)	A	9.5 (EB)	A	8.9 (EB)	A	9.5 (EB)	A	9.0 (EB)	A
11. Isis Street / 12th Street	9.6 (EB)	A	9.6 (EB)	A	9.1 (EB)	A	9.5 (EB)	A	9.0 (EB)	A

Notes:

The LOS and delay (in seconds per vehicle) for signalized intersections represent conditions for the overall intersection. LOS and delay for SSSC represents conditions for STOP-controlled approach at intersection.

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

SOURCE: CHS, 2015.

The proposed project (with or without Eagle Plaza) would generate an estimated 112 new p.m. peak hour vehicle trips that could travel through surrounding intersections. As documented in the TIS for the project, the proposed project would result in minor changes to the average delay per vehicle at the majority of study intersections. Ten of the 11 intersections would continue to operate at acceptable LOS conditions of LOS D or better, and the proposed project would not contribute considerably to the poorly operating intersection of Bryant Street / 11th Street / Division Street / 13th Street, which currently operates at LOS E. The proposed project would not add any vehicles to the southbound through (along 11th Street) critical movement, nor would the proposed project add any vehicles to the northbound through or northbound right-turning critical movements (along Bryant Street) or eastbound shared left/through critical movement (along 13th Street). The proposed project would add two vehicles to the northwest bound left-turning critical movement (along Division Street), which would represent less than one percent of the total p.m. peak hour northwest-bound, left-turning volumes at this intersection. The proposed project's contributions to this poorly operating intersection would therefore not be considered substantial. Furthermore, the estimated 112 new p.m. peak-hour vehicle trips would not be a substantial

proportion of the overall traffic volume or the new vehicle trips generated by Western SoMa Community Plan projects.

Regarding cumulative conditions, the proposed project (with or without Eagle Plaza) would also not contribute considerably to 2030 cumulative conditions. The majority of study intersections would continue to operate at acceptable LOS conditions of LOS D or better. The intersection of Bryant Street / 11th Street / Division Street / 13th Street would degrade from LOS E to LOS F, but the proposed project's contribution of trips at this intersection would not be cumulatively considerable either with or without Eagle Plaza.²² At the signalized intersection of Bryant Street/11th Street/Division Street/13th Street, during the p.m. peak hour, the proposed project would not add any vehicles to the southbound through critical movement (along 11th Street), nor would the proposed project add any vehicles to the northbound through or northbound right-turning critical movements (along Bryant Street) or eastbound shared left/through critical movement (along 13th Street). The proposed project would add two vehicles to the northwest-bound left-turning critical movement (along Division Street), which would represent less than one percent of the total p.m. peak hour northwest-bound left-turning volumes at this intersection and this impact would be less than cumulatively considerable. Thus, the proposed project (either with or without Eagle Plaza) would not have any significant cumulative traffic impacts.

The Western SoMa PEIR identified significant traffic impacts at the intersections of Fifth Street/Bryant Street/I-80 Eastbound Ramp, Sixth Street/Brannan Street/I-280 ramps, and Harrison Street/Eighth Street/I-80 Westbound Off-Ramp. The project traffic contribution would be limited at these locations since the project is not within the vicinity of those intersections, and the project would not contribute considerably to operations at this intersection.

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

The Western SoMa PEIR identified feasible mitigation and improvement measures to reduce the project impact at affected intersections such as optimizing signal timing at Harrison Street/Eighth Street/I-80 Westbound Off-Ramp to improve traffic flow (**Mitigation Measure M-TR-1c**). Mitigation Measure M-TR-1c is required to be implemented by SFMTA in coordination with Caltrans to ensure that I-80 off-ramp operations and upstream or downstream intersections are not adversely affected, and therefore, the proposed project would not be subject to this mitigation.

The parking garage driveway would be located in the northeastern portion of the project site and would allow for ingress/egress movements. Traffic flows along Norfolk Street would remain unchanged (i.e., one-way, northbound-only), and because the driveway would allow for two-way traffic flow in/out of the parking garage, vehicles attempting to enter the parking garage would not be required to stop for an extended period of time prior to entering the garage, and vehicles exiting the garage would yield to any vehicles traveling along Norfolk Street prior to exiting the parking garage. Based on these findings,

impacts related to potential vehicle queues and/or restricting access other nearby buildings would be considered less than significant. It is noted that this less-than-significant impact could be further reduced through implementation of **Improvement Measure I-TR-1: Monitoring and Abatement of Queues**, of which the owner/operator of the parking facility to actively monitor vehicle queues along Norfolk Street and shall employ methods as needed to abate queues. This is included as **Project Improvement Measure 1**, on page 92.

Although the proposed project would not result in any significant traffic impacts, the transportation impact study identified **Improvement Measure I-TR-2: Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips**, which would reduce single-occupancy driving to/from the project site, promote car-sharing and the use of nearby transit, bicycle, and pedestrian facilities to access the project site. This is included as **Project Improvement Measure 2**, on page 9392.

Transit

The project site is located within a quarter mile of several local transit lines including Muni lines 9 San Bruno, 9R San Bruno Rapid, 12 Folsom/Pacific, 27 Bryant, and 47 Van Ness. The proposed project would be expected to generate 1,070 daily transit trips, including 170 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 170 p.m. peak hour transit trips would be accommodated by existing capacity. According to the TIS, the proposed project would not result in a change in capacity utilization on most Muni corridors at the four analysis screenlines²³ in the p.m. peak hour, and would increase capacity utilization from 66 percent to 70 percent on the northeast screenline. However, all screenlines would continue to operate below Muni's standard of 85 percent of capacity. Moreover, project ridership would not adversely affect regional transit carriers' ridership to capacity ratios. 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. Additionally, the construction and operation of Eagle Plaza would not affect transit operations or transit demand, as the plaza would not, in and of itself, generate trips, nor would it interfere with Muni operations as no MUNI lines run on 12th Street at the project site.

The Western SoMa PEIR concluded that build-out of the Plan would generate 3,799 peak hour transit trips, and these trips would not cause exceedance of the capacity utilization standards for Muni lines or

²³ Analysis of transit impacts focuses on the increase in transit patronage across "screenlines" in the outbound direction during the p.m. peak hour. Four screenlines have been established in San Francisco to analyze potential impacts of projects on Muni service, and three screenlines have been established for regional transit service. Based on the origins and destinations of the transit trips generated by the proposed project, the inbound and outbound transit trips within San Francisco were assigned to the appropriate transit routes and screenlines. Transit trips measured at the four San Francisco screenlines for this analysis represent the peak direction of travel and patronage loads for the Muni system, which corresponds with the p.m. commute and inbound/outbound direction from the project area to other parts of the City. All estimated transit trips were assumed to cross at least one screenline, which provides a conservative assessment of potential project effects because it is reasonable to expect that some of the project-generated transit trips would instead begin and end in the areas in the downtown San Francisco area (Superdistrict 1) and would not cross screenlines.

regional transit providers, or cause a substantial increase in delays or operating costs. The proposed project is accounted for in the PEIR, and furthermore would not contribute considerably to these conditions, as its contribution of 170 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Western SoMa Community Plan projects.

Regarding cumulative transit impacts, the Western SoMa PEIR concluded that the Plan's contributions to the cumulative capacity utilization exceedances for Muni operations on the "Other" lines within the southeast screenline would be significant. The PEIR identified **Mitigation Measure M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts**, to improve transit capacity levels on affected Muni transit lines, but the impact would be significant and unavoidable. This mitigation measure is a citywide action, and not applicable to specific projects.

The proposed project would contribute less than 1 percent to all "Other" lines within the southeast screenline. In addition, the proposed project would contribute less than 1 percent to the entire southeast screenline. Additionally, the estimated increase in transit demand associated with the proposed project is accounted for in the transit demand analysis presented and analyzed in the PEIR and would not have a substantial effect on the local and regional transit providers under cumulative conditions. Therefore, the proposed project would not contribute considerably to 2030 cumulative transit conditions, and would not result in any significant cumulative transit impacts.

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

Pedestrians, Bicyclists, and Loading

The Western SoMa PEIR estimates that the 8,366 p.m. peak hour pedestrian trips generated by the Plan area would be accommodated on the existing sidewalks and would not substantially affect pedestrian operations on the nearby sidewalks and crosswalks, thus causing less-than-significant impacts. However, the PEIR states that the increase in pedestrian volumes would be noticeable in the immediate vicinity of individual development projects and could also increase the frequency of conflicts between pedestrians and vehicles at crosswalks and intersections.

The proposed project would generate 255 pedestrian trips (170 transit and 85 walk) during a typical weekday p.m. peak hour. The project would include *Better Streets Plan* pedestrian improvements along 12th, Harrison, and Norfolk Streets including the following: new street trees, landscaping, pedestrian-scale lighting, bulb-outs and replacement of existing sidewalk paving along Harrison Street and 12th Street, and the replacement and widening of sidewalk along one side of Norfolk Street (and removal of on-street parking spaces adjacent to the widened sidewalk). The new pedestrian trips generated by the proposed project could be accommodated on the existing sidewalks and crosswalks adjacent to the project site and the proposed streetscape changes to sidewalk areas would enhance the pedestrian realm

of the area. Additionally, the proposed project would not interfere with pedestrian circulation and circulation to nearby buildings, or create potentially hazardous conditions for pedestrians.

According to the Western SoMa PEIR, the bicycle trips from the Western SoMa Plan Area would not increase to such a degree that a substantial increase in conflicts and collisions would be anticipated when compared to existing conditions and thus, would have less-than-significant bicycle impacts. However, the PEIR states that conflicts with vehicles using parking garage driveways along bicycle routes could increase and individual development projects should comply with the provisions of the Planning Code.

The 1532 Harrison Street TIS determined that it is reasonable to assume that the anticipated increase in bicyclists associated with the proposed project, an estimated 57 trips in the p.m. peak hour, would be accommodated by existing bicycle network facilities along 11th Street (Route 25) and Folsom/Howard Street (Route 30). The proposed Eagle Plaza would not interfere with bicycle circulation patterns in the vicinity of the project site because there are no bicycle routes on 12th Street in the vicinity of the project site.

The proposed project would be required per planning code to provide one off-street loading space. However, no off-street loading spaces would be provided and the project sponsor is seeking a modification for this requirement. Regarding loading, a peak hour demand of less than one loading vehicle per hour is expected as a result of the proposed project. Loading would occur at a proposed dual-purpose three space on-street loading zone along Harrison Street between Norfolk Street and 12th Street that would serve freight/delivery and passenger drop-off and pick-up activities. Vehicles arriving and departing the loading zone on the north side of Harrison Street (see Figure 2) would not create conflicts with pedestrians walking along the north side of Harrison Street nor create blockages along the sidewalk along the street. In addition, the project would not contribute to, or exacerbate, the significant-and-unavoidable loading impact identified in the Western SoMa PEIR related to removal of two yellow loading spaces at the intersection of 12th Street and Folsom Street (northwest of the project site). However, the loading and unloading activities (e.g., movers delivering furniture and/or related household items) could potentially create conflicts with pedestrians and appropriate measures to avoid any conflicts between loading activities and pedestrians should be enforced. The transportation study identifies **Improvement Measure I-TR-3: Coordination of Move-in/Move-Out Operations and Large Deliveries**, to abate any potential loading blockages along Harrison Street during loading activities and reduce any potential conflicts between freight/delivery operators, movers and pedestrians walking along Harrison. This is detailed **Project Improvement Measure 3** on page 95.

Eagle Plaza would be used for a variety of active and passive recreation, occasional special events like festivals or performances, and limited, small-scale commerce to activate the space, such as temporary food trucks and/or a coffee kiosk. The number and type of events to take place on the plaza may entail monthly plaza-wide events including but not limited to: farmers' markets, local festivals, small-scale live music events, and/or outdoor movie nights. Ongoing daily programming may include a coffee kiosk, fitness classes, outdoor seating and gathering space, and/or dedicated space for a lunchtime food truck. Loading for full-closure events would take place within Eagle Plaza. For all full-closure events, the slow

lane on 12th Street would be closed to all traffic, starting with unloading activity prior to the event and ending with post-event loading activity. For daily programming activities, loading activities of Eagle Plaza will take place in the Harrison Street loading zones.

Emergency Vehicle Access

The street network serving the project area currently accommodates the movements of emergency vehicles that travel to the project site. Project traffic would have little effect on local intersections, and thus would not substantially affect emergency vehicles traveling in the vicinity. Site access would be provided from Harrison, 12th, and Norfolk Streets, as the proposed Eagle Plaza would permit emergency vehicle travel. Even during full plaza closure events, emergency vehicle passage would still be maintained via the travel lane through Eagle Plaza. Therefore, effects on emergency vehicle access, under both build options, would be less than significant.

Construction

As stated in the Western SoMa PEIR, construction impacts are specific to individual development projects and pertain to any potential temporary roadway and sidewalk closures, relocation of bus stops, effects on roadway circulation due to the construction trucks, and the increase in vehicle trips, transit trips, and parking demand associated with construction workers. Construction impacts were not assessed for the Plan in the PEIR and those potential impacts associated individual projects are not usually considered significant because they are temporary and generally of short-term duration. Therefore, no significant construction impacts were identified and no mitigation measures were recommended.

Detailed plans for the proposed projects construction activities have not yet been finalized, but during the anticipated 18-month construction period, temporary and intermittent transportation impacts would result from truck movements to and from the project site during excavation and construction activities associated with construction of the proposed building. It is anticipated that there would be an average of 50 construction workers per day at the project site, depending on the construction phase (which may require up to 250 workers during peak construction periods). Staging and construction for Eagle Plaza would occur within the 12th Street segment and on the portion of Harrison Street adjacent to the Eagle Plaza site. One southbound lane of 12th Street would remain in operation during the construction of Eagle Plaza. Existing sidewalk areas may be temporarily closed during daytime construction hours. Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

In order to reduce any potential impacts to the surrounding transportation network and users therein during construction activities, the construction contractor would be required to meet the City of San Francisco's Regulations for Working in San Francisco Streets, (the "Blue Book"), and would be required to meet with Muni, SFMTA Sustainable Streets, and other responsible City agencies to determine feasible traffic management and improvement measures to reduce traffic congestion during construction of this project and other nearby projects. The specific provisions of the permit would address issues of circulation, public safety, parking and others, as developed in a meeting of the Transportation Advisory

Staff Committee (TASC) attended by the Project Sponsor and City departments, including Parking and Traffic, Police, Public Works, and SFMTA Muni Operations. Based on these findings, construction-related impacts would be less than significant.

While construction related impacts would be less than significant, improvement measures could be implemented to further reduce these less-than-significant impacts. The transportation study identifies **Improvement Measure I-TR-4: Construction Truck Deliveries During Off-Peak Periods** and **Improvement Measure I-TR-5: Construction Management Plan**, which would further minimize disruption of the general traffic flow on adjacent streets during weekday commute peak commute periods, require coordination with SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, minimize construction impacts on nearby businesses, and minimize traffic and parking demand associated with construction workers. These are included in this Community Plan Exemption as **Project Improvement Measures 4** and **5**, respectively, beginning on page 95.

Parking

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

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

The proposed project meets each of the above three criteria and thus, this determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.²⁴ The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, the following parking demand analysis is provided for informational purposes only.

The parking demand for the proposed residential and retail uses associated with the proposed project was determined based on the methodology presented in the SF Guidelines. On an average weekday, the demand for parking would be for 282 parking spaces. The proposed project would result in the removal of approximately 15 on-street parking spaces associated with the implementation of Eagle Plaza, plus up

²⁴ San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 1532 Harrison Street, October 13, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

to four spaces for creation of the loading zone and a potential bulb-out on Harrison Street at 12th Street that would be installed as part of the Eagle Plaza improvements. Six additional spaces would be eliminated on Norfolk Street to permit sidewalk widening. In total, the project would result in the removal of 25 on-street parking spaces. The proposed project would provide 103 total off-street spaces, including three ADA-accessible spaces and one car-share space. Thus, as proposed, the project would have an unmet parking demand of 180 spaces compared to project demand (excluding the car-share space), and a total shortfall of approximately 285 spaces, including the elimination of the 80-space parking lot on the project site and up to 25 on-street spaces for the creation of Eagle Plaza, on-street loading zone on Harrison Street, and sidewalk widening on Norfolk Street.

During the weekday midday hours, 1:00 p.m. to 3:00 p.m. available parking in the vicinity of the project is generally constrained, as most on-street parking spaces were occupied. However, public parking along neighboring streets and at the nearby off-street parking garage (255 12th Street) becomes noticeably available in the evening hours of 6:30 p.m. to 8:00 p.m. as about half of the total parking supply is available. Based on the anticipated parking demand associated with the proposed project and estimated unmet demand of on-site, off-street parking, and because the proposed project would likely generate a high amount of long-term parking demand, residents and visitors of the proposed project may experience some difficulty finding available parking during the weekday midday hours, as parking conditions are generally constrained, with minimal availability. However, patrons of the proposed project would not experience a substantial amount of difficulty finding available parking along nearby streets or at the nearby parking facility during the evening hours.

Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created. Further, the project site is located in a Western SoMa Mixed-Use General (WMUG) zoning district where under Section 151.1 of the Planning Code, the proposed project would not be required to provide any off-street parking spaces.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting. The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would

be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

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

Variant

The project variant would include an underground garage containing up to 86 off-street parking spaces, including two ADA-accessible parking spaces and one car-share space, all of which would be accessible via a single 29-foot-wide curb cut and garage opening on Norfolk Street in the project's northernmost building volume. The off-street parking would be provided in a mix of automated stackers and independently accessible spaces in the basement garage. A total of 137 secure Class 1 bicycle parking spaces would be provided on the garden level, and six residential Class 2 bicycle parking spaces (sidewalk bicycle racks) and three commercial Class 2 bicycle parking spaces (sidewalk bicycle racks) would be provided at street level. The project variant would include on-street loading zone similar as the proposed project along Harrison Street. Additionally, the project variant would also result in the total removal of 25 on-street parking spaces.

The project variant would generate an estimated 2,272 person trips (inbound and outbound) on a weekday daily basis, consisting of 750 person trips by auto, 688 transit trips, 517 walk trips and 317 trips by other modes; there would be 551 daily vehicle trips. During the p.m. peak hour, the variant would generate an estimated 88 vehicle trips (accounting for vehicle occupancy data for this Census Tract), 112 transit trips, and 125 walk and other-mode trips.²⁵ Therefore, the variant would result in fewer daily and peak-hour trips for all modes than would the proposed project, and impacts to transportation and circulation would remain less than significant, as with the proposed project. Project Improvement Measures 1 through 5 would also apply to the project variant.

Regarding parking, the project variant would generate demand for 193 parking spaces, 89 fewer spaces than the proposed project (calculated using SF Guidelines).The project variant would provide 86 off-

²⁵ The variant as analyzed in the Transportation Impact Study included about 25 percent more retail space than the variant as currently proposed; therefore, the trip generation calculations are conservative.

street parking spaces, including two ADA-accessible spaces and one car-share space. The project variant would have an unmet parking demand of 108 parking spaces compared to demand (excluding the car-share space), and a total shortfall of 213 spaces including the on-street and off-street spaces that would be eliminated with implementation of the variant. As with the proposed project, unmet parking demand would not materially affect overall parking conditions in the project site vicinity such that hazardous conditions or significant delays are created. The project variant would not introduce any new impacts that have not already been analyzed under the proposed project and the Western SoMa PEIR.

