



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization

HEARING DATE: JUNE 1, 2017
CONTINUED FROM MAY 18, 2017

Date: May 19, 2017
Case No.: **2014-002026ENX**
Project Address: **1726-1730 MISSION STREET**
Zoning: UMU (Urban Mixed Use) Zoning District
68-X Height and Bulk District
Block/Lot: 3532/004A and 005
Project Sponsor: Jody Knight, Reuben, Junius and Rose, LLP
One Bush Street, Suite 600
San Francisco, CA 94104
jknight@reubenlaw.com or (415) 567-9000
Staff Contact: Linda Ajello Hoagland – (415) 575-6823
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Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The project consists of merging the two existing lots into a single 7,800 square-foot (sq. ft.) lot, demolition of a two-story industrial building, and construction of a six-story, 66-foot tall, 35,893 sq. ft. mixed-use building with 40 dwelling units, approximately 2,250 sq. ft. of ground floor PDR (Production Distribution and Repair) use, and 22 off-street parking spaces. One parking space would be handicap accessible, and the other 21 parking spaces would be housed in mechanical stackers. A garage door would be provided on Mission Street. The northernmost of the two existing curb cuts would be retained, and the other curb cut at the south end of the project site would be removed. The project would provide a total of 68 bicycle parking spaces, which would consist of 60 Class 1 spaces in the garage, and eight Class 2 spaces on the Mission Street sidewalk. Usable open space for the residents of the proposed project would be provided in the form of a common roof deck. Four new trees would be planted adjacent to the subject property along Mission Street.

SITE DESCRIPTION AND PRESENT USE

The site ("Project Site"), Lots 004A and 005 in the Assessor's Block 3532, is located on the west side of Mission Street, between Duboce Avenue and 14th Street in the Urban Mixed Use (UMU) Zoning District. The property is currently developed with a two-story, 11,200 square foot industrial building that is 20 feet in height. The subject properties are located mid-block with a combined street frontage of approximately 78 feet on Mission Street. The existing industrial building occupies the entire street frontage and is built to the front property line. In total, the site is approximately 7,800 square feet.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The Project Site is located in the UMU Zoning District along a mixed-use corridor within the Mission Area Plan. The Project Site is bounded by Duboce and 13th Streets to the north, 14th Street to the south, Woodward Street to the west and Mission Street to the east. The surrounding neighborhood is characterized by a wide variety of residential, commercial, retail, PDR and public uses. The adjacent properties to the north and south include three-story, multi-family residential uses, three- and four-story multi-family residential uses to the west and across Mission Street to the east is a four-story commercial building. The surrounding properties are located within the: Urban Mixed Use (UMU); Residential Mixed, Low Density (RM-1); and Production Distribution and Repair, General (PDR-1-G). There is one school (San Francisco Friends School) located within 1,000 feet of the Project Site. Access to Highway 101 and Interstate 80 is about one block to the east at the on- and off-ramps located at South Van Ness Avenue and the Central Freeway. The Project Site is located along Mission Street, which is a high injury pedestrian and vehicular corridor. Other zoning districts in the vicinity of the Project Site include: PDR-1-G (Production, Distribution, and Repair - General); RM-1 (Residential Mixed - Low Density); NCT-3 (Moderate Scale Neighborhood Commercial Transit); and, P (Public).

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on May 24, 2017, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusion set forth in the Final EIR.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	May 12, 2017	April 26, 2017	32 days
Posted Notice	20 days	May 12, 2017	May 8, 2017	24 days
Mailed Notice	20 days	May 12, 2017	April 28, 2017	34 days

The proposal requires a Section 312-neighborhood notification, which was conducted in conjunction with the notification for the Large Project Authorization. On May 18, 2017, the Planning Commission continued the project to the public hearing on June 1, 2017.

PUBLIC COMMENT

- The Department has received one letter of support from San Francisco Housing Action Coalition (SFHAC), and four letters opposing the project, expressing concern over the height of the project, impacts to light and air to adjacent residential properties, increased vehicular traffic and construction noise.

ISSUES AND OTHER CONSIDERATIONS

- Large Project Authorization: The Commission must grant Large Project Authorization pursuant to Planning Code Section 329 to allow new construction over 25,000 gross square feet in an Eastern Neighborhoods Mixed-Use District. As part of the Large Project Authorization (LPA), the Commission may grant exceptions from certain Planning Code requirements for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The project is not seeking any exceptions from the Planning Code.
- Inclusionary Affordable Housing: The Project has elected the on-site affordable housing alternative, identified in Planning Code Section 415.6 and 419.3. The project site is located within the UMU Zoning District, and is subject to the Tier B Affordable Housing Program Requirements, which requires seventeen and one half (17.5) percent of the total number of units to be designated as part of the inclusionary affordable housing program. The Project contains 40 units and the Project Sponsor will fulfill this requirement by providing the 7 affordable units on-site, which will be available for ownership.
- Proposition X (Planning Code Section 202.8): Planning Code Section [202.8](#) requires that projects resulting in the loss of PDR, Institutional Community, or Arts Activities uses in certain Eastern Neighborhoods provide replacement space for said use. The Project is located in the UMU Zoning District, which is subject to Proposition X, and would remove 11,200 square feet of PRD space. However, because it results in the removal of less than 15,000 square feet of PDR space and had an Environmental Evaluation submitted to the Planning Department by June 14, 2016, it is exempt from the replacement requirement, pursuant to Section 202.8(f) of the Planning Code.

MISSION INTERIM ZONING CONTROLS

For “Medium Projects,” Planning Commission Resolution No. 19865 requires a Large Project Authorization from the Planning Commission for any project that would construct between 25,000 and 75,000 gross square feet or non-residential use or has between 25 and 75 dwelling units. The Project Sponsor provided a summary of additional findings for the Mission Interim Zoning Controls (see attached). Staff has reviewed the Sponsor’s submittal and confirmed the selected citations originate from an independent qualified professional.

As required by the Mission Interim Zoning Controls, the most relevant topics for the Commission’s consideration as it relates to this project are the removal of PDR uses, potential demographic changes, indirect residential displacement, and the new construction of market-rate housing. The Project Sponsor evaluates how the Project would affect existing and future residents and businesses of the area in their submission.

In the Mission Interim Zoning Controls, the only study that addresses commercial displacement is the UC

Berkeley Case Study for the Mission (UC Berkeley's Institute of Governmental Studies), which only addresses retail use. However, the Department has recognized that the conversion of PDR uses throughout the city is an important issue. While the conversion of PDR is occurring consistent with the Mission Area Plan, at the time of adoption the Plan didn't set in place measures for assisting existing businesses when they faced displacement due to redevelopment of a parcels. In addition there continues to be encroachment of office into PDR uses further diminishing the availability of PDR space, which has pointed to the need for a greater response from the City to help with business retention and relocation within San Francisco.

The Project is not displacing current residential uses or any existing tenants, since the subject property is currently vacant. Since it is a new residential project, the Project Sponsor did include a discussion of various studies cited in the Mission Interim Zoning Controls. These studies discuss the need to alleviate the shortage of housing and the role of market-rate housing in affecting price and displacement. Based on these reports, the Project Sponsor's analysis concludes that the Project is contributing to the supply of housing, which is in high demand across the City. Per the cited reports, the Sponsor's analysis concludes that the Project will not impact demographic changes occurring in the Mission, nor will it cause direct or indirect displacement in the Mission. Although the Project Sponsor concludes that no demographic changes are occurring as part of the Project, the Controller's Study does state that new market-rate housing does tend to cater to upper income households, which may result in demographic changes. However, the Project provides a broad unit-type mix of new market rate housing in addition to on-site BMR units that would provide for a mix of income levels within the new development.

The Department recognizes that newer studies are underway to study the precise effect of market-rate housing on affordability. These studies may reach different conclusions, and it is clear that more research is needed to determine the effect with certainty. However, most studies point to the need for more not less housing coupled with other retention measures as building alone is not the only solution to the affordability challenges. While more analysis is needed and being conducted by outside researchers, the Mission Interim Zoning Controls does not expect that each development project will resolve the question or calculate its specific effect, but rather, will provide relevant information for the Commission's consideration, presenting a balance of the project's contributions as well as impacts (direct and potential).

Staff's analysis of the Project Sponsor's submittal against adopted City policies that are relevant to the Mission Interim Zoning Controls (including supporting housing production while retaining neighborhood character, and reducing displacement) is described in the section titled "General Plan Compliance" of the attached Draft Large Project Authorization Motion, and is summarized below.

The Project maximizes the allowable building height and provides the required unit mix for a total of 40 dwelling units that include 20 studios/one-bedroom and 20 two-bedroom units. The Project provides for a range of housing needs, including family-sized housing. Of the 40 units, seven will be on-site affordable units, bringing new affordable housing into the neighborhood. The Project fully utilizes the controls offered in the Eastern Neighborhoods Area Plan and appropriately addresses the surrounding neighborhood. Therefore, the Project's housing production is supported by adopted housing policy pursuant to the Objectives and Policies in the Housing Element.

Although the Project will remove existing PDR space, the Department found that this Project, which includes new market rate and on-site affordable housing, on balance, complied with the following Objectives and Policies of the General Plan relating to the Mission Interim Zoning Controls:

General Plan, Housing Element:

Objective 1, Policies 1.1, 1.8 and 1.10; Objective 4, Policies 4.1, 4.4, and 4.5; Objective 11, Policies 11.1, 11.2, 11.3, 11.4, 11.6, and 11.8; Objective 12, Policy 12.2;; and Objective 13, Policies 13.1 and 13.3.

Mission Area Plan:

Objective 1.1, Policies 1.1.7 and 1.1.8; Objective 1.2, Policies 1.2.1, 1.2.2 and 1.2.3; Objective 2.3, Policies 2.3.3, 2.3.5 and 2.3.6; Objective 2.6, Policy 2.6.1; Objective 3.1; Policies 3.1.4, 3.1.6 and 3.1.8; Objective 3.2: Policies 3.2.1, 3.2.2, 3.2.3 and 3.2.4.

Conversely, the project is in conflict with following Objectives and Policies of the General Plan relating to the Mission Interim Zoning Controls:

Mission Area Plan:

Objective 1.7; Policy 1.7.1

The Project maximizes the allowable building height and provides the required unit mix for a total of 40 dwelling units that include 20 one-bedroom and 20 two-bedroom units. The Project provides for a range of housing needs, including family-sized housing. Of the 40 units, seven will be on-site affordable units, bringing new affordable housing into the neighborhood. The Project fully utilizes the controls offered in the Eastern Neighborhoods Area Plan and appropriately addresses the surrounding neighborhood. Therefore, the Project's housing production is supported by adopted housing policy pursuant to the Objectives and Policies in the Housing Element.

Although the Project results in a loss of PDR space, the Project is providing 2,250 square feet of replacement PDR space. The Project would provide a substantial amount of new rental housing, including new onsite affordable units, which is a goal for the City and County of San Francisco. Overall the Project discloses the information required by the Interim Controls and is, on balance, consistent with the Mission Area Plan Objectives.

MISSION ACTION PLAN 2020

The subject property falls within the area of the ongoing [Mission Action Plan 2020](#) (MAP2020) process and of the Mission Interim Controls 2016. MAP 2020 is a collaboration, initiated by the community, between community organizations and the City of San Francisco, to create and preserve affordable housing and bring economic stability to the Mission. The goal is to retain and attract low to moderate income residents and community-serving businesses, artists, and nonprofits in order to strengthen and preserve the socioeconomic and cultural diversity of the Mission neighborhood.

Community organizations initiated the plan given the loss and displacement trends of low to moderate income residents, community-serving businesses, artists, and nonprofits affecting the neighborhood due to the affordability crisis. Some of the concerns community representatives involved in MAP2020 and other community organizing efforts, such as the proposed moratoriums earlier this year, have articulated relate to the role market-rate projects could play in exacerbating the direct or indirect displacement and gentrification of this historically working-class neighborhood. Community advocates would like more scrutiny and examination of what these potential effects are, and for market-rate projects to contribute to the solutions, to neighborhood stabilization, and to minimize any potential displacement.

These community concerns gave rise, in part, to the Mission Interim Controls, while permanent solutions and controls are drafted. Interim controls are intended to provide the Commission with additional information to consider in its deliberation related to a project's contribution to the goals of neighborhood stabilization and whether they are addressing any potential negative effects such as direct displacement of residents or businesses.

The Mission Action Plan 2020 was endorsed by the Planning Commission on March 2, 2017. In addition to the endorsement, the Commission approved a nine month extension of the Mission 2016 Interim Zoning Controls to allow staff more time to continue developing legislation to implement MAP2020.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant a Large Project Authorization pursuant to Planning Code Section 329 and the Mission 2016 Interim Zoning Controls (Planning Commission Resolution No. 19865), to allow the demolition of a two-story, 11,200 square feet, industrial building and the new construction of a new six-story, 66-foot tall, 35,893 square foot, mixed-use building with 40 dwelling units, 2,250 square feet of PDR space, 22 on-site parking spaces, and 62 Class I bicycle parking spaces and 8 Class II bicycle parking spaces.

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, on balance, consistent with the objectives and policies of the General Plan.
- The Project is located in a zoning district where residential and ground floor PDR uses are principally permitted.
- 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 produces a new mixed-use development with ground floor PDR and significant site updates, including landscaping and common open space.
- The Project is consistent with and respects the existing neighborhood character, and provides an appropriate massing and scale for a mid-block site.
- The Project adds 40 new dwelling units to the City's housing stock, including 20 one-bedroom and 20 two-bedroom units.
- The Project proposes a parking ratio of approximately .55 spaces per dwelling unit, or 22 off-street parking spaces, which is less than the 0.75 maximum ratio of off-street parking spaces.
- 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

Block Book Map

Sanborn Map

Zoning Map

Height and Bulk Map

Aerial Photograph

Context Photographs

Environmental Determination

Project Sponsor Submittal, including:

- Affordable Housing Affidavit
- Anti-Discriminatory Housing Affidavit
- First Source Hiring Affidavit
- Project Plans

Public Correspondence

- Letters in Support

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 | 3-D Renderings (new construction or significant addition) |
| <input checked="" type="checkbox"/> Sanborn Map | <input type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Wireless Telecommunications Materials |
| <input checked="" type="checkbox"/> Context Photos | <input type="checkbox"/> Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Site Photos | <input type="checkbox"/> RF Report |
| | <input type="checkbox"/> Community Meeting Notice |
| | <input checked="" type="checkbox"/> Housing Documents |
| | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |

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

LAH

Planner's Initials



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 checked="" type="checkbox"/> Transportation Sustainability Fee (Sec. 411A) | <input checked="" type="checkbox"/> Residential Child Care Fee (Sec. 414A) |
| <input checked="" type="checkbox"/> Eastern Neighborhoods Impact Fee (Sec. 423) | <input type="checkbox"/> Other |

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Planning Commission Draft Motion

HEARING DATE: JUNE 1, 2017

Case No.: **2014-002026ENX**
Project Address: **1726-1730 Mission Street**
Zoning: **UMU (Urban Mixed Use) District**
68-X Height and Bulk District
Block/Lot: **3532/004A and 005**
Project Sponsor: **Jody Knight – Reuben, Junius & Rose , LLP**
One Bush Street, Suite 600
San Francisco, CA 94104
Staff Contact: **Linda Ajello Hoagland – (415) 575-6823**
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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION, PURSUANT TO PLANNING CODE SECTION 329 AND PLANNING COMMISSION RESOLUTION NO. 19865-MISSION 2016 INTERIM ZONING CONTROLS, TO DEMOLISH A 11,200 SQUARE FOOT, TWO-STORY INDUSTRIAL BUILDING, AND TO CONSTRUCT A SIX-STORY, 66-FOOT-TALL, 33,589 SQUARE FOOT MIXED-USE BUILDING WITH 40 DWELLING UNITS, APPROXIMATELY 2,250 SQUARE FEET OF GROUND FLOOR PDR (PRODUCTION, DISTRIBUTION AND REPAIR) AND 22 OFF-STREET PARKING SPACES FOR THE PROJECT AT 1726-1730 MISSION STREET WITHIN THE UMU (URBAN MIXED-USE) ZONING DISTRICT AND A 68-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On July 14, 2015, Jody Knight (hereinafter "Project Sponsor"), on behalf of Sustainable Living LLC (Property Owner), filed an application with the Planning Department (hereinafter "Department") for a Large Project Authorization for the proposed project at 1726-1730 Mission Street, Lots 004A, 005, Block 3532 (hereinafter "subject property"), pursuant to Planning Code Section 329 and the Mission 2016 Interim Zoning Controls, to demolish an 11,200 square-foot (sq. ft.), two-story, approximately 20-foot-tall industrial building and to construct a six-story, 66-foot-tall 35,893 sq. ft. mixed-use building with 40 dwelling units, 2,250 sq. ft. of ground floor PDR (Production Distribution and Repair) and 22 below off-street parking spaces within the UMU (Urban Mixed-Use) Zoning District, and 68-X Height and Bulk District.

On May 18, 2017, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2014-002026ENX. At this public hearing, the Commission continued the project to the public hearing on June 1, 2017.

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

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

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

On May 24, 2017, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is

available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

The Planning Department Commission Secretary is the custodian of records; the file for Case No. 2014-002026ENX is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization requested in Application No. 2014-002026ENX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project site is on the west side of Mission Street, between Duboce Avenue and 14th Street in the Urban Mixed Use (UMU) Zoning District. The property is currently developed with a two-story, 11,200 square foot industrial building that is 20 feet in height. The subject properties are located mid-block with a combined street frontage of approximately 78 feet on Mission Street. The existing industrial building occupies the entire street frontage and is built to the front property line. In total, the site is approximately 7,800 square feet.
3. **Surrounding Properties and Neighborhood.** The Project Site is located in the UMU Zoning District along a mixed-use corridor within the Mission Area Plan. The Project Site is bounded by Duboce and 13th Streets to the north, 14th Street to the south, Woodward Street to the west and Mission Street to the east. The surrounding neighborhood is characterized by a wide variety of residential, commercial, retail, PDR and public uses. The adjacent properties to the north and south include three-story, multi-family residential uses, three- and four-story multi-family residential uses to the west and across Mission Street to the east is a four-story commercial building. The surrounding properties are located within the: Urban Mixed Use (UMU); Residential Mixed, Low Density (RM-1); and Production Distribution and Repair, General (PDR-1-G). There is one school (San Francisco Friends School) located within 1,000 feet of the Project Site. Access to Highway 101 and Interstate 80 is about one block to the east at the on- and off-ramps located at South Van Ness Avenue and the Central Freeway. The Project Site is located

along Mission Street, which is a high injury pedestrian and vehicular corridor. Other zoning districts in the vicinity of the Project Site include: PDR-1-G (Production, Distribution, and Repair - General); RM-1 (Residential Mixed - Low Density); NCT-3 (Moderate Scale Neighborhood Commercial Transit); and, P (Public).

4. **Project Description.** The Project consists of merging the two existing lots into a single 7,800 square-foot (sq. ft.) lot, demolition of a two-story industrial building, and construction of a six-story, 66-foot tall, 35,893 sq. ft. mixed-use building with 40 dwelling units, approximately 2,250 sq. ft. of ground floor PDR (Production Distribution and Repair) use, and 22 off-street parking spaces. One parking space would be handicap accessible, and the other 21 parking spaces would be housed in mechanical stackers. A garage door would be provided on Mission Street. The northernmost of the two existing curb cuts would be retained, and the other curb cut at the south end of the project site would be removed. The project would provide a total of 68 bicycle parking spaces, which would consist of 60 Class 1 spaces in the garage, and eight Class 2 spaces on the Mission Street sidewalk. Usable open space for the residents of the proposed project would be provided in the form of a common roof deck. Four new trees would be planted adjacent to the subject property along Mission Street.
5. **Public Comment.** The Department has received one letter of support from San Francisco Housing Action Coalition (SFHAC), and four letters opposing the project, expressing concern over the height of the project, impacts to light and air to adjacent residential properties, increased vehicular traffic and construction noise.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Permitted Uses in UMU Zoning Districts.** Planning Code Sections 843.20 state that residential use is a principally permitted use within the UMU Zoning District. PDR uses listed in Planning Code Sections 843.70-843.87 are principally, conditionally or not permitted.

The Project would construct new residential and retain PDR uses within the UMU Zoning District; therefore, the Project complies with Planning Code Sections 843.20 and 843.70-843.87. Depending on the specific PDR tenant, they will comply as principally permitted PDR uses per Sec. 843.70-843.87 or seek a Conditional Use, as required by the Planning Code.
 - B. **Floor Area Ratio.** Planning Code Section 124 establishes a FAR (Floor Area Ratio) of 5:1 for properties within the UMU Zoning District and a 68-X Height and Bulk District.

The subject lots are 7,800 sq. ft. in total, thus resulting in a maximum allowable floor area of 39,000 sq. ft. for non-residential uses. The Project would construct approximately 2,250 sq. ft. of PDR space, and would comply with Planning Code Section 124.
 - C. **Rear Yard.** Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot to be provided at every residential level.

The Project provides a 1,950 square foot rear yard at the first residential level and would comply with Planning Code Section 134. The Project occupies a mid-block with frontage on Mission Street. The subject lot does not currently contribute to a pattern of mid-block open space, and the addition of the proposed code-complying rear yard would help to preserve light and air to neighboring residential dwellings.

- D. **Usable Open Space.** Planning Code Section 135 requires a minimum of 80 sq. ft. of open space per dwelling unit, if not publically accessible, or 54 sq. ft. of open space per dwelling unit, if publically accessible. Private usable 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 usable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum are of 300 sq. ft.

For the proposed 40 dwelling units, the Project is required to provide 3,830 sq. ft. of common open space. In total, the Project exceeds the requirements for open space by providing a total of approximately 4,695 sq. ft. of Code-complying usable open space. The Project would construct common open space roof deck (measuring approximately 3,925 sq. ft.) as well as four private second floor terraces in the rear yard (measuring approximately 770 sq. ft. Therefore, the Project complies with Planning Code Section 135.

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

The subject lot is not located in close proximity to an Urban Bird Refuge as defined in Section 139, and the Project meets the requirements for feature-related hazards.

- F. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, rear yard or other open area that meets minimum requirements for area and horizontal dimensions. To meet exposure requirements, a public street, public alley, side yard or rear yard must be at least 25 feet in width.

The Project organizes the dwelling units to have exposure on Mission Street or the code-complying rear yard. As proposed, 20 dwelling units face the rear yard and 20 units face Mission Street; therefore, the Project complies with Planning Code Section 140.

- G. **Street Frontage in Mixed Use Districts.** Planning Code Section 145.1 requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new structure parallel to and facing a street shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 17 feet; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the

principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level.

The off-street parking is located below grade and is accessed through one 12-ft wide garage entrance located along Mission Street. The Project features active uses on the ground floor with a residential lobby, and replacement PDR space. The ground floor ceiling height of the non-residential uses are at least 17-ft. tall for frontage along Mission Street. Therefore, the Project complies with Planning Code Section 145.1.

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

For the 40 dwelling units, the Project is allowed to have a maximum of 30 off-street parking spaces. Currently, the Project provides 22 off-street parking spaces via mechanical lifts, and one handicap parking space. Therefore, the Project complies with Planning Code Section 151.1.

- I. **Bicycle Parking.** Planning Section 155.2 of the Planning Code requires one Class 1 bicycle parking space per dwelling unit and one Class 2 bicycle parking spaces for every 20 dwelling units. Additional bicycle parking requirements apply based on classification of non-residential uses, at least two Class 2 spaces are required for retail uses.

The Project includes 40 dwelling units; therefore, the Project is required to provide 40 Class 1 bicycle parking spaces and two Class 2 bicycle parking spaces for residential uses and 2 Class 2 spaces for the ground floor non-residential uses. The Project will provide 62 Class 1 bicycle parking spaces and 8 Class 2 bicycle parking spaces, which exceeds the requirement. Therefore, the Project complies with Planning Code Section 155.2.

- J. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior to Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 14 points.

The Project submitted a completed Environmental evaluation Application prior to September 4, 2016. Therefore, the Project must only achieve 50% of the point target established in the TDM Program Standards, resulting in a target of 7 points. As currently proposed, the Project will achieve its required 7 points through the following TDM measures:

- *Bicycle Parking (Option D)*
- *Bicycle Repair Station*
- *Delivery Supportive Amenities*
- *Family TDM Amenities (Option A)*
- *Real Time Transportation Information Displays*
- *On-site Affordable Housing (Option C)*
- *Unbundle Parking (Location B)*
- *Parking Supply (OptionB)*

- K. **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.

- L. **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 40 dwelling units, the Project is required to provide at least 16 two-bedroom units or 12 three-bedroom units. The Project provides one-bedroom units and 20 two-bedroom. Therefore, the Project meets and exceeds the requirements for dwelling unit mix.

- M. **Shadow.** Planning Code Sections 147 and 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.

The Planning Department prepared a preliminary shadow fan analysis and determined that the proposed project would not cast shadows on any parks or open spaces at any time during the year. The preliminary shadow fan analysis accounts for the 14-foot-tall elevator penthouse on the roof of the proposed building.

- N. **Transportation Sustainability Fee.** Planning Code Section 411A establishes the Transportation Sustainability Fee (TSF) and is applicable to project that are the following: (1) More than twenty new dwelling units; (2) New group housing facilities, or additions of 800 gross square feet or more to an existing group housing facility; (3) New construction of a Non-Residential use in excess of 800 gross square feet, or additions of 800 gross square feet or more to an existing Non-Residential use; or (4) New construction of a PDR use in excess of 1,500 gross square feet, or additions of 1,500 gross square feet or more to an existing PDR use; or (5) Change or Replacement of Use, such that the rate charged for the new use is higher than the rate charged for the existing use, regardless of whether the existing use previously paid the TSF or TIDE; (6) Change or Replacement of Use from a Hospital or a Health Service to any other use.