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>
5. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topics 6e and 6f are not applicable.

The Western SoMa PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noise-generating uses such as PDR, retail, entertainment, cultural / institutional / educational uses, and office uses. In addition, the Western SoMa PEIR noted that implementation of the Community Plan would incrementally increase traffic-generated noise on some streets in the Plan Area and result in construction noise impacts from pile driving and other construction activities. The Western SoMa PEIR therefore identified six noise mitigation measures that would reduce noise impacts to less-

than-significant levels. Four of these measures would apply to the 1532 Harrison Street project, as described below.

Some of these mitigation measures require a project-specific noise study, which has been prepared and reviewed by the San Francisco Planning Department. Where applicable, the findings of this study are also presented below²⁶

PEIR Mitigation Measure M-NO-1a: Interior Noise Levels for Residential Uses requires a detailed study of noise reduction requirements for new development including noise-sensitive uses located along streets with noise levels above 60 dBA²⁷ (Ldn²⁸), where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations. PEIR Mitigation Measure M-NO-1a does not apply to the proposed project because, as a residential use, it is subject to Title 24.

PEIR Mitigation Measure M-NO-1b: Siting of Noise-Sensitive Uses requires a noise study for new residential development and development that includes other noise-sensitive uses in order to reduce potential conflicts between existing noise-generating uses and new sensitive receptors. The study shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the individual project site that appear to warrant heightened concern about noise levels in the vicinity. As the project proposes a residential development, Mitigation Measure M-NO-1b would apply to the project, as detailed under **Project Mitigation Measure 2** on page 87. The noise study conducted for the proposed project identified sound transmission class (STC) ratings (which identify the sound reduction, in decibels, provided by building walls) that would allow the proposed residential uses to meet applicable building code interior noise standards. For the proposed project, STC ratings of between 28 and 40 would be required on exterior walls, depending on location within the project site.²⁹ Compliance with these prescribed STC ratings would ensure that noise-sensitive uses would be adequately protected from exterior noise levels. The project sponsor would incorporate the recommendations of the noise study into project design, and these recommendations could be made conditions of project approval by the Planning Commission. No additional mitigation is expected to be required for the project to comply with Title 24 standards.

²⁶ Charles M. Salter Associates, Inc., *1532 Harrison Street Residences*, prepared for Build Inc., January, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

²⁷ The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

²⁸ The L_{dn} is the L_{eq}, or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The L_{eq} is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

²⁹ Charles M. Salter Associates; see footnote 26, p. 50.

PEIR Mitigation Measure M-NO-1c: Siting of Noise-Generating Uses requires a noise study for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity in order to reduce potential conflicts between existing sensitive receptors and new noise-generating uses. According to the noise study, these fixed-source pieces of equipment, such as garage exhaust fan and rooftop exhaust fan would generate equipment noise levels up to 51 dBA at the nearest sensitive receptor and would therefore comply with the Noise Ordinance. This mitigation does not apply to the proposed project, because it does not include noise-generating uses. No additional mitigation is expected to be needed to meet the Noise Ordinance, and this measure would not be applicable, as it is intended to apply to uses, such as places of entertainment and PDR uses that tend to generate substantially higher than ambient noise levels, particularly late at night or early in the morning.

To quantify the noise environment in compliance with mitigation measures M-NO-1b long-term continuous noise measurements were conducted along Harrison Street, 12th Street, and Norfolk Street with average and maximum noise levels taken every 15 minutes. Surrounding noise-generating uses that were identified include three nightclubs, an auto shop, two retail stores, and an outdoor food park.

PEIR Mitigation Measure M-NO-1d: Open Space in Noisy Environments requires that new open space associated with new development that includes noise-sensitive uses be protected from existing ambient noise levels in order to minimize disruption to users of the open space, and that such protections be “consistent with the principles of urban design.” The project site is located along streets with noise levels above 60 dBA³⁰ (Ldn³¹) and is located within an area subject to this mitigation measure. As the project proposes a noise-sensitive use with provision of open space, Mitigation Measure M-NO-1d would apply to the project, as detailed under **Project Mitigation Measure 3** on page 87.

The noise study evaluated the ability of the open space to be protected from existing ambient noise levels. Project common usable open space includes the laneways between buildings as well as the rooftop terrace. The noise level in the laneways would be up to 66 dBA Ldn assuming a receiver setback of 20 feet from the edge of the building. However, the noise level would decrease farther from the street due to shielding from the buildings themselves and, even at 66 dBA, ambient noise levels would not be expected to adversely affect the use of the on-site common usable open space, as the noise level would not be inconsistent with noise levels commonly experienced in the vicinity. The noise level on the roof terrace would be no greater than 65 dBA Ldn; therefore no further protection from noise would be required.

³⁰ The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

³¹ The L_{dn} is the L_{eq}, or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The L_{eq} is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

Additionally, an increase in ambient noise would be associated with outdoor activities within the proposed Eagle Plaza. However, public use of the plaza is expected to generate noise typical of an outdoor café. Public events staged at the plaza would be infrequent and associated noise impacts would be temporary in nature. Such noise would be considered a nuisance by some; however, this is expected in urban areas. As with the proposed residential uses, the exposure of sensitive receptors to excessive nuisance noise associated with public use of the plaza would be limited through compliance with the Noise Ordinance and through enforcement by the Director of Public Health and the San Francisco Police Department.

PEIR Mitigation Measure M-NO-2a: General Construction Noise Control requires implementation of noise controls during construction in order to reduce construction-related noise impacts. The proposed project would involve demolition of an existing surface parking lot and carport and construction of a new six- to seven-story mixed-use building, and therefore, would contribute to construction-related noise impacts. Mitigation Measure M-NO-2a would apply to the project, as detailed under **Project Mitigation Measure 4** on page 87.

Construction of the project over an 18-month construction period would result in temporary elevated noise levels at existing adjacent land uses. Major construction phases are expected to include demolition, dewatering, shoring, excavation, utilities, street improvements, and concrete work. The noisiest of these activities is typically demolition and ground clearing, when heavy machinery would be in use. However, according to the noise study prepared for the project, the scheduled equipment to be used in constructing the project would be in compliance with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA (L_{dn}) 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 and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary (approximately 18 months), intermittent, and restricted in occurrence and level, as the contractor would be subject to and

would comply with the Noise Ordinance. Compliance with the Noise Ordinance would reduce any construction-related noise effects on nearby residences to the greatest extent feasible.

The noise study also identifies additional noise-attenuation measures to be implemented as feasible to further reduce noise impacts, in compliance with Mitigation Measure M-NO-2a (Project Mitigation Measure 4). The following site-specific noise-attenuation measures would be implemented, as feasible:

1. Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures.
2. Erect temporary plywood noise barriers around the construction site where the site adjoins noise-sensitive receivers, such as the neighboring 365 12th Street residence.
3. Utilize noise control blankets on the building structure adjacent to the 365 12th Street residence – and possibly other noise-sensitive receivers – as the building is erected to reduce noise emission from the site.
4. 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.
5. Notify the Department of Building Inspection (DBI) and neighbors in advance of the schedule for each major phase of construction and expected loud activities.
6. Limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by DBI that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.
7. When feasible, select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures).
8. Avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (no closer than linear 20 feet) between immediately adjacent neighbors.
9. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines.

PEIR Mitigation Measure M-NO-2b: Noise Control Measures During Pile Driving states that projects requiring pile driving should minimize vibration and noise through use of quiet pile-driving technology, limitation of duration of pile driving activity, and other measures. Since installation of the project’s foundation would not require pile driving and would avoid vibration effects typically generated by pile-driving activities, Mitigation Measure M-NO-2b would not apply to the proposed project.

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

Variant

As stated in the Project Description, the variant would be similar in operation and construction, and would also involve demolition and construction over an 18-month period. For the proposed project variant, STC ratings of 28 to 37 would be necessary to comply with Mitigation Measures M-NO-1b. Mitigation Measures M-NO-1b, M-NO-1d, M-NO-2a (Project Mitigation Measures 2–4) would apply to the project variant, and impacts would be less than significant with this mitigation. The variant would not result in significant noise impacts that were not identified in the Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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 Western SoMa PEIR identified significant and unavoidable impacts related to: violation of an air quality criteria air pollutant standards, uses that emit Diesel Particulate Matter (DPM), exposure of sensitive land uses to substantial pollutant concentrations, and construction emissions. The Western SoMa PEIR identified five mitigation measures that would help reduce air quality impacts; however, due to the uncertain nature of future development proposals that would result from adoption of the Western SoMa Community Plan, it could not be determined whether implementation of these mitigation measures would reduce impacts to a less-than-significant level.

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,³² carbon monoxide (CO), particulate matter (PM),³³ 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 attainment³⁴ 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 contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.

The Western SoMa PEIR determined, that at a program-level, the Western SoMa Community Plan would result in significant regional air quality impacts. The PEIR states that, "It is possible that individual development projects, if large enough, could result in significant effects related to emissions of criteria air pollutants, even if the overall plan is determined to have a less-than-significant impact. For example, a project that generates more than 3,500 daily vehicle trips would likely result in operational emissions that would exceed one or more project-specific significance thresholds. Such projects would be required to undergo project-specific environmental review and, if mitigation could not reduce emissions to below the thresholds(s), such projects could be subject to the requirement to prepare an EIR. Consequently, the potential exists for individual development projects within the Project Area to generate vehicle trips that would result in a significant increase in criteria air pollutants."

The Bay Area Air Quality Management District (BAAQMD) prepared *2010 BAAQMD CEQA Air Quality Guidelines* (Air Quality Guidelines), updated in 2012³⁵ which provided new methodologies for analyzing air quality impacts. The BAAQMD has also identified thresholds of significance for those criteria air

³² Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG, also sometimes referred to as volatile organic compounds or VOC by some regulating agencies) and nitrogen oxides (NO_x).

³³ Particulate matter is a class of air pollutants that consists of heterogeneous solid and liquid airborne particles from man-made and natural sources. Particulate matter regulated by the state and federal Clean Air Acts is measured in two size ranges: PM₁₀ for particles less than 10 microns in diameter, and PM_{2.5} for particles less than 2.5 microns in diameter.

³⁴ "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

³⁵ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2012; Available on the internet at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en.

pollutants that the SFBAAB is in non-attainment.³⁶ These thresholds of significance are utilized by the City.

To determine the project's criteria air pollutant emissions, an Air Quality Technical Memorandum was prepared for the proposed project and the results of this memorandum are discussed below.³⁷

Construction

The Western SoMa PEIR **Mitigation Measure M-AQ-6: Construction Emissions Minimization Plan** for Criteria Air Pollutants, requires projects that generate criteria air pollutant emissions during construction that exceed one or more of the applicable significance criteria to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. 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 approximately 18 month and 385 construction days. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and documented within an Air Quality Technical Memorandum. Criteria air pollutants that would be emitted during construction are given in **Table 5**.

TABLE 5
PROJECT CONSTRUCTION AVERAGE DAILY EMISSIONS ESTIMATES

Emission Category	Estimated Average Daily Emissions (pound per day)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Average Daily Emissions – Proposed Project	6.8	19.6	1.2	1.1
Significance Threshold	54	54	82	54
Significant?	No	No	No	No

See Appendix A of the Air Quality Technical Memorandum – 1532 Harrison Street for additional information.

ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = particulate matter with diameter equal to or less than 10 microns; PM_{2.5} = particulate matter with diameter equal to or less than 2.5 microns.

SOURCE: ESA, May 2015.

As shown in Table 5, construction of the proposed project would generate criteria air pollutant emissions below applicable thresholds. Therefore, Mitigation Measure M-AQ-6 would not apply.

³⁶ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, Table 11, p. 32. Available on the internet at: <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/Revised%20Draft%20CEQA%20Thresholds%20%20Justification%20Report%20Oct%202009.ashx?la=en>.

³⁷ ESA, Air Quality Technical Memorandum – 1532 Harrison Street. September 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2013.1390E

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 Air Quality Technical Memorandum. Default assumptions were used where project-specific information was unknown.

Table 6 shows average daily operational criteria pollutant emissions and total annual operational criteria pollutant emissions for the project. Mobile sources would contribute the largest percentage of ROG, NO_x, PM₁₀, and PM_{2.5}. Operational criteria pollutant emissions of the proposed project would be below the City's currently adopted significance thresholds applied to operational emissions of land use development projects.

Western SoMa PEIR **Mitigation Measure M-AQ-2: Transportation Demand Management Strategies** for Future Development Projects is required for projects generating more than 3,500 vehicle trips resulting in excessive criteria pollutant emissions. The proposed project would generate approximately 717 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project.

As shown in Tables 5 and 6, the proposed project would not exceed the threshold of significance for construction or 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 Western SoMa PEIR related to contribution to violations of air quality standards or substantial increases in non-attainment criteria air pollutants.

Construction Dust Control

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

TABLE 6
PROPOSED PROJECT OPERATIONAL DAILY CRITERIA AIR POLLUTANT EMISSIONS

	ROG	NO_x	PM₁₀	PM_{2.5}
Area Sources (ppd)	2.8	0.2	0.1	0.1
Energy (ppd)	0.1	0.5	<0.1	<0.1
Mobile (ppd)	2.6	4.8	3.3	0.9
Project Average Daily Emissions (ppd)	5.4	5.5	3.5	1.1
Significance Threshold	54	54	82	54
Significant?	No	No	No	No
Area Sources (tpy)	0.4	<0.1	<0.1	<0.1
Energy (tpy)	<0.1	0.1	<0.1	<0.1
Mobile (tpy)	0.4	0.7	0.5	0.1
Project Maximum Annual Emissions (tpy)	0.8	0.8	0.5	0.2
Significance Threshold	10	10	15	10
Significant?	No	No	No	No

ppd = pounds per day, tpy = tons per year

ROG = reactive organic gases

NO_x = oxides of nitrogenPM₁₀ = particulate matter with diameter equal to or less than 10 micronsPM_{2.5} = particulate matter with diameter equal to or less than 2.5 microns

SOURCE: ESA Community Development, May 2015.

independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

The proposed project would be subject to and would comply with the Construction Dust Control Ordinance and Prepare a Dust Control Plan, which would ensure that these impacts would remain less than significant.

Community Risk and Hazard Impacts

For determining potential health risk impacts, San Francisco has partnered with the Bay Area Air Quality Management District (BAAQMD) to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco and identify portions of the City in which there are additional health risks for affected populations ("Air Pollutant Exposure Zone"). The Air Pollutant Exposure Zone was identified based on two health based criteria: excess cancer risk from all sources > 100 per one million persons, and PM_{2.5}³⁸ concentrations from all sources including ambient >10 µg/m³.³⁹

³⁸ PM_{2.5} is defined as particulate matter less than 2.5 micrometers in diameter, often called "fine" particles.

Construction

The project site is located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants associated with construction is considered substantial. Construction activities from the proposed project would result in DPM and other TACs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. The proposed project would require heavy-duty off-road diesel vehicles and equipment during the three months of demolition, site preparation, and grading of the anticipated 18-month construction period. Western SoMa PEIR **Mitigation Measure M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards** require projects to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. For projects with construction activities located in an Air Pollutant Exposure Zone, compliance with Mitigation Measure M-AQ-7 would require submittal of a Construction Emissions Minimization Plan to the Environmental Review Officer for review and approval. Therefore, Mitigation Measures M-AQ-7 is applicable to the proposed project, and is detailed in **Project Mitigation Measure 5** on page 89. Compliance with these mitigation measures would result in less-than-significant air quality impacts from construction vehicles and equipment.

Siting Sensitive Land Uses

Western SoMa PEIR **Mitigation Measure M-AQ-3: Reduction in Exposure to Toxic Air Contaminants** for New Sensitive Receptors requires analysis of potential site-specific health risks for all projects that would include sensitive receptors in order to reduce the potential health risk to new sensitive receptors resulting from exposure to roadways, stationary sources, and other non-permitted sources of fine particulate matter (PM_{2.5}) and toxic air contaminants (TACs). Sensitive receptors are considered to include housing units, child care centers, schools, and health care facilities. Mitigation Measure M-AQ-3 also requires reduction in air quality impacts to residents through building design (e.g., ventilation and air filtration systems).

Since the Western SoMa PEIR was certified, San Francisco has revised Article 38 of the City's *Health Code*. Originally enacted in 2008, Article 38 was revised in 2014, along with applicable implementing portions of the *Building Code*. The revisions make the codes consistent with the results of the air quality modeling undertaken to identify the Air Pollutant Exposure Zone, described above. As revised, Article 38 applies to all development that includes "sensitive uses," as defined in the *Health Code*, including all residential units (regardless of the size of the building); adult, child and infant care centers; schools; and nursing homes. The revised Article 38 considers all existing sources of TACs and PM_{2.5}, and requires "enhanced ventilation," including filtration of outdoor air, for all such projects located in the Air Pollutant Exposure Zone, where the cancer risk is greater than 100 in one million and/or PM_{2.5} concentration exceeds 10 µg/m³. Article 38 requires that the project sponsor submit an Enhances Ventilation Proposal for Approval to the Department of Public Health (DPH). The Exposure Zone is expanded in certain geographic "health vulnerable" areas of the City, primarily the Bayview, Tenderloin, and much of the

³⁹ A microgram per cubic meter (µg/m³) is a derived System International measurement unit of density—measuring volume in cubic meters—used to estimate weight or mass in micrograms.

South of Market, including the project site, to be more protective, with the areas included in the Exposure Zone based on a standard that is 10 percent more stringent than elsewhere in the City (i.e., excess cancer risk of 90 in one million and/or PM_{2.5} concentration of 9 µg/m³.) The filtration requirement of Article 38 specifies Minimum Efficiency Reporting Value (MERV) 13 or equivalent, based on American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2, and requires DPH to confer with other City departments and report to the Board of Supervisors concerning technologies it has identified or evaluated that may comply with the requirements of the *Health Code*. The DBI will not issue a building permit without written notification from DPH that the applicant has an approved Enhanced Ventilation proposal. Article 38 also requires periodic updating of the Air Pollutant Exposure Zone Map to account for changes in sources of TACs and PM_{2.5} emissions. Accordingly, the proposed project would be subject to the enhanced ventilation requirements of Article 38, which supersede Mitigation Measure M-AQ-3. In compliance with Article 38, the project sponsor has submitted an initial application to DPH.⁴⁰ Accordingly, Mitigation Measure M-AQ-3 is not applicable to the proposed project. Compliance with Article 38 would avoid any potentially significant health impacts associated with project residents' exposure to PM_{2.5} and TACs.

Siting New Sources

PEIR Mitigation Measures M-AQ-4: Siting of Uses that Emit PM_{2.5} or DPM and Other TACs involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations. The project proposes construction of 28 co-housing units with 4,236 square feet of ground-floor retail space; and development of Eagle Plaza. The project would not generate more than 10,000 vehicle trips per day, 1,000 truck trips per day, or include a new stationary source, items that would emit TACs as part of everyday operations. Therefore, Mitigation Measure M-AQ-4 is not applicable to the proposed project.

Variant

The variant would generate 551 daily vehicular trips, and therefore Mitigation Measure M-AQ-2 would not apply. As shown in **Table 7**, operational criteria pollutant emissions of the variant would be below. Given construction duration, equipment, and staging characteristics would be similar to those of the proposed project, construction of the variant would generate criteria air pollutant emissions similar to those shown for the proposed project in Table 5, page 57, and would also be below applicable thresholds.

The variant would site sensitive receptors in an area of poor air quality. Therefore, the filtration requirements of *Health Code* Article 38 would apply, in lieu of Mitigation Measure M-AQ-3. Mitigation Measure M-AQ-4 would not apply because the variant would not generate TACs as part of regular operations.⁴¹

⁴⁰ *Application for Article 38 Compliance Assessment, 1532 Harrison Street*, submitted September 11, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2013.1390E.

⁴¹ *Application for Article 38 Compliance Assessment, 1532 Harrison Street*, submitted September 11, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2013.1390E.

TABLE 7
PROJECT VARIANT OPERATIONAL DAILY CRITERIA POLLUTANT EMISSIONS

	ROG	NO _x	PM ₁₀	PM _{2.5}
Area Sources (ppd)	3.8	0.1	0.1	0.1
Energy (ppd)	<0.1	0.3	<0.1	<0.1
Mobile (ppd)	2.1	4.2	2.6	0.7
Total Daily Emissions (ppd)	6.0	4.2	2.7	0.8
Significance Threshold	54	54	82	54
Significant?	No	No	No	No
Area Sources (tpy)	0.7	<0.1	<0.1	<0.1
Energy (tpy)	<0.1	0.1	<0.1	<0.1
Mobile (tpy)	0.3	0.6	0.4	0.1
Total Annual Emissions (tpy)	1.0	0.7	0.4	0.1
Significance Threshold	10	10	15	10
Significant?	No	No	No	No

See Appendix A for CalEEMod output.

ppd = pounds per day, tpy = tons per year

ROG = reactive organic gases

NO_x = oxides of nitrogen

PM₁₀ = particulate matter with diameter equal to or less than 10 microns

PM_{2.5} = particulate matter with diameter equal to or less than 2.5 microns

SOURCE: ESA, September 2015.

Given construction duration, equipment, and staging characteristics would be similar to those of the proposed project, construction of the variant would generate criteria air pollutant emissions similar to those shown for the proposed project in Table 5, page 57, and would also be below applicable thresholds. Therefore, Mitigation Measure M-AQ-6 would not apply. The variant's temporary and variable construction activities would result in short-term emissions of DPM and other TACs that would add emissions to areas already adversely affected by poor air quality. Thus, Mitigation Measures M-AQ-7 is applicable.

For the above reasons, the variant would not result in significant impacts on air quality that were not identified in the Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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 Western SoMa PEIR assessed the Greenhouse Gas (GHG) emissions that could result from implementation of the Western SoMa Community Plan. The PEIR concluded that the resulting GHG emissions from plan implementation would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco's Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project and project variant were determined to be consistent with San Francisco's GHG Reduction Strategy.⁴² Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

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

⁴² San Francisco Planning Department, Compliance Checklist: Greenhouse Gas Analysis, 1532 Harrison Street, Case No. 2013.1390E, May 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.1390E.

<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

The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the PEIR determined that this impact could be reduced to a less-than-significant level with implementation of **PEIR Mitigation Measure M-WS-1: Screening-Level Wind Analysis and Wind Testing**, which would require a wind analysis for any new structures within the Community Plan area that have a proposed height of 80 feet or taller. Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects less than 80 feet in height would not have the potential to generate significant wind impacts. The project site is surrounded by one-, two-, and three-story residential and commercial buildings; there are no existing public areas adjacent to the project site. As discussed in the Project Description, the project is zoned in the WMUG Use District and within a 55/65-X Height and Bulk District. The proposed project would consist of three buildings each with six stories rising to a maximum 65 feet in height (excluding the rooftop mechanical penthouse). The project would not contribute to the significant wind impact identified in the Western SoMa PEIR because the proposed structure would not exceed 80 feet in height. Therefore, Mitigation Measure M-WS-1 would not apply to the proposed project. The proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa PEIR related to wind.

Shadow

The Western SoMa PEIR determined that implementation of the Plan would have a significant and unavoidable impact related to the creation of new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas. Planning Code Section 295 generally prohibits new buildings that would cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Parks Department between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space.

The PEIR analyzed impacts of the Western SoMa Community Plan on five existing parks and open spaces under the jurisdiction of the SFRPD, one of which (Howard-Langton Mini Park) is within the boundaries of the Plan Area and four of which (Victoria Manalo Draves Park, South of Market Recreation Center, U.N. Plaza, and Civic Center Plaza) are located in close proximity to the Plan Area. For existing park facilities, the

PEIR determined that significant and unavoidable impacts could occur as a result of the potential for new shadows created by development near the Howard-Langton Mini Park and Victoria Draves Park.

The proposed project would construct a six- to seven-story, approximately 65-foot-tall mixed-use residential building on the project site; therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks.

The shadow fan analysis prepared by the Planning Department found the proposed project would not cast shadows on existing Recreation and Parks Department parks or other public parks.⁴³ The project site is located more than half-a-mile from both Howard-Langton Mini Park and Victoria Manalo Draves Park, and would not contribute to significant shadow impacts identified by the Western SoMa PEIR, because shadow from the proposed project would not reach these parks.

The project would construct the 13,500 square foot Eagle Plaza on the existing 12th Street ROW; however, the proposed Eagle Plaza would not be under the jurisdiction of the Recreation and Parks Department, and therefore would not be subject to Section 295 of the Planning Code. Different parts of the plaza would be shaded at different times throughout the year, as a result of this project. Shadows would be most prominent in the winter months during the morning hours. In the summer, shadows would be generally shorter and thus less prominent. The proposed buildings would be northeast of Eagle Plaza, the proposed buildings would shade the plaza only in the morning hours (before about 11:30 a.m. on the summer solstice [June 21]) and before about 9:45 a.m. at the spring and fall equinoxes [around March 21 and September 21]) and no new project shadow would fall on the plaza on the winter solstice (December 21) because the sun is never far enough north in the sky). These project shadows would cover less than half the plaza at about 9:30 a.m. at the summer solstice, and would never cover as much as half the plaza at spring and fall equinoxes or the winter solstice. Moreover, no new shadow from the proposed project would reach the proposed plaza during midday or afternoon hours.⁴⁴ Due to the height and density of surrounding buildings, shadows are a common and generally expected occurrence in urban areas, and the impact of the project would be less-than-significant.

The proposed project would not contribute to the significant unavoidable impacts identified in the Western SoMa PEIR, and would not generate any other impacts that have not been previously identified.

Variant

Under the variant, the outside envelope of development would be identical to that of the proposed project, and the roof floor plan and site elevations would be substantially similar to the proposed project. The project variant, like the proposed project, would be three buildings, each with six to seven stories that

⁴³ San Francisco Planning Department, Shadow Fan Analysis for 1532 Harrison Street, November 5, 2013. This document is on file and available for public review as part of Case File No. 2013.1390E.

⁴⁴ ESA, Solar Angle Analysis, August 28, 2015. This document is on file and available for public review as part of Case File No. 2013.1390E.

would not exceed 65 feet. Because the project variant is identical to the proposed project in building height and mass, and because neither the project variant or proposed project exceed the 80-foot threshold (except for mechanical spaces) for wind impacts, the project variant would not contribute to any significant wind impacts and would not be subject to Mitigation Measure M-WS-1. The shadows cast by the project variant would be similar to those cast by the proposed project, and Eagle Plaza would be subject to similar shadow conditions under both the project and the variant. Furthermore, the project variant would not contribute to the significant unavoidable shadow impacts that were identified in the Western SoMa PEIR, and would not generate any new significant shadow impacts that have not been previously analyzed under the proposed project and Western SoMa PEIR.

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

The proposed project would construct a total of 235 group housing units resulting in the addition of approximately 353 residents to the area that would increase the demand for parks and recreational facilities in the area; however, the increase in use of nearby parks would not be substantial. Additionally, the project would include an approximately 5,700-gross-square-foot outdoor roof deck, atop the building fronting Harrison Street, which would partially offset the increase in demand for parks and recreation space. The proposed project would also include two 25-foot-wide mid-block landscaped pedestrian alleys, or “laneways,” that would sit 5 feet below street level, accessible by stairs at each end.

The project would also convert approximately 13,500 square feet of the 12th Street public ROW between Harrison and Bernice Streets into a new public pedestrian plaza, Eagle Plaza, reducing the existing 12th street ROW to a single-lane “slow street” that would provide southbound auto access from 12th Street to Harrison Street. Eagle Plaza would be used for active and passive recreation, festivals, performances, special events, and limited, small-scale commerce to activate the space, such as temporary food trucks

and/or a coffee kiosk. The current plan calls for a mix of movable seating and planters, platforms and play equipment, in addition to several fixed tree plantings and waste receptacles.

Given the proposed project would not degrade recreational facilities, is within the development projected under the Western SoMa Community Plan, and would increase public and private open space, there would be no additional impacts on recreation beyond those analyzed in the Western SoMa PEIR.

Variant

The project variant would also include two laneways, a rooftop deck, and Eagle Plaza. The project variant would result in a population increase of 313 people which would also increase the demand for parks and open space, although such increased demand would be less than under the proposed project. The project variant would include similar open space amenities as the proposed project. Given the project variant would not degrade recreational facilities, is within the development projected under the Western SoMa Community Plan, and would increase public open space and rooftop recreation facilities, there would be no additional impacts on recreation beyond those analyzed in the Western SoMa PEIR.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa Community Plan 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.

The proposed project would be connected to existing water and wastewater utility connections at the project site. A storm drain pump and a sanitary sewer pump would be installed in the sunken first floor to convey stormwater and wastewater to the City's sewer main.⁴⁵ The project would be served by the waste hauler that currently serves the City and surrounding neighborhood. As the proposed project is within the level of development projected under the Western SoMa Community Plan, there would be no additional impacts on utilities and service systems beyond those analyzed in the Western SoMa PEIR.

Variant

The project variant would increase the demand for utilities and service systems in the Plan Area, including water, wastewater, and solid waste. As the project variant is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on utilities and service systems beyond those analyzed in the Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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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"/>
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⁴⁵ SANDIS, Letter to Build, Inc. RE: 1532 Harrison, San Francisco, CA 94103, Response to Environmental Planning Comments, June 5, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

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

The proposed project would construct a total of 235 group housing units that would house approximately 353 people, which would increase the demand for public services in the Plan Area, including fire protection, police protection, public schools and recreation. However, such an increase in demand would not substantially affect current fire protection and police protection service levels. As the proposed project is within the level of development projected under the Western SoMa Community Plan, there would be no additional impacts on public services beyond those analyzed in the Western SoMa PEIR.

Variant

The project variant would increase the demand for public services in the Plan Area, including fire protection, police protection, public schools and recreation. However, such an increase in demand would not substantially affect current fire protection and police protection service levels. As the project variant is within the level of development projected under the Western SoMa Community Plan, there would be no additional impacts on public services beyond those analyzed in the Western SoMa PEIR.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR analyzed potential biological impacts related to special-status birds, bats, and plants. As discussed in the Western SoMa PEIR, the Western SoMa Community Plan Area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the Plan Area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Western SoMa Community Plan would largely consist of new construction of mixed-uses in heavily built-out former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the Western SoMa PEIR concluded that implementation of the Plan would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or conflict with any habitat conservation plans.

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

An ESA biologist conducted reconnaissance-level field surveys of the proposed project site, to verify existing biological conditions, assess vegetation and wildlife habitats, and identify potential presence for special-status wildlife species previously identified in the Western SoMa PEIR.⁴⁶ The proposed project

⁴⁶ Rachel Danielson, Biologist, Environmental Science Associates (ESA), 2014. Site Reconnaissance Field Survey of 1532 Harrison Street. September 23, 2014.

would be built on a site that currently serves as a parking lot and is entirely paved, with a metal, single-story, approximate 10-foot x 95-foot open-air carport at the north end of the lot. The lot is surrounded by chain-link fencing and supports no ground vegetation and therefore does not support any special-status plants. Six street trees are located along the southern and western site boundaries of the project site that include two American sycamores (*Platanus occidentalis*) and four bronze loquat (*Eriobotrya deflexa*) trees. The carport structure is fitted with bird netting and plastic bird spikes to prevent roosting on flat ledges beneath the roof.

Habitat that might support nesting birds within the proposed project area is limited to the sycamore and bronze loquat trees located on both Harrison Street and 12th Street. The carport currently excludes birds from roosting/nesting within the carport due to the presence of bird spikes and bird netting though flat ledges could be used by some species if bird spikes or netting were removed or compromised. While special-status avian species identified in the Western SoMa PEIR may occur over the project site on a transient basis while hunting, onsite structures and adjacent street trees do not provide suitable nesting substrate for these particular species. Common passerine species protected under the Migratory Bird Treaty Act⁴⁷ and California Department of Fish and Game Code,⁴⁸ however, may utilize these trees for nesting. Mitigation Measure M-BI-1a (Project Mitigation Measure 6) would require preconstruction surveys for nesting birds if demolition (or tree removal) is scheduled between February 1st and August 15th. If nesting birds are identified, an appropriate no-work buffer zone would be established as designated by a qualified biologist.

The potential for the project site to support common and special-status bats is low considering the roosting habitat on the project site is limited to the metal carport and immature street trees (with trunks less than 12 inches in diameter). In addition, the surrounding urban environment offers little foraging opportunities with few open or vegetated areas and no areas of standing water to host insect populations. While bats could roost in the crevices and joints of the carport structure, no bat sign (e.g., guano) was observed during the reconnaissance site visit which would indicate an established population that would be disturbed by proposed project activities (e.g., demolition of the carport) and result in a significant impact on special-status bats.⁴⁹ Western SoMa PEIR Mitigation Measure M-BI-1b: Pre-Construction Special-Status Bat Surveys is therefore determined to not apply to the proposed project due to onsite existing conditions confirmed during the reconnaissance survey.

⁴⁷ The federal Migratory Bird Treaty Act (16 USC, Section 703, Supplement I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

⁴⁸ Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the code or any regulation made pursuant thereto. Section 3503.3 of the California Fish and Game Code prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. California Fish and Game Code Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) allow the designation of a species as "fully protected." This is a greater level of protection than is afforded by the California Endangered Species Act, since such a designation means the listed species cannot be taken at any time, except, under certain circumstances, in association with a species recovery plan.

⁴⁹ Rachel Danielson, Biologist, Environmental Science Associates (ESA). Reconnaissance Site Visit for 1532 Harrison Street Project on July 16, 2014.

Although the proposed project would construct three six- to seven-story buildings on the site, the project would be built to comply with San Francisco Planning Code Section 139 and the adopted *Standards for Bird-Safe Buildings*, and therefore the building would not significantly increase the risk of avian collisions. The proposed project would involve demolition of a carport, and therefore could contribute to the significant impact associated with the demolition of potential bird nesting sites. However, the project would be subject to Mitigation Measure M-BI-1a requiring pre-construction special-status bird surveys to be conducted prior to demolition in order to reduce these impacts to a less-than-significant level. Mitigation Measure M-BI-1a is detailed on page 92 as Project Mitigation Measure 6. As the proposed project includes the above mitigation measure and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on biological resources beyond those analyzed in the Western SoMa PEIR.

Variant

Under the variant, building massing and heights would be the same as the proposed project, and would be built to comply with San Francisco Planning Code Section 139 and the adopted *Standards for Bird-Safe Buildings*, like the proposed project. The project variant would also be subject to Mitigation Measure M-BI-1a requiring pre-construction special-status bird surveys to be conducted prior to demolition or tree removal in order to reduce these impacts to a less-than-significant level. As the project variant would implement the above mitigation measures, and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on biological resources beyond those analyzed in the Western SoMa PEIR.

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

The Western SoMa PEIR concluded that the project would indirectly increase the population that would be subject to an earthquake, including seismically induced groundshaking and liquefaction; the Plan Area does not contain slopes that are susceptible to landslides or slope failure, and the risk of such occurrences was determined to be low. Moreover, the PEIR stated that, because there are no active earthquake faults in the Plan Area, there would be no impact related to fault rupture. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risk, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Therefore, the PEIR concluded that the project would not result in significant impacts related to geological hazards. No mitigation measures were identified in the PEIR.

The proposed project would involve excavation to a depth of approximately 18 feet and removal of approximately 14,775 cubic yards of soil. The project site is located in an area of liquefaction potential designated as a Seismic Hazards Study Zone (SHSZ) by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report. The following is based on a geotechnical report, and an addendum thereto, prepared for the proposed project.⁵⁰

Analysis of geotechnical conditions at the project site was based on literature review, review of previous investigations of the site and vicinity, as well as two soil borings excavated at the project site to a maximum depth of approximately 130 feet below ground surface (bgs). Based on this analysis, the project

⁵⁰ Langan Treadwell Rollo, Geotechnical Investigation-1532 Harrison Street, San Francisco, California, March 4, 2015; and Langan Treadwell Rollo, Addendum: Geotechnical Investigation-1532 Harrison Street, San Francisco, California, May 26, 2015. These documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

site is underlain by sandy fill to a depth of 8 to 12 feet bgs, with very dense sand to a depth of 22 to 40 feet. The upper layer of sandy fill was likely placed in the former drainage of Mission Creek, which historically ran through the project vicinity from the Mission District, southwest of the site, to Mission Bay, located to the southeast. Beneath the sand is a layer of Bay Mud that extends to a depth of between 60 and 80 feet bgs, with an additional 20 to 30 feet of Old Bay Clay below that. Shale bedrock was encountered in the two borings at depths of 95 and 115 feet bgs. Groundwater was found at 7 feet bgs, and has historically been encountered at and near the site at depths of 6 to 13 feet bgs. The geotechnical investigation anticipates that “high groundwater,” for design purposes, may be about 6 feet bgs. Additionally, groundwater would vary with time and seepage of groundwater may be encountered near the ground surface during rain or irrigation upslope of the project site.

The project site does not lie within an Alquist-Priolo Earthquake Fault Zone as defined by the California Division of Mines and Geology. No known active faults cross the project site. The closest mapped active fault in the vicinity of the project site is the San Andreas Fault, located approximately 12.5 miles west of the project site. The proximity would likely result in strong earthquake shaking at the project site.

The geotechnical report identified the principal geologic and seismic hazards at the project site as liquefaction and cyclic densification, both as a result of seismically induced groundshaking; the potential for lateral spreading, in contrast, was judged to be low. Both liquefaction and cyclic densification can result in substantial and uneven settlement, resulting in structural damage. Liquefaction occurs when saturated, typically sandy, soils temporarily lose their ability to support structural loads due to increased water pressure between the grains, induced by seismic groundshaking; essentially, the soil briefly assumes liquid properties. Cyclic densification results in a decrease in volume in dry sandy soil, not unlike the way material in an overfilled jar can be compacted by tapping the side of the jar. Additional geologic concerns include the presence of undocumented fill, shallow groundwater, and the potential for buried foundation materials from structures that once occupied the site.