The Project includes more than twenty dwelling units, and the replacement of PDR space; therefore, the TSF, as outlined in Planning Code Section 411A, applies.

- O. **Inclusionary Affordable Housing Program in UMU Zoning District.** 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 419 the current Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative in the UMU Zoning District for Tier B is to provide 17.5% of the proposed dwelling units as affordable. This requirement is subject to change under pending legislation to modify Planning Code Section 415 which is currently under review by the Board of Supervisors (Board File Nos.161351 and 170208). The proposed changes to Section 415, which include but are not limited to modifications to the amount of inclusionary housing required onsite or offsite, the methodology of fee calculation, and dwelling unit mix requirements, will become effective after approval by the Board of Supervisors

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted 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. The Project Sponsor submitted such Affidavit on April 24, 2017. The EE application was submitted on February 6, 2015. Pursuant to Planning Code Sections 415.3, 415.6 and 419, the current on-site requirement is 17.5%. 7 units (4 one-bedroom and 3 two-bedroom) of the 40 units provided will be affordable units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

- P. **Residential Childcare Impact Fee.** Planning Code Section 414A is applicable to any residential development citywide that results in the addition of a residential unit.

The Project includes approximately 27,145 sq. ft. new residential use and 2,250 sq. ft. of PDR use. The proposed Project is subject to fees as outlined in Planning Code Section 414A.

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

The Project includes approximately 35,893 gross square feet of new development consisting of approximately 27,145 sq. ft. of residential use and 2,250 sq. ft. of PDR use. These uses are subject to Eastern Neighborhood Infrastructure Impact Fees Tier 1 for residential and Tier 2 for non-residential, as outlined in Planning Code Section 423.

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

A. Overall building mass and scale.

The Project would construct a new six-story mixed-use building on the west side of Mission Street. The scale of the Project is appropriate from an urban design perspective because it recognizes the significance of this location along the Mission Street transit corridor, where the height limits were increased to 68 feet, as part of the Eastern Neighborhoods Area Plan. These increased height limits provide the opportunity to support the City's housing goals and public transit infrastructure. Overall, the Project's massing also recognizes the existing block pattern as it relates to the street frontage and block wall along Mission Street. The Project's rear yard location contributes positively to the irregular pattern of interior block open space in the subject block. The adjacent properties to the north and south include three-story, multi-family residential uses, three- and four-story multi-family residential uses to the west and across Mission Street to the east is a four-story commercial building. The neighborhood is characterized by a wide variety of residential, commercial, retail, PDR and public uses. In addition, the Project includes projecting vertical and horizontal elements, which provide modulation along the street facades. Thus, the Project is appropriate for a mid-block lot and consistent with the mass and scale of the intent of the height-bulk and zoning changes from 50-X to 68-X and M-1 to UMU, which occurred as part of the Eastern Neighborhoods Area Plan.

B. Architectural treatments, facade design and building materials.

The Mission is one of the City's most distinctive neighborhoods as identified in the City's General Plan. The proposed facade design and architectural treatments with various vertical and horizontal elements and a pedestrian scale ground floor which is consistent with the unique identity of the Mission. The new building's character ensures the best design of the times with high-quality building materials (including white ceramic frit glass, French balconies with metal mesh guardrails and Swisspearl panels) that relates to the surrounding structures that make-up the Mission's distinct character while acknowledging and respecting the positive attributes of the older buildings. It also provides an opportunity for an increased visual interest that enhances and creates a special identity with a unique image of its own in the neighborhood. Overall, the Project offers an architectural treatment, which provides for contemporary, yet contextual, architectural design that appears consistent and compatible with the surrounding neighborhood

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

The Project is consistent with the development density established for the Project Site in the Eastern Neighborhoods Area Plan. The building's ground floor PDR, and residential lobby proposes a 55% active street frontage which will enhance and offer an effective and engaging connection between the public and private areas. It will enliven the sidewalk offering a sense of security and encouraging positive activities that will benefit, not just the immediate areas, but the overall neighborhood as well.

It provides a code compliant rear yard open space at the rear yard to face the adjacent buildings' rear yard, enhancing the natural light exposure and overall livability of the neighbors' units even without an established mid-block open space. The singular driveway on Mission Street and the proposed independently accessible mechanical parking spaces in the basement reduces vehicular queuing and minimizes potential conflicts with pedestrians and bicyclists. Overall, the design of the lower floors enhances the pedestrian experience and accommodates new street activity.

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

The Project provides the required open space for the 40 dwelling units through common open space located on the roof deck. In addition, the Project includes private open space for four dwelling units, which are in addition to the required open space. In total, the Project provides approximately 4,695 sq. ft. of open space, which exceeds the required amount for the dwelling units.

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

Planning Code Section 270.2 does not apply to the Project, and no mid-block alley or pathway is required.

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

In compliance with Planning Code Section 138.1, the Project provides four street trees along Mission Street. The Project will also add bicycle parking along the sidewalk in front of the Project for public use. These improvements will enhance the public realm.

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

Since the subject lot has one street frontage, automobile access is limited to the one entry/exit (measuring 12-ft wide) along Mission Street, minimizing impacts to pedestrian and vehicular traffic along Mission Street. Pedestrian access is provided to the residences via a lobby and two secondary exits directly to the sidewalk. The Project includes ground floor PDR along Mission Street with an independent pedestrian entry from Mission Street.

- H. Bulk limits.

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

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

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

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

Policy 1.8

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

The Project is a higher density mixed-use development on an underutilized lot along a primary vehicular transit corridor. The Project Site is an ideal infill site that is currently a vacant PDR use. The proposed Project would add 40 units of housing to the site with a dwelling unit mix of one-bedroom, and two-bedroom units. The Project Site was rezoned to UMU as part of a long range planning goal to create a cohesive, higher density residential and mixed-use neighborhood. The Project includes seven on-site affordable housing units for ownership, which complies with the UMU District's goal to provide a higher level of affordability.

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 4.4

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

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.

The Project will add 40 dwelling units to the City's housing stock, and meets the affordable housing requirements by providing for seven on-site permanently affordable units for ownership.

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 would construct a new six-story mixed-use building on the west side of Mission Street. The scale of the Project is appropriate from an urban design perspective because it recognizes the significance of this location along the Mission Street transit corridor, where the height limits were increased to 68 feet, as part of the Eastern Neighborhoods Area Plan. These increased height limits provide the opportunity to support the City's housing goals and public transit infrastructure. Overall, the Project's massing also recognizes the existing block pattern as it relates to the street frontage along Mission Street. The Project's rear yard location contributes to the pattern of interior block open space in the subject block. The neighborhood is characterized by a wide variety of commercial, retail, PDR, public and residential uses. In addition, the Project includes projecting vertical and horizontal architectural elements, which provide vertical and horizontal modulation along the street facades. Thus, the Project is appropriate for a mid-block lot and consistent with the mass and scale of the intent of the height-bulk and zoning changes from 50-X to 68-X and M-1 to UMU, which occurred as part of the Eastern Neighborhoods Area Plan.

OBJECTIVE 12

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2

Consider the proximity of quality of life elements, such as open space, child care, and neighborhood services, when developing new housing.

The Project is located in proximity to many neighborhood amenities. The Project is located on Mission Street and near Valencia Street, which provide a variety of retail establishments, fitness gyms, small grocery stores, and cafes. The Project is also located near the SoMa West Skate and Dog Park, and the Brick & Mortar Music Hall.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1

Support “smart” regional growth that locates new housing close to jobs and transit.

Policy 13.3

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

The Project Site is located within a quarter mile of several local transit lines including Muni lines 14, 14R, 49, and 55. The 16th Street & Mission Bart Station is slightly more than a quarter mile to the south on Mission Street. Residential mixed-use development at this site would support a smart growth and sustainable land use pattern in locating new housing in the urban core close to jobs and transit. Furthermore, the bicycle network in the Mission District is highly developed and utilized. The Project provides an abundance of bicycle parking on-site in addition to vehicle parking.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1:

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM

Policy 1.9:

Preserve sunlight in public open spaces.

The Planning Department prepared a preliminary shadow fan analysis and determined that the proposed project would not cast shadows on any parks or open spaces at any time during the year.

OBJECTIVE 2:

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BY REGION

Policy 2.11:

Assure that privately developed residential open spaces are usable, beautiful, and environmentally sustainable.

The Project proposes landscaped open space at the rear of the second level, and the roof deck has potential for planters and additional landscaping.

**OBJECTIVE 3:
IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE**

Policy 3.6:
Maintain, restore, expand and fund the urban forest.

The proposed Project will add to the urban forest with the addition of street trees.

TRANSPORTATION ELEMENT

Objectives and Policies

**OBJECTIVE 24:
IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.**

Policy 24.2:
Maintain and expand the planting of street trees and the infrastructure to support them.

Policy 24.4:
Preserve pedestrian-oriented building frontages.

The Project will install new street trees along Mission Street. Frontages are designed with transparent glass and intended for active spaces oriented at the pedestrian level.

**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 62 Class 1 bicycle parking spaces in secure and convenient location.

**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 has a parking to dwelling unit ratio of .55 space per unit, which is the permitted ratio of .75 per unit. The parking spaces are accessed by one ingress/egress point measuring 12-ft. wide from Mission Street. Parking is adequate for the Project and complies with maximums prescribed by the Planning Code. The Project will also reduce the number of curb cuts; currently there are two existing curb cuts, and only one curb cut is proposed. Triple car stackers are utilized to provide more space for 62 bicycle parking spaces, and resident amenities such as car seat storage, a bicycle repair station, and a real-time transit display in the lobby. Such amenities will help to promote alternative modes of transportation, and reduce the need for on-street and off-street automobile parking spaces.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.4:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

Policy 4.15:

Protect the livability and character of residential properties from the intrusion of incompatible new buildings.

As the Project Site has only one street frontage, it will provide only one vehicular access point for the Project, reducing potential conflict with pedestrians and bicyclists. The garage security gate is recessed to provide queue space to reduce the potential of arriving cars blocking sidewalks and impeding the path of pedestrians. The 17-foot ground floor heights and active use will enhance the pedestrian experience and the

site will be further improved through the removal of a curbcut, and the addition of street trees. Currently, the site contains a vacant industrial building formerly occupied by Home Sausage Company.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.3:

Carefully consider public actions that displace existing viable industrial firms.

Policy 4.4:

When displacement does occur, attempt to relocate desired firms within the city.

The Project will be replacing approximately 2,250 square feet of PDR space. The building is currently unoccupied, therefore displacement will not occur.

MISSION AREA PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.1

STRENGTHEN THE MISSION'S EXISTING MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK.

Policy 1.1.7

Permit and encourage greater retail uses on the ground floor on parcels that front 16th Street to take advantage of transit service and encourage more mixed uses, while protecting against the wholesale displacement of PDR uses.

Policy 1.1.8

While continuing to protect traditional PDR functions that need large, inexpensive spaces to operate, also recognize that the nature of PDR businesses is evolving gradually so that their production and distribution activities are becoming more integrated physically with their research, design and administrative functions.

The Project will provide 2,250 square feet of replacement PDR space on the ground floor of the building while also providing new housing on a site where none currently exists. Therefore strengthening the mixed use character and maintaining the neighborhood as a place to live and work.

OBJECTIVE 1.2

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

Policy 1.2.1

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

Policy 1.2.2

For new construction, and as part of major expansion of existing buildings in neighborhood commercial districts, require ground floor commercial uses in new housing development. In other mixed-use districts encourage housing over commercial or PDR where appropriate.

Policy 1.2.3

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

The Project will replace a vacant industrial building with a new mixed-use building with ground floor PDR space and residential units above, consistent with the existing residential, commercial and PDR uses in the neighborhood. Additionally, the Project complies with the applicable building height and bulk guidelines and with the bedroom mix requirements.

Housing

OBJECTIVE 2.3

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

Policy 2.3.3

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

Policy 2.3.5

Explore a range of revenue-generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources, to fund community and neighborhood improvements.

Policy 2.3.6

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

The Project includes 20 one-bedroom and 20 two-bedroom units of which 7 will be Below Market Rate (BMR). Three of the BMR units will be two-bedroom units. Furthermore, the Project will be subject to the Eastern Neighborhood Impact Fee, Transportation Sustainability Fee and Residential Childcare Fee.

OBJECTIVE 2.6

CONTINUE AND EXPAND THE CITY'S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY.

Policy 2.6.1

Continue and strengthen innovative programs that help to make both rental and ownership housing more affordable and available.

The Project will create forty residential units, seven of which are BMR units, on a site where no housing currently exists, thus increasing affordable housing production and availability.

Built Form

OBJECTIVE 3.1

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

Policy 3.1.6

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

Policy 3.1.8

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

The Project will replace an unremarkable concrete industrial building with a well-articulated, contemporary, mixed-use building. The Project will be constructed with high quality materials and within the allowed height limits for the zoning district to respect the surrounding buildings. The existing buildings on the Project site are built out to the rear property line leaving no rear yard open space. The Project will provide a conforming rear yard open space, thus improving the existing pattern of rear yard open space which exists on the adjacent properties.

OBJECTIVE 3.2

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

Policy 3.2.1

Require high quality design of street-facing building exteriors.

Policy 3.2.2

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

Policy 3.2.3

Minimize the visual impact of parking.

Policy 3.2.4

Strengthen the relationship between a building and its fronting sidewalk.

The Project is largely residential, but includes a moderately-sized ground floor PDR component along Mission Street. The Project provides the mix of uses encouraged by the Area Plan for this location. In addition, the Project is located within the prescribed height and bulk limits, and includes the appropriate dwelling-unit mix, since 50% or 20 of the 40 units are two-bedroom dwelling units. The Mission is one of the City's most distinctive neighborhoods as identified in the City's General Plan. The new building's character ensures the best design of the times with high-quality building materials that relates to the surrounding structures that make-up the Mission's distinct character while acknowledging and respecting the positive attributes of the older buildings. It also provides an opportunity for an increased visual interest that enhances and creates a special identity with a unique image of its own in the neighborhood. Overall, the Project offers an architectural treatment that is contemporary, yet contextual, and that is consistent and compatible with the surrounding neighborhood. The Project minimizes the off-street parking to a single entrance along Mission Street.

8. **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 complies 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 existing building on the Project Site is vacant. Although the Project would remove this use, the Project does provide for a new PDR space of 2,250 square feet at the ground level. The Project improves the urban form of the neighborhood by adding 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 40 new dwelling units, thus resulting in a significant increase in the neighborhood housing stock. The Project offers an architectural treatment that is contemporary, yet contextual, and an architectural design that is consistent and compatible with the surrounding neighborhood. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

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

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

The Project Site is served by public transportation. Future residents would be afforded close proximity to bus or rail transit. The Project also provides sufficient off-street parking at a ratio of .55 per dwelling unit, and sufficient bicycle parking for residents and their guests.

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

The Project is consistent with the Mission Area Plan, which encourages mixed-use development along Mission Street. The Project does not involve the creation of commercial office development. The Project would enhance opportunities for resident employment and ownership in industrial and service sectors by providing for new housing and PDR space, which will increase the diversity of the City's housing supply (a top priority in the City) and provide new potential neighborhood-serving uses and employment opportunities.

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

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

- G. That landmarks and historic buildings be preserved.

There are no landmarks or historic buildings on the Project Site.

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

The Planning Department prepared a preliminary shadow fan analysis and determined that the proposed project would not cast shadows on any parks or open spaces at any time during the year.

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

and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2014-002026ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated May 1, 2017, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on June 1, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: June 1, 2017

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow the demolition of an existing two-story industrial building and new construction of a six-story mixed-use building with 40 dwelling units and 2,250 sq. ft. of ground floor PDR space located at 1726-1730 Mission Street, Block 3532, Lots 004A and 005, pursuant to Planning Code Section 329 and Planning Commission Resolution No. 19865 (Mission 2016 Interim Zoning Controls), within the UMU Zoning District and a 68-X Height and Bulk District; in general conformance with plans, dated May 1, 2017, and stamped "EXHIBIT B" included in the docket for Record No. 2014-002026ENX and subject to conditions of approval reviewed and approved by the Commission on June 1, 2017 under Motion No. XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on June 1, 2017 under Motion No. XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXXX shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use 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 Conditional Use authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
6. **Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2014-002026ENV) attached as Exhibit C are necessary to

avoid potential significant effects of the proposed project and have been agreed to by the Project Sponsor.

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

DESIGN

7. **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

8. **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 building permit plans. 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

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

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

10. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.

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

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

- a. 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;
- b. On-site, in a driveway, underground;

- c. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- d. 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;
- e. Public right-of-way, underground; and based on Better Streets Plan guidelines;
- f. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- g. On-site, in a ground floor façade (the least desirable location).

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

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

PARKING AND TRAFFIC

12. **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.

13. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 30 off-street parking spaces. Per the Project Description, the Project Sponsor has specified that they will provide no more than 22 off-street parking spaces.

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

14. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 44 bicycle parking spaces (40 Class 1 spaces for the residential portion of the Project and 4 Class 2 spaces for both the residential and commercial/PDR portion of the Project).

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

15. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

16. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
17. **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
18. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
19. **Child Care Fee - Residential.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
20. **Eastern Neighborhoods Infrastructure Impact Fee.** The Project is subject to the Eastern Neighborhoods Infrastructure Impact Fee, as applicable, pursuant to Planning Code Section 423.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING

21. **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

OPERATION

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

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

23. **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/>*

24. **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

25. **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

ENTERTAINMENT COMMISSION – NOISE ATTENUATION CONDITIONS

26. **Chapter 116 Residential Projects.** The Project Sponsor shall comply with the “Recommended Noise Attenuation Conditions for Chapter 116 Residential Projects,” which were recommended by the Entertainment Commission on April 5, 2016. These conditions state:

- a) **Community Outreach.** Project Sponsor shall include in its community outreach process any businesses located within 300 feet of the proposed project that operate between the hours of 9PM-5AM. Notice shall be made in person, written or electronic form.

- b) **Sound Study.** Project sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.
- c) **Design Considerations.**
 - i. During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.
 - ii. In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE's operations and noise during all hours of the day and night.
- d) **Construction Impacts.** Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations.
- e) **Communication.** Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.

INCLUSIONARY HOUSING REQUIREMENTS

27. **Affordable Units.** The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document. This requirement is subject to change under pending legislation to modify Planning Code Section 415 which is currently under review by the Board of Supervisors (Board File Nos. 161351 and 170208). The proposed changes to Section 415, which include but are not limited to modifications to the amount of inclusionary housing required onsite or offsite, the methodology of fee calculation, and dwelling unit mix requirements, will become effective after approval by the Board of Supervisors.

- a) **Number of Required Units.** Pursuant to Planning Code Section 419, the Project is currently required to provide 17.5% of the proposed dwelling units as affordable to qualifying households. The Project contains 40 units; therefore, 7 affordable units are currently required. The Project Sponsor will fulfill this requirement by providing the 7 affordable units on-site. If the Project is subject to a different requirement if the Charter Amendment is approved and new legislative requirements take effect, the Project will comply with the applicable

requirements at the time of compliance. 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.

- b) **Unit Mix.** The Project contains 20 one-bedroom, and 20 two-bedroom units; therefore, the required affordable unit mix is 3 one-bedroom, and 4 two-bedroom units. 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.

- c) **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.

- d) **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than seventeen and one half percent (17.5%), or the applicable percentage as discussed above, of the each phase's total number of dwelling units as on-site affordable units.

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

- e) **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.

- f) **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A

copy of the Procedures Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

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

- (i) 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.
- (ii) If the units in the building are offered for sale, the affordable unit(s) shall be sold to first time home buyer households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average of ninety (90) 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 " but these income levels are subject to change under a proposed Charter amendment and pending legislation if the voters approve the Charter Amendment at the June 7, 2016 election. If the Project is subject to a different income level requirement if the Charter Amendment is approved and new legislative requirements take effect, the Project will comply with the applicable requirements. The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- (iii) 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.

- (iv) Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
- (v) 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.
- (vi) 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 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.
- (vii) 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.
- (viii) If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOHCD and pay interest on the Affordable Housing Fee and penalties, if applicable.

Block Book Map

CITY & COUNTY ASSessor 1999

3532

MISSION BLK. 27

REVISED 1999
REVISED '03
" '08
" '12
" '14

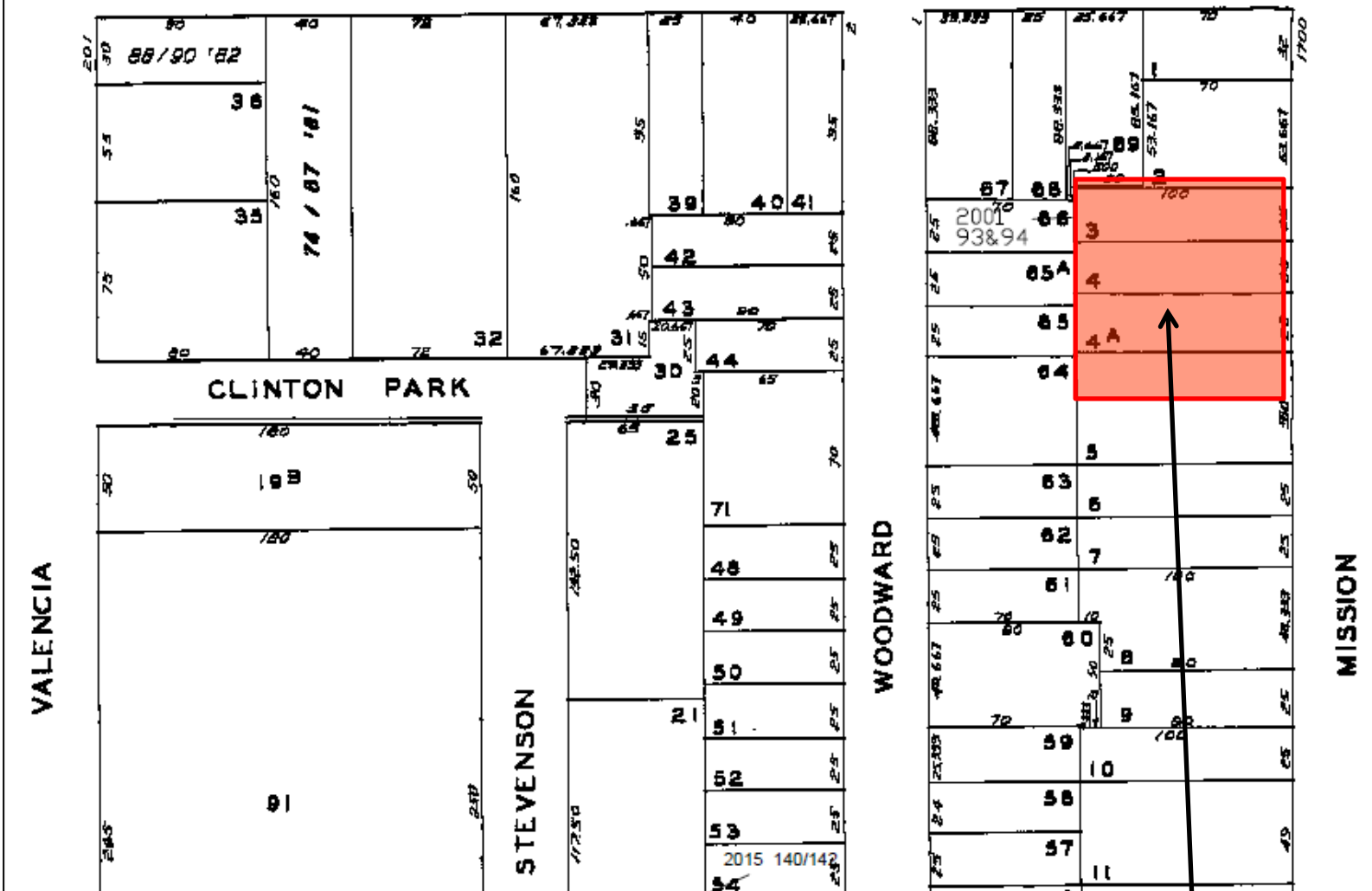
Revised 2001
Revised 2012
REVISED 2015

LOTS MERGED

LOT 40 INTO LOT 13 1916
LOT 13 INTO LOT 13A 1942
LOTS 13/17 INTO LOT 14 1948
LOT 24 INTO LOT 25 1943
LOTS 24/25 INTO LOT 25 1943
LOTS 35/36 INTO LOT 32 1943
LOT 47 INTO LOT 46 1943
LOTS 20/21 INTO LOT 21 1943
LOT 70 INTO LOT E 1943
" 34 " " 24/27 '81
" 37 " " 22/23 '82
" 18,19,20,21 " 21 '84

lot66 Into lots93&94 for 2001 roll
lot14 Into lots101to139 for 2012 roll
Lot 54 into lots 140 to 142 for 2015 roll

DUBOCE AVE.