Regarding liquefaction, the report estimated that the site would be subject to approximately 1.5 inches of liquefaction-induced settlement in soils that reach up to approximately 16 feet bgs. Concerning cyclic densification, the report found that, in an approximately 7-foot deep layer of loose to medium dense sand above the water table, densification could result in 5 to 8 inches of settlement. However, the report and addendum concluded that, because the proposed project would entail excavation to a depth of approximately 18 feet bgs to construct the below-grade parking garage beneath the entire site and the laneways, the excavation would remove both the soils potentially subject to liquefaction and those potentially subject to cyclic densification. Accordingly, the excavation would extend into dense sand and would be adequately supported on a conventional mat foundation. In addition to removing liquefiable soils and those subject to densification, the excavation would also remove all of the undocumented fill and would likely remove any remnant foundations. Because the mat foundation would extend below the water table, it would be required to be appropriately waterproofed.

Prior to basement excavation, the report recommends that shoring be installed at the site perimeter to protect adjacent streets, structures, utilities and other offsite improvements, and the adjacent residential building be underpinned to support it during project construction. The report also recommended monitoring of adjacent structures during construction to identify and, if necessary, correct settlement and/or lateral movement. Additionally, dewatering would likely be needed prior to excavation for the mat foundation. The geotechnical report concludes that the proposed project is feasible from a geotechnical engineering standpoint, assuming that the recommendations in the report are followed in project design and construction, including incorporation of seismic design standards in compliance with the *San Francisco Building Code*.

The project would be required to conform to the *San Francisco Building Code*, which incorporates all construction requirements within the *California Building Code* and ensures the safety of all new construction in the City. Therefore, potential damage to structures from geologic hazards such as seismic stability of the project site would be addressed through the recommendations of the geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Western SoMa PEIR, and no mitigation measures are necessary.

Variant

The project variant would also be required to conform to the *San Francisco Building Code*, which ensures the safety of all new construction in the City. The project variant would involve the same excavation as the project, to a depth of approximately 18 feet and the same removal of approximately 14,775 cubic yards of soil. Therefore, potential damage to structures from geologic hazards such as liquefaction and cyclic densification and the seismic stability of the project site would be addressed through the recommendations in the geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*. As with the proposed project, all liquefiable soils and those subject to cyclic densification would be removed with the variant. The project variant would not result in a significant effect related to seismic and geologic hazards. Therefore, the project variant would not result in significant impacts related to geology and soils that were not identified in the Western SoMa PEIR, and no mitigation measures are necessary.

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

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

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

The existing lot is entirely covered by impervious surfaces, and the proposed buildings and patio areas would not fully occupy the project site, as the project would incorporate two laneways, which could include pervious paving. Additionally, the proposed Eagle Plaza would incorporate pervious surfaces into the proposed plaza area. As a result, the proposed project would not result in an increase in the amount of impervious surface area on the site, and therefore would not increase the amount of

stormwater runoff and drainage beyond existing conditions. A storm drain pump would be installed in the sunken first floor to convey stormwater to the City's sewer main.⁵¹

The project sponsor and the contractor responsible for construction activities at the project site would be required to incorporate erosion control Best Management Practices (BMPs) as well as control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director of DBI. The Construction Site Runoff Control Ordinance requires mandatory BMPs to reduce erosion and sedimentation, which may include incorporation of straw wattles at stormwater inlets or other measures to reduce erosion runoff.

Regarding operational impacts to water quality, in accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with the Stormwater Design Guidelines, incorporating Low Impact Design (LID) approaches and stormwater management systems into the project. Any dewatering activities would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77). Therefore, operational activities in connection with the proposed project would not violate a water quality standard or a waste discharge requirement or otherwise substantially degrade water quality. The project is not located within a 100-year flood zone, as indicated by City and Federal Emergency Management Agency (FEMA) flood zone maps, nor is the project site located in an area that could be impacted by Bay Conservation and Development Commission (BCDC) estimates for sea level rise. For the above reasons, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Western SoMa PEIR.

Variant

The project variant would involve the same project site and roughly the same building footprint and envelope. It would be subject to the same State and City regulations as the proposed project, and no mitigation measures are necessary. Development of the project variant would not result in a significant effect related to hydrology and water quality, nor would it result in any significant impacts that were not identified in the Western SoMa PEIR.

⁵¹ SANDIS, Letter to Build, Inc. RE: 1532 Harrison, San Francisco, CA 94103, Response to Environmental Planning Comments, June 5, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

The Western SoMa PEIR determined that because the Plan Area is not located near an airport land use plan area or in the vicinity of a private airstrip there would be no impact relating to airports or airport hazards. Therefore, the Community Plan Exemption Checklist topics 15e and 15f are not applicable. The PEIR identified less-than-significant impacts related to the routine transport, use, or disposal of hazardous materials, the potential for the Plan or subsequent development projects within the Plan area to interfere with an adopted emergency response plan, and the potential for subsequent projects to expose people or structures to a significant risk with respect to fires.

Hazardous Building Materials

The project site consists of an approximately 80-space surface parking lot, as well as an approximately 10-foot x 95-foot carport structure located on the north side of the site, which would be demolished as part of the proposed project.

Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, the work must comply with Chapter 34, Section 3426 of the San Francisco Building

Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Chapter 34 requires specific notification and work standards and identifies prohibited work methods and penalties to ensure significant impacts related to lead-based paint during building demolition would be avoided.

Building Asbestos may also be found within the carport proposed for demolition. As required by Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, the City would not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. Notification must be sent to the Bay Area Air Quality Management District (BAAQMD) and the local office of the California Division of Occupational Safety and Health (Cal OSHA). The project's asbestos abatement contractors would be expected to follow state regulations contained in the California Code of Regulations, Title 8 Section 1529 and Sections 341.6 through 341.14, where there is asbestos-related work involving 100 square feet or more of Asbestos Containing Material (ACM).

These regulations and procedures, already established as a part of the permit review process, would ensure that any impacts of demolition due to ACM would be less than significant.

Because the carport was built before the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the existing structure could expose workers or the community to hazardous building materials. The proposed project involves the demolition of the existing building on the project site, so **PEIR Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement**, is applicable to the proposed project. PEIR Mitigation Measure M-HZ-2 requires any equipment containing PCBs or mercury, such as fluorescent light ballasts and fluorescent light tube fixtures, to be removed and properly disposed of in accordance with applicable federal, state, and local laws prior to the start of demolition and/or renovation of an existing structure. Implementation of this mitigation measure would reduce potential impacts related to hazardous building materials to less-than significant levels. Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement is identified as Project Mitigation Measure 7 on page 92.

The project would comply with all applicable regulations and procedures, as established through the permit review processes and described above, as well as Project Mitigation Measure 7, to ensure impacts relating to lead paint, asbestos, and other hazardous building materials from demolition of the car port would not be significant.

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

Handling of Potentially Contaminated Soils

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

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

The proposed project would include excavation to a depth of 18 feet and require approximately 14,775 cubic yards of soil disturbance. The proposed project is identified on the Maher Map and is disturbing more than 50 cubic yards of soil and is therefore subject to the Maher Ordinance.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination. The Phase I found no evidence of the presence or likely presence of any hazardous substances that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, ground water, or surface water. However, the most environmentally significant use of the property was as a junk yard, which is not a specifically Recognized Environmental Concern, but does present significant concerns and opportunities for releases of controlled substances to the soil and groundwater and required subsurface sampling on the property. There were no Recognized Environmental Concerns seen in the nearby area. The Phase II ESA did not encounter any conditions that indicated that there had been any current or historic activities which had impacted the soil or groundwater. The soil sampling detected low levels of Total Recoverable Petroleum Hydrocarbons (TRPH), which is characteristic of the historic fill and burn zone debris which is found throughout the South of Market area.^{52,53} SFDPH issued a No Further Action (NFA) letter in September 2014.⁵⁴ Minor revisions to project (increased depth and volume of excavation) since issuance of the NFA letter do not change the conclusions of the Phase I or Phase II, and would not require modification of SFDPH requirements.^{55,56}

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

⁵² John Carver Consulting, *Phase I Environmental Site Assessment at 1532 Harrison Street*, April 30, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

⁵³ John Carver Consulting, *Phase II Environmental Soil and Groundwater Investigation at 1532 Harrison Street*, June 14, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

⁵⁴ San Francisco Department of Public Health, Environmental Health, 1532 Harrison Street, SMED 1097, letter to Build Inc. stating no further action is required for Maher Ordinance, September 24, 2014.

⁵⁵ John Carver Consulting, 1532 Harrison Street, SMED 1097, Current Status Environmental Review, memorandum to Build Inc., April 22, 2015.

⁵⁶ San Francisco Department of Public Health, Environmental Health, 1532 Harrison Street, SMED 1097, letter to Build Inc. stating no further action is required for Maher Ordinance, June 17, 2015.

As noted in Section 4, Transportation, emergency vehicle access would be maintained with construction of the proposed Eagle Plaza, even during full plaza closure events. Additionally, the proposed project would be required to meet the standards in the City and County of San Francisco Building and Fire Codes, and would be subject to review by the San Francisco Fire Department and Department of Building Inspection (DBI) prior to the issuance of building permits. Therefore, the project would not have the potential to interfere with an adopted emergency response or evacuation plan. For this reason, and the reasons listed above, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Western SoMa PEIR.

Variant

The project variant would be required to comply with the same regulations and procedures as the proposed project relating to hazards and hazardous materials. The project variant would also include excavation to a depth of 18 feet and require approximately 14,775 cubic yards of soil disturbance, and would also be subject to the Maher Ordinance. Through compliance with Article 22A of the Health Code, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to hazardous soil and/or groundwater. The project variant would also be expected to meet the standards of the City and County of San Francisco Building and Fire Codes, and be subject to review for compliance with these codes before being granted a building permit. Therefore, the project variant, like the proposed project, would not result in significant impacts related to hazards or hazardous materials that were not identified in the Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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 Western SoMa PEIR determined that the Community Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption,

including Title 24 of the California Code of Regulations enforced by DBI. In addition, the proposed project includes plans to install a solar system array on the building rooftops, which would partially offset the project's need to purchase energy from local suppliers. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Western SoMa PEIR concluded that implementation of the Community Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

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

Variant

The project variant would have the same building envelope as the proposed project. The variant would be within the development projected under the Western SoMa Community Plan, and there would be no additional impacts on mineral and energy resources beyond those analyzed in the Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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 Western SoMa PEIR determined that no agricultural or forest resources exist in the Plan Area; therefore the Western SoMa Community Plan would have no effect on agricultural and forest resources. No mitigation measures were identified in the PEIR.

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

Variant

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

MITIGATION MEASURES

Project Mitigation Measure 1 – Archeological Testing Program (Mitigation Measure M-CP-4a of the Western SoMa PEIR)

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

Consultation with Descendant Communities: On discovery of an archeological site⁵⁷ associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative⁵⁸ of the descendant group and the ERO shall be contacted. The representative of the

⁵⁷ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

⁵⁸ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco

descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

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

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

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities,

maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

- such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
 - The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
 - The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
 - If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities_and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In

instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 2 – Siting of Noise-Sensitive Uses (Mitigation Measure M-NO-1b of the Western SoMa PEIR)

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new residential development and development that includes other noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours) prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the individual project site that appear to warrant heightened concern about noise levels in the vicinity. The analysis shall be conducted prior to completion of the environmental review process. Should the Planning Department conclude that such concerns be present, the San Francisco Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

Project Mitigation Measure 3 – Open Space in Noisy Environments (Mitigation Measure M-NO-1d of the Western SoMa PEIR)

To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1b, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.

Project Mitigation Measure 4 – General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the Western SoMa PEIR)

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

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

Additionally, the noise study also identifies additional noise-attenuation measures to be implemented as feasible to further reduce noise impacts, in compliance with Mitigation Measure M-NO-2a (Project Mitigation Measure 4). The following site-specific noise-attenuation measures would be implemented as feasible:

1. Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures.
2. Erect temporary plywood noise barriers around the construction site where the site adjoins noise-sensitive receivers, such as the neighboring 365 12th Street residence.

3. Utilize noise control blankets on the building structure adjacent to the 365 12th Street residence – and possibly other noise-sensitive receivers – as the building is erected to reduce noise emission from the site.
4. 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.
5. Notify the Department of Building Inspection (DBI) and neighbors in advance of the schedule for each major phase of construction and expected loud activities.
6. Limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by DBI that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.
7. When feasible, select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures).
8. Mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) would be required to prepare the entire site. However, the developer would endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors.
9. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines.

Project Mitigation Measure 5 – Construction Emissions Minimization Plan (Mitigation Measure M-AQ-7 of the Western SoMa PEIR)

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

- A. Construction Emissions Minimization Plan. Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project’s construction emissions and if, based on that analysis,

construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable. The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
 - a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;
 - b) All off-road equipment shall have:
 - i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, *and*
 - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).⁵⁹
 - c) Exceptions:
 - i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.
 - ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).
 - iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

⁵⁹ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

TABLE A1
OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*

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

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

** Alternative fuels are not a VDECS

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

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

- C. *Certification Statement and On-site Requirements.* Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

Project Mitigation Measure 6 – Pre-Construction Special-Status Bird Surveys (Mitigation Measure M-BI-1a of the Western SoMa PEIR)

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

Project Mitigation Measure 7 – Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR)

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

IMPROVEMENT MEASURES

Project Improvement Measure 1: Monitoring and Abatement of Queues. As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on Norfolk Street, adjacent to the project site. A vehicle queue is defined as one or more vehicles (destined to the proposed basement parking garage) blocking any portion of the Norfolk Street sidewalk or travel lane on any adjacent street (Harrison Street) for a consecutive period of three minutes or longer on a daily and/or weekly basis.

Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the San Francisco Planning Department to address the monitoring and abatement of queues.

It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) 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 (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods would vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

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 Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

Project Improvement Measure 2: Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips.

The project sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single-occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes.

The project sponsor has agreed to implement the following TDM measures:

Identify TDM Coordinator: The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMASF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.

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.
- *New-hire packet:* Provide a transportation insert in the new-hire 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 new-hire 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.

City Access for Data Collection:

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 intercept surveys 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.

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 Department of Public Works, and/or Bay Area Bike Share (agencies) and support installation of a bike share station in the public right-of-way along the project's frontage.

Additional TDM Measures

In addition to the TDM measures described above, the Project Sponsor will additionally provide the following TDM measures consistent with TransForm's GreenTRIP program. According to TransForm, GreenTRIP is an innovative program that certifies residential and mixed-use developments that apply strategies to reduce traffic and excessive parking. GreenTRIP staff help applicants find the most appropriate trip reduction strategies, like transit passes and carsharing for residents. GreenTRIP transportation analysis and communication materials are used to explain the benefits, and often to justify reduced parking provisions, to decision makers and the public. Consistent with the GreenTRIP program, the Project Sponsor will provide the following additional TDM measures:

- Encourage retail tenants to allow bicycles in the workplace;
- Provide free or subsidized bike share membership to residents and tenants;

- Facilitate direct access to bicycle facilities in the study area (e.g., Route 25 on 11th and Route 30 on Folsom and Howard Streets) through on-site signage; and
- Offer free or subsidized Muni passes (loaded onto Clipper cards) to tenants.

Project Improvement Measure 3: Coordination of Move-in/Move-Out Operations and Large Deliveries.

To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Harrison Street (in the event that the on-street loading is occupied), residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Harrison Street over an extended period of time and reduce any potential conflicts between movers and pedestrians walking along Harrison Street. Curb parking on Harrison Street shall be reserved through SFMTA or by directly contacting the local 311 service within five days business in advance. No move-in/out activities or related loading activities shall be located along 12th Street or Norfolk Street, adjacent to the project site.

Project Improvement Measure 4: Construction Truck Deliveries During Off-Peak Periods.

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.

As required, the Project Sponsor and construction contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the Project Sponsor shall coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.

Project Improvement Measure 5: Construction Management Plan.

In addition to items required in the Construction Management Plan, the project sponsor shall include the following:

- *Carpool, Transit Access, Bicycling, and Walking for Construction Workers* – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling, transit use, bicycling, and walking to and from the project site by construction workers in the Construction Management Plan contracts.
- *Project Construction Updates* – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.



EXISTING VIEW



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VIEW OF 12th STREET FROM HARRISON STREET

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PROJECT DATA:

UNIT SUMMARY				
UNIT TYPE	MARKET RATE UNIT	BMR UNIT	TOTAL UNITS	%
2-BEDROOM (AVG. SF = 828)	46	9	55	40.5
1-BEDROOM (AVG. SF = 657)	16	3	19	14
STUDIO (AVG. SF = 407)	52	10	62	45.5
TOTAL	114	22	136	100

AREA SUMMARY	
FLOOR	TOTAL GSF
DWELLING UNITS	83,239
COMMERCIAL	1,463
STORAGE	20,260
UTILITY	5,132
CIRCULATION	16,229
SHARED AMENITY	1286
TOTAL	127,609

PROJECT DESCRIPTION
7 STORIES OF RENTAL HOUSING WITH CORNER STREET-LEVEL COMMERCIAL SPACE AND FULL BASEMENT CONTAINING STORAGE AND AUTOMOBILE PARKING
PLANNING DATA
ASSESSOR PARCEL: 3521 / 056 ZONING: WMUG (TIER B - 16 % BMR) HEIGHT & BULK DISTRICT: 55 / 65 - X LOT AREA: 22,163 SF REAR YARD: 5,556 SF (25.5%) SEE A0.9a GROSS SQUARE FEET OF CONSTRUCTION: 127,609 SF GROSS FLOOR AREA (PER SFPC SEC. 102.9): 109,859 SF SEE A0.9b DWELLING UNITS 136 BEDROOMS: 191 USABLE OPEN SPACE: 11,367 SEE A0.9a - INCL. 7,961 SF PER WSOMA SUD - INCL. 3,406 SF ROOF DECK BICYCLE PARKING: 136 RESIDENTIAL CLASS I SPACES (110 REQ'D) - PLUS (7) RESIDENTIAL CLASS II (7 REQ'D) - PLUS (1) COMMERCIAL CLASS I (1 REQ'D) - PLUS (2) COMMERCIAL CLASS II (2 REQ'D) AUTOMOBILE PARKING: 85 SPACES + 1 CAR SHARE (REQ'D) = 86 (INCLUDING (2)  SPACES (2 REQ'D))
BUILDING DATA
STORIES: 7 + FULL BASEMENT CONSTRUCTION TYPE: TYPE 1B - FULLY SPRINKLERED BUILDING HEIGHT: 65'-0" BUILDING USE: HOUSING / RETAIL / RESTAURANT OCCUPANCY TYPE (S): R-2, M, S-2

SHEET INDEX	
A0.1	COVER SHEET VIEW OF 12th ST. FROM HARRISON ST.
A0.2	PROJECT INFORMATION
A0.3a	MACRO-SITE CONTEXT PHOTO
A0.3b	STREET VIEW CONTEXT PHOTOS
A0.4a	SURVEY CURB CUT DIAGRAM
A0.4b	CONCEPT DIAGRAM A
A0.4c	CONCEPT DIAGRAM B
A0.5	VIEW OF NORFOLK ALLEY STOOPS FROM HARRISON STREET
A0.6	VIEW FROM 12th ST LOOKING THRU GARDEN LANEWAY 1
A0.7	VIEW LOOKING NORTHEAST THRU GARDEN LANEWAY 2
A0.8	VIEW LOOKING UP FROM GARDEN LANEWAY 1
A0.9a	OPEN SPACE / REAR YARD DIAGRAM
A0.9b	GROSS FLOOR AREA DIAGRAM
A2.0	BASEMENT PLAN (GARAGE)
A2.1a	GARDEN LEVEL PLAN
A4.0b	STREET LEVEL / 1st FLOOR
A2.2	2nd FLOOR
A2.3	3rd FLOOR
A2.4	4th FLOOR (5th and 6th SIMILAR)
A2.5	ROOF LEVEL
A4.0a	PRECEDENTS IN WEATHERING STEEL
A4.0b	BUILDING MATERIAL PALETTE
A4.1	EXTERIOR ELEVATIONS
A4.2	EXTERIOR ELEVATIONS
A4.3	EXTERIOR ELEVATIONS
A4.4	EXTERIOR ELEVATIONS
A4.5	EXTERIOR ELEVATIONS
A4.6	EXTERIOR ELEVATIONS
A4.7	EXTERIOR ELEVATIONS
A4.8	EXTERIOR ELEVATIONS
A5.1	SECTION
L1.0	LANDSCAPE MASTERPLAN
L2.0	ROOF LANDSCAPE
L3.0	BIRD'S-EYE VIEW



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MACRO- SITE CONTEXT PHOTO

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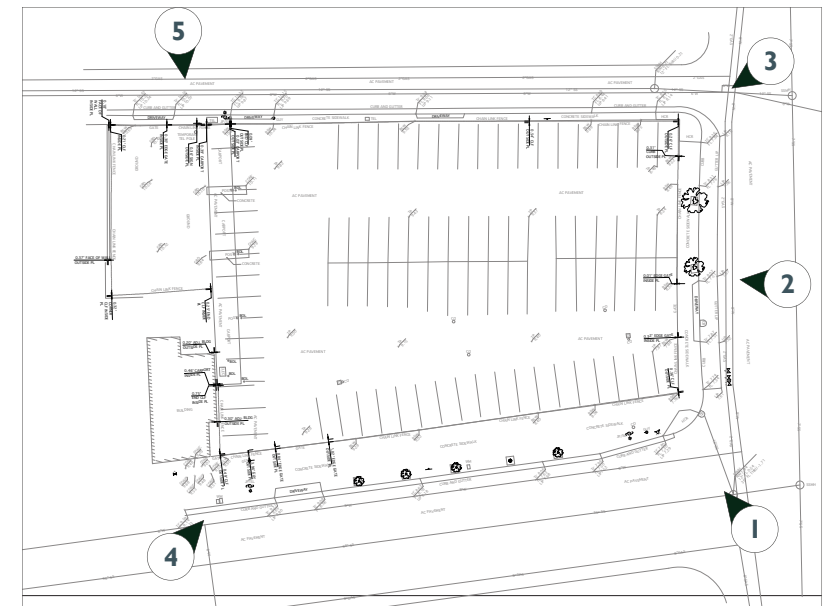
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1 VIEW FROM HARRISON STREET AT 12TH STREET



2 VIEW FROM HARRISON STREET



3 VIEW FROM HARRISON STREET AT NORFOLK ALLEY

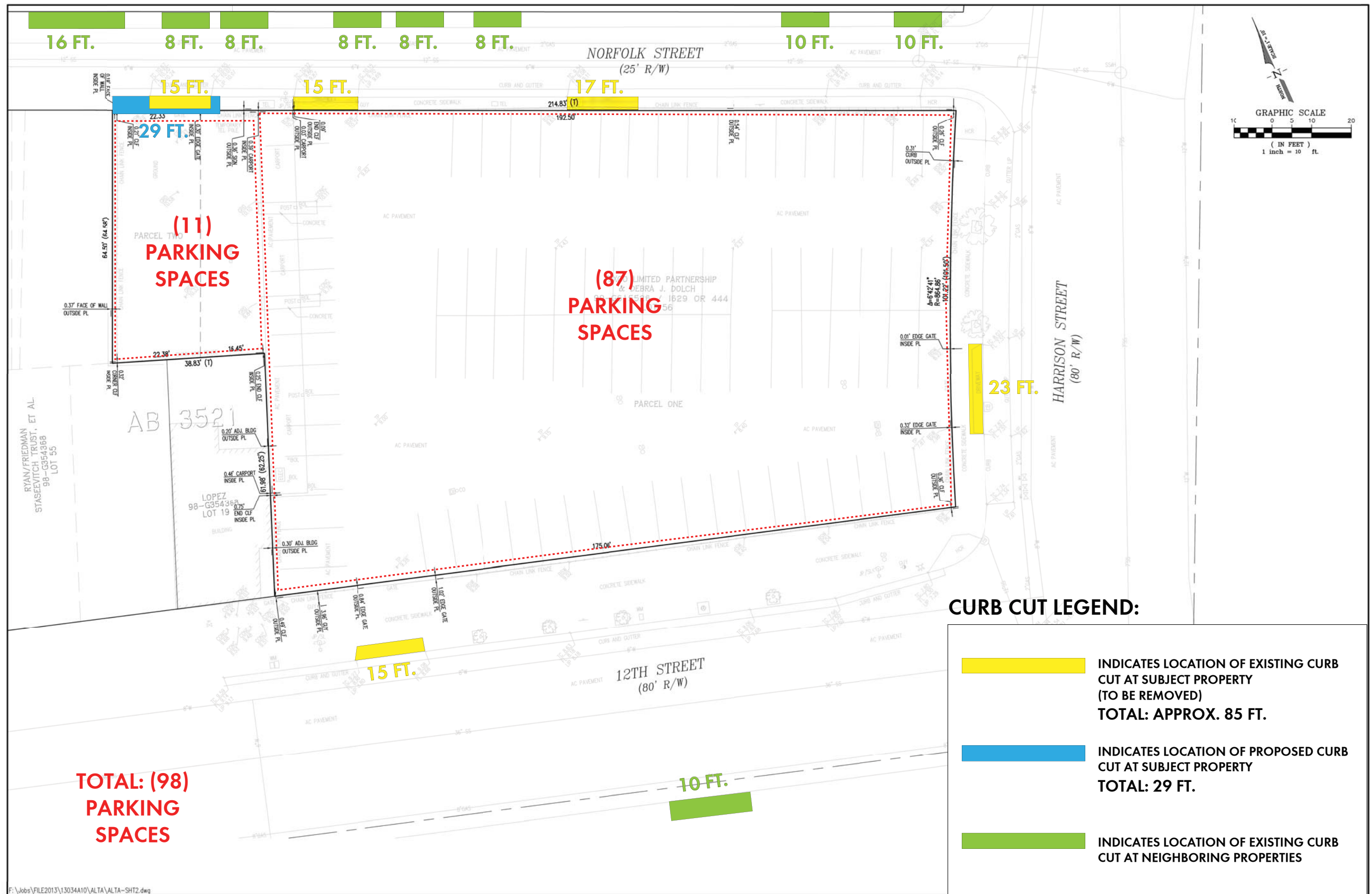


4 VIEW FROM 12TH STREET



5 VIEW FROM NORFOLK ALLEY

PHOTO KEY MAP



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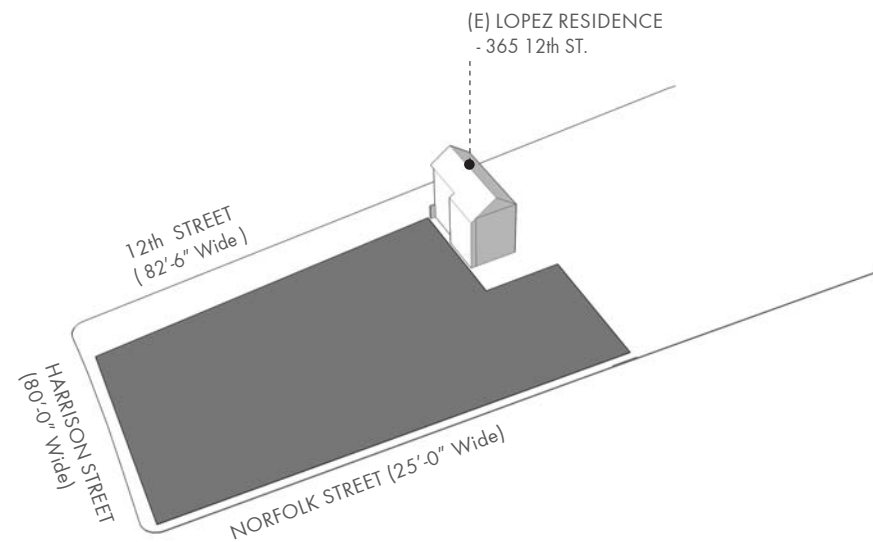
SURVEY | CURB CUT DIAGRAM

BUILDINC. SHEET A0.4a

1532 HARRISON STREET

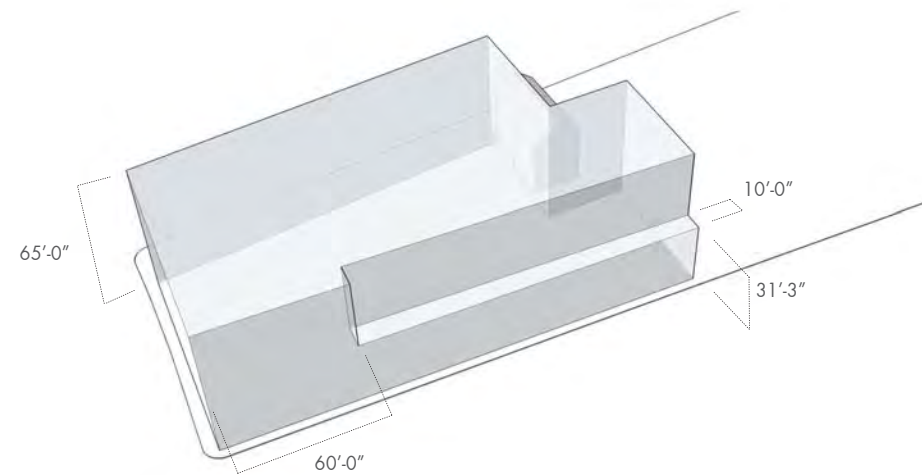
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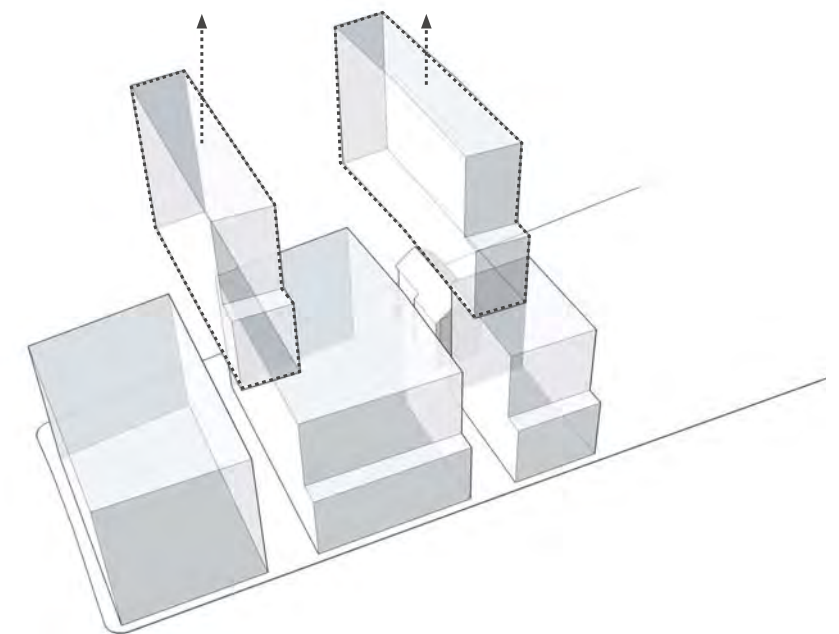
1 EXISTING

- Paved parking lot
- Nature absent



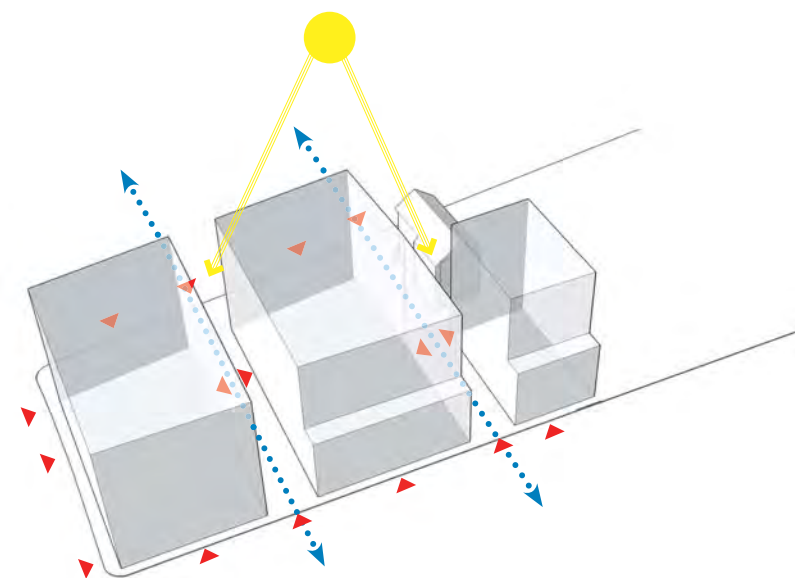
2 ALLOWABLE VOLUME

- Per Planning Code



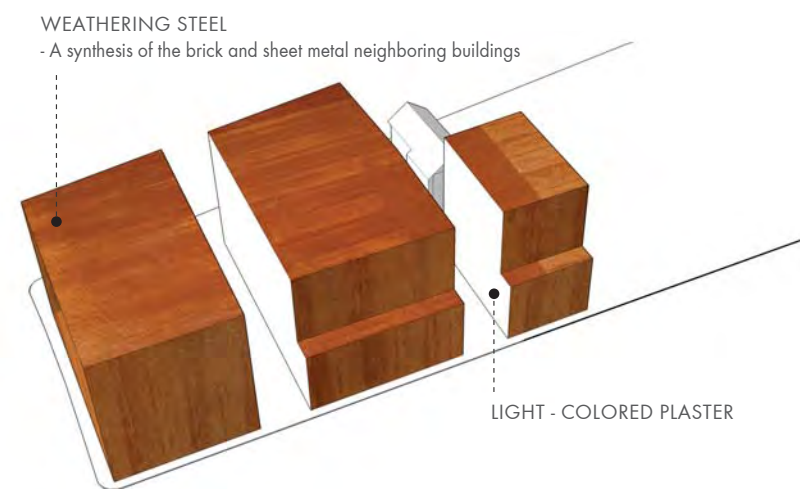
3 SUBTRACTION OF VOLUME

- Reducing bulk & breaking down scale
- Creating rear yards & usable open space



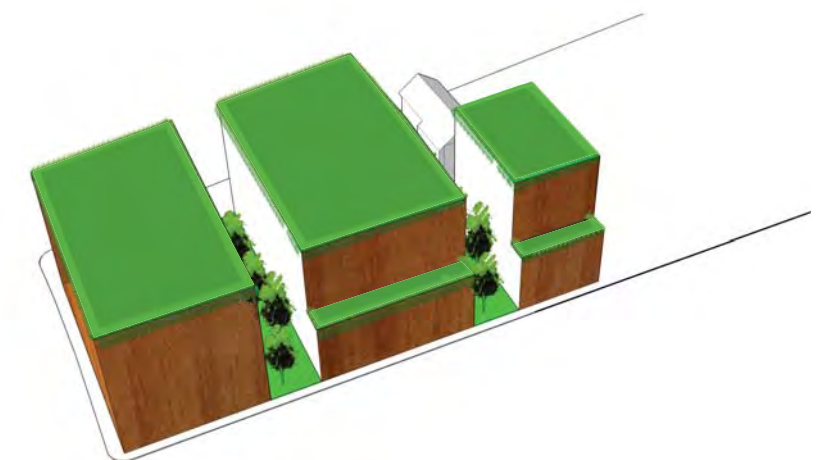
4 CIRCULATION OPTIONS AND NATURAL LIGHT

- Mid-block passageways for fine grain urbanism
- ▲ Multiple access points for street activation
- Direct sunlight throughout