Subject Property

Large Project Authorization
Case Number 2014-0020266ENX
1726-1730 Mission Street



Sanborn Map*

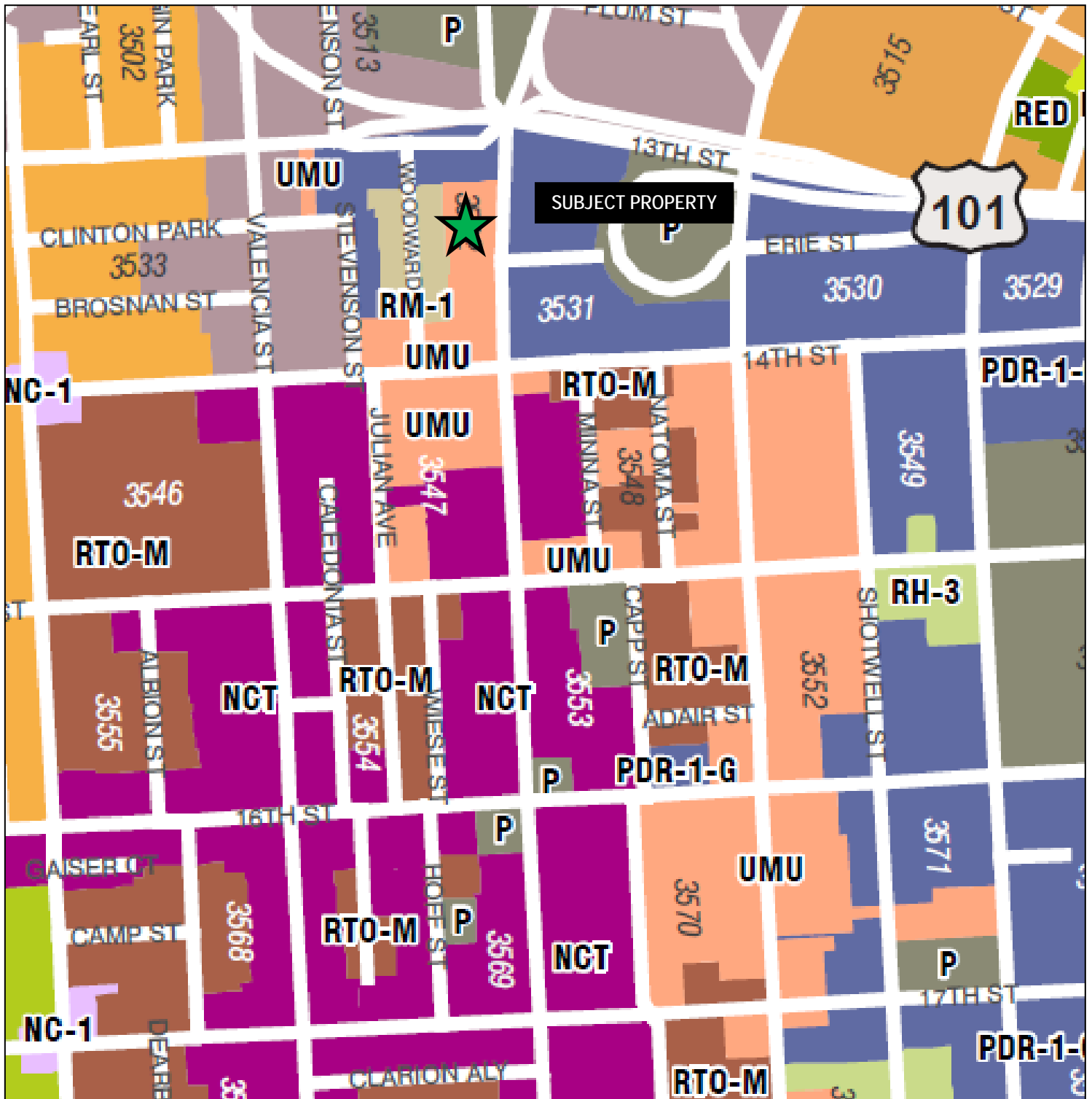


**The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.*

Large Project Authorization
Case Number 2014-02026ENX
1726-1730 Mission Street

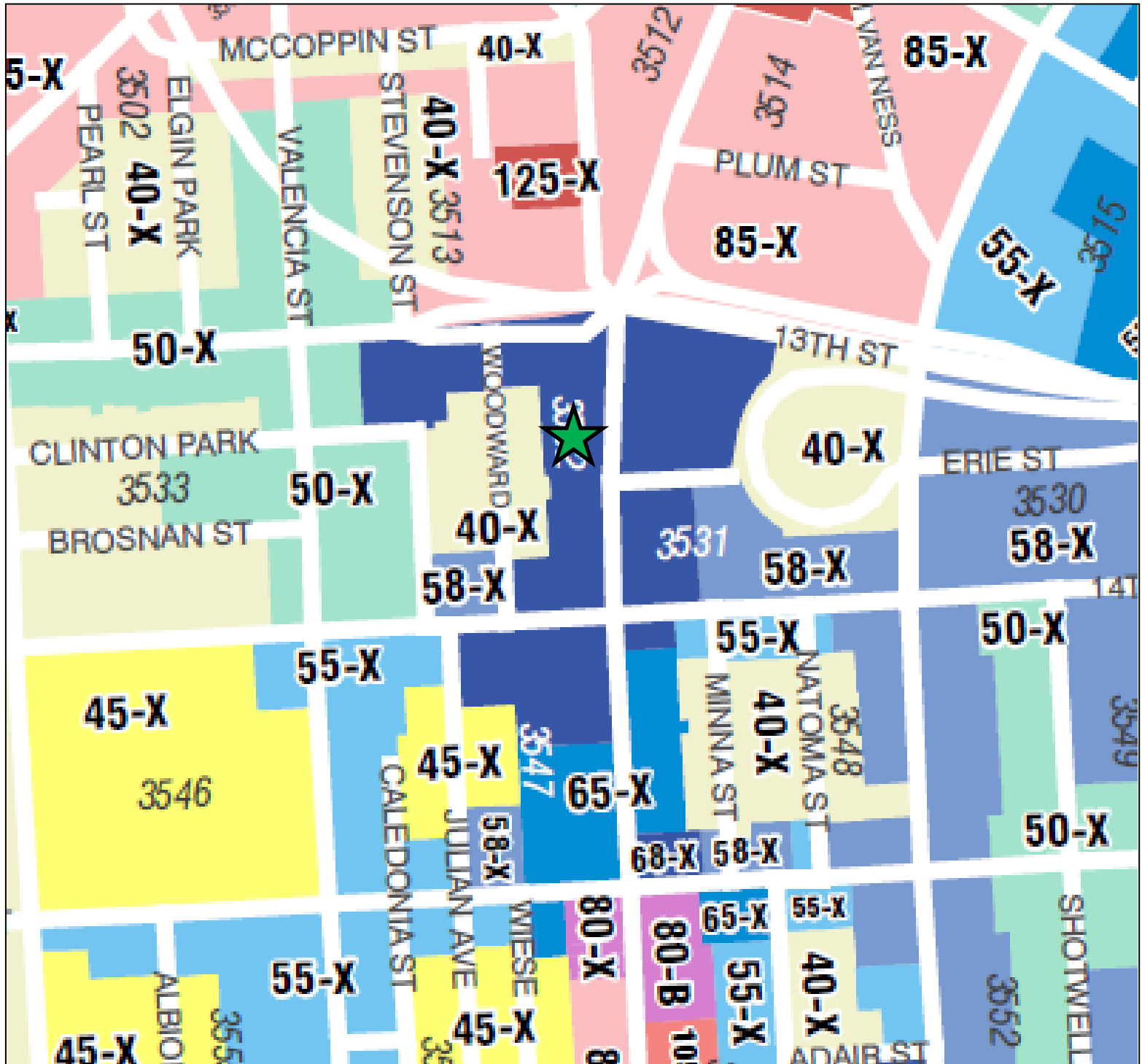


Zoning Map



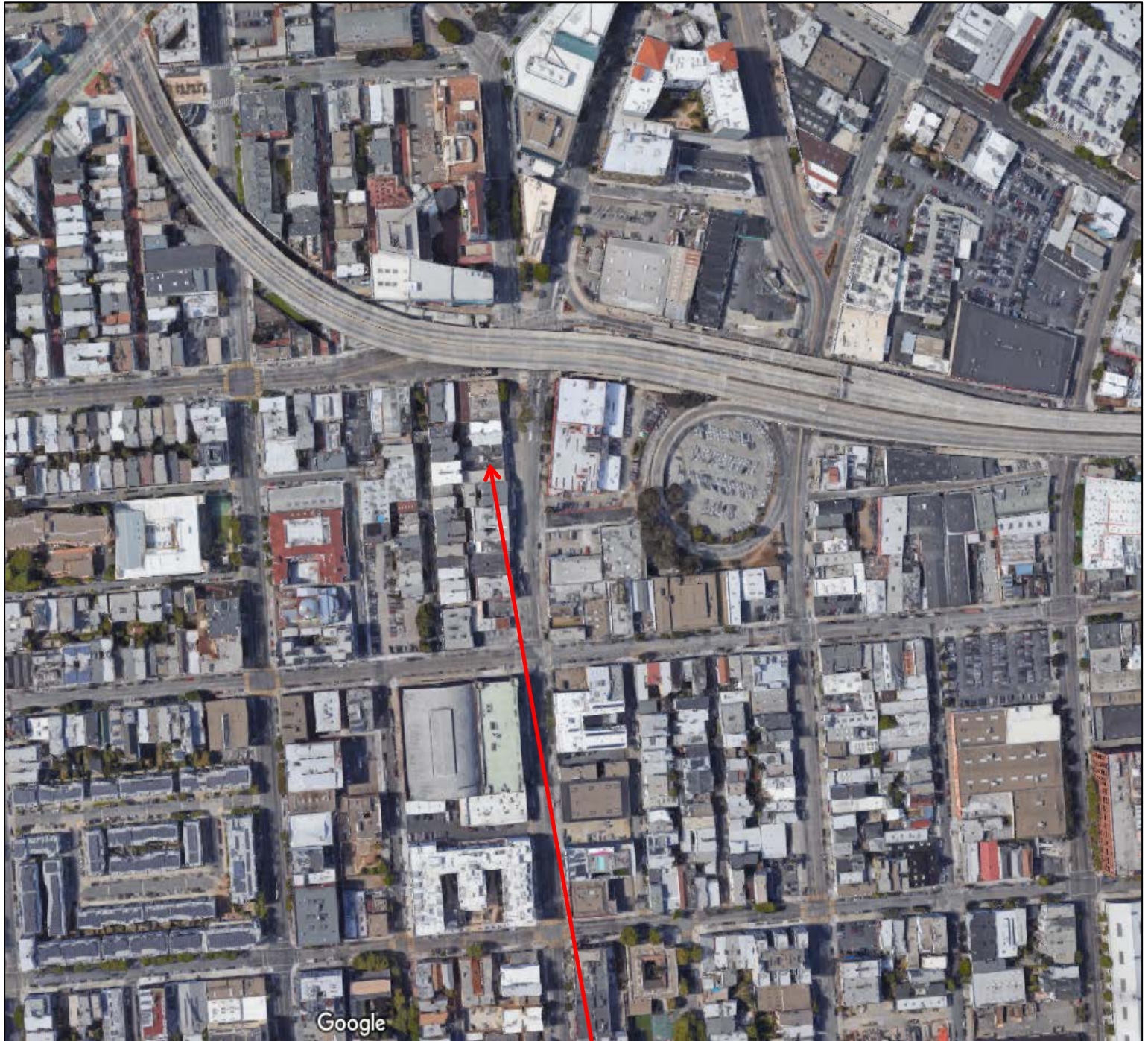
Large Project Authorization
Case Number 2014-002026ENX
1726-1730 Mission Street

Height and Bulk Map



Large Project Authorization
Case Number 2014-002026ENX
1726-1730 Mission Street

Aerial Photo

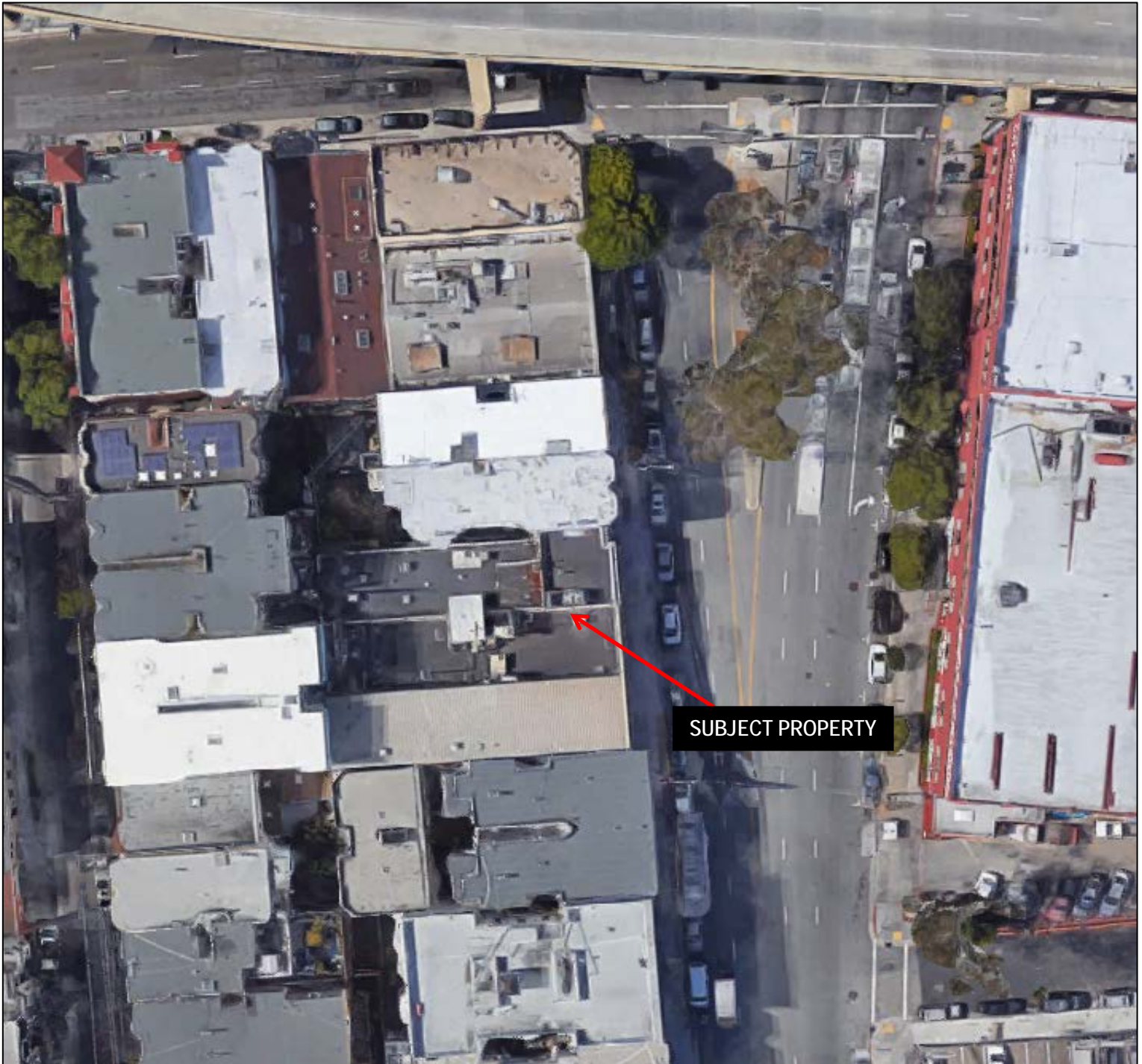


SUBJECT PROPERTY



Large Project Authorization
Case Number 2014-002026ENX
1726-1730 Mission Street

Aerial Photo



SUBJECT PROPERTY



Context Photos

SUBJECT PROPERTY ON MISSION STREET

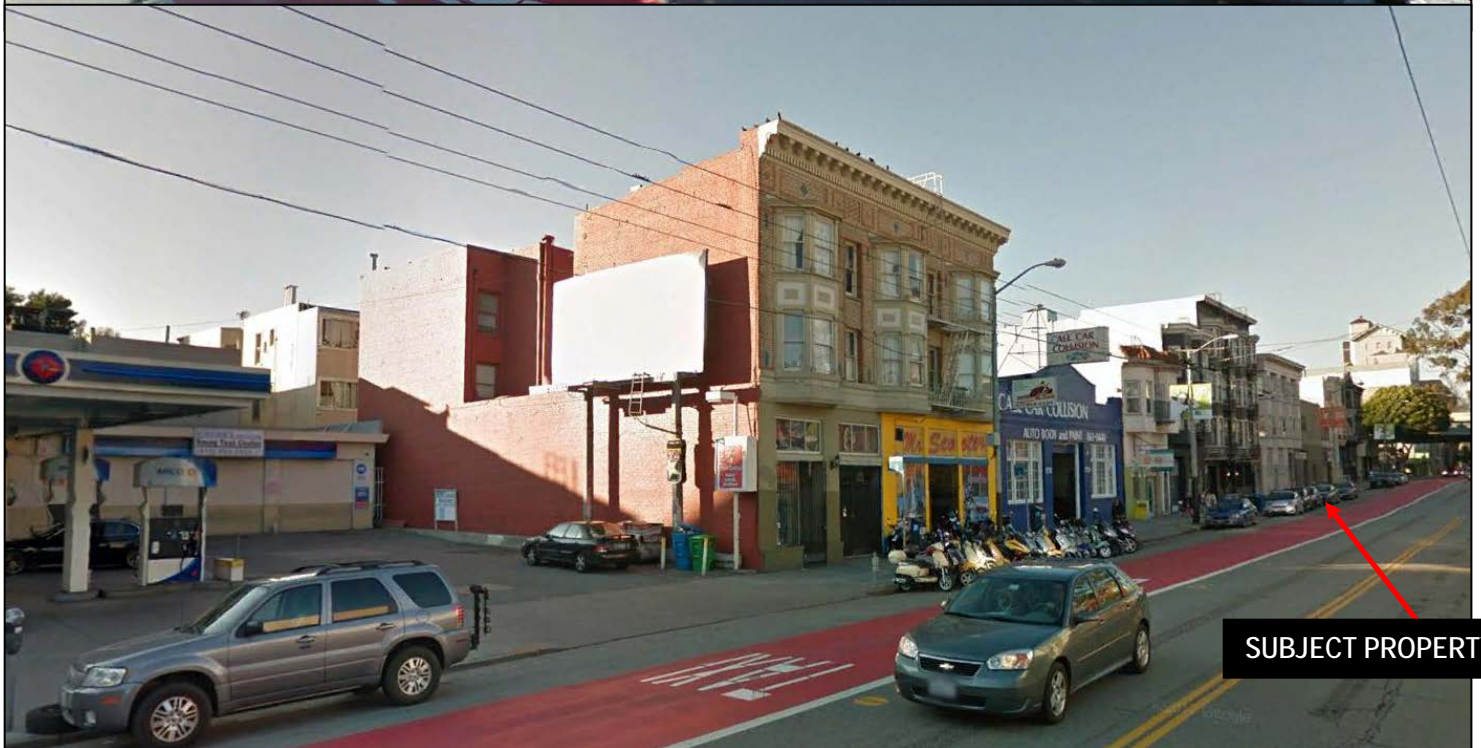
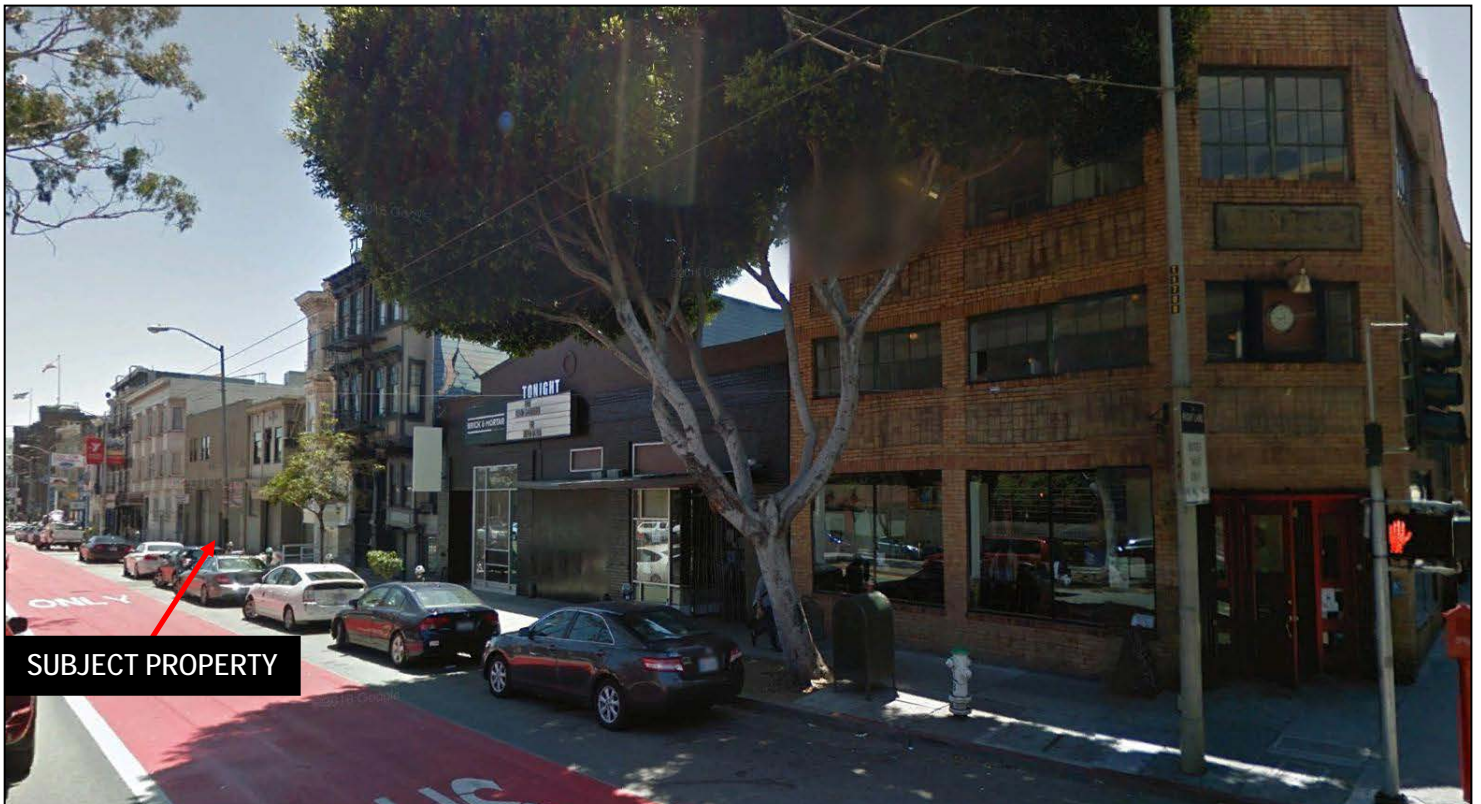


SUBJECT PROPERTY

Large Project Authorization
Case Number 2014-002026ENX
1726-1730 Mission Street

Site Photo

PORTION OF SUBJECT BLOCK ON MISSION STREET



Large Project Authorization
Case Number 2014-002026ENX
1726-1730 Mission Street

Site Photo

PORTION OF OPPOSITE BLOCK ON MISSION STREET



Large Project Authorization
Case Number 2014-002026ENX
1726-1730 Mission Street



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination COMMUNITY PLAN EVALUATION

Case No.: 2014-002026ENV
Project Address: 1726-1730 Mission Street
Zoning: UMU (Urban Mixed Use) District
68-X Height and Bulk District
Block/Lot: 3532/004A and 005
Lot Size: 7,800 square feet
Plan Area: Eastern Neighborhoods (Mission)
Project Sponsor: Sustainable Living, LLC
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PROJECT DESCRIPTION

The project site is on the west side of Mission Street between Duboce Avenue and 14th Street in San Francisco's Mission neighborhood. The project site consists of two adjacent parcels: Assessor's Block 3532, Lots 004A and 005. Both lots are rectangular; Lot 004A has an area of 2,800 square feet (sf), and Lot 005 has an area of 5,000 sf. Each lot has an existing curb cut. Lot 004A is occupied by a

(Continued on next page.)

CEQA DETERMINATION

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

DETERMINATION

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



LISA GIBSON
Environmental Review Officer

5/24/17

Date

cc: Sustainable Living, LLC, Project Sponsor
Linda Ajello-Hoagland, Current Planning Division
Supervisor Hillary Ronen, District 9

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

PROJECT DESCRIPTION (continued)

two-story, 24-foot-tall building that was constructed in 1923. This building is currently vacant; it was previously occupied by a sausage factory. Lot 005 is occupied by a two-story, 24-foot-tall building that was constructed in 1991. This building is currently vacant; it was previously used as an office and storage warehouse for the adjacent sausage factory.

The proposed project consists of merging the two existing lots into a single 7,800 sf lot, demolishing the existing buildings, and constructing a six-story, 66-foot-tall, building containing 40 dwelling units, approximately 2,250 gross square feet (gsf) of production/distribution/repair (PDR) space, a garage with 22 parking spaces. There would be a 14-foot-tall elevator penthouse on the roof of the proposed building, resulting in a maximum building height of 80 feet. The dwelling units would be on the second through sixth floors, and the PDR space and the parking garage would be on the ground floor. One parking space would be provided at grade, and the other 21 parking spaces would be housed in mechanical stackers. The two existing curb cuts on Mission Street would be removed, and a garage door and a new 10-foot-wide curb cut and driveway would be provided on Mission Street near the north end of the project site. A total of 70 bicycle parking spaces would be provided; 62 Class 1 spaces would be provided in the ground-floor garage, and eight Class 2 spaces would be provided as bicycle racks on the Mission Street sidewalk adjacent to the project site. Usable open space for the residents of the proposed project would be provided in the form of a common roof deck and private decks.

Construction of the proposed project would take about 14 months. The proposed project would be supported by a mat slab foundation; pile driving would not be required. Construction of the proposed project would require excavation to a depth of about two feet below ground surface (bgs); additional excavation to a depth of about 12 feet bgs at the rear of the project site would be required for the car stackers. About 558 cubic yards of soil would be excavated and removed from the project site.

PROJECT APPROVAL

The proposed project would require the following approvals:

- **Large Project Authorization** (*Planning Commission*)
- **Demolition Permit** (*Planning Department and Department of Building Inspection*)
- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

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

COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: (a) are peculiar to the project or parcel on which the project would be located; (b) were not analyzed as significant effects in a prior EIR on

the zoning action, general plan, or community plan with which the project is consistent; (c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or (d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 1726-1730 Mission Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR).¹ Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 1726-1730 Mission Street.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion No. 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{2, 3}

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

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The *Eastern Neighborhoods Draft EIR* evaluated three rezoning alternatives, two community-proposed alternatives that focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred

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

² San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed May 4, 2017.