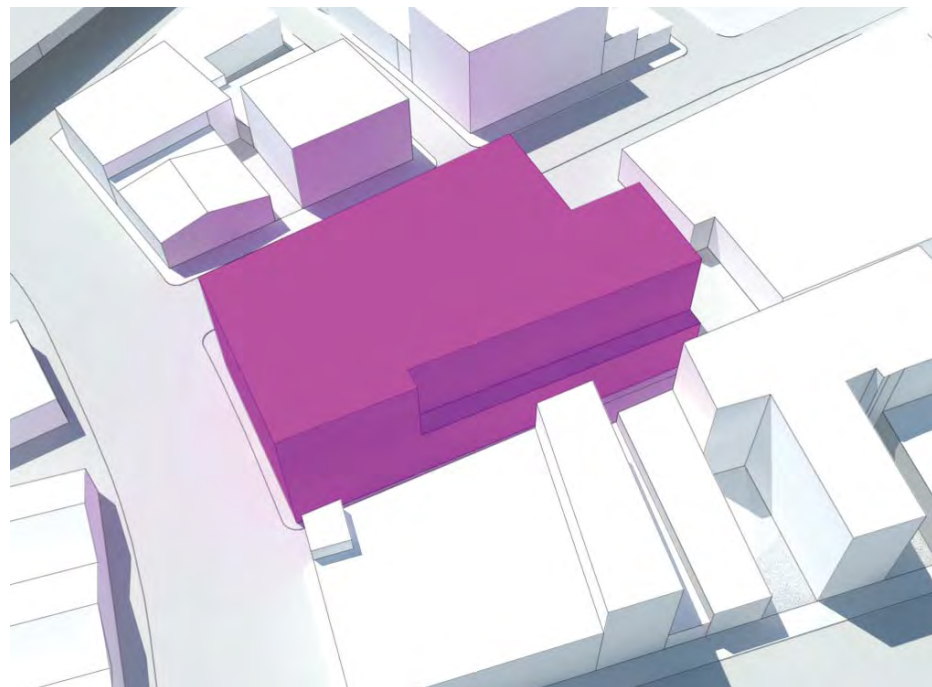
5 CONTEXTUAL MATERIALITY

- Hard, dark, textured exterior
- Soft, light, smooth interior

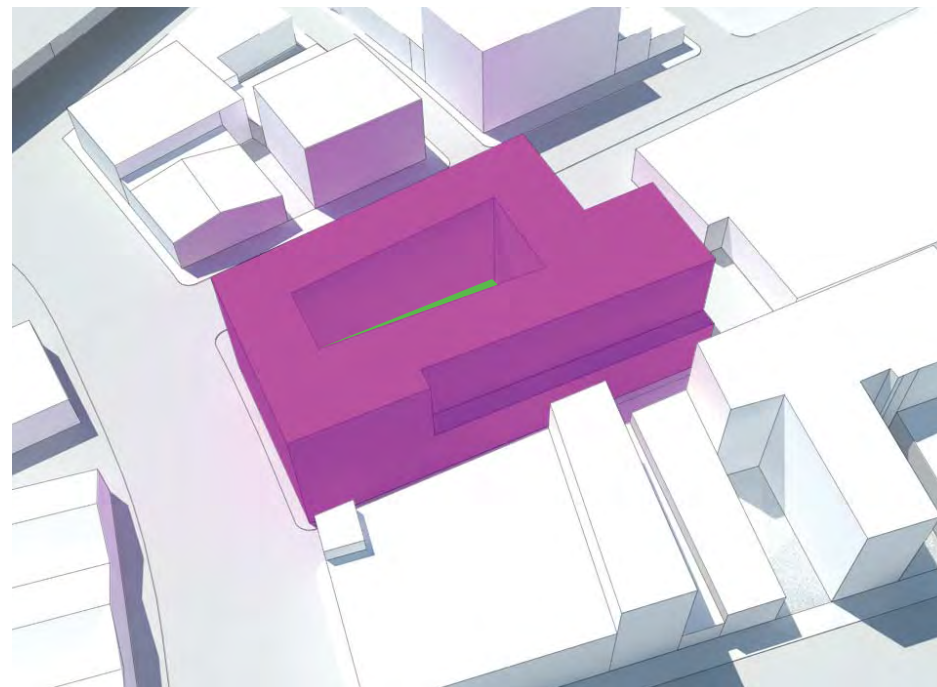


6 RE-INTRODUCE NATURE

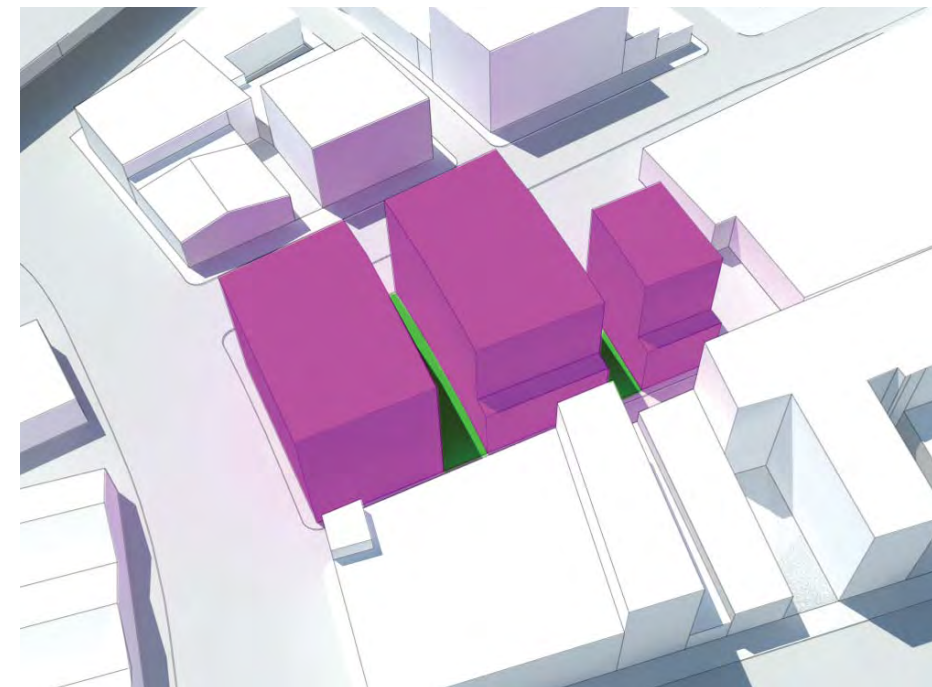
- Lushly landscaped, mid-block "Garden Laneways," terraces & rooftops



ALLOWABLE VOLUME
PER SF PLANNING CODE



PRIVATE COURTYARD
NO PUBLIC VIEWS



PUBLICLY VIEWABLE GREENWAYS
REDUCING BULK & BREAKING DOWN SCALE
FOR FINE GRAIN URBANISM

VS.



EXISTING VIEW



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VIEW OF NORFOLK ALLEY STOOPS FROM HARRISON STREET



EXISTING VIEW



VIEW FROM 12th STREET LOOKING THROUGH GARDEN LANEWAY 1

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EXISTING VIEW



09/10/15

VIEW LOOKING NORTHEAST THROUGH GARDEN LANEWAY 2



09/10/15

VIEW LOOKING UP FROM GARDEN LANEWAY 1

BUILDINC. SHEET A0.8

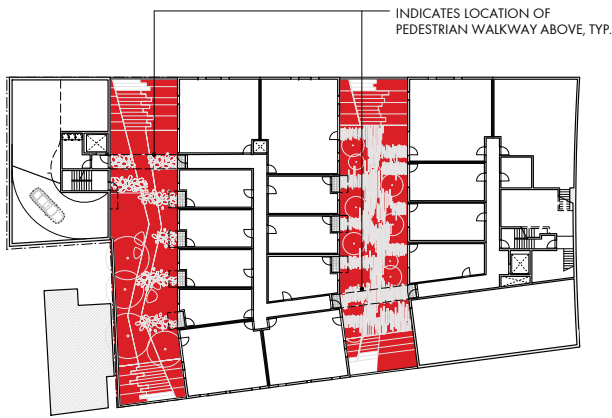
1532 HARRISON STREET

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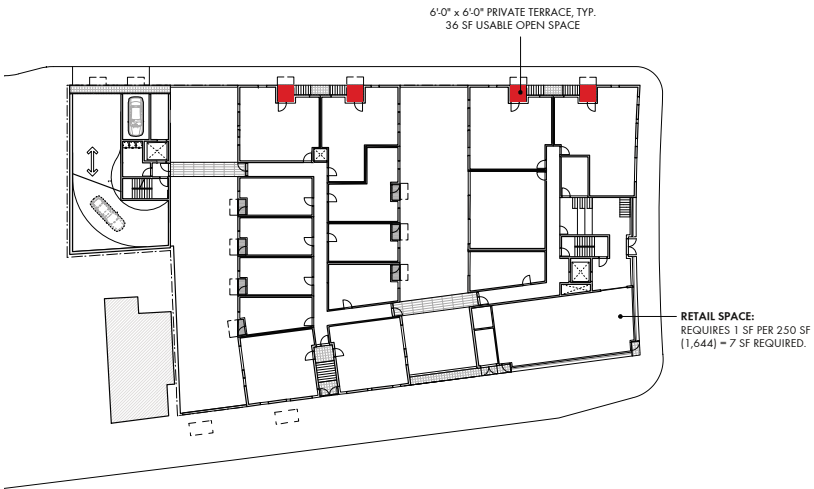
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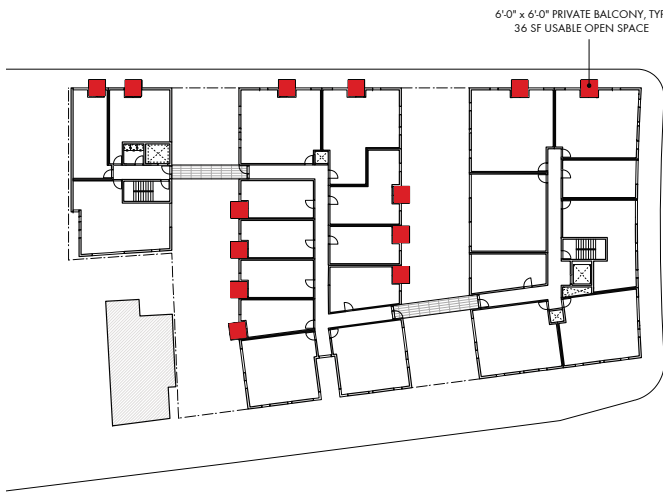
1A. GARDEN LEVEL: REAR YARD = 5556 SF (5,541 (25%) SF REQ'D)



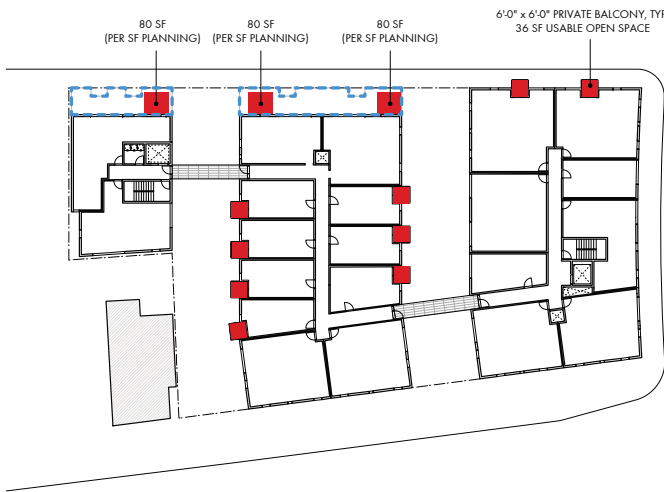
2A. GARDEN LEVEL: USABLE OPEN SPACE = 5,813 SF



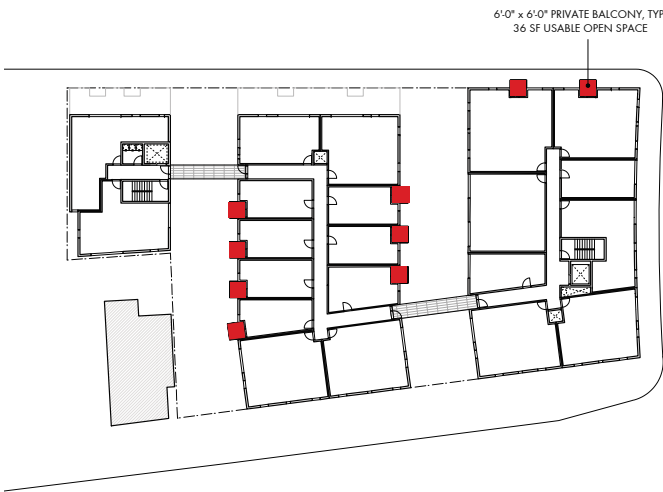
2B. STREET LEVEL / 1st FLOOR: USABLE OPEN SPACE = 144 SF



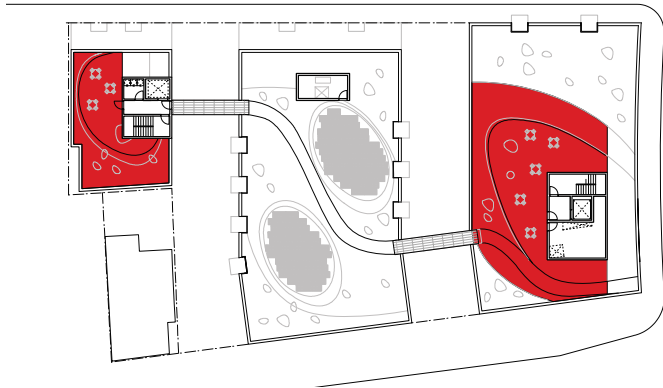
2C. 2nd FLOOR: USABLE OPEN SPACE = 468 SF



2D. 3rd FLOOR: USABLE OPEN SPACE = 564 SF
EXTRA OPEN SPACE ON TERRACES= 670 SF



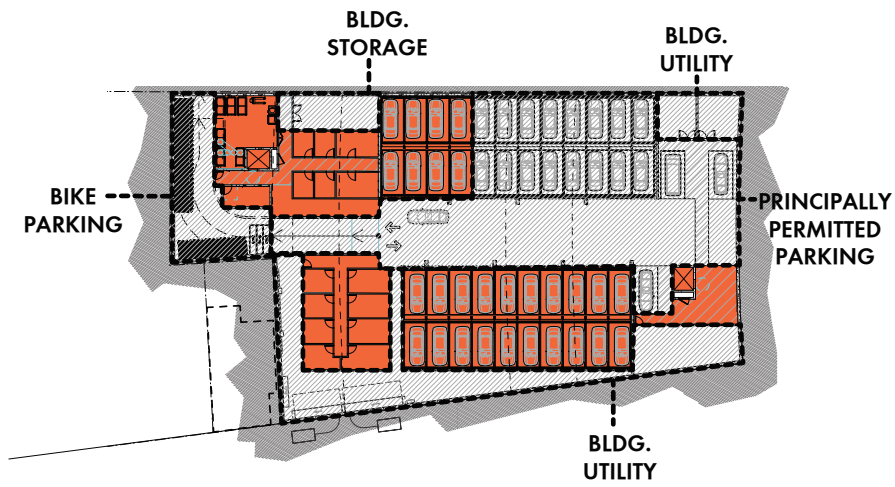
2E. 4th, 5th, and 6th FLOOR: USABLE OPEN SPACE = 972 SF



2G. ROOF: ROOF DECK OPEN SPACE = 3,406 SF
(NOT COUNTABLE AS "USABLE OPEN SPACE" PER WSOMA SUD)

	REQUIRED	PROVIDED PER WSOMA SUD	ROOF DECK	TOTAL PROVIDED
REAR YARD	5,541 SF	5,556 SF	—	5,556 SF
OPEN SPACE	10,887 SF (SEE NOTES 2 & 3 BELOW)	7,961 SF	3,406 SF (SEE NOTE 4 BELOW)	11,367 SF

- NOTES:
- PER SF PLANNING CODE SEC. 134(a)(1)(E):
25% THE TOTAL DEPTH (22,163 SF) = 5,541 SF REQUIRED.
 - PER SF PLANNING CODE SEC. 135, 135.3, 135(d)(2):
RESIDENTIAL UNITS REQUIRE 80 SF PER DWELLING UNIT (136 DU X 80 SF) = 10,880 SF REQUIRED.
 - COMMERCIAL SPACE REQUIRES 1 SF PER 250 SF (1,644) = 7 SF REQUIRED.
 - LOCATED AT ROOF: NOT COUNTABLE AS "USABLE OPEN SPACE" PER SF PLANNING CODE.



A. BASEMENT LEVEL: **GFA = 8,809 SF**



B. GARDEN LEVEL: **11,651 SF**



C. STREET LEVEL / 1st FLOOR: **13,749 SF**



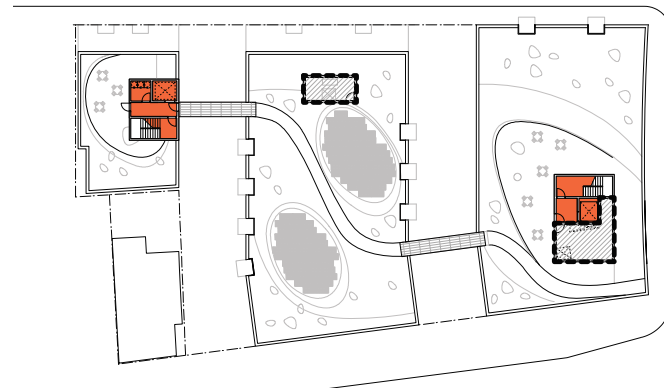
D. 2nd FLOOR: **15,895 SF**



E. 3rd FLOOR: **15,089 SF**

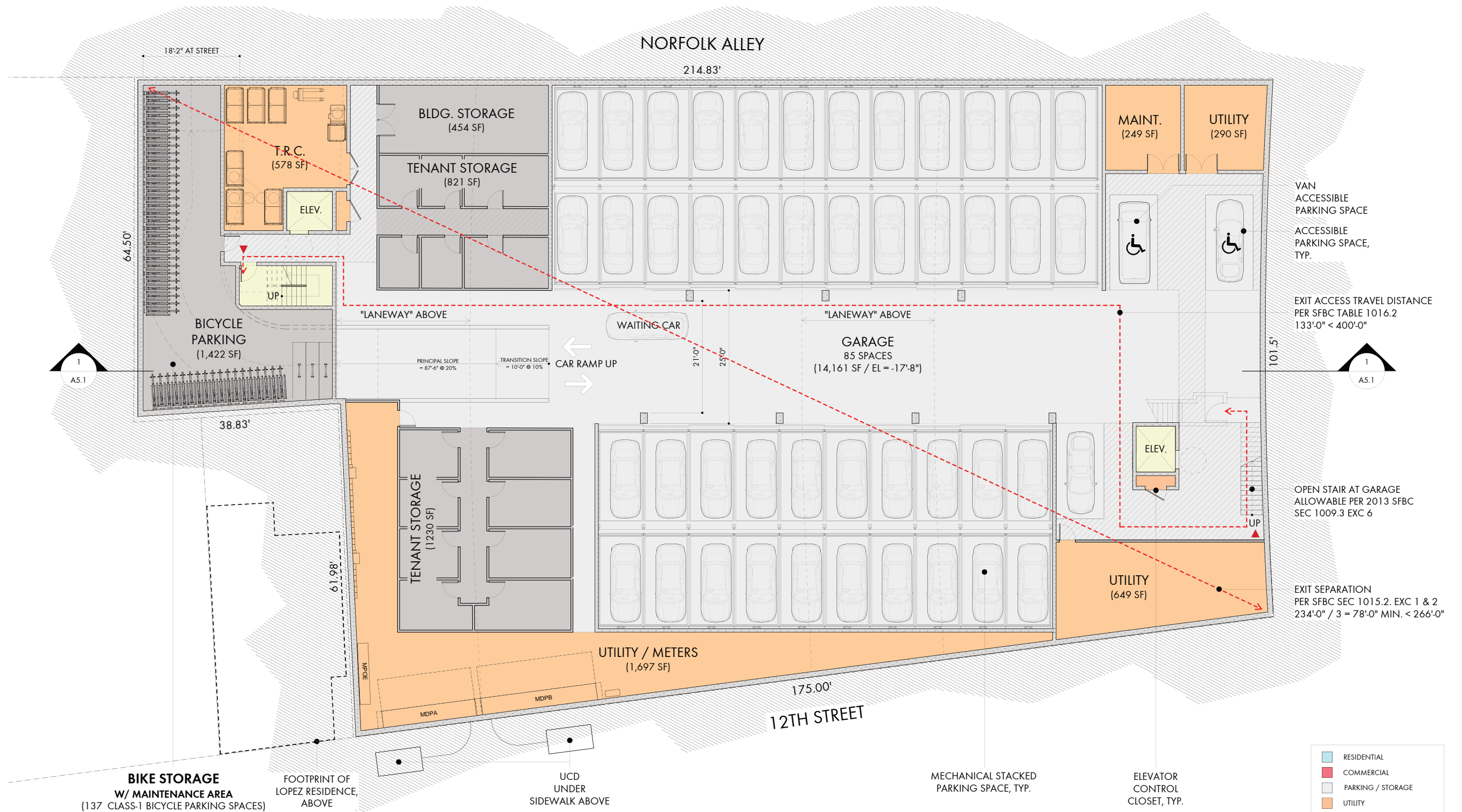


F. 4th, 5th, and 6th FLOOR: **15,089 SF x 3 = 45,267 SF**



G. ROOF: **619 SF**

TOTAL FLOOR AREA, GROSS: 111,079 SF
(PER SF PLANNING CODE)



NORFOLK ALLEY
(R.O.W.=25'-0")

1
A4.3



- RESIDENTIAL
- COMMERCIAL
- PARKING / STORAGE
- UTILITY
- CIRCULATION
- SHARED AMENITY
- LANDSCAPING / GREEN ROOF
- DECK / TERRACE / PAVING