³ San Francisco Planning Commission Motion No. 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed May 4, 2017.

Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR.

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

As a result of the Eastern Neighborhoods rezoning process, the project site's zoning has been reclassified from C-M (Heavy Commercial) to UMU (Urban Mixed Use). The UMU District is designed to promote a vibrant mix of uses while maintaining the characteristics of the area, which was formerly zoned for industrial uses. The UMU District is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. Within the UMU District, PDR, residential, retail, educational, and nighttime entertainment uses are permitted. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Evaluation (CPE) Initial Study Checklist under Topic 1, Land Use and Land Use Planning. The 1726-1730 Mission Street site, which is located in the Mission Plan Area of the Eastern Neighborhoods program, was designated as a 68-X Height and Bulk District. This designation allows a building up to 68 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1726-1730 Mission Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 1726-1730 Mission Street project and identifies the mitigation measures applicable to the 1726-1730 Mission Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{4, 5} Therefore, no further CEQA evaluation for the 1726-1730 Mission Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA determination necessary for the proposed project.

PROJECT SETTING

The project vicinity is characterized by residential, institutional, retail, and PDR uses. The scale of development in the project vicinity varies in height from 15 to 65 feet. There is a four-story residential building (1720-1724 Mission Street) adjacent to and north of the project site, and there is a three-story residential building (1738-1748 Mission Street) adjacent to and south of the project site. The properties that are adjacent to and west of the project site are occupied by three-story residential buildings that front

⁴ Steve Wertheim, San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, Case No. 2014-002026ENV, 1726-1730 Mission Street, April 19, 2017.*

⁵ Jeff Joslin, San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Current Planning Analysis, Case No. 2014-002026ENV, 1726-1730 Mission Street, May 4, 2017.*

on Woodward Street, an alley that runs parallel to Mission and Valencia streets in the interior of the project block. Other land uses on the project block include three-, four-, and five-story residential buildings, restaurant, retail, entertainment, and PDR uses, a surface parking lot, a gas station, an auto repair garage, and Annunciation Cathedral.

The properties on the east side of Mission Street across from the project site are occupied by a four-story office building with a surface parking lot, an electrical supply and hardware store with a parking garage, and a three-story mixed-use building featuring residential uses above a ground-floor retail use. Other land uses in the project vicinity include U.S. Highway 101 (one-half block north of the project site), the San Francisco Friends School (one block west), and the former San Francisco Armory (one-half block south), which was previously occupied by a film production studio.

The project site is well served by public transportation. Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the 14 Mission, 14R Mission Rapid, 49 Van Ness/Mission, and 55 16th Street bus lines and the F Market historic streetcar. The Bay Area Rapid Transit District's 16th Street/Mission station is three blocks south of the project site, just outside the one-quarter-mile radius.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation, and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued Initial Study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 1726-1730 Mission Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 1726-1730 Mission Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would contribute to the land use impact, because it would remove existing PDR uses and preclude future PDR development opportunities on the project site. The proposed project would not contribute to the impact on historic architectural resources, because it would not result in the demolition or alteration of any such resources. The volume of transit ridership generated by the proposed project would not contribute considerably to the transit impacts identified in the Eastern Neighborhoods PEIR. The proposed project would not contribute to the shadow impact, because it would not cast shadow on any parks or open spaces.

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

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: Automobile delay removed from CEQA analysis	Not Applicable
E-2: Intelligent Traffic Management	Not Applicable: Automobile delay removed from CEQA analysis	Not Applicable
E-3: Enhanced Funding	Not Applicable: Automobile delay removed from CEQA analysis	Not Applicable
E-4: Intelligent Traffic Management	Not Applicable: Automobile delay removed from CEQA analysis	Not Applicable
E-5: Enhanced Transit Funding	Not Applicable: Plan level mitigation by the San Francisco Municipal Transportation Agency (SFMTA)	Not Applicable
E-6: Transit Corridor Improvements	Not Applicable: Plan level mitigation by the SFMTA	Not Applicable
E-7: Transit Accessibility	Not Applicable: Plan level mitigation by the SFMTA	Not Applicable
E-8: Muni Storage and Maintenance	Not Applicable: Plan level mitigation by the SFMTA	Not Applicable
E-9: Rider Improvements	Not Applicable: Plan level mitigation by the SFMTA	Not Applicable
E-10: Transit Enhancement	Not Applicable: Plan level mitigation by the SFMTA	Not Applicable
E-11: Transportation Demand Management	Not Applicable: Superseded by TDM Ordinance	Not Applicable
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: Pile driving is not required or proposed	Not Applicable

Mitigation Measure	Applicability	Compliance
F-2: Construction Noise	Applicable: Temporary construction noise from use of heavy equipment	The project sponsor has agreed to develop and implement noise attenuation measures during construction (see Project Mitigation Measure 2)
F-3: Interior Noise Levels	Not Applicable: Impacts of the environment on proposed projects removed from CEQA analysis.	Not Applicable
F-4: Siting of Noise-Sensitive Uses	Not Applicable: Impacts of the environment on proposed projects removed from CEQA analysis.	Not Applicable
F-5: Siting of Noise-Generating Uses	Applicable: The proposed project could include a noise-generating use	The project sponsor has agreed to conduct a noise study for any PDR use that could generate noise levels exceeding ambient noise levels (see Project Mitigation Measure 3).
F-6: Open Space in Noisy Environments	Not Applicable: Impacts of the environment on proposed projects removed from CEQA analysis.	Not Applicable
G. Air Quality		
G-1: Construction Air Quality	Applicable: The project site is in an Air Pollutant Exposure Zone	The project sponsor has agreed to implement a mitigation measure related to minimizing exhaust emissions from construction equipment and vehicles (see Project Mitigation Measure 4).
G-2: Air Quality for Sensitive Land Uses	Not Applicable: Superseded by Health Code Article 38	Not Applicable
G-3: Siting of Uses that Emit DPM	Not Applicable: The project does not include uses that emit DPM	Not Applicable
G-4: Siting of Uses that Emit other TACs	Not Applicable: The project does not include uses that emit TACs	Not Applicable

Mitigation Measure	Applicability	Compliance
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: The project site is in the Mission Dolores Archeological District	Not Applicable
J-2: Properties with no Previous Studies	Not Applicable: The project site is in the Mission Dolores Archeological District	Not Applicable
J-3: Mission Dolores Archeological District	Applicable: The project site is in the Mission Dolores Archeological District	The project sponsor has agreed to implement procedures related to archeological testing (see Project Mitigation Measure 1)
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area	Not Applicable: Plan-level mitigation completed by Planning Department	Not Applicable
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: Plan-level mitigation completed by Planning Commission	Not Applicable
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: Plan-level mitigation completed by Planning Commission	Not Applicable
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: The project includes the demolition or renovation of an existing building	The project sponsor has agreed to remove and properly dispose of any hazardous building materials in accordance with applicable federal, state, and local laws prior to and during demolition of the existing building (see Project Mitigation Measure 5).

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

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on December 7, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis.

The Planning Department received comments regarding the proposed project’s environmental impacts related to transportation and circulation (potential conflicts between cars and bicycles, pedestrians and transit), construction noise, and shadow. As part of the environmental review process, a transportation memorandum was prepared to assess the proposed project’s transportation impacts. The findings of the transportation memorandum are summarized under Topic 4, Transportation and Circulation, in the attached initial study checklist (pp. 21-27). Impacts related to construction noise are addressed under Topic 5, Noise, in the attached initial study checklist (pp. 27-30), and impacts related to shadow are discussed under Topic 8, Wind and Shadow, in the attached initial study checklist (pp. 36-37).

The Planning Department received comments expressing opposition to the loss of existing PDR space and to the proposed project’s architecture, height, and number of parking spaces. The loss of existing PDR space is addressed under Topic 1, Land Use and Land Use Planning, in the attached initial study checklist (pp. 16-17). The comments on the proposed project’s architecture, height, and number of parking spaces are related to the design and programming of the proposed project and do not address the physical environmental impacts of the proposed project. These comments are acknowledged and may be considered by City decision-makers during their deliberations on whether to approve or disapprove the proposed project.

The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the initial study checklist:⁶

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;

⁶ The initial study checklist is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014-002026ENV.

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

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

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
MITIGATION MEASURES Project Mitigation Measure 1: Archeological Testing (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-3) 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 archeological consultant from the rotational Qualified Archeological Consultants List (QACL) maintained by the Planning Department (Department) archeologist. 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	Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO).	Prior to issuance of site permits.	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Archeological consultant shall be retained prior to issuance of site permit.
			Qualified archeological consultant will scope archeological testing program with the ERO.	Archeological consultant has approved scope by the ERO for the archeological testing program.
				Date Archeological consultant retained: _____
				Date Archeological consultant received approval for archeological testing program

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the

scope:

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

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

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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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 a 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 Department archeologist. If the ERO determines that a significant

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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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 redesigned 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 (AMP) shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO in consultation, with the archeological consultant, shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc.,

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>shall require archeological monitoring because of the risk these activities pose to potential archeological 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 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 the 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 				

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>evaluated. If, in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</p> <p><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, 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</p>				

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>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"> ▪ <i>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 				

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>format and distribution of results.</p> <ul style="list-style-type: none"> ▪ <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><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, who shall appoint a Most Likely Descendant (MLD) (Public Resources Code Section 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to, but not beyond, six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State</p>				

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>regulations or in this mitigation measure compels the project sponsor and the ERO to accept the recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.</p> <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: the 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</p>				

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>(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> <p>Project Mitigation Measure 2: Construction Noise (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-2)</p> <p>The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise 	Project sponsor, contractor(s).	Prior to the start of demolition or construction activities and during the construction period.	Project sponsor, contractor(s) to submit noise attenuation plan to the Department of Building Inspection and monthly reports to the Planning Department.	Considered complete upon submittal of final monthly report.

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>reduction capability of adjacent buildings housing sensitive uses;</p> <ul style="list-style-type: none"> • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 				
<p>Project Mitigation Measure 3: Siting of Noise-Generating Uses (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-5)</p> <p>To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed</p>	Project sponsor	Prior to Planning Department approval of the proposed PDR tenant/use, if it is determined by the Planning Department that such tenant/use could generate noise levels in excess of ambient noise.	Project sponsor to submit acoustical analysis to Planning Department.	Considered complete upon submittal of acoustical analysis.

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>use would comply with the use compatibility requirements in the <i>General Plan</i> and in Police Code Section 2909, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Planning Department may require the completion of a detailed noise assessment by persons qualified in acoustical analysis and/or engineering prior to the first project approval action.</p> <p>Project Mitigation Measure 4: Construction Air Quality (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-1)</p> <p>The project sponsor or the project sponsor's Contractor shall comply with the following:</p> <p style="padding-left: 40px;">A. <i>Engine Requirements.</i></p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 	Project sponsor, contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Project sponsor, contractor(s) to submit certification statement to the ERO.	Considered complete upon submittal of certification statement.

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
Interim or Tier 4 Final off-road emission standards automatically meet this requirement.				
2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.				
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.				
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.				
B. <i>Waivers.</i>				

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<ol style="list-style-type: none"> 1. The Planning Department's Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for on-site power generation meets the requirements of Subsection (A)(1). 2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below. 				

Table – Off-Road Equipment Compliance Step-down Schedule

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

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. Alternative fuels are not a VDECS.

C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

1. 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. The description 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

Project sponsor, contractor(s).

Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.

Project sponsor, contractor(s) to prepare and submit a Plan to the ERO.

Considered complete upon findings by the ERO that the Plan is complete.

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>hours of operation. For VDECS installed, the description may include: 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, the description shall also specify the type of alternative fuel being used.</p> <p>2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.</p> <p>3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing</p>				

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
a public right-of-way.				
D. <i>Monitoring.</i> After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.	Project sponsor, contractor(s).	Quarterly.	Project sponsor, contractor(s) to submit quarterly reports to the ERO.	Considered complete upon findings by the ERO that the Plan is being/has been implemented.
Project Mitigation Measure 5: Hazardous Building Materials (Implementing PEIR Mitigation Measure L-1) The project sponsor shall ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	Project sponsor, contractor(s).	During demolition and construction activities.	Project sponsor, contractor(s) to submit report to the Department of Public Health, with copies to the Planning Department and the Department of Building Inspection, at the end of the construction period.	Considered complete upon submittal of report.

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>IMPROVEMENT MEASURES</p> <p>Project Improvement Measure 1: Queue Abatement</p> <p>To minimize the vehicle queues at the project driveway into the public right-of-way, the project would be subject to the Planning Department's vehicle queue abatement conditions of approval:</p> <ul style="list-style-type: none"> • It should 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 should employ abatement methods as needed to abate the queue. Appropriate abatement methods will 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 the facility to 	Project sponsor.	During project operation.	Project sponsor to implement queue abatement measures on an as-needed basis and in consultation with the Planning Department.	Ongoing.

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>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> <ul style="list-style-type: none"> If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department should notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator should have 90 days from the date of the written determination to abate the queue. 				

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<p>Project Improvement Measure 2: Warning System</p> <p>Implement the following measures to the satisfaction of Planning Department and SFMTA staff:</p> <ul style="list-style-type: none"> • install a warning system (e.g., visual and/or audio devices) to alert pedestrians when a vehicle is exiting from the garage; • maintain a minimum 5'-0" by 5'-0" sight distance triangle at the driveway entrance/exit; • install convex mirrors at the driveway; and • install "STOP" pavement markings and signage for exiting drivers to look both ways at the garage exit prior to crossing the sidewalk. 	Project sponsor.	During project construction.	Project sponsor to install warning system.	Considered complete upon installation of warning system.



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

Case No.: **2014-002026ENV**
Project Address: **1726-1730 Mission Street**
Zoning: UMU (Urban Mixed Use) District
68-X Height and Bulk District
Block/Lot: 3532/004A and 005
Lot Size: 7,800 square feet
Plan Area: Eastern Neighborhoods (Mission)
Project Sponsor: Sustainable Living, LLC
c/o Jody Knight – Reuben, Junius & Rose
(415) 567-9000, jknight@reubenlaw.com
Staff Contact: Michael Li
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PROJECT DESCRIPTION

The project site is on the west side of Mission Street between Duboce Avenue and 14th Street in San Francisco's Mission neighborhood. The project site consists of two adjacent parcels: Assessor's Block 3532, Lots 004A and 005. Both lots are rectangular; Lot 004A has an area of 2,800 square feet (sf), and Lot 005 has an area of 5,000 sf. Each lot has an existing curb cut. Lot 004A is occupied by a two-story, 24-foot-tall building that was constructed in 1923. This building is currently vacant; it was previously occupied by a sausage factory. Lot 005 is occupied by a two-story, 24-foot-tall building that was constructed in 1991. This building is currently vacant; it was previously used as an office and storage warehouse for the adjacent sausage factory.

The proposed project consists of merging the two existing lots into a single 7,800 sf lot, demolishing the existing buildings, and constructing a six-story, 66-foot-tall, building containing 40 dwelling units, approximately 2,250 gross square feet (gsf) of production/distribution/repair (PDR) space, a garage with 22 parking spaces. There would be a 14-foot-tall elevator penthouse on the roof of the proposed building, resulting in a maximum building height of 80 feet. The dwelling units would be on the second through sixth floors, and the PDR space and the parking garage would be on the ground floor. One parking space would be provided at grade, and the other 21 parking spaces would be housed in mechanical stackers. The two existing curb cuts on Mission Street would be removed, and a garage door and a new 10-foot-wide curb cut and driveway would be provided on Mission Street near the north end of the project site. A total of 70 bicycle parking spaces would be provided; 62 Class 1 spaces would be provided in the ground-floor garage, and eight Class 2 spaces would be provided as bicycle racks on the Mission Street sidewalk adjacent to the project site. Usable open space for the residents of the proposed project would be provided in the form of a common roof deck and private decks.



SOURCE: San Francisco Planning Department

FIGURE 1: PROJECT LOCATION

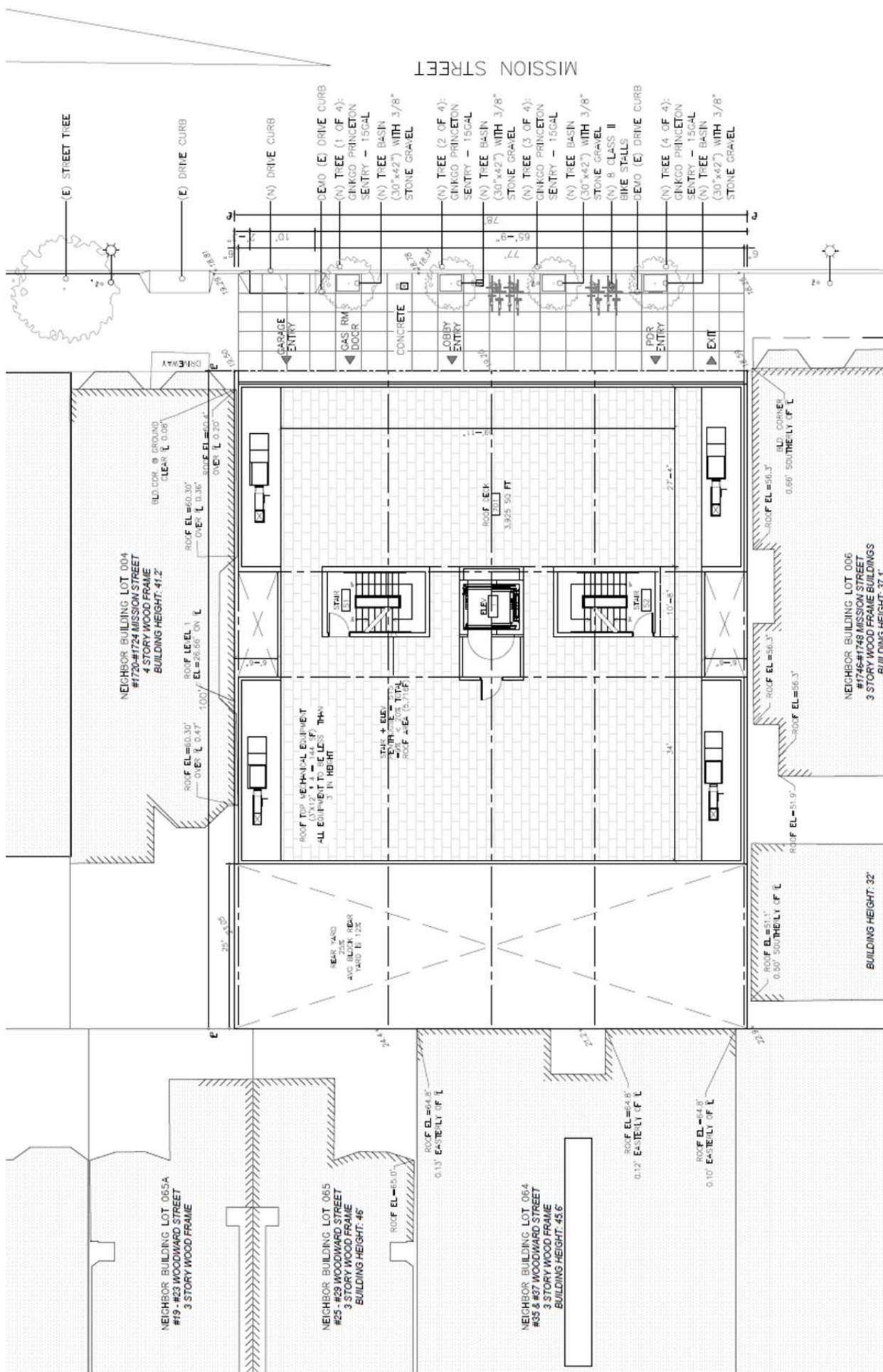
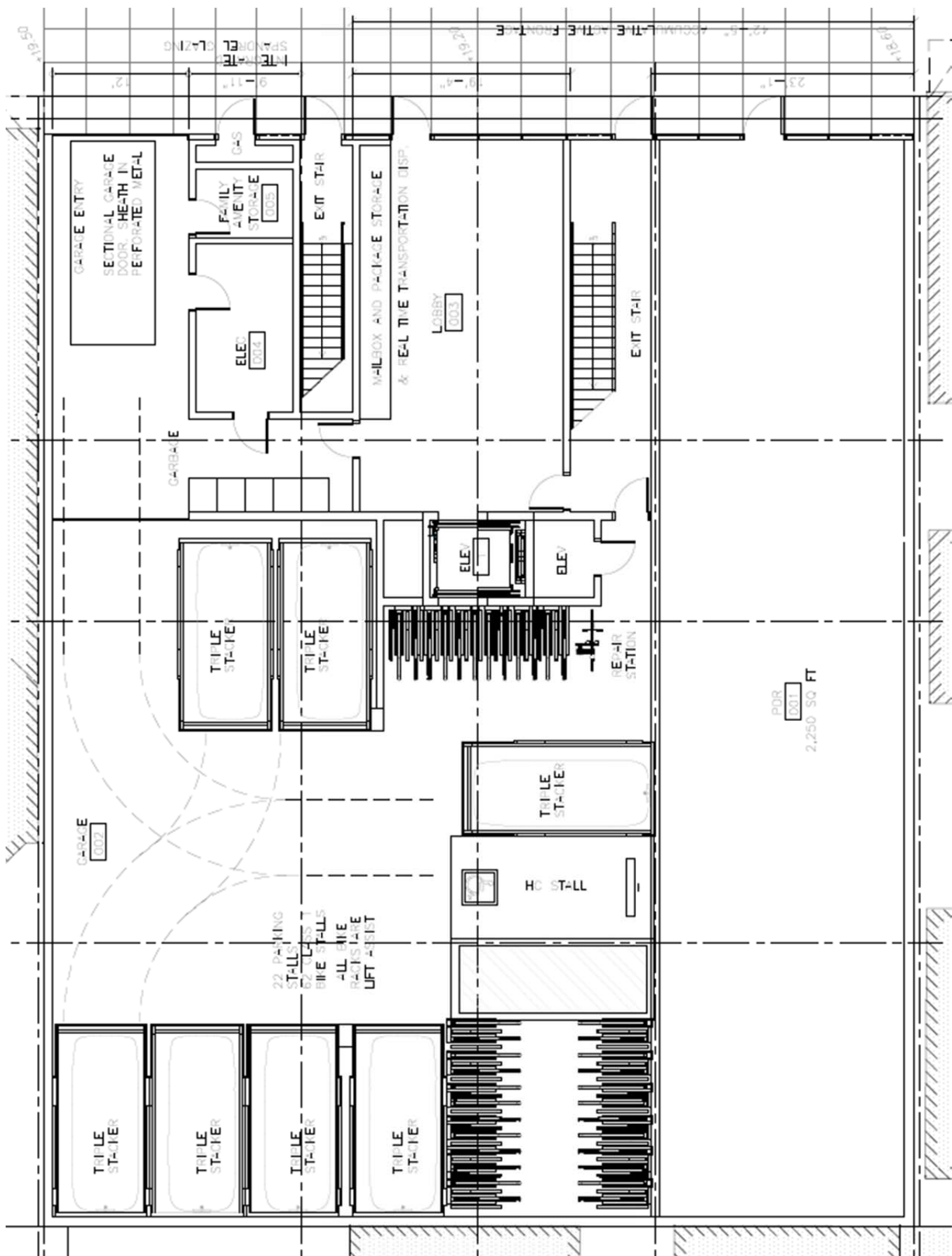


FIGURE 2: PROPOSED SITE PLAN

SOURCE: Natoma Architects



SOURCE: Natoma Architects

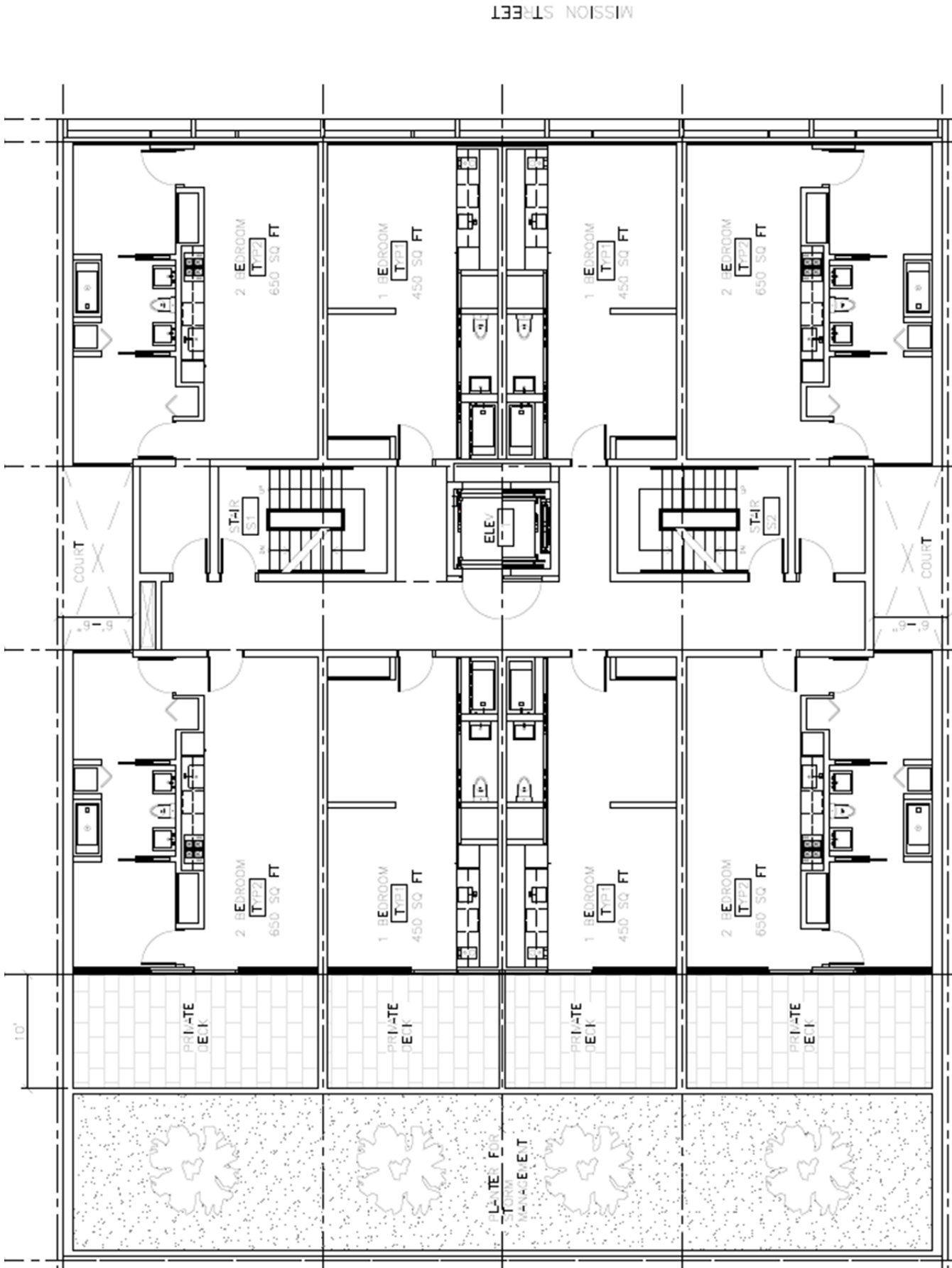


FIGURE 4: PROPOSED SECOND FLOOR PLAN
(THIRD AND FOURTH FLOORS SIMILAR)

SOURCE: Natoma Architects
NOTE: Planter and private decks at second floor only

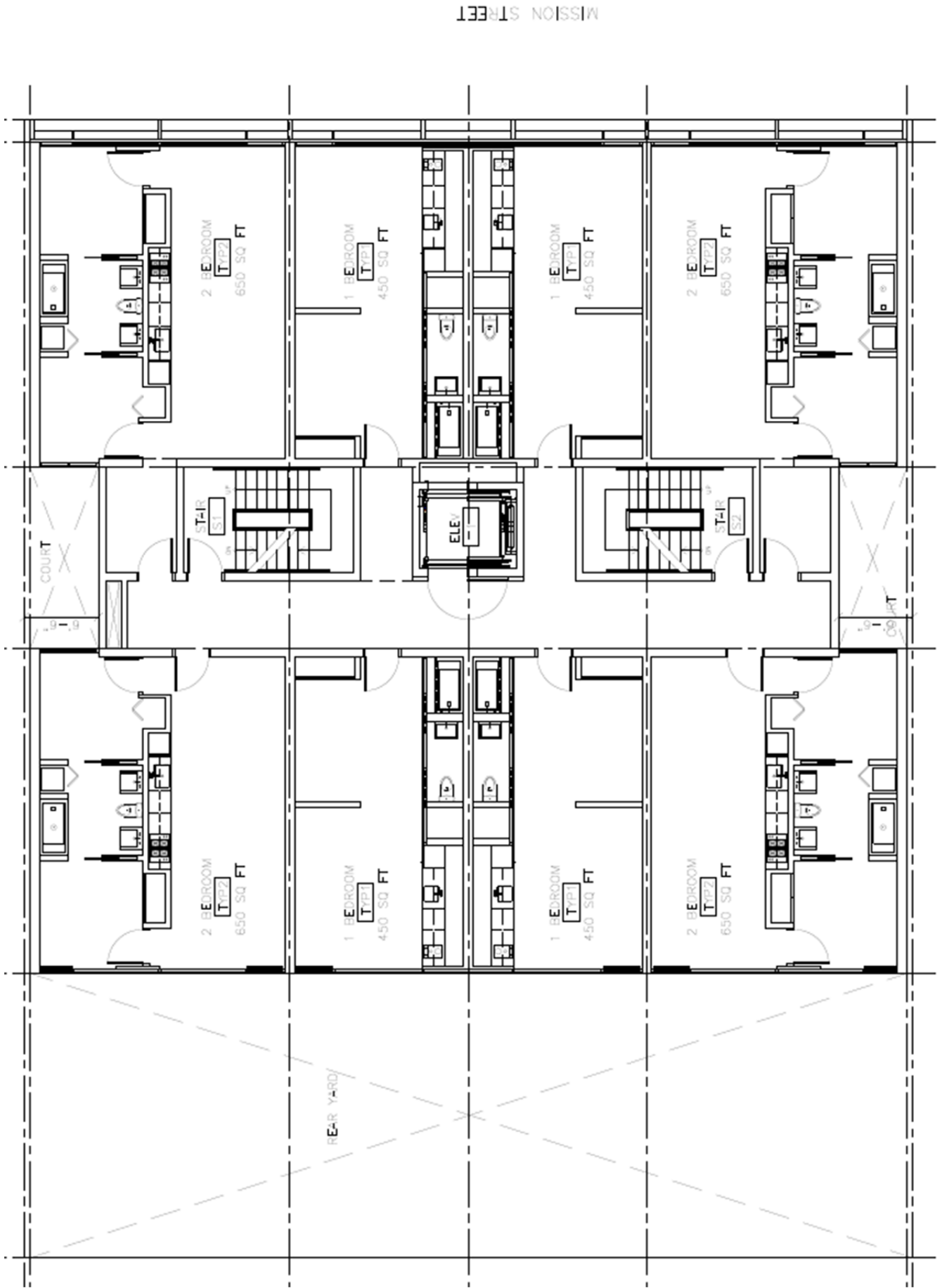


FIGURE 5: PROPOSED FIFTH FLOOR PLAN
(SIXTH FLOOR SIMILAR)

SOURCE: Natoma Architects

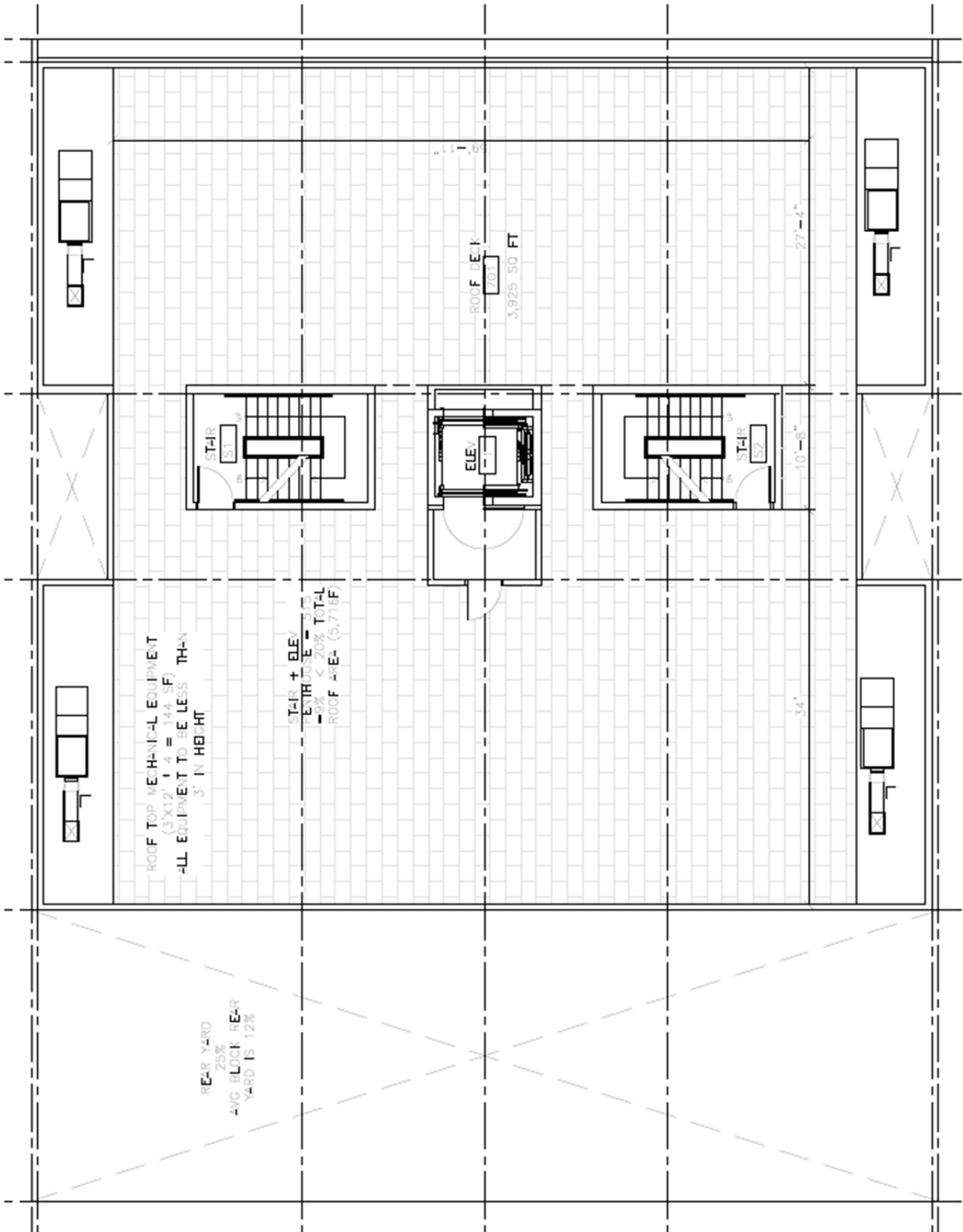
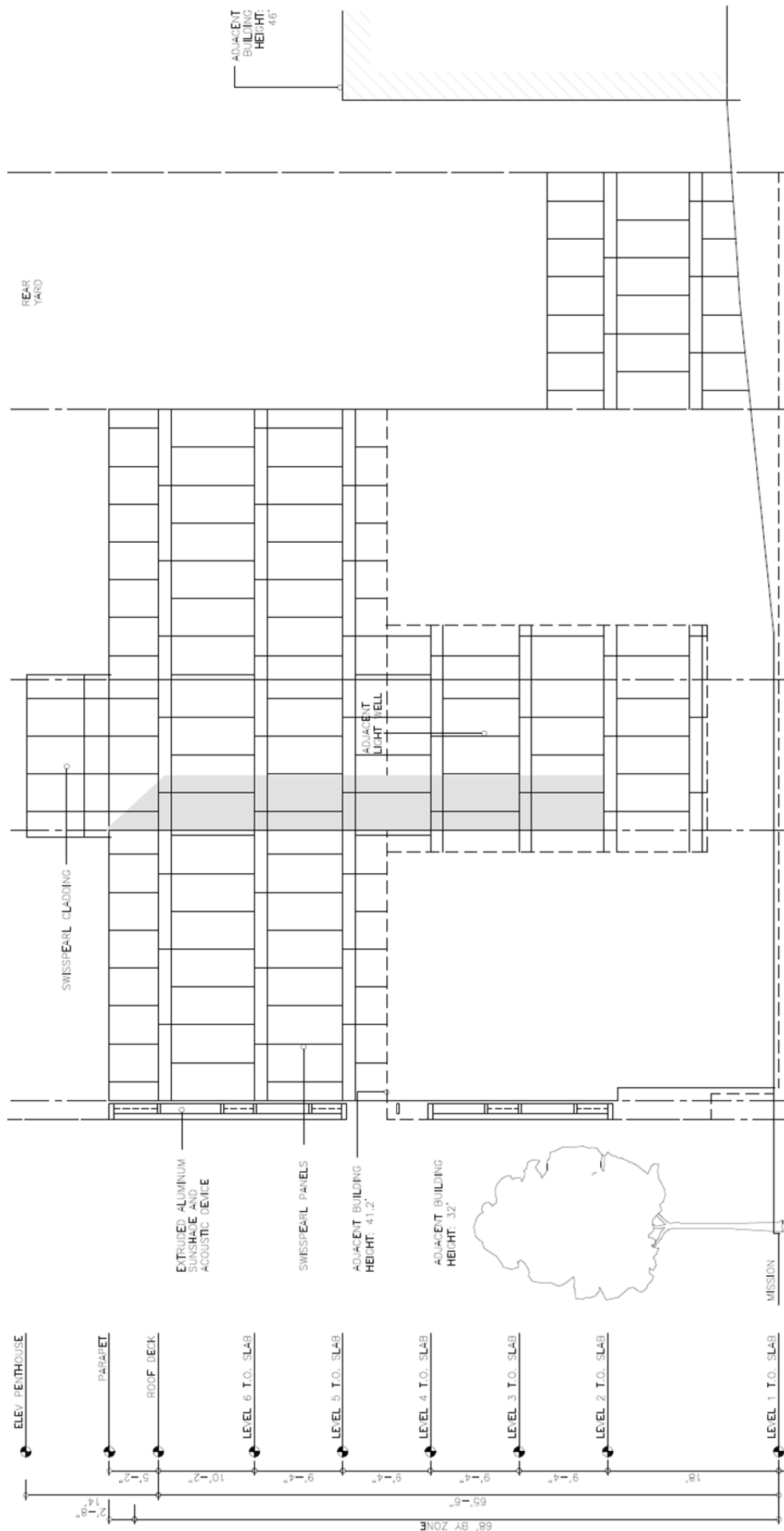


FIGURE 6: PROPOSED ROOF PLAN

SOURCE: Natoma Architects

FIGURE 7: PROPOSED EAST ELEVATION

SOURCE: Natoma Architects



SOURCE: Natoma Architects

FIGURE 8: PROPOSED NORTH ELEVATION



FIGURE 9: PROPOSED WEST ELEVATION

SOURCE: Natoma Architects

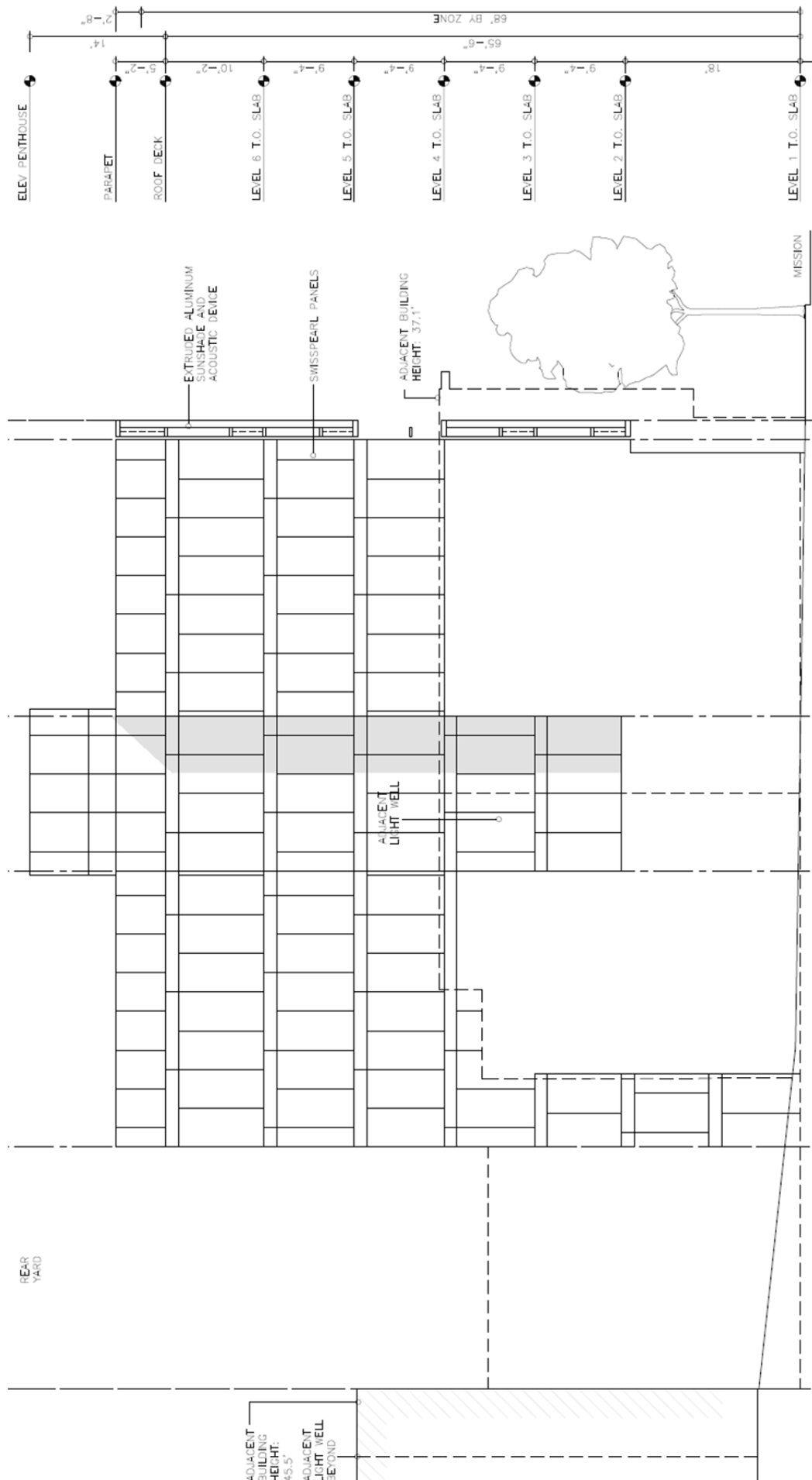


FIGURE 10: PROPOSED SOUTH ELEVATION

SOURCE: Natoma Architects



SOURCE: Natoma Architects

FIGURE 11: VIEW ALONG MISSION STREET

Pursuant to Planning Code Section 169, the proposed project is subject to the Transportation Demand Management (TDM) Program and would include the following TDM measures:

- ACTIVE-2: Bicycle Parking, Option D (4 points). One and a half Class 1 bicycle parking spaces would be provided for each dwelling unit (60 Class 1 spaces) and four Class 2 bicycle parking spaces would be provided for every 20 dwelling units (eight Class 2 spaces).
- ACTIVE-5A: Bicycle Repair Station (1 point). On-site tools and space for bicycle repair would be provided.
- DELIVERY-1: Delivery Supportive Amenities (1 point). The project would include an area for receipt of deliveries that offers temporary storage for packages and other deliveries, to be located adjacent to the residential lobby.
- FAM-1: Family TDM Amenities, Option A (1 point). The project would include on-site secure storage for personal car seats and strollers and two Class 1 bicycle parking spaces for cargo bicycles.
- INFO-2: Real-Time Transportation Displays (1 point). The project would provide real-time transportation information on displays in prominent locations on the site, including each major pedestrian entry/exit.
- LU-2: On-Site Affordable Housing, Option C (3 points). Seven units (18 percent) would be below market rate (at 55 percent or less of average median income).
- PKG-1: Unbundled Parking, Location D (4 points). Parking spaces would be leased or sold separately from rental or purchase fees.
- PKG-4: Parking Supply, Option B (2 points). The project would provide parking in an amount less than or equal to 90 percent and greater than 80 percent of the neighborhood parking rate.

Construction of the proposed project would take about 14 months. The proposed project would be supported by a mat slab foundation; pile driving would not be required. Construction of the proposed project would require excavation to a depth of about two feet below ground surface (bgs); additional excavation to a depth of about 12 feet bgs at the rear of the project site would be required for the car stackers. About 558 cubic yards of soil would be excavated and removed from the project site.

The proposed project would require the following approvals:

- **Large Project Authorization** (*Planning Commission*)
- **Demolition Permit** (*Planning Department and Department of Building Inspection*)
- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

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

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the Eastern Neighborhoods rezoning and area plans

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

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

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

The proposed project consists of the demolition of the existing buildings on the project site and the construction of a six-story building containing 40 dwelling units, approximately 2,250 gsf of PDR space, and 22 parking spaces. As discussed below in this initial study, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

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

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014;
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “CEQA Section 21099” heading below);

¹ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed May 4, 2017.

- The adoption of 2016 interim controls in the Mission District requiring additional information and analysis regarding housing affordability, displacement, loss of PDR and other analyses, effective January 14, 2016 through January 14, 2018 or when permanent controls are in effect, whichever occurs first;
- *San Francisco Bicycle Plan* update adoption in June 2009, *Better Streets Plan* adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program (see initial study Transportation and Circulation section);
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses Near Places of Entertainment, effective June 2015 (see initial study Noise section);
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section);
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the *General Plan* adoption in April 2014 (see initial study Recreation section);
- *Urban Water Management Plan* adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section); and
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazards and Hazardous Materials section).

Aesthetics and Parking

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

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

The proposed project meets each of the above criteria; therefore, this initial study does not consider aesthetics or parking in determining the significance of project impacts under CEQA.² Project elevations and an architectural rendering are included in the project description.

Automobile Delay and Vehicle Miles Traveled

In addition, CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation

² San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis, 1726-1730 Mission Street* (hereinafter “CEQA Section 21099 Checklist”), April 25, 2017.

impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, the OPR published for public review and comment a [Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA](#)³ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted the OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution No. 19579). The VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this initial study, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT analysis is provided in the Transportation and Circulation section.

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>
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"/>

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 and 4,930,000 sf of PDR space in the Plan Area throughout the lifetime of the Plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 sf of PDR space in the Plan Area under the No Project scenario. Within the Mission subarea, the PEIR considered the effects of losing up to approximately 3,370,000 sf of PDR space through the year 2025. The PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

Development of the proposed project would result in the net loss of approximately 8,950 gsf of PDR space, which would contribute considerably to the significant cumulative land use impact related to

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

loss of PDR space that was identified in the PEIR.⁴ The project site is located in the UMU District, which is designed to promote a vibrant mix of uses while maintaining the characteristics of an area formerly zoned for industrial uses. The UMU District is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed loss of 8,950 gsf of existing PDR space represents a considerable contribution to the cumulative loss of PDR space analyzed in the PEIR but would not result in significant impacts that were previously not identified or a more severe adverse impact than analyzed in the PEIR.

Implementation of the proposed project would preclude an opportunity for future development of PDR space on the 7,800-sf (0.18-acre) project site given that PDR uses are permitted in the UMU District, as they were in the previous C-M (Heavy Commercial) zoning for the project site. The incremental loss of 7,800 sf (0.18 acres) of PDR opportunity does not represent a considerable contribution to the loss of PDR opportunity analyzed in the PEIR, and it would not result in significant impacts that were not already identified or are more severe than those identified in the PEIR. As such, the proposed project's land use impact does not require any additional environmental review beyond that provided in the Eastern Neighborhoods PEIR and in this project-specific initial study.

The division of an established community typically involves the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. The Eastern Neighborhoods PEIR determined that implementation of the area plans would not construct any physical barriers to neighborhood access or remove any existing means of access that could physically divide established communities.

The Citywide Planning and Current Planning divisions of the Planning Department have determined that the proposed project is permitted in the UMU District and is consistent with the height, density, and land uses specified in the *Mission Area Plan*.^{5, 6} Implementation of the proposed project would introduce residential and PDR uses that would be consistent with and maintain the mixed-use character of the project vicinity.

For these reasons, implementation of the proposed project would not result in significant impacts related to land use and land use planning beyond those identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

⁴ As shown on the project plans, the existing buildings on the project site contain a total of approximately 11,200 gsf of PDR space. Approximately 2,250 gsf of PDR space would be provided as part of the proposed project, resulting in a net loss of 8,950 gsf of PDR space.

⁵ Steve Wertheim, San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, Case No. 2014-002026ENV, 1726-1730 Mission Street, April 19, 2017.*

⁶ Jeff Joslin, San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Current Planning Analysis, Case No. 2014-002026ENV, 1726-1730 Mission Street, May 4, 2017.*

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

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

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

disproportionally live in crowded conditions and in rental units, are among the most vulnerable to displacement resulting from neighborhood change.

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

The proposed project consists of the construction of a six-story building containing a total of 40 dwelling units, which would result in a total of about 97 residents on the project site.⁷ These direct effects of the proposed project on population and housing would not result in new or substantially more severe significant impacts on the physical environment beyond those identified in the Eastern Neighborhoods PEIR. The project’s contribution to indirect effects on the physical environment attributable to population growth are evaluated in this initial study under the topics of land use and land use planning, transportation and circulation, noise, air quality, greenhouse gas emissions, recreation, utilities and service systems, and public services.

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

⁷ The Eastern Neighborhoods PEIR assumed that the Plan Area would have an average household size of about 2.43 residents per dwelling unit in the year 2025.

(CRHR) or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the plan areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the plan areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the approval of the Eastern Neighborhoods rezoning and area plans on January 19, 2009.

In 2004, the Planning Department conducted the Inner Mission North Historic Resource Survey and determined that the existing buildings on the project site are not historical resources under CEQA. Therefore, demolition of the existing buildings would not result in significant impacts on historical resources. In addition, the project site is not within an existing historic district.

For these reasons, the proposed project would not contribute to the significant and unavoidable impacts on historical resources that were identified in the Eastern Neighborhoods PEIR.

Archeological Resources

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

The project site is not in an area for which a previous archeological study has been conducted and an ARDTP is on file, so PEIR Mitigation Measure J-1 is not applicable to the proposed project. The project site is in an area for which no previous archeological studies have been conducted, but it is within Archeological Mitigation Zone B (the Mission Dolores Archeological District), as shown on Figure 29: Archeological Mitigation Zones, of the Eastern Neighborhoods PEIR. For this reason, PEIR Mitigation Measure J-2 is not applicable to the proposed project. The project site is in the Mission Dolores Archeological District, so PEIR Mitigation Measure J-3 is applicable to the proposed project.⁸ PEIR Mitigation Measure J-3 is identified as Project Mitigation Measure 1: Archeological Testing, and is discussed on pp. 49-52.

⁸ Randall Dean, San Francisco Planning Department, email to Michael Li, San Francisco Planning Department, August 6, 2015.

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

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

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

Accordingly, the Planning Department conducted project-level analysis of the pedestrian, bicycle, loading, and construction transportation impacts of the proposed project.⁹ Based on this project-level review, the department determined that the proposed project would not have significant impacts that are peculiar to the project or the project site.