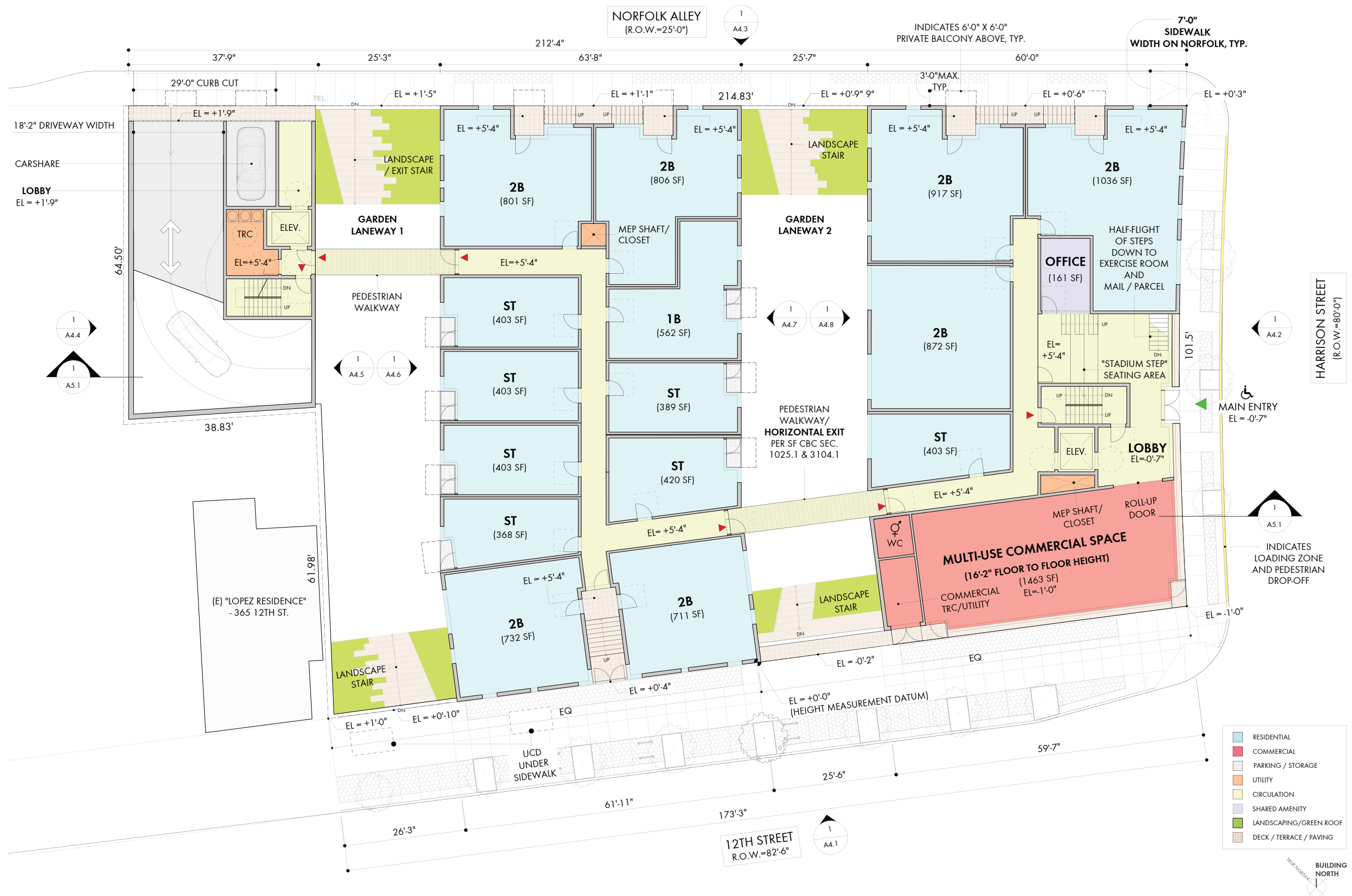
12TH STREET
R.O.W.=82'-6"

1
A4.1

0' 8' 16' 32'
1" = 8'-0"

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GARDEN LEVEL PLAN



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0' 8' 16' 32' 1" = 8'-0"

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STREET LEVEL / 1st FLOOR

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NORFOLK ALLEY



6'-0" X 6'-0" PRIVATE BALCONY, TYP.



HARRISON STREET



12TH STREET



- RESIDENTIAL
- COMMERCIAL
- PARKING / STORAGE
- UTILITY
- CIRCULATION
- SHARED AMENITY
- LANDSCAPING/GREEN ROOF
- DECK / TERRACE / PAVING



0' 8' 16' 32' 1" = 8'-0"

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BUILDINC. SHEET A2.2

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3rd FLOOR

NORFOLK ALLEY



6'-0" X 6'-0" PRIVATE BALCONY, TYP.



- RESIDENTIAL
- COMMERCIAL
- PARKING / STORAGE
- UTILITY
- CIRCULATION
- SHARED AMENITY
- LANDSCAPING/GREEN ROOF
- DECK / TERRACE / PAVING



0' 8' 16' 32' 1" = 8'-0"

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4th FLOOR (5th and 6th SIMILAR)

NORFOLK ALLEY



- RESIDENTIAL
- COMMERCIAL
- PARKING / STORAGE
- UTILITY
- CIRCULATION
- SHARED AMENITY
- LANDSCAPING/GREEN ROOF
- DECK / TERRACE / PAVING



0' 8' 16' 32' 1" = 8'-0"

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BUILDINC. SHEET A2.5

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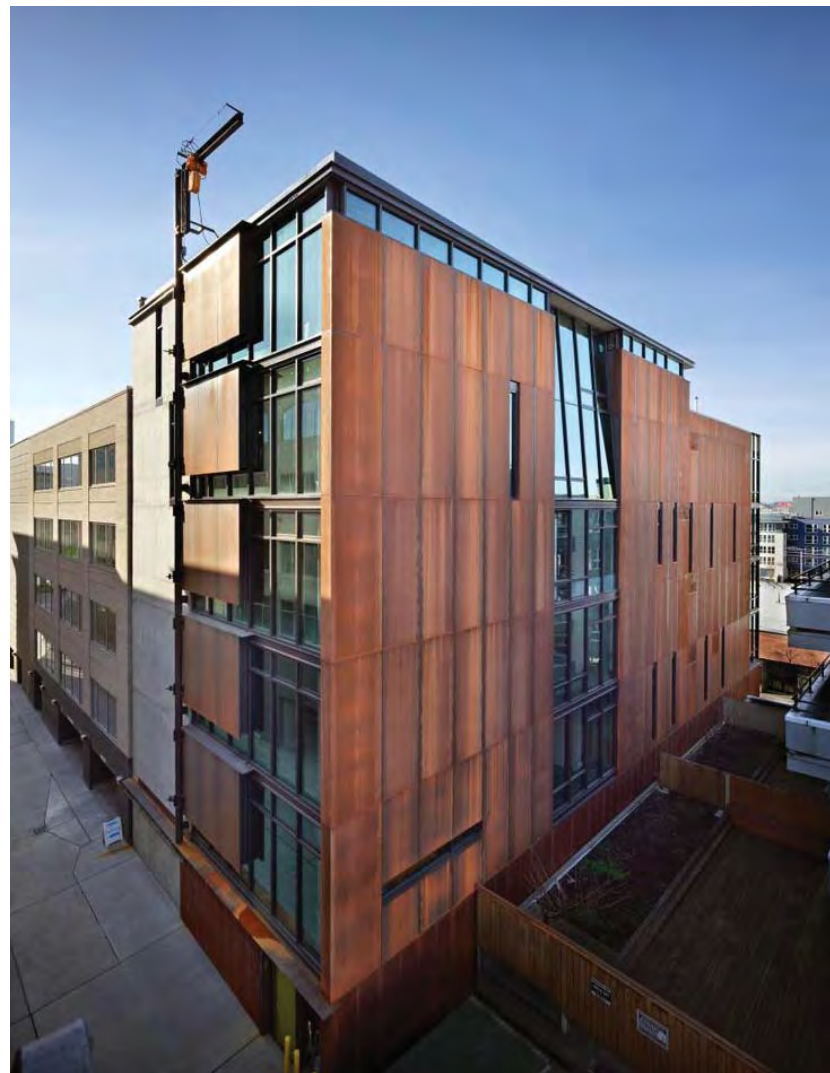
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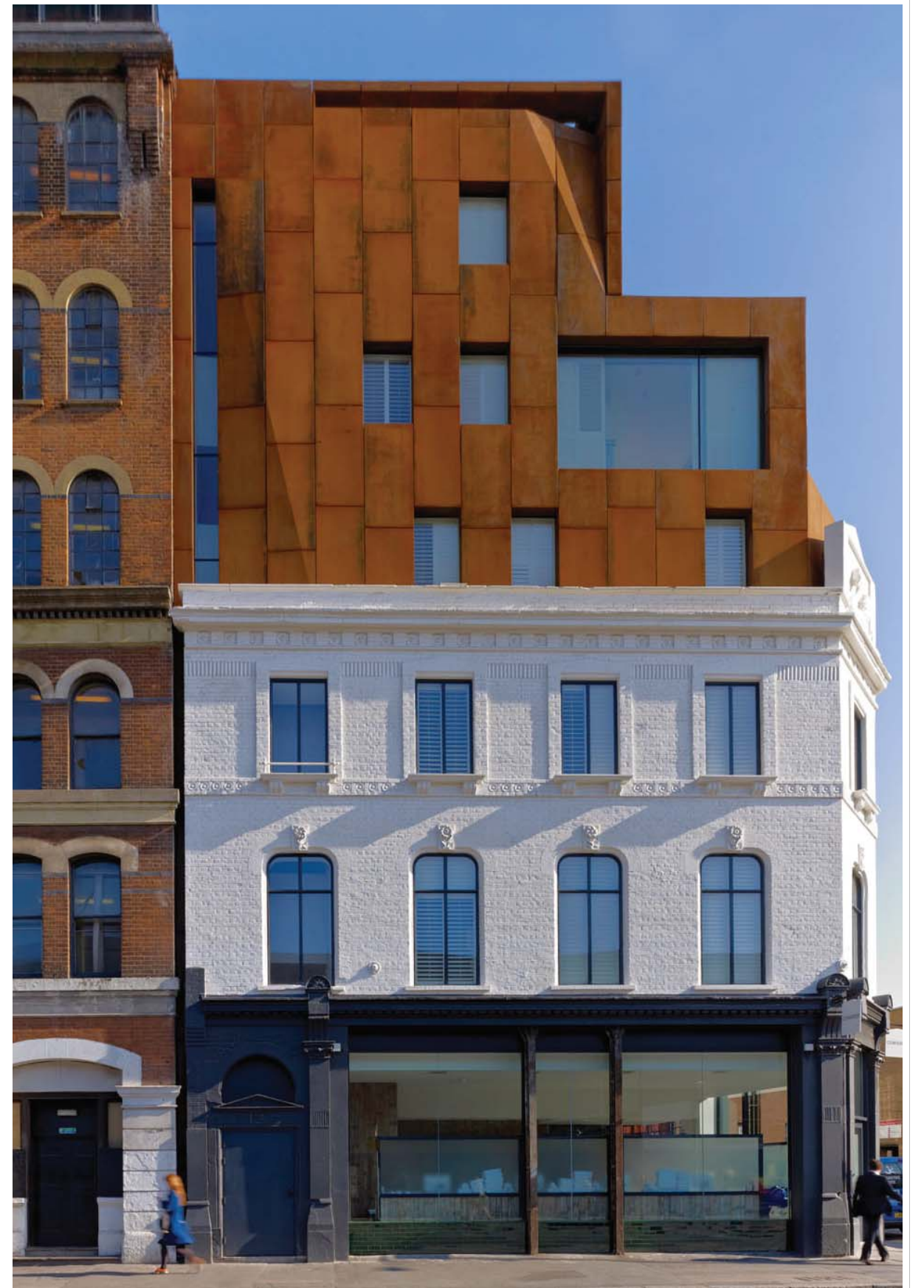
PLANAR HOUSE: ARIZONA



ART STABLE: SEATTLE



WATERHOUSE: SHANGHAI



SHOREDITCH HOUSE HOTEL: LONDON

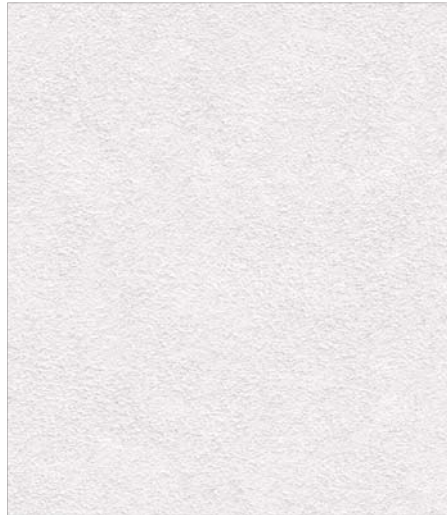
09/10/15

BUILDINC. SHEET A4.0a

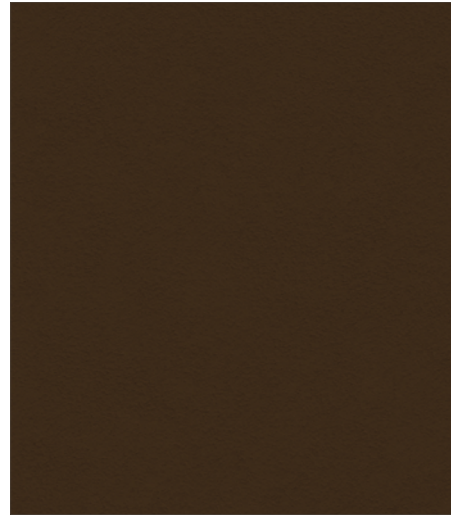
1532 HARRISON STREET

PRECEDENTS IN WEATHERING STEEL

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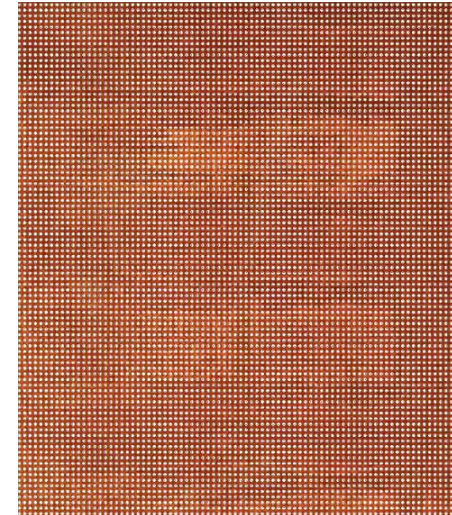
1 LIGHT-COLORED PLASTER SYSTEM, TYP.
(INTEGRALLY-COLORED PLASTER PREFERRED)



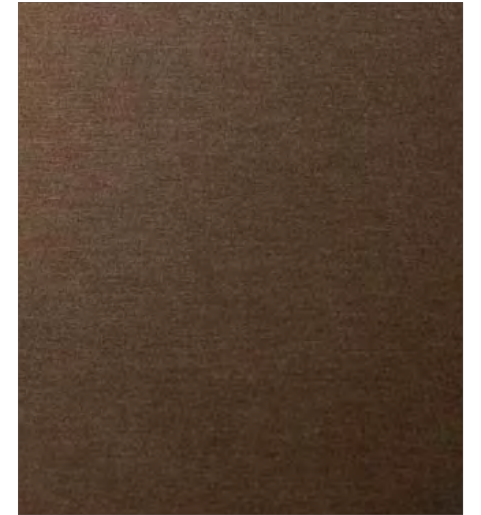
2 DARK-COLORED PLASTER SYSTEM, TYP.
(INTEGRALLY-COLORED PLASTER PREFERRED)