⁹ Kittelson & Associates, Inc., 1726 Mission Street Transportation Circulation Memorandum (hereinafter "Circulation Memorandum"), May 11, 2017.

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

As previously discussed under “Changes to the Regulatory Environment,” in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted Resolution No. 19579 replacing automobile delay with a vehicle miles traveled (VMT) metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this initial study.

The Eastern Neighborhoods PEIR did not evaluate VMT or the potential for induced automobile travel. The VMT analysis presented below evaluates the project’s transportation effects using the VMT metric.

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

Vehicle Miles Traveled (VMT) Analysis

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

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

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

projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would overestimate VMT.^{10, 11}

For residential development, the existing regional average daily VMT per capita is 17.2.¹² For office development, the existing regional average daily VMT per office employee is 19.1. Average daily VMT for these land uses are projected to decrease under future 2040 cumulative conditions. Please see Table 1: Daily Vehicle Miles Traveled, which includes the TAZ, 236, in which the project site is located.

Table 1: Average Daily Vehicle Miles Traveled

<u>Land Use</u>	<u>Existing</u>			<u>Cumulative 2040</u>		
	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 236 Average</u>	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 236 Average</u>
Households (Residential)	17.2	14.6	4.3	16.1	13.7	3.6
Employment (Office)	19.1	16.2	7.6	17.0	14.5	7.1

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a TAZ that exhibits low levels of VMT. Small Projects are projects that would generate fewer than 100 vehicle trips per day. The Proximity to Transit Stations criterion includes projects that are within a half-mile of an existing major transit stop, have a floor area ratio that is equal to or greater than 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

In TAZ 236, the existing average daily household VMT per capita is 4.3, and the existing average daily VMT per office employee is 7.6.^{13, 14} In TAZ 236, and the future 2040 average daily household

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

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

¹² Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

¹³ *CEQA Section 21099 Checklist*.

¹⁴ For VMT screening and analysis, PDR uses are treated like office uses.

VTM per capita is estimated to be 3.6, and the future 2040 average daily VMT per office employee is estimated to be 7.1. Given that the project site is located in an area in which the existing and future 2040 residential and office employee VMT would be more than 15 percent below the existing and future 2040 regional averages, the proposed project's residential and PDR uses would not result in substantial additional VMT, and impacts would be less than significant. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's residential and PDR uses would not cause substantial additional VMT.¹⁵

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. The two existing curb cuts on Mission Street along the project site frontage would be removed, and a garage door and a new 10-foot-wide curb cut and driveway would be provided on Mission Street near the north end of the project site. These features fit within the general types of projects that would not substantially induce automobile travel, and the impacts would be less than significant.¹⁶

Trip Generation

The proposed project consists of the demolition of the existing buildings on the project site and the construction of a six-story building containing 40 dwelling units, approximately 2,250 gsf of PDR space, 22 automobile parking spaces, and 70 bicycle parking spaces.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.¹⁷ The proposed project would generate an estimated 368 person trips (inbound and outbound) on a weekday daily basis, consisting of 169 person trips by auto, 102 transit trips, 58 walk trips, and 39 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 63 person trips, consisting of 25 person trips by auto (15 vehicle trips accounting for vehicle occupancy data for this census tract), 20 transit trips, 10 walk trips, and eight trips by other modes.

Transit

Eastern Neighborhoods PEIR Mitigation Measures E-5: Enhanced Transit Funding, through E-11: Transportation Demand Management, were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigation measures to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, the San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (TSF), which is codified as Planning Code Section 411A (Ordinance No. 200-154, effective December 25, 2015).¹⁸ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5. The proposed

¹⁵ CEQA Section 21099 Checklist.

¹⁶ *Ibid.*

¹⁷ *Circulation Memorandum*, Table 3, p. 14.

¹⁸ Two additional files were created at the Board of Supervisors for TSF regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board File Nos. 151121 and 151257.

project would be subject to the fee. The City is also currently conducting outreach regarding Mitigation Measure E-5 and Mitigation Measure E-11. Both the TSF and the transportation demand management efforts are part of the Transportation Sustainability Program.¹⁹ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the (San Francisco Municipal Transportation Agency (SFMTA) is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on 9 San Bruno bus route (initiation in 2015). In addition, Muni Forward includes service improvements to various routes with the Eastern Neighborhoods plan area (e.g., the implemented new 55 16th Street bus route).

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

The project site is well served by public transportation. Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the 14 Mission, 14R Mission Rapid, 49 Van Ness/Mission, and 55 16th Street bus lines and the F Market historic streetcar. The Bay Area Rapid Transit District's 16th Street/Mission station is three blocks south of the project site, just outside the one-quarter-mile radius.

The proposed project would be expected to generate 102 daily transit trips, including 20 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 20 p.m. peak-hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts related to increases in transit ridership on Muni lines, with the Preferred Project

¹⁹ <http://tsp.sfplanning.org>

having significant impacts on seven lines. The project site is within one-quarter mile of one of these seven affected lines (the 49 Van Ness/Mission). The proposed project would not contribute considerably to these conditions as its minor contribution of 20 p.m. peak-hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

The proposed project includes a parking garage, and vehicles entering and exiting the garage could conflict with transit operations along Mission Street. The proposed project would generate a relatively low number of vehicles that would enter and exit the garage during the p.m. peak hour (15 vehicle trips).²⁰ In addition, the garage would be configured in a way that would allow up to two inbound vehicles to queue inside the garage instead of on Mission Street, where they could potentially delay transit operations.²¹ Based on these factors, the operation of the project's garage would not result in significant transit impacts.

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

Pedestrians

Vehicles entering and exiting the project's garage could conflict with pedestrian circulation along the Mission Street sidewalk. During the p.m. peak hour, the proposed project would generate a total of 15 vehicle trips and 30 pedestrian trips (20 walk-to/from-transit trips and 10 walk-only trips).²² Field observations conducted for the transportation circulation memorandum noted that there are low to moderate levels of pedestrian activity along Mission Street in front of the project site.²³ Based on these factors, operation of the project's garage would not result in a substantial increase in conflicts between vehicles and pedestrians.

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

Bicycles

Vehicles entering and exiting the project's garage could conflict with bicycle circulation along Mission Street. During the p.m. peak hour, the proposed project would generate a total of 15 vehicle trips and eight trips by other modes.²⁴ It is assumed that the eight trips made by other modes would be bicycle trips.²⁵ Although there is a high volume of bicycle traffic along Mission Street in front of the project site, there is a traffic light one-half block to the north at the intersection of Mission Street and Duboce Avenue that would regulate the flow of bicycle traffic. Due to the existence of this traffic light, there would be regular gaps in the flow of bicycle traffic along Mission Street. In addition, there would be a relatively

²⁰ *Circulation Memorandum*, Table 3, p. 14.

²¹ *Circulation Memorandum*, p. 23.

²² *Circulation Memorandum*, Table 3, p. 14.

²³ *Circulation Memorandum*, p. 24.

²⁴ *Circulation Memorandum*, Table 3, p. 14.

²⁵ *Circulation Memorandum*, p. 25.

low volume of vehicle traffic entering and exiting the project's garage during the p.m. peak hour. Based on these factors, operation of the project's garage would not result in a substantial increase in conflicts between vehicles and bicycles.

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

Conclusion

As discussed above, the proposed project would not result in significant impacts on transit, pedestrians, or bicycles. Therefore, no mitigation measures are necessary. In order to minimize potential conflicts between vehicles entering and exiting the project's garage and transit, pedestrians, or bicycles, the transportation circulation memorandum recommends implementation of the improvement measures discussed below.

In the event that queuing for the garage interferes with transit operations along Mission Street, Project Improvement Measure 1: Queue Abatement, calls for the project sponsor to employ various methods to abate the queue. Project Improvement Measure 1 is discussed on p. 56.

In order to minimize conflicts between vehicles entering and exiting the garage and pedestrians, Project Improvement Measure 2: Warning System, consists of the installation of a warning system to alert pedestrians of vehicles entering and exiting the garage. Project Improvement Measure 2 is discussed on p. 57.

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

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

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods rezoning and area plans would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods rezoning and area plans would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.²⁶ These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Construction Impacts

The Eastern Neighborhoods PEIR includes two mitigation measures that address impacts from construction noise. PEIR Mitigation Measure F-1: Construction Noise (Pile Driving), addresses noise impacts related to pile driving. The proposed building would be supported by a mat slab foundation; pile driving would not be required. Therefore, PEIR Mitigation Measure F-1 is not applicable to the proposed project. PEIR Mitigation Measure F-2: Construction Noise, requires the development of a noise attenuation plan and the implementation of noise attenuation measures to minimize noise impacts from construction activities. PEIR Mitigation Measure F-2, which is applicable to the proposed project, is identified as Project Mitigation Measure 2: Construction Noise, and is discussed on p. 53.

In addition, all construction activities for the proposed project (approximately 14 months) would be subject to the San Francisco Noise Ordinance (Noise Ordinance), which is codified as Article 29 of the San Francisco Police Code. The Noise Ordinance regulates construction noise and requires that construction work be conducted in the following manner: (1) noise levels of construction equipment,

²⁶ Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (California Building Industry Association v. Bay Area Air Quality Management District, December 17, 2015, Case No. S213478. Available at: <http://www.courts.ca.gov/opinions/documents/S213478.PDF>). As noted above, the Eastern Neighborhoods PEIR determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods rezoning and area plans would be less than significant and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

other than impact tools, must not exceed 80 dBA²⁷ 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 San Francisco Public Works (SFPW) 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 SFPW authorizes a special permit for conducting the work during that period.

The 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.), and the Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the approximately 14-month construction period for the proposed project, occupants of nearby properties could be disturbed by construction noise. There may be times when construction noise could interfere with indoor activities in residences near the project site. The increase in project-related construction noise in the project vicinity would not be considered a significant impact of the proposed project, because the construction noise would be temporary (approximately 14 months), intermittent, and restricted in occurrence and level. In addition, the construction contractor would be required to comply with the Noise Ordinance and PEIR Mitigation Measure F-2, which would reduce construction noise impacts to less-than-significant levels.

Operational Impacts

PEIR Mitigation Measure F-5: Siting of Noise-Generating Uses, addresses impacts related to individual development projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise levels in their respective project vicinities. The proposed project would result in the development of residential uses and approximately 2,250 gsf of PDR space, the latter of which has the potential to generate noise levels in excess of ambient noise levels. Therefore, PEIR Mitigation Measure F-5 is applicable to the proposed project. Implementation of PEIR Mitigation Measure F-5 would ensure that the proposed project would not substantially increase the ambient noise environment and noise impacts resulting from the proposed project would be less than significant. PEIR Mitigation Measure F-5 is identified as Project Mitigation Measure 3: Siting of Noise-Generating Uses, and is discussed on p. 53. The proposed project would include the installation of mechanical equipment, such as heating and ventilation systems, that could produce operational noise, but this equipment would be required to comply with the standards set forth in the Noise Ordinance. The proposed project does not include the installation of a backup diesel generator.

The proposed project would be subject to the California Building Standards Code (Title 24 of the California Code of Regulations), which establishes uniform noise insulation standards. The Title 24 acoustical standards for residential structures are incorporated into Section 1207 of the San Francisco Building Code and require that these structures be designed to prevent the intrusion of exterior noise so that the noise level attributable to exterior sources, with the windows closed, shall not exceed 45 dBA in any habitable room. The Title 24 acoustical standards for nonresidential structures are incorporated into the San Francisco Green Building Code. Title 24 allows the project sponsor to choose between a

²⁷ The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid- and high-frequency sound. This measurement adjustment is called "A" weighting, and the data are reported in A-weighted decibels (dBA).

prescriptive or performance-based acoustical standard for nonresidential structures. Pursuant to the Title 24 acoustical standards, all building wall, floor/ceiling, and window assemblies are required to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise levels are achieved. In compliance with Title 24, the DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by the DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

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

For these reasons, the proposed project would not result in significant noise impacts beyond those identified in the Eastern Neighborhoods 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>
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts on sensitive land uses²⁸ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the *Bay Area 2005 Ozone Strategy*, which was the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

²⁸ The Bay Area Air Quality Management District considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, p. 12.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.²⁹

Construction Dust Control

PEIR Mitigation Measure G-1: Construction Air Quality, requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective August 29, 2008). The intent of this 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, to minimize public nuisance complaints, and to avoid orders to stop work by the DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, sweeping streets and sidewalks, and other measures.

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

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that, at a program level, the Eastern Neighborhoods rezoning and area plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s quantitative thresholds for individual projects.”³⁰ The BAAQMD’s *CEQA Air Quality Guidelines (Air Quality Guidelines)* provide screening criteria³¹ for determining whether a project’s criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the *Air Quality Guidelines*, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria. The proposed project, with 40 dwelling units and approximately 2,250 gsf of PDR space, is below both the construction screening criteria and the operational screening criteria for the “apartments, mid-rise” and “general light industry” land use types. Therefore, the proposed project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

²⁹ The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code Article 38, as discussed below, and is no longer applicable.

³⁰ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Case No. 2004.0160E, certified August 7, 2008, p. 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>, accessed May 5, 2017.

³¹ BAAQMD, *CEQA Air Quality Guidelines*, updated May 2011, pp. 3-2 to 3-3.

Health Risk

Since the certification of the PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes (Ordinance No. 224-14, effective December 7, 2014), generally referred to as Health Code Article 38: Enhanced Ventilation Required for Urban Infill Sensitive Use Developments (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone (APEZ) and imposing an enhanced ventilation requirement on all urban infill sensitive-use development within the APEZ. The APEZ, as defined in Article 38, consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration and cumulative excess cancer risk. The APEZ incorporates health vulnerability factors and proximity to freeways. For sensitive-use projects within the APEZ, such as the proposed project, the ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from PM_{2.5} equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. The DBI will not issue a building permit without written notification from the Director of the DPH that the applicant has an approved Enhanced Ventilation Proposal. In compliance with Article 38, the project sponsor submitted an initial application to DPH.³²

Construction

The project site is located within an identified APEZ; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during three to six months of the anticipated 14-month construction period. Thus, Project Mitigation Measure 4: Construction Air Quality, has been identified to implement the portions of PEIR Mitigation Measure G-1 related to emissions exhaust by requiring engines with higher emissions standards on construction equipment. Project Mitigation Measure 4 would reduce DPM exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.³³ Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 4, which is discussed on pp. 54-56.

Siting New Sources

The proposed project would not be expected to generate 100 truck trips per day or 40 refrigerated truck trips per day, so PEIR Mitigation Measure G-3: Siting of Uses that Emit DPM, is not applicable. The

³² *Application for Article 38 Compliance Assessment, 1726-1730 Mission Street*, submitted August 5, 2015.

³³ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and Tier 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, compared to off-road equipment with Tier 1 or Tier 0 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

proposed project would not include a backup diesel generator, so PEIR Mitigation Measure G-4: Siting of Uses that Emit Other TACs, is not applicable.

Conclusion

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
7. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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"/>

Eastern Neighborhoods PEIR

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the Mission Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of carbon dioxide equivalent (CO₂E) per service population, respectively.³⁴ The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three rezoning options would be less than significant. No mitigation measures were identified in the PEIR.

Proposed Project

The Bay Area Air Quality Management District (BAAQMD) has prepared guidelines and methodologies for analyzing GHG emissions. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact would be less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*³⁵ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a

³⁴ San Francisco Planning Department, *Greenhouse Gas Analysis for Community Plan Exemptions in Eastern Neighborhoods*, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and estimates GHG emissions using a service population (equivalent of total number of residents and employees) metric.

³⁵ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,³⁶ exceeding the year 2020 reduction goals outlined in the BAAQMD's *2010 Clean Air Plan*,³⁷ Executive Order S-3-05,³⁸ and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{39, 40} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05⁴¹ and B-30-15,^{42, 43} and Senate Bill 32.^{44, 45} Therefore, projects that are consistent with San Francisco's GHG reduction strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would increase the intensity of use of the project site by introducing one new building containing a total of 40 dwelling units and 22 parking spaces to replace two smaller PDR buildings. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of residential and PDR operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

³⁶ ICF International, *Technical Review of the 2012 Community-wide GHG Inventory for the City and County of San Francisco*, January 21, 2015. Available at http://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf, accessed March 16, 2015.

³⁷ Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed March 3, 2016.

³⁸ Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

³⁹ California Legislative Information, Assembly Bill 32, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

⁴⁰ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

⁴¹ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalent (MTCO₂E)); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050, reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalent," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

⁴² Office of the Governor, Executive Order B-30-15, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

⁴³ San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

⁴⁴ Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

⁴⁵ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

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

Compliance with the City's Commuter Benefits Program, Emergency Ride Home Program, Transportation Sustainability Fee, and bicycle parking requirements would reduce the proposed project's transportation-related GHG emissions. This regulation reduces GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency and water use reduction requirements of the City's Green Building Code, the Stormwater Management Ordinance, the Residential Water Conservation Ordinance, and the Water Efficient Irrigation Ordinance, all of which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.⁴⁶

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁴⁷ and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).⁴⁸ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.⁴⁹

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

⁴⁶ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁴⁷ Embodied energy is the total energy required for the extraction, processing, manufacture, and delivery of building materials to the building site.

⁴⁸ While not a GHG, VOCs are precursor pollutants that form ground-level ozone. Increased ground-level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁴⁹ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 1726-1730 Mission Street*, March 23, 2017.

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

Wind

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

The proposed project, at a height of 66 feet (80 feet to the top of the elevator penthouse), would be similar in height to existing buildings in the area. Given the height of the proposed project and the existing scale of development in the project vicinity, the proposed project is not tall enough to alter ground-level wind conditions in a manner that substantially affects public areas. In addition, the 14-foot-tall elevator penthouse would be set back 33.5 feet from the front and rear façades and about 12 feet from each of the side façades. Any overhead winds that are intercepted by the elevator penthouse would be redirected onto the roof of the building and would not reach the sidewalk. For these reasons, the proposed project would not result in any significant wind impacts beyond those identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods rezoning and area plans, some sites surrounding parks could be redeveloped with taller buildings, because some parks are not subject to the provisions of Section 295 (i.e., some parks are under the jurisdiction of agencies other than the Recreation and Park Commission or are privately owned). The Eastern Neighborhoods PEIR could not conclude if the Eastern Neighborhoods rezoning and area plans would result in less-than-significant shadow impacts, because the feasibility of complete mitigation for the potential new shadow impacts of unknown development proposals could not be determined at that time. Therefore, the PEIR determined that the shadow impacts would be significant and unavoidable. No mitigation measures were identified in the PEIR.

The Planning Department prepared a preliminary shadow fan analysis and determined that the proposed project would not cast shadows on any parks or open spaces at any time during the year.^{50, 51} The preliminary shadow fan analysis accounts for the 14-foot-tall elevator penthouse on the roof of the proposed 66-foot-tall building for a total building height of 80 feet.

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

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

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

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

⁵⁰ A shadow fan is a diagram that shows the maximum potential reach of project shadow, without accounting for intervening buildings that could block the shadow, over the course of an entire year (from one hour after sunrise until one hour before sunset on each day of the year) in relation to the locations of nearby open spaces, recreation facilities, and parks.

⁵¹ San Francisco Planning Department, *Shadow Fan Analysis, 1726-1730 Mission Street*, February 18, 2015.

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

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

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

The proposed project would provide usable open space for the residents of the proposed project in the form of private decks on the second floor and a common roof deck. This usable open space would help alleviate the demand for recreational facilities.

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

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

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

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

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Eastern Neighborhoods plan area, including at the

Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

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

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

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

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
12. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<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) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is located within the Mission plan area and does not support habitat for any candidate, sensitive or special status species.

For these reasons, implementation of the proposed project would not result in significant impacts on biological resources beyond those identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

A geotechnical investigation was conducted to assess the geologic conditions underlying the project site and provide recommendations related to the proposed project's design and construction. The findings and recommendations, presented in a geotechnical report, are summarized below.⁵²

⁵² Romig Engineers, Inc., *Geotechnical Investigation, 6-Story Mixed-Use Building, 1726-1730 Mission Street, San Francisco, California* (hereinafter "Geotechnical Report"), December 30, 2014.

The geotechnical investigation included performing cone penetration tests (CPTs) at two locations on the project site. The CPTs reached depths of 47 and 49 feet below ground surface (bgs). Based on the results of the CPTs, the project site is underlain by about 10 feet of fill, and the fill is underlain by sand and clay. Groundwater was encountered about 18 feet bgs. The project site is not in an Alquist-Priolo Earthquake Fault Zone. There are no known active faults that run underneath the project site or in the project vicinity; the closest active fault to the project site is the San Andreas Fault, which is about seven miles to the southwest. The project site is in a liquefaction hazard zone, but it is not in a landslide hazard zone.⁵³

The geotechnical report recommends that the proposed building be supported by a drilled pier and grade beam foundation that extends below the top layer of fill.⁵⁴ As an alternative, the proposed building could be supported by a structural mat foundation provided that the existing fill is improved.⁵⁵ With either type of foundation, pile driving would not be required. Construction of the proposed project would require excavation to a depth of about two feet bgs; additional excavation to a depth of about 12 feet bgs at the rear of the project site would be required for the car stackers. About 558 cubic yards of soil would be excavated and removed from the project site. The geotechnical report includes recommendations related to foundations, slabs on grade, below-grade retaining walls, and earthwork. The project sponsor has agreed to implement the recommendations in the geotechnical report.

Since the project site is in a liquefaction hazard zone, the Seismic Hazards Mapping Act (SHMA) requires that (1) the seismic hazard area on the project site be identified and (2) the DBI ensures that the geotechnical recommendations to address the seismic hazard issues be made conditions of the building permit.

In addition, the proposed project is required to comply with the Building Code, which ensures the safety of all new construction in San Francisco. The DBI will review the project-specific geotechnical report during its review of the building permit application for the proposed project. In addition, the DBI may require additional site-specific soils report(s) as needed. Implementation of the recommendations in the geotechnical report as required by the SHMA, in combination with the requirement for a geotechnical report and the review of the building permit application pursuant to the DBI's implementation of the Building Code would minimize the risk of loss, injury, or death due to seismic or other geologic hazards.

For these reasons, the proposed project would not result in significant impacts related to geology and soils beyond those identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

⁵³ San Francisco Planning Department, GIS database geology layer, accessed April 25, 2017.

⁵⁴ *Geotechnical Report*, p. 9.

⁵⁵ *Geotechnical Report*, p. 9.

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

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

The project site is completely paved, so implementation of the proposed project would not increase the area of impervious surfaces. In addition, the proposed project is required to manage stormwater on-site using low-impact design and comply with the provisions of the San Francisco Stormwater Management Ordinance. As a result, the proposed project would not increase stormwater runoff.

For these reasons, the proposed project would not result in any significant impacts related to hydrology and water quality beyond those identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in PEIR</u>
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"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR noted that implementation of any of the Eastern Neighborhoods rezoning options would encourage construction of new development within the plan area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the plan area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, underground storage tank closure, and investigation and cleanup of soil and groundwater would ensure that workers and the community would be protected from exposure to hazardous materials during construction. In addition, businesses that use or generate hazardous substances (cleaners, solvents, etc.), would be subject to existing regulations that would protect workers and the community from exposure to hazardous materials during operations. Furthermore, compliance with existing building and fire codes would

reduce impacts related to potential fire hazards, emergency response, and evacuation hazards to less-than-significant levels.

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials, including PCBs, DEHP, and mercury, and determined that PEIR Mitigation Measure L-1: Hazardous Building Materials, would reduce this impact to a less-than-significant level. PEIR Mitigation Measure L-1 requires any equipment containing PCBs or DEHP to be removed and properly disposed of in accordance with applicable federal, state, and local regulations prior to the start of renovation. In addition, mercury or other hazardous materials that are identified before or during construction shall be removed and/or abated in accordance with applicable federal, state, and local regulations. Because the proposed project includes the demolition of an existing building, PEIR Mitigation Measure L-1 is applicable to the proposed project. PEIR Mitigation Measure L-1 is identified as Project Mitigation Measure 5: Hazardous Building Materials, and is discussed on p. 56.

Soil and Groundwater Contamination

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

The project site is located in a Maher Area, meaning that it is known or suspected to contain contaminated soil and/or groundwater.⁵⁶ In addition, the proposed project would require excavation to a depth of two feet below ground surface and the disturbance of more than 50 cubic yards of soil. For these reasons, the proposed project is subject to the Maher Ordinance, which is administered and overseen by the DPH. The project sponsor is required 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.

⁵⁶ San Francisco Planning Department, *Expanded Maher Area Map*, March 2015. Available online at http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf, accessed April 18, 2017.

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

A Phase I ESA has been prepared to assess the potential for site contamination.⁵⁷ The Phase I ESA identified one vaulted transformer on the project site, but there was no evidence of leaks, spills, or stains around the vault. Based on the condition of the visible equipment, the transformer is not expected to represent a significant environmental concern.⁵⁸ There are minor amounts of water surface staining on the ground floor of the existing 1726 Mission Street building. Based on their size and surficial nature, the stains do not represent a significant environmental concern.⁵⁹ The drainage system of the existing 1726 Mission Street building includes a grease trap that was likely used in association with the previous sausage smoking and cooking process. Based on the non-hazardous nature of material that would have entered the grease trap, the presence of the grease trap does not represent a significant environmental concern.⁶⁰ There are several floor drains in the refrigeration areas of the existing 1730 Mission Street building, but there was no evidence of hazardous substances or petroleum products in the vicinity of the drains. Based on the use of the drains for refrigerant discharge, the presence of the drains does not represent a significant environmental concern.⁶¹ There are several one- and five-gallon containers of paint and property maintenance materials in the existing 1726 Mission Street building, but no stains or other evidence of mishandled materials was observed. Based on this information, these materials do not represent a significant environmental concern.⁶² The Phase I ESA did not identify any Recognized Environmental Conditions on the project site and concluded that no further investigation is required.⁶³

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Ordinance Application to the DPH.⁶⁴ The proposed project would be required to remediate contaminated soil and/or groundwater described above in accordance with the Maher Ordinance. Therefore, the proposed project would not result in significant impacts related to contaminated soil and/or groundwater beyond those identified in the Eastern Neighborhoods PEIR.