3 LIGHT-COLORED PANEL SIDING SYSTEM, TYP.
(WEATHERING STEEL PREFERRED)

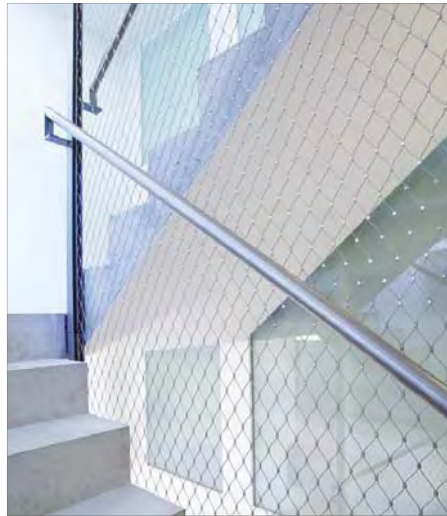


5 PERFORATED PANEL SYSTEM
(WEATHERING STEEL PREFERRED)

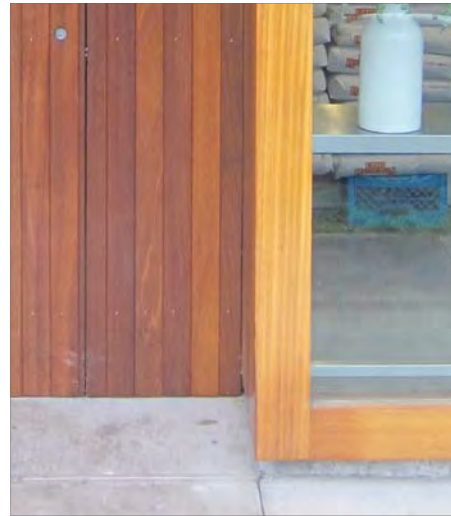


4 DARK-COLORED PANEL SIDING SYSTEM
(DARK BRONZE ANODIZED ALUMINUM
PREFERRED), TYP.

6 DARK BRONZE ANODIZED ALUMINUM
WINDOW / DOOR SYSTEM, TYP.



7 METAL WIRE MESH, TYP.



8 STOREFRONT SYSTEM, TYP.



11 ORNAMENTAL PANEL / FENCE /
GUARDRAIL SYSTEM, TYP.
(WEATHERING STEEL PREFERRED)



13 PROPERTY-LINE PANEL SIDING SYSTEM
(PAINTED FIBER CEMENT PREFERRED)



14 GREENERY



09/10/15

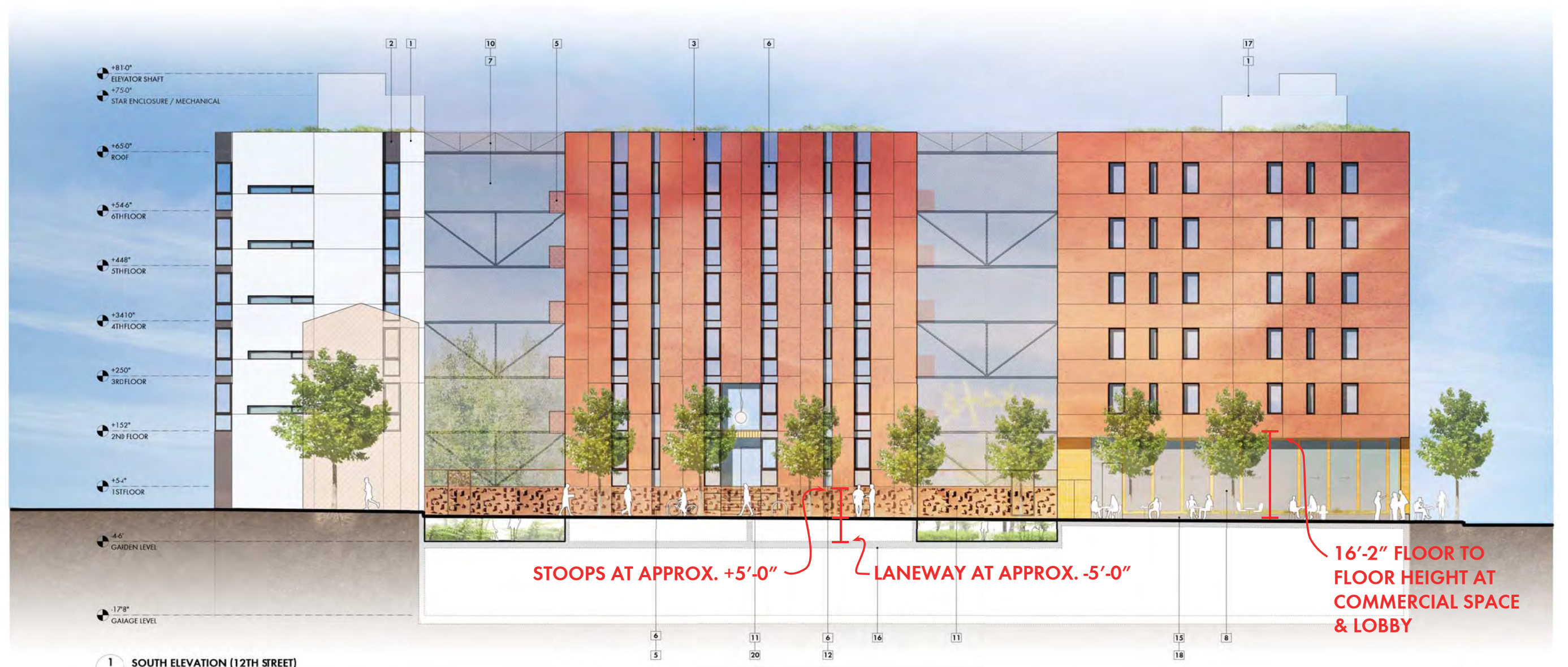
BUILDING MATERIAL PALETTE

BUILDINC. SHEET A4.0b

1532 HARRISON STREET

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KEYED NOTES

- 1 LIGHT-COLORED PLASTER SYSTEM, TYP. (INTEGRALLY-COLORED PLASTER PREFERRED)
- 2 DARK-COLORED PLASTER SYSTEM, TYP. (INTEGRALLY-COLORED PLASTER PREFERRED)
- 3 LIGHT-COLORED PANEL SIDING SYSTEM (WEATHERING STEEL PREFERRED), TYP.
- 4 DARK-COLORED PANEL SIDING SYSTEM (DARK BRONZE ANODIZED ALUMINUM PREFERRED), TYP.
- 5 PERFORATED PANEL (WEATHERING STEEL PREFERRED), TYP.
- 6 DARK BRONZE ANODIZED ALUMINUM WINDOW/DOOR SYSTEM, TYP.
- 7 METAL WIRE MESH, TYP.
- 8 STOREFRONT SYSTEM, TYP.
- 9 "HIDDEN" GARAGE DOOR SYSTEM, TYP.
- 10 PEDESTRIAN WALKWAY, TYP.
- 11 ORNAMENTAL PANEL / FENCE / GUARDRAIL SYSTEM (WEATHERING STEEL PREFERRED), TYP.
- 12 OBSCURE GLASS, TYP.
- 13 PROPERTY-LINE PANEL SIDING SYSTEM (PAINTED FIBER CEMENT PREFERRED), TYP.
- 14 GREENERY
- 15 CONCRETE
- 16 INDICATES LOCATION OF INTERIOR WALL / FLOOR (BEHIND)
- 17 MECHANICAL
- 18 PLANTER / SEATING AREA
- 19 INDICATES LOCATION OF FIRE PROTECTION PER SF CBC SEC.3104.5
- 20 ENTRY GATE

09/10/15

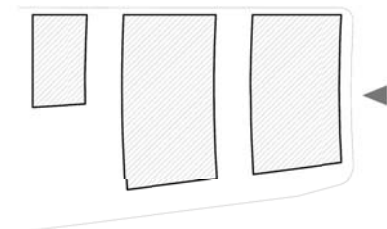
BUILDINC. SHEET A4.1

1532 HARRISON STREET

EXTERIOR ELEVATION

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KEYED NOTES

- 1 LIGHT-COLORED PLASTER SYSTEM, TYP. (INTEGRALLY-COLORED PLASTER PREFERRED)
- 2 DARK-COLORED PLASTER SYSTEM, TYP. (INTEGRALLY-COLORED PLASTER PREFERRED)
- 3 LIGHT-COLORED PANEL SIDING SYSTEM (WEATHERING STEEL PREFERRED), TYP.
- 4 DARK-COLORED PANEL SIDING SYSTEM (DARK BRONZE ANODIZED ALUMINUM PREFERRED), TYP.
- 5 PERFORATED PANEL (WEATHERING STEEL PREFERRED), TYP.
- 6 DARK BRONZE ANODIZED ALUMINUM WINDOW/DOOR SYSTEM, TYP.
- 7 METAL WIRE MESH, TYP.
- 8 STOREFRONT SYSTEM, TYP.
- 9 "HIDDEN" GARAGE DOOR SYSTEM, TYP.
- 10 PEDESTRIAN WALKWAY, TYP.
- 11 ORNAMENTAL PANEL / FENCE / GUARDRAIL SYSTEM (WEATHERING STEEL PREFERRED), TYP.
- 12 OBSCURE GLASS, TYP.
- 13 PROPERTY-LINE PANEL SIDING SYSTEM (PAINTED FIBER CEMENT PREFERRED), TYP.
- 14 GREENERY
- 15 CONCRETE
- 16 INDICATES LOCATION OF INTERIOR WALL / FLOOR (BEHIND)
- 17 MECHANICAL
- 18 PLANTER / SEATING AREA
- 19 INDICATES LOCATION OF FIRE PROTECTION PER SF CBC SEC.3104.5
- 20 ENTRY GATE

09/10/15

0' 8' 16' 32'
1" = 8'-0"

BUILDINC. SHEET A4.2

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EXTERIOR ELEVATION

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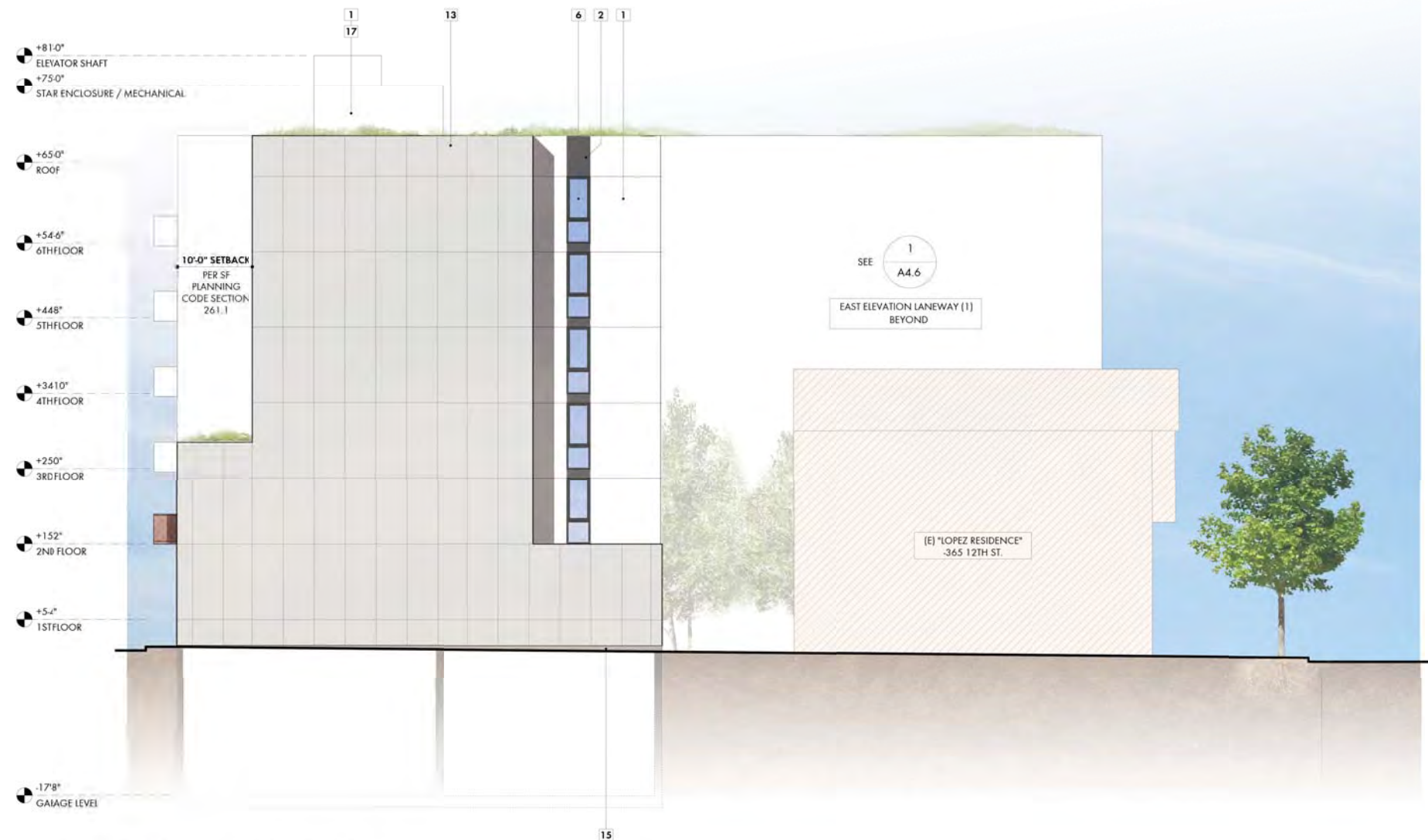
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1 WEST ELEVATION (SHARED PROPERTY LINE)
1/8" = 1'-0"

KEYED NOTES

- 1 LIGHT-COLORED PLASTER SYSTEM, TYP. (INTEGRALLY-COLORED PLASTER PREFERRED)
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09/10/15

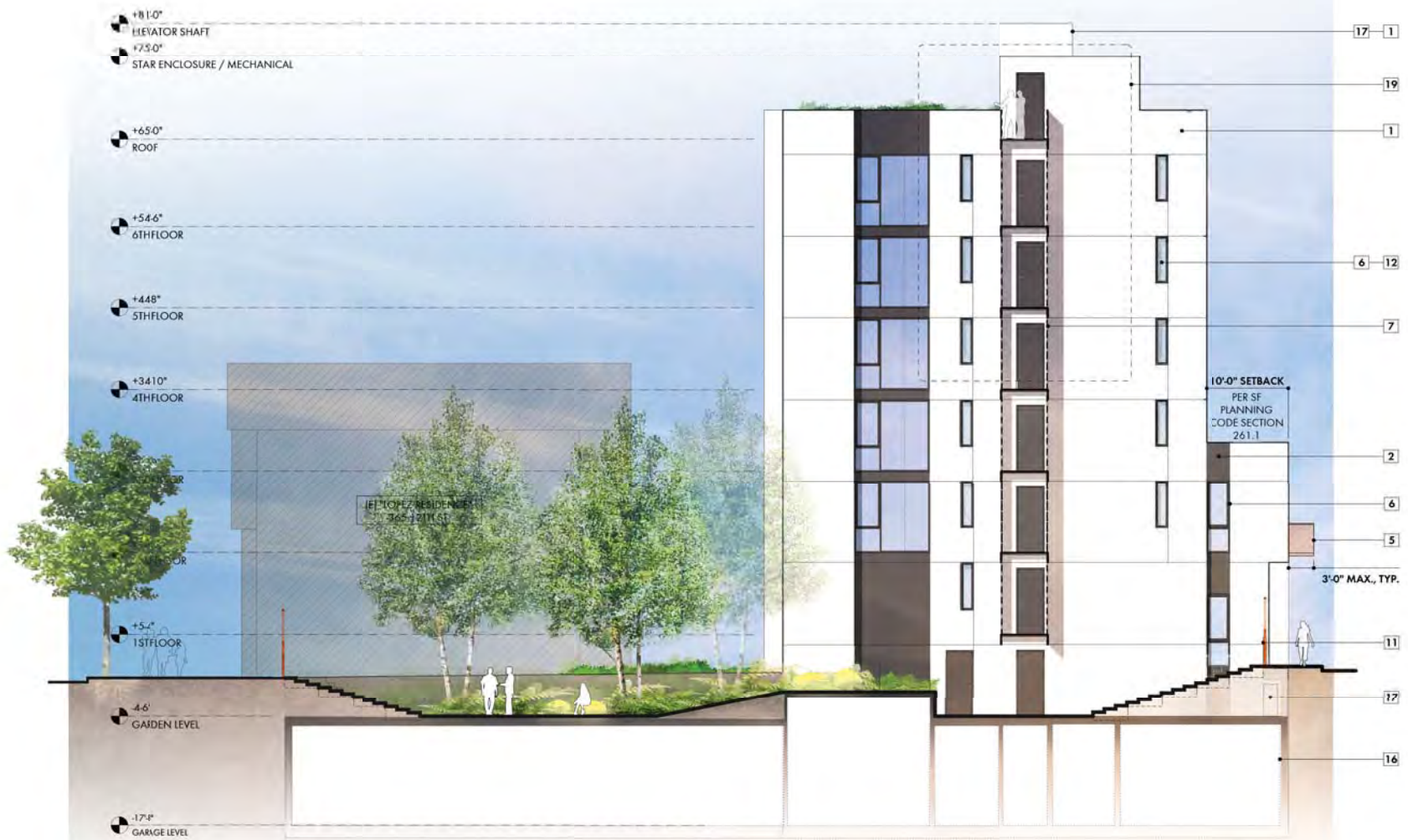
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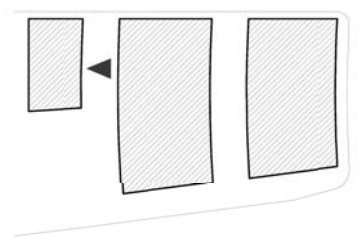
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1 WEST ELEVATION (LANEWAY 1)
1/8" = 1'-0"



KEYED NOTES

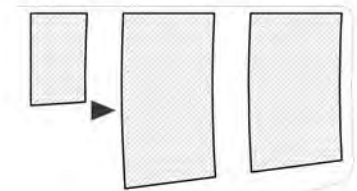
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09/10/15

0 10 20 30
1" = 8'-0"



1 EAST ELEVATION (LANEWAY 1)
1/8" = 1'-0"



KEYED NOTES

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- 20 ENTRY GATE

09/10/15

0' 8' 16' 32'
1" = 8'-0"

BUILDINC. SHEET A4.6

1532 HARRISON STREET

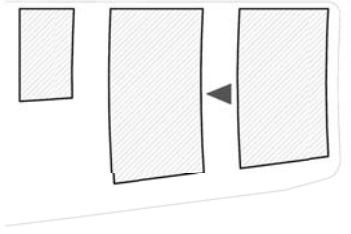
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1 WEST ELEVATION (LANEWAY 2)
1/8" = 1'-0"



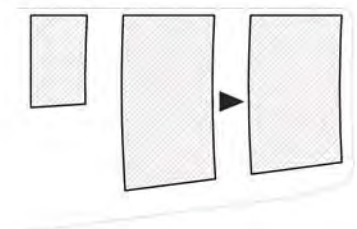
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09/10/15

0' 8' 16' 32'
1" = 8'-0"



1 EAST ELEVATION (LANEWAY 2)
1/8" = 1'-0"



KEYED NOTES

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09/10/15

0' 8' 16' 32'
1" = 8'-0"

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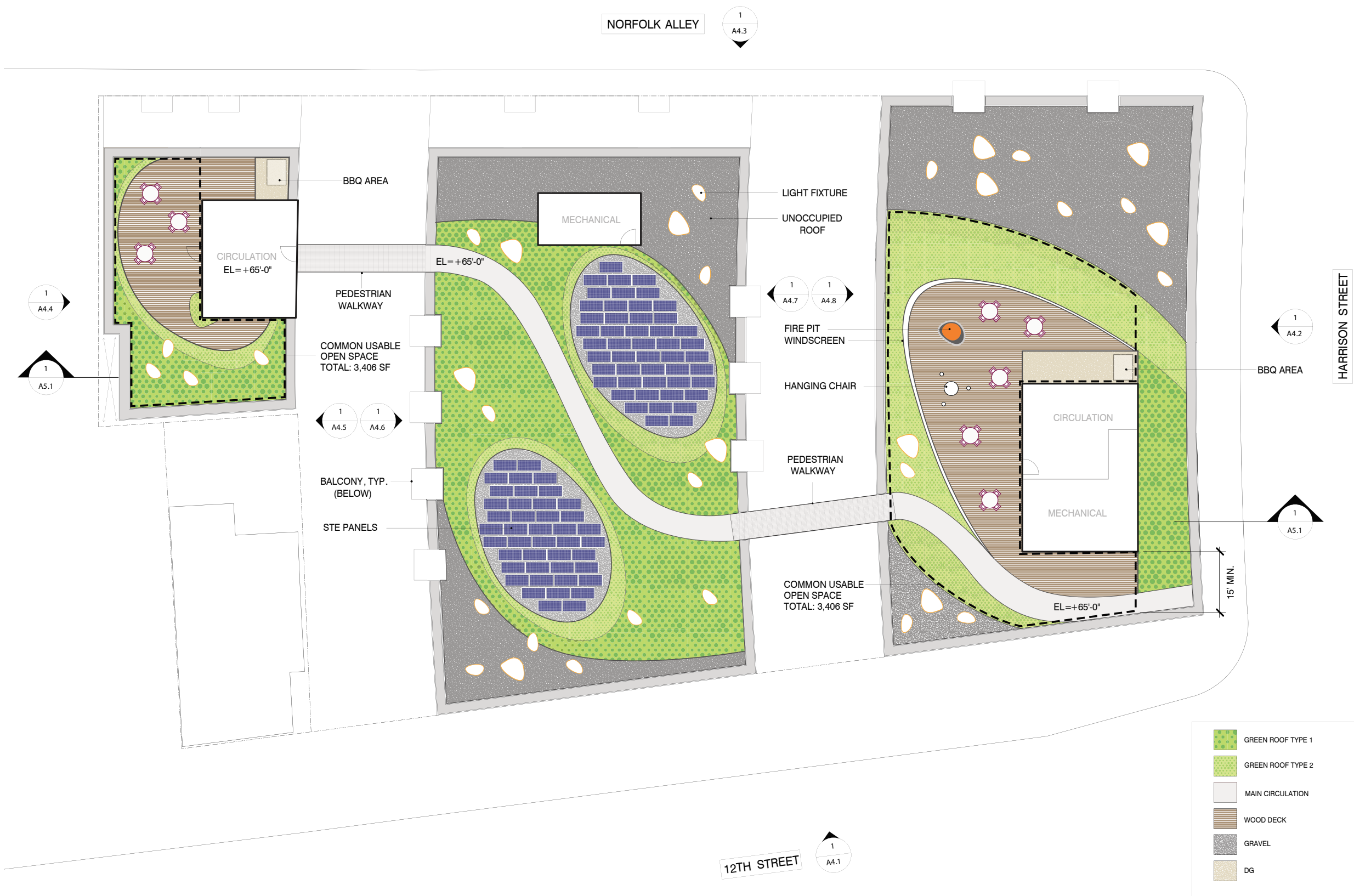
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LANDSCAPE PLAN

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ROOF LANDSCAPE PLAN



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BIRD'S-EYE VIEW

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