As discussed above, implementation of Project Mitigation Measure 5 and compliance with all applicable federal, state, and local regulations would ensure that the proposed project would not result in significant impacts related to hazards or hazardous materials beyond those identified in the Eastern Neighborhoods PEIR.

⁵⁷ AEI Consultants, *Phase I Environmental Site Assessment, 1726 Mission Street and 1730 Mission Street, San Francisco, San Francisco County, California 94110* (hereinafter "Phase I ESA"), July 9, 2014.

⁵⁸ *Phase I ESA*, p. 23.

⁵⁹ *Phase I ESA*, p. 23.

⁶⁰ *Phase I ESA*, p. 23.

⁶¹ *Phase I ESA*, p. 23.

⁶² *Phase I ESA*, p. 24.

⁶³ *Phase I ESA*, p. vii.

⁶⁴ *Maher Ordinance Application, 1726-1730 Mission Street*, submitted July 9, 2015.

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

The Eastern Neighborhoods PEIR determined that the Eastern Neighborhoods rezoning and area plans 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 the Department of Building Inspection. The plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods rezoning and area plans 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 density established under the Eastern Neighborhoods rezoning and area plans, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

MITIGATION MEASURES

Project Mitigation Measure 1: Archeological Testing (Implementing PEIR Mitigation Measure J-3)

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 archeological consultant from the rotational Qualified Archeological Consultants List (QACL) maintained by the Planning Department (Department) archeologist. 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) and (c).

Consultation with Descendant Communities: On discovery of an archeological site⁶⁵ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group,

⁶⁵ The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

an appropriate representative⁶⁶ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological 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 a 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 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 redesigned 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 (AMP) shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO in consultation, with the archeological consultant, shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require

⁶⁶ An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

- archeological monitoring because of the risk these activities pose to potential archeological 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 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 the 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 artifactal/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, who shall appoint a Most Likely Descendant (MLD) (Public Resources Code Section 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to, but not beyond, six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept the recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: the 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: Construction Noise (Implementing PEIR Mitigation Measure F-2)

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the DBI to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

Project Mitigation Measure 3: Siting of Noise-Generating Uses (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-5)

To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the *General Plan* and in Police Code Section 2909, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Planning Department may require the completion of a detailed noise assessment by persons qualified in acoustical analysis and/or engineering prior to the first project approval action.

Project Mitigation Measure 4: Construction Air Quality (Implementing PEIR Mitigation Measure G-1)

The project sponsor or the project sponsor's Contractor shall comply with the following:

A. Engine Requirements.

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. Waivers.

1. The Planning Department's Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for on-site power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.

Table – 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 ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.
1. 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. The description 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 VDECS installed, the description may include: 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, the description shall also specify the type of alternative fuel being used.
 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.
- D. *Monitoring.* After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After

completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

Project Mitigation Measure 5: Hazardous Building Materials (Implementing PEIR Mitigation Measure L-1)

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

IMPROVEMENT MEASURES

Project Improvement Measure 1: Queue Abatement

To minimize the vehicle queues at the project driveway into the public right-of-way, the project would be subject to the Planning Department's vehicle queue abatement conditions of approval:

- It should 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 should employ abatement methods as needed to abate the queue. Appropriate abatement methods will 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 the 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 Planning Department should notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator should have 90 days from the date of the written determination to abate the queue.

Project Improvement Measure 2: Warning System

Implement the following measures to the satisfaction of Planning Department and SFMTA staff:

- install a warning system (e.g., visual and/or audio devices) to alert pedestrians when a vehicle is exiting from the garage;
- maintain a minimum 5'-0" by 5'-0" sight distance triangle at the driveway entrance/exit;
- install convex mirrors at the driveway; and
- install "STOP" pavement markings and signage for exiting drivers to look both ways at the garage exit prior to crossing the sidewalk.

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM



**San Francisco
Planning**

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

Date: August 16, 2016

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

From: San Francisco Planning Department

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

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

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

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

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

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

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

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

The Project contains:	The zoning of the property is:	Complete EEA was submitted on:
40 UNITS	UMU	12/31/14

CHART A: Inclusionary Requirements for San Francisco, excluding UMU Zoning Districts.

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

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

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

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

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415 & 419



**San Francisco
Planning**

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

4/23/17

Date

I, John Dennis,
do hereby declare as follows:

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

☒ Yes Tier B ☐ No

(If yes, please indicate Affordable Housing Tier)

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

1726-1732 Mission

Address

3532 / 004A, 005

Block / Lot

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

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

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

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

2014-002026

Planning Case Number

Building Permit Number

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

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

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:

Linda Ajello Hoagland

Planner Name

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

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

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

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

F Affordability Levels:

No. of Affordable Units: 7	% Affordable Units: 17.5	AMI Level: will comply with applicable requirements
No. of Affordable Units:	% Affordable Units:	AMI Level:

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

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

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

Executed on this day in:

San Francisco
Location

4/23/17
Date

Sign Here

John Dennis
Signature

John Dennis, Managing Member
Name (Print), Title

(415) 673-9800
Contact Phone Number

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

¹ California Civil Code Section 1954.50 and following.

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
40			20	20	

If you selected an On-site or Off-Site Alternative, please fill out the applicable section below. If using more than one AMI to satisfy the requirement, please submit a separate sheet for each AMI level.

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

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
7			4	3	

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

Number of Affordable Units to be Located OFF-SITE:

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

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

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

1. Fee % of affordable housing requirement.

2. On-Site % of affordable housing requirement.

Number of Affordable Units to be Located ON-SITE:

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

3. Off-Site % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:

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

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

Sustainable Living, LLC

Company Name

John Dennis

Name (Print) of Contact Person

1726 Mission Street

Address

San Francisco, CA 94103

City, State, Zip

(415) 305-7200

Phone / Fax

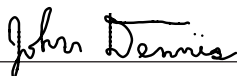
jdennis@foundationre.com

Email

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

Sign Here

Signature:



Name (Print), Title:

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

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

Email

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

Sign Here

Signature:

Name (Print), Title:

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
Sustainable Living, LLC Attn: John Dennis	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
1582 Union Street, San Francisco, CA 94123	(415) 305-7200
	EMAIL:
	jdennis@foundationre.com
APPLICANT'S NAME:	
Same as Above <input checked="" type="checkbox"/>	
APPLICANT'S ADDRESS:	TELEPHONE:
	()
	EMAIL:
CONTACT FOR PROJECT INFORMATION:	
Reuben, Junius & Rose, LLP Attn: Jody Knight	
Same as Above <input type="checkbox"/>	
ADDRESS:	TELEPHONE:
One Bush Street, Suite 600, San Francisco, CA 94104	(415) 567-9000
	EMAIL:
	jknight@reubenlaw.com
COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):	
John Dennis	
Same as Above <input type="checkbox"/>	
ADDRESS:	TELEPHONE:
1582 Union Street, San Francisco, CA 94123	(415) 305-7200
	EMAIL:
	jdennis@foundationre.com

2. Location and Project Description

STREET ADDRESS OF PROJECT:		ZIP CODE:	
1726-1732 Mission Street		94103	
CROSS STREETS:			
Duboce Avenue/14th Street			
ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:	
3232 / 004A & 005	UMU	68-X	
PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
<input checked="" type="checkbox"/> New Construction	0	40	40
<input checked="" type="checkbox"/> Demolition			
<input type="checkbox"/> Alteration			
<input type="checkbox"/> Other: _____			

Compliance with the Anti-Discriminatory Housing Policy

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

1a. If yes, in which States? _____

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

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

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

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

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

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

Signature:  _____

Date: April 19, 2017

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

Jody Knight, Authorized Agent

Owner / Authorized Agent (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

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

Notification of Incomplete Information made:

To: _____ Date: _____

BUILDING PERMIT NUMBER(S):	DATE FILED:
RECORD NUMBER:	DATE FILED:
VERIFIED BY PLANNER:	
Signature: _____ Date: _____	
Printed Name: _____ Phone: _____	
ROUTED TO HRC:	DATE:
<input type="checkbox"/> Emailed to: _____	



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code

Chapter 83

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

Section 1: Project Information

PROJECT ADDRESS		BLOCK/LOT(S)	
1726-1732 Mission		3232 / 004A, 005	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
	2014-002026		
PROJECT SPONSOR	MAIN CONTACT	PHONE	
Sustainable Living, LLC	John Dennis	(415) 305-7200	
ADDRESS			
1726 Mission Street			
CITY, STATE, ZIP		EMAIL	
San Francisco, CA 94103		jdennis@foundationre.com	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
40	2,250	66 feet / 6 stories	\$12,000,000
ANTICIPATED START DATE			
TBD			

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	
<input type="checkbox"/>	Project is wholly Residential
<input type="checkbox"/>	Project is wholly Commercial
<input checked="" type="checkbox"/>	Project is Mixed Use
<input checked="" type="checkbox"/>	A: The project consists of ten (10) or more residential units;
<input type="checkbox"/>	B: The project consists of 25,000 square feet or more gross commercial floor area.
<input type="checkbox"/>	C: Neither 1A nor 1B apply.
NOTES:	
<ul style="list-style-type: none">If you checked C, this project is <u>NOT</u> subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.If you checked A or B, your project <u>IS</u> subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit www.workforcedevelopmentsf.orgIf the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.	

Continued...

Section 3: First Source Hiring Program – Workforce Projection

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


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

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

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer				Laborer			
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
Jody Knight, Attorney and Authorized Agent	jknight@reubenlaw.com	(415) 567-9000
<p>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.</p> <div style="display: flex; justify-content: space-between;"> <div>  (SIGNATURE OF AUTHORIZED REPRESENTATIVE) </div> <div> April 19, 2017 (DATE) </div> </div>		

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

SHEET INDEX

A-0.0	TITLE SHEET	SCALE AS NOTED
A-0.1	PROJECT DATA	NTS
A-0.2A	EXISTING SITE PLAN	SCALE AS NOTED
A-0.2B	PROJECT SITE PLAN	SCALE AS NOTED
A-0.3	YARD ANALYSIS	SCALE AS NOTED
A-0.4A	STREET ELEVATION	NTS
A-0.4B	STREET VIEWS	NTS
A-0.4C	STREET VIEWS	NTS
A-0.5A	STREET PERSPECTIVE	NTS
A-1.1	FLOOR PLAN	SCALE AS NOTED
A-1.2	FLOOR PLAN	SCALE AS NOTED
A-1.3	FLOOR PLAN	SCALE AS NOTED
A-1.4	FLOOR PLAN	SCALE AS NOTED
A-2.1	SECTION	SCALE AS NOTED
A-3.1	ELEVATION	SCALE AS NOTED
A-3.2	ELEVATION	SCALE AS NOTED
A-3.3	ELEVATION	SCALE AS NOTED
A-3.4	ELEVATION	SCALE AS NOTED
A-3.5	LIGHTWELL ANALYSIS	NTS
A-5.2	WALL SECTION	SCALE AS NOTED
D-1.1	EXISTING FLOOR PLAN	SCALE AS NOTED
D-1.2	EXISTING FLOOR PLAN	SCALE AS NOTED

PROJECT DESCRIPTION

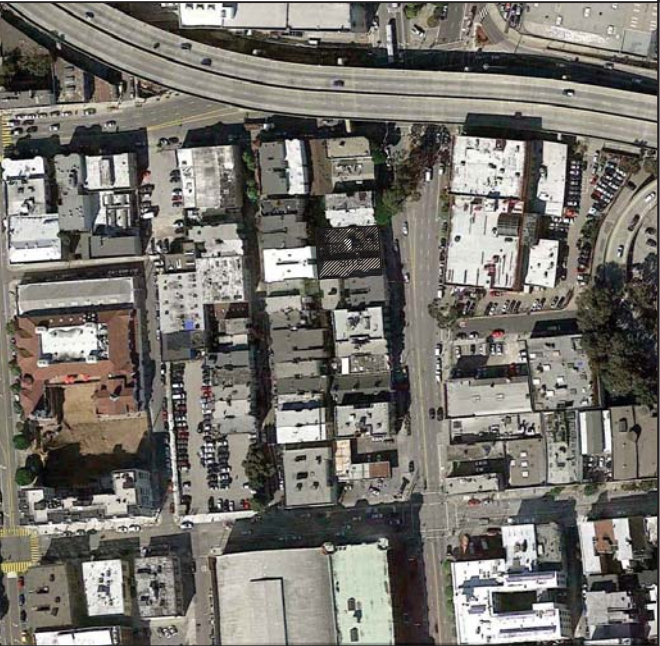
DEMOLISH EXISTING TWO-STORY BUILDING. CONSTRUCT A 6-STORY, 66 FOOT TALL MIXED-USE BUILDING, CONSISTING OF GROUND FLOOR PDR, AND AT GRADE 22 CAR PARKING GARAGE. THERE WILL BE 40 DWELLING UNITS LOCATED ON 5 STORIES ABOVE THE GROUND FLOOR. TOTAL FAR IS 35,893 SF. THE PROJECT PROPOSES 2,250 SF PDR.

PROJECT DATA

PROJECT SITE	1726 MISSION STREET
CROSS STREETS	14TH STREET
ASSESSOR’S PARCEL #	3532 / 4A AND 5
ZONING	UMU
OCCUPANCY TYPE	S-2, R-2, M (PDR)
CONSTRUCTION TYPE	TYPE IIIA
LOT SIZE	7,800 SQ FT
HEIGHT	66’0” TO ROOFLINE
HOUSING UNITS	40 (50% 2BD)
PARKING STALLS	22 STALLS AT GRADE PARKING
BIKE STALLS	RESIDENTIAL=62 CLASS 1 STALLS, 8 CLASS 2 STALLS (3 REQ)

GROSS BUILDING AREA CALCULATION (INCR W/ SPRINKLER) :	
OCCUPANCY	PROPOSED
S2	4,281 SF
R2	27,145 SF
M (PDR)	2,250 SF
MISC. (LOBBY)	2,218 SF
TOTAL	35,893 SF

MAP



PERSPECTIVES



DIRECTORY

ARCHITECT:	NATOMA ARCHITECTS INC 1022 NATOMA STREET #3 SAN FRANCISCO, CA 94103 t: 415.626.8977 x112 f: 415.626.8978 nkaye@saitowitz.com	NEIL KAYE
------------	---	-----------

REVISIONS	

OWNER:
SUSTAINABLE LIVING LLC 1592 Union Street, SAN FRANCISCO, CA 94123
ARCHITECT:
STANLEY SAITOWITZ NATOMA ARCHITECTS Inc. 1022 Natoma Street, No. 3 San Francisco, CA 94103 T 415.626.8977 F 415.626.8978

1726 MISSION
1726 MISSION STR, SAN FRANCISCO, CA

TITLE:	
TITLE SHEET	
SET:	PLANNING
DATE:	05-01-2017
SCALE:	NTS
DRAWN:	SS/NAI <small>© 2017 NATOMA ARCHITECTS INC.</small>
SHEET NO:	
A0.0	

P L A N N I N G D A T A

ADDRESS: 1726 MISSION STR., SAN FRANCISCO, CA

CROSS STREET: 14th STREET

BLOCK/LOT: 3532 / 4A AND 5

PROJECT DESCRIPTION: Demolish existing two-story building. Construct a 6-story, 68 foot tall mixed-use building, consisting of ground floor commercial space, and at grade 22 car parking garage. There will be 40 dwelling units located on 5 stories above the ground floor. The project proposes 2,250 SF PDR. Total area is 35,893 SF

CODE USED: 2013 California Building Code, 2013 SF Planning Code, 2013 California Mechanical Code, 2013 California Plumbing Code, 2013 California Electrical Code, 2013 California Energy Code, 2013 California Fire Code, 2013 NFPA 72 (fire alarms), 2013 NFPA 13 / 13r (Sprinklers), California Government Code

ZONING: UMU

EXISTING SITE CONDITION: TWO STORY BUILDING WITH FULL LOT COVERAGE. . BUILDING IS NOT A HISTORIC RESOURCE (6/11/2004)
HEIGHT: 28'-7"
AREA: 7,800 SQ FT OF LOT AREA
GROSS BUILDING SQ FT: 11,200 SQ FT

OCCUPANCY: S-2: PARKING
R-2: RESIDENTIAL
M: PDR: STORAGE / STOCK

ACCESSIBILITY: PROJECT IS A COVERED, MULTISTORY, MIXED USE CONDOMINIUM RESIDENTIAL BUILDING WITH ONE ELEVATOR. AS PER THE CALIFORNIA DISABLED ACCESS REGULATIONS BOOK SEC 11, THIS IS A MULTI-LEVEL, ELEVATOR BUILDING . IT IS IN FULL COMPLIANCE WITH CBC SECTION 11-B, ACCESSIBLE IN ALL COMMON AREAS.

NUMBER OF STORIES: 6 STORIES / 66 FEET; MEASURED FROM MISSION STREET. THERE IS A PARAPET.
THE ENTIRE BUILDING IS TO BE FULLY SPRINKELED. THIS WILL BE UNDER SEPARATE PERMIT. SEE ADDENDUM SCHEDULE.
INSTALL TYPE 1 DRY/WET COMBINATION STANDPIPE.

HEIGHT: 66'0" FEET TO ROOFLINE AS MEASURED FROM MISSION. STREET
THE ELEVATOR, AND STAIR EXTEND AN ADDITIONAL 14 FEET ABOVE THE ESTABLISHED ROOF LINE. THESE FEATURES REPRESENT LESS THAN 20% OF TOTAL ROOF AREA. THERE IS A 3'6" FOOT PARAPET.

LOT SIZE/AREA: AREA: 7,800 SQ FT; LENGTH: 100'-0" WIDTH: 78'-0" (SEE SURVEY; ASSESSORS PARCEL DATA IS INCORRECT)

FAR: NO FAR REQUIREMENTS FOR HOUSING USE
A 5:1 FAR REQUIREMENTS EXISTS FOR NON RESIDENTIAL USES
2,250 SQ FT < 39,000 SQ FT THEREFORE PROJECT COMPLIES

LOT COVERAGE: THE EXISTING BUILDING COVERS 100% OF THE LOT (LEVELS 1)
THE PROJECT PROPOSES A LOT COVERAGE OF 100% FOR FIRST LEVEL.

(REAR YARD) FOR LEVELS 2 THROUGH 6 A REAR YARD OF 1,950 SQ FT (25%) IS PROPOSED. (SEE ROOF PLAN FOR DIMENSIONS)
THIS REAR YARD IS LARGER THAN THE NORM FOR THE EXISTING BLOCK STRUCTURE WHICH HAS A TYPICAL REAR YARD OF 12%
A TOTAL OF 5,968 SQ FT OF OUTDOOR SPACE IS PROVIDED

OPEN SPACE:

Private Decks	Units #	Area	Total
	Required	4	80 320
Balconies	Area	Total	
	Level 2	4 235 & 150	770
	Private Provided		770
Common Decks	Common Roof Deck	Required	3,830
	Common Roof Deck	Provided	3,925
	Total Outdoor Provided		4,695

PARKING: 22 STALLS IN AT GRADE PARKING STRUCTURE. ONE STALL TO BE HC VAN. 21 OF THE STALLS SHALL BE INDEPENDENTLY ACCESSED VIA STACKERS
AS PER TABLE 152 NO OFF STREET LOADING SPACES ARE REQUIRED: RESIDENTIAL NET SQUARE FOOTAGE < 100,000 SQ FT

BIKE STALLS: RESIDENTIAL = 62 CLASS 1 STALLS
8 CLASS 2 STALLS

STREET TREES: THERE ARE NO EXISTING STREET TREES.
THE PROJECT WILL PROVIDE 4 NEW STREET TREES)SEE SITE PLAN) TO COMPLY WITH THE 1 TREE PER 20 FT OF FRONTAGE. TREES SHALL BE GINKGO PRINCETON SENTRY – 15GAL

B U I L D I N G D A T A

GENERAL		
	DATA	ALLOWED
	CONSTRUCTION TYPE	III A
	OCCUPANCY GROUP	R2, S2, M
	BUILDING HEIGHT	75'
	AREA PER FLOOR (R2 LIMITS)	24,000
	NO. OF STORIES*	6
	NO. OF UNITS	N/A
	FIRE SPRINKLER	REQ
		FULLY SPRINKLERED
	PER TBL 503 AND 510.5	

GROSS BUILDING AREA CALCULATION FOR TABLE 503 AND 510.5 (INCR W/ SPRINKLER) :				
OCCUPANCY	ALLOWED	PROPOSED	ALLOWED	PROPOSED
S2	5 STOR	1 STOR	78,000 SF	4,281 SF
R2	6 STOR	6 STOR	48,000 SF	5,429 SF
M	5 STOR	1 STOR	37,000 SF	2,250 SF
			HEIGHT CONTROLS PER CBC 510.5	

CONSTRUCTION TYPE and BUILDING TYPE:

THE PROPOSED BUILDING IS TO BE TYPE IIIA. PLEASE REFER TO ASSEMBLY DIAGRAM (A0.6) FOR DESCRIPTION OF ALL RATED ASSEMBLIES. AS PER TABLE 510.5 THE HORIZONTAL FIRE SEPARATION BETWEEN R2 OCCUPANCY AND S2 OCCUPANCY SHALL BE 3 HRS

FIRE RESISTANCE RATING PER CBC TABLE 601 AND 602	
	BUILDING ELEMENT
	TYPE 1B
	PRIMARY STRUCTURAL FRAME
	1
	BEARING WALL EXTERIOR
	2
	BEARING WALL INTERIOR
	1
	NONBEARING WALLS & PARTITIONS EXTERIOR
	SEE TABLE 602
	NONBEARING WALLS & PARTITIONS INTERIOR
	0
	FLOOR CONSTRUCTION & SECONDARY MEMBERS
	1
	ROOF CONSTRUCTION & SECONDARY MEMBERS
	1

FIRE SEPARATION DISTANCE = X (FT)	OCCUPANCY R2:
X<5	1
5<X<10	1
10<X<30	1
X>30	0

ALL PROPERTY LINE WINDOWS SHALL BE AS PER SFBC AB-009

OCCUPANCY SEPARATION: AS PER SECTION 508 AND TABLE 508.4

3 HR ASSEMBLY BETWEEN 1ST STORY S2 GARAGE AND 2ND STORY R-2 RESIDENTIAL AS PER CBC 510.5

2 HR NON COMBUSTIBLE BETWEEN S2 GARAGE AND EXIT LOBBY / PATHS.

1HR NON COMBUSTIBLE BETWEEN M AND R2 AS PER TBL 508.4

1HR NON COMBUSTIBLE BETWEEN ALL RESIDENTIAL UNITS

TYPE IIIA CONSTRUCTION 2 HR. WALLS:

BEARING EXTERIOR WALLS AS PER CBC TABLE 601

TYPE IIIA CONSTRUCTION 2 HR. SHAFT WALLS:

ALL STAIRS W/ 2 HR ENCLOSURE AS PER CBC SEC. 707.4
1-1/2 HR DOOR AS PER CBC SEC. 715.4

TYPE IIIA CONSTRUCTION 1 HR. WALLS:

ALL CORRIDORS LEADING TO EXIT ENCLOSURES

TYPE IIIA CONSTRUCTION. NR WALLS:

NON BEARING INTERIOR PARTITIONS. NON RATED DOORS

PROPERTY LINE PARAPET WALLS

ALL PROPERTY LINE PARAPET WALLS TO BE 1HR RATE (MINIMUM)

STRUCTURE:

ALL PRIMARY STRUCTURAL FRAMES ARE TO BE 1 HR RATED

PLUMBING:

PROJECT IS LESS THAN 40,000 SQ FT IN ACCUMULATIVE AREA AND IS THEREFORE EXEMPT FROM DUAL PLUMBING REQUIREMENTS

FLOOR AREA CALCULATIONS:	S-2	R-2	M	Circ / Lobby	Total Gross	Outdoor (Excl. Gross)
Level 1	4,281	-	2,250	1,367	7,898	
Level 2	-	5,429			5,429	1,168
Level 3	-	5,429			5,429	-
Level 4	-	5,429			5,429	-
Level 5	-	5,429			5,429	-
Level 6	-	5,429			5,429	-
Roof	-	-		850	850	4,800
Total	4,281	27,145	2,250	2,217	35,893	5,968

GROSS FLOOR AREA AS DEFINED BY sSFPC SECTION 102

One Bedroom	20	50 %
Two Bedroom	20	50 %
Total	40	

OCCUPANCY LOAD CALCULATIONS	Occupanc	Area	Factor	Load	Egress width	Egress width provided	Notes
	S-2	4,281	200	21.4	4.28	36" for door	1 exit required per tbl 1015.1
	R-2	5,429	200	27.1	8.14	96.00	2 exits required . Stair width to be 48" per CBC 1009.1
	M	2,250	300	7.5	1.5	36" for door	1 exit required per tbl 1015.1
	O (Roof)	4,800	15	320.00	96.00	96.00	2 exits required . Stair width to be 48" per CBC 1009.1

EMERGENCY ESCAPE: AS PER CBC SECTION 1029 AND TABLE 1021 NO EMERGENCY ESCAPE AND RESCUE IS REQUIRED

GARAGE VENTILLATION: IN ACCORDANCE WITH CBC SEC 406.6 MECHANICAL VENTILATION SYSTEM WILL BE PROVIDED

GROUP R LIGHT AND VENTILATION: LIGHT: ALL HABITABLE ROOMS (EXCEPT BATHROOMS AS PER CBC 1203.2) HAVE NATURAL LIGHT GREATER THAN 8% OF THE FLOOR AREA.

VENTILLATION: ALL ROOMS REQUIRED BY CBC 1203.1 SHALL BE PROVIDED WITH MECHANICAL VENTILATION. VERTICAL SHAFTS WILL BE PROVIDED THROUGH BUILDING DRAWING FRESH AIR IN AT ROOF.

ELEVATOR: ELEVATOR TO BE OTIS 3500 LB GEN 2-A MACHINEROOM-LESS ELEVATOR. ELEVATOR IS STRETCHER ACCESSIBLE.

TRASH: TRASH ROOM SHALL COMPLY WITH SFAB-088 COLLECTION AND STORAGE OF TRASH, RECYCLING, AND COMPOSTABLE MATERIALS.

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1726 MISSION
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TITLE:
PROJECT DATA

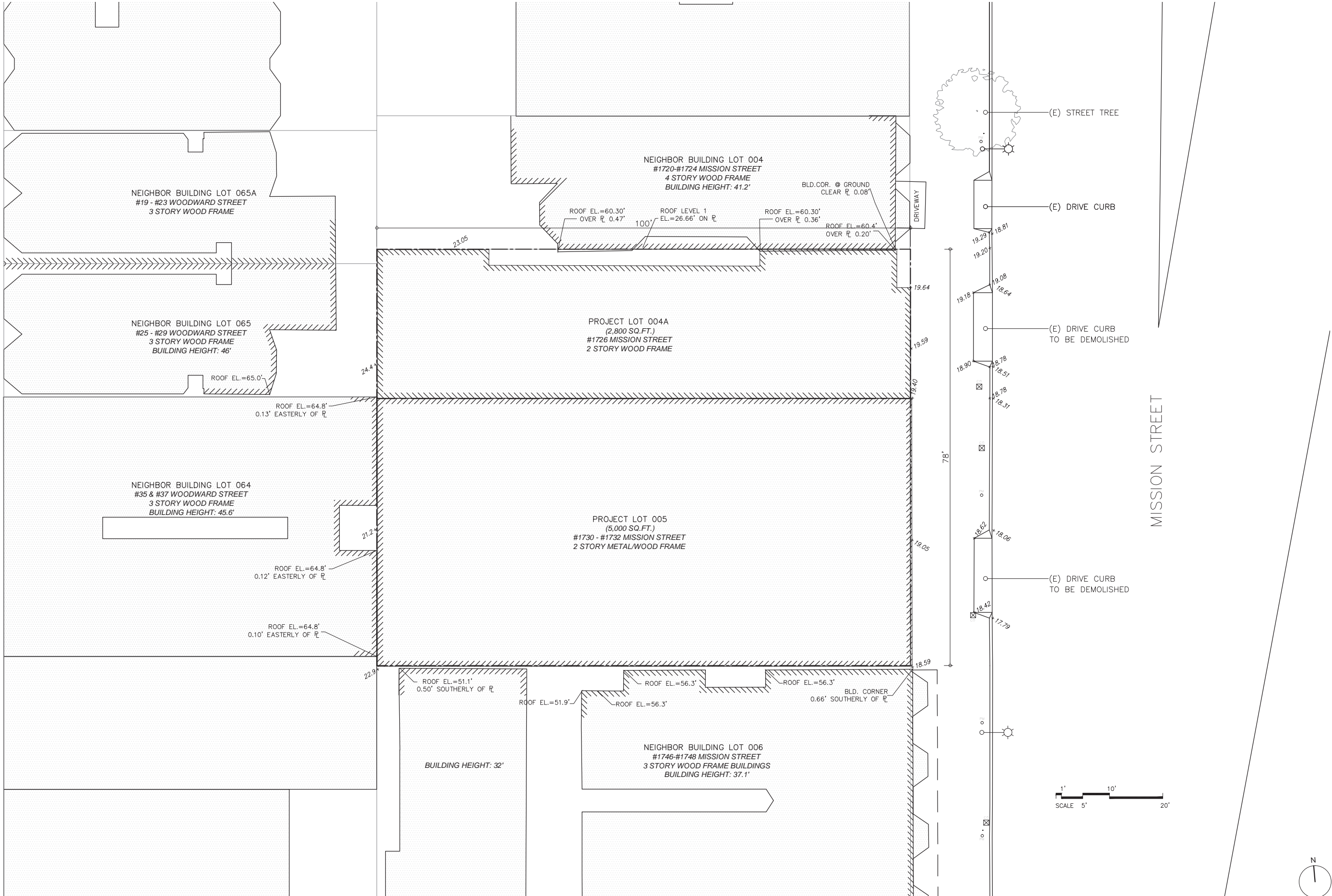
SET: PLANNING

DATE: 05-01-2017

SCALE: NTS

DRAWN: SS/NAI
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A0.1



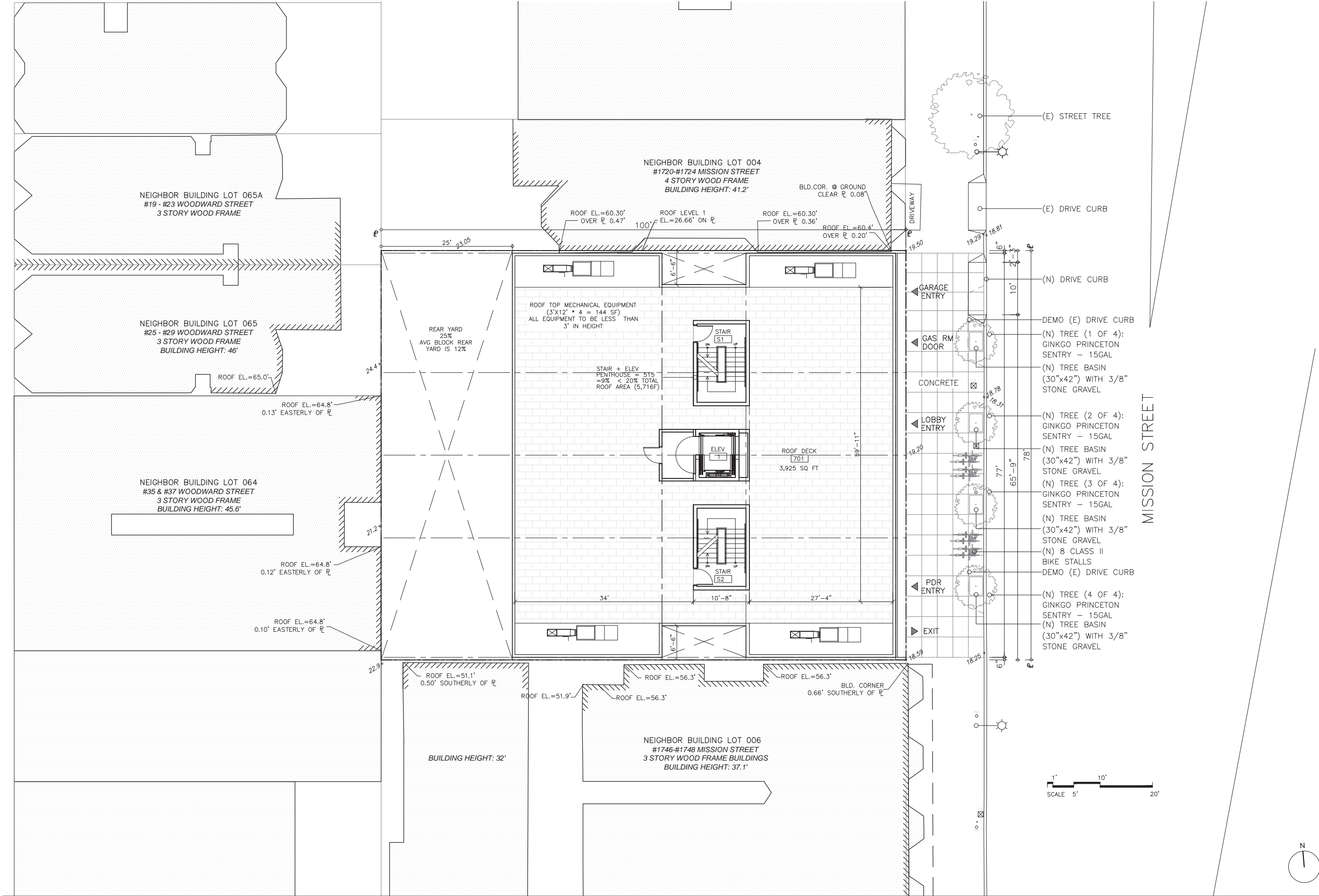
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TITLE: EXISTING SITE PLAN	
SET:	PLANNING
DATE:	05-01-2017
SCALE:	24x36: 1/8" = 1'-0" 11x17: SCALE BAR
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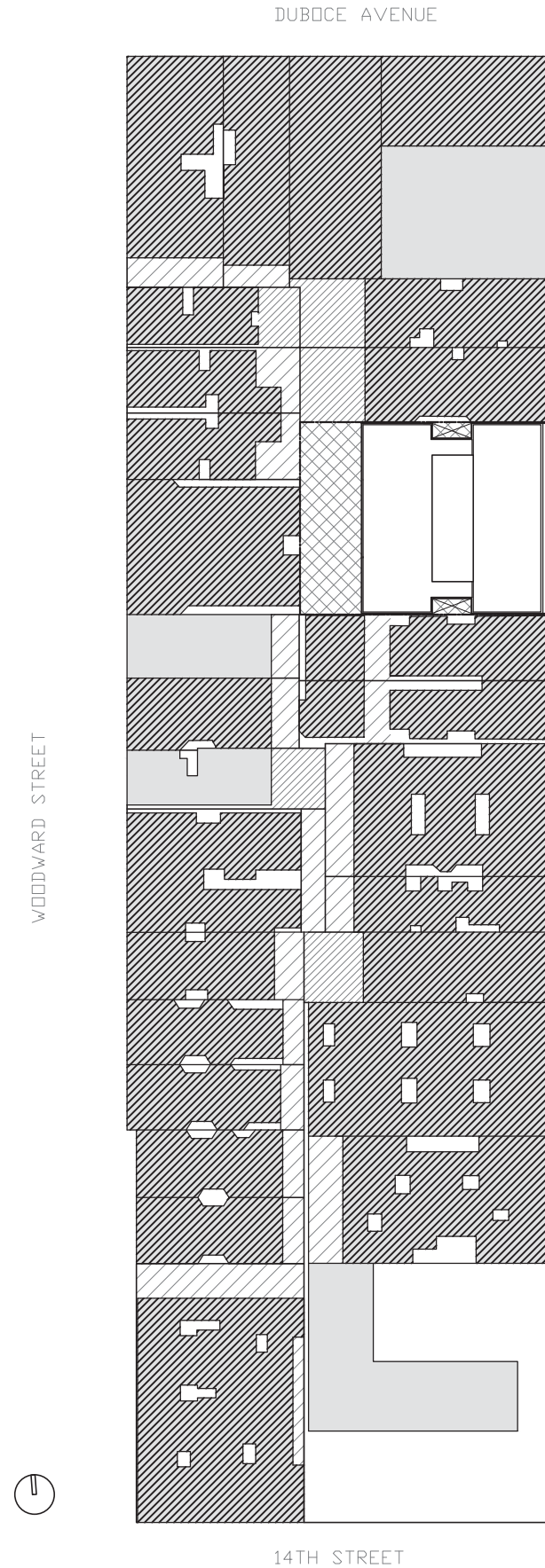
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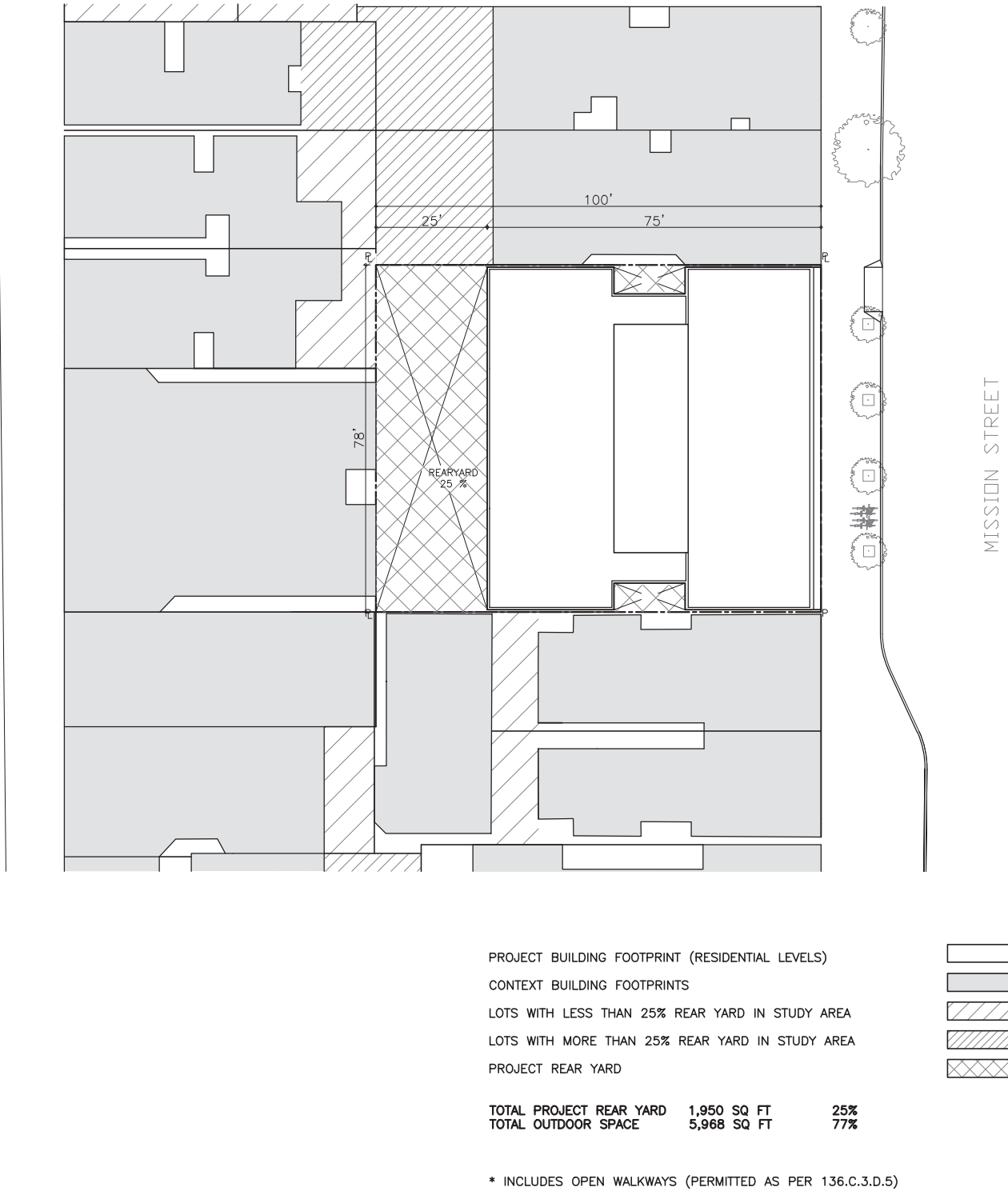
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TITLE: PROJECT SITE PLAN	
SET:	PLANNING
DATE:	05-01-2017
SCALE:	24x36: 1/8" = 1'-0" 11x17: SCALE BAR
DRAWN:	SSJ/NAI
SHEET NO: A0.2B	



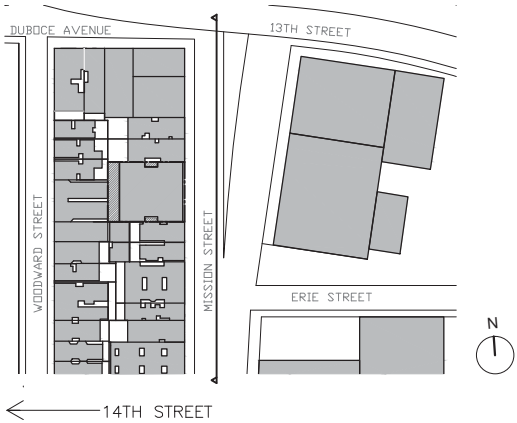
PROJECT BUILDING FOOTPRINT	
CONTEXT HISTORICAL BUILDING FOOTPRINTS	
CONTEXT NON-HISTORICAL BUILDING FOOTPRINTS	
LOTS WITH LESS THAN 25% REAR YARD IN STUDY AREA	
LOTS WITH MORE THAN 25% REAR YARD IN STUDY AREA	
PERCENTAGE OF LOTS WITH LESS THAN 25% REAR YARD IN STUDY AREA	87.8%
PERCENTAGE OF LOTS WITH 25% REAR YARD IN STUDY AREA	11.9%
AVERAGE REAR YARD AREA OF LOTS IN STUDY AREA	12.2%
PROJECT REAR YARD	25%

ADJACENT BLOCK REAR YARD ANALYSIS 1/32"=1' 1



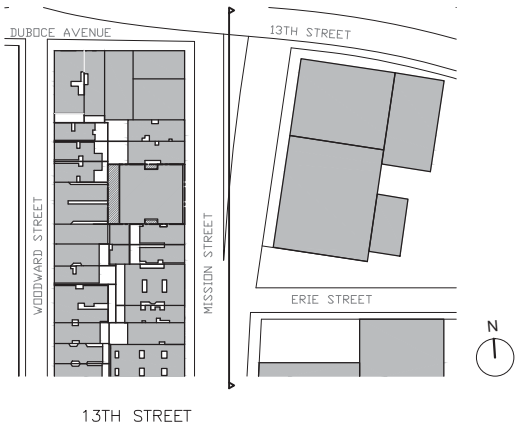
YARD ANALYSIS 1/16"=1' 2

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TITLE: YARD ANALYSIS	
SET:	PLANNING
DATE:	05-01-2017
SCALE:	-
DRAWN:	SS/NAI © 2017 Natomas Architects Inc.
SHEET NO: A0.3	



MISSION STREET WEST ELEVATION

1



MISSION STREET EAST ELEVATION

2

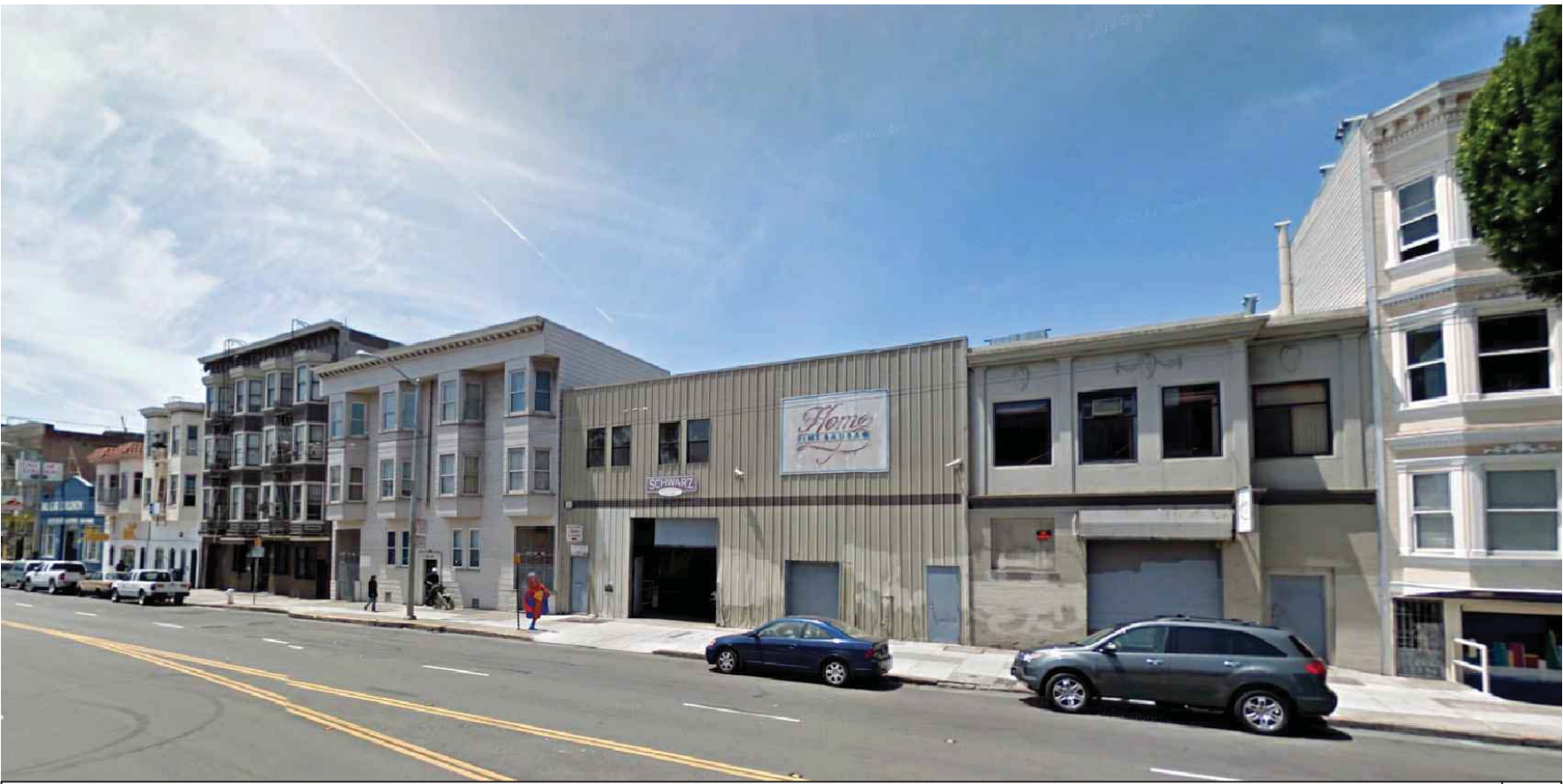
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TITLE: CONTEXT	
SET:	PLANNING
DATE:	05-01-2017
SCALE:	1/8" = 1'-0"
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NORTH-EAST VIEW ON MISSION ST

1



SOUTH-EAST VIEW ON MISSION ST

2

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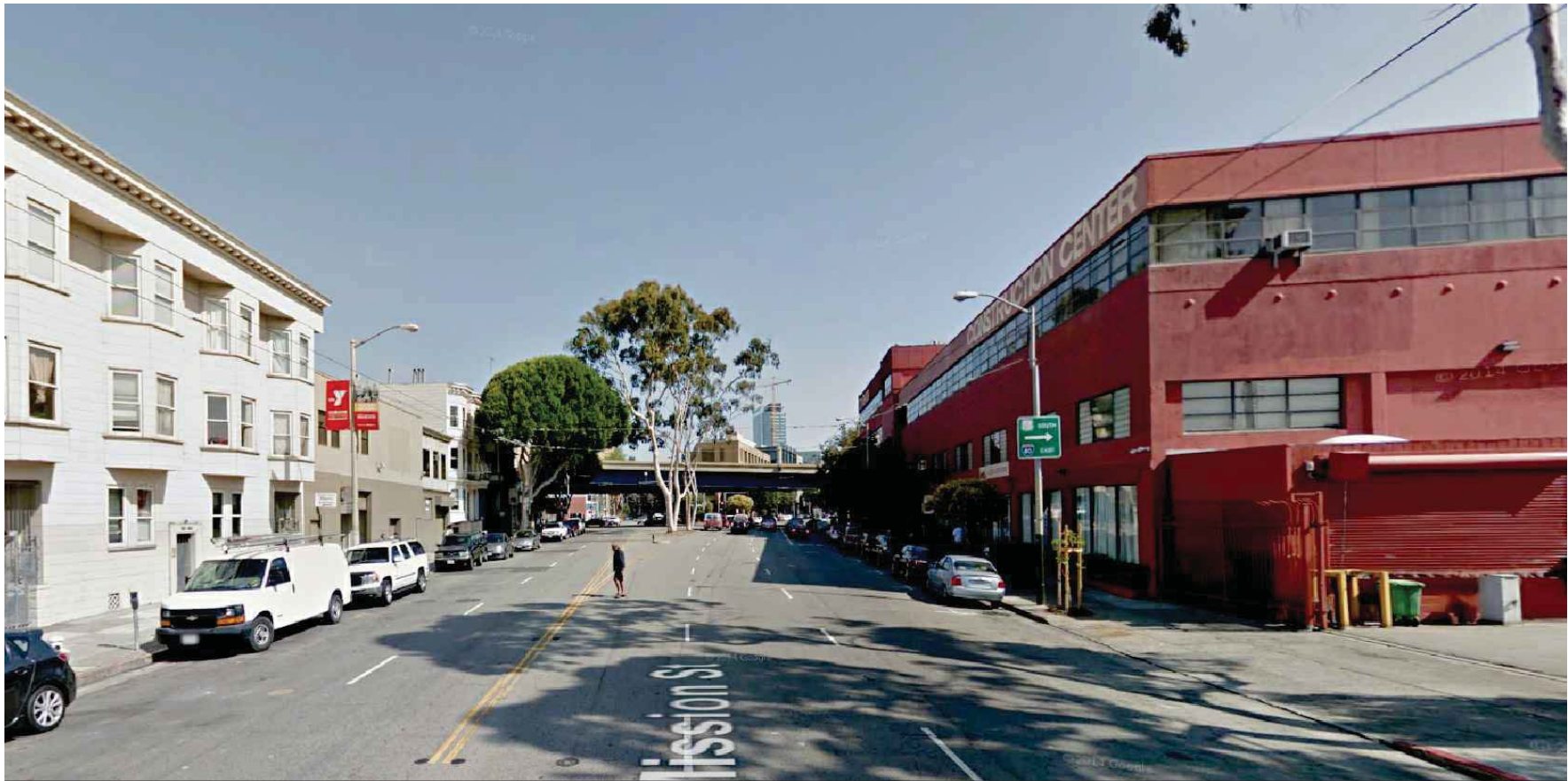
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TITLE: CONTEXT	
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VIEW TOWARDS SOUTH ON MISSION ST

1



VIEW TOWARDS NORTH ON MISSION ST

2

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TITLE: CONTEXT	
SET:	PLANNING
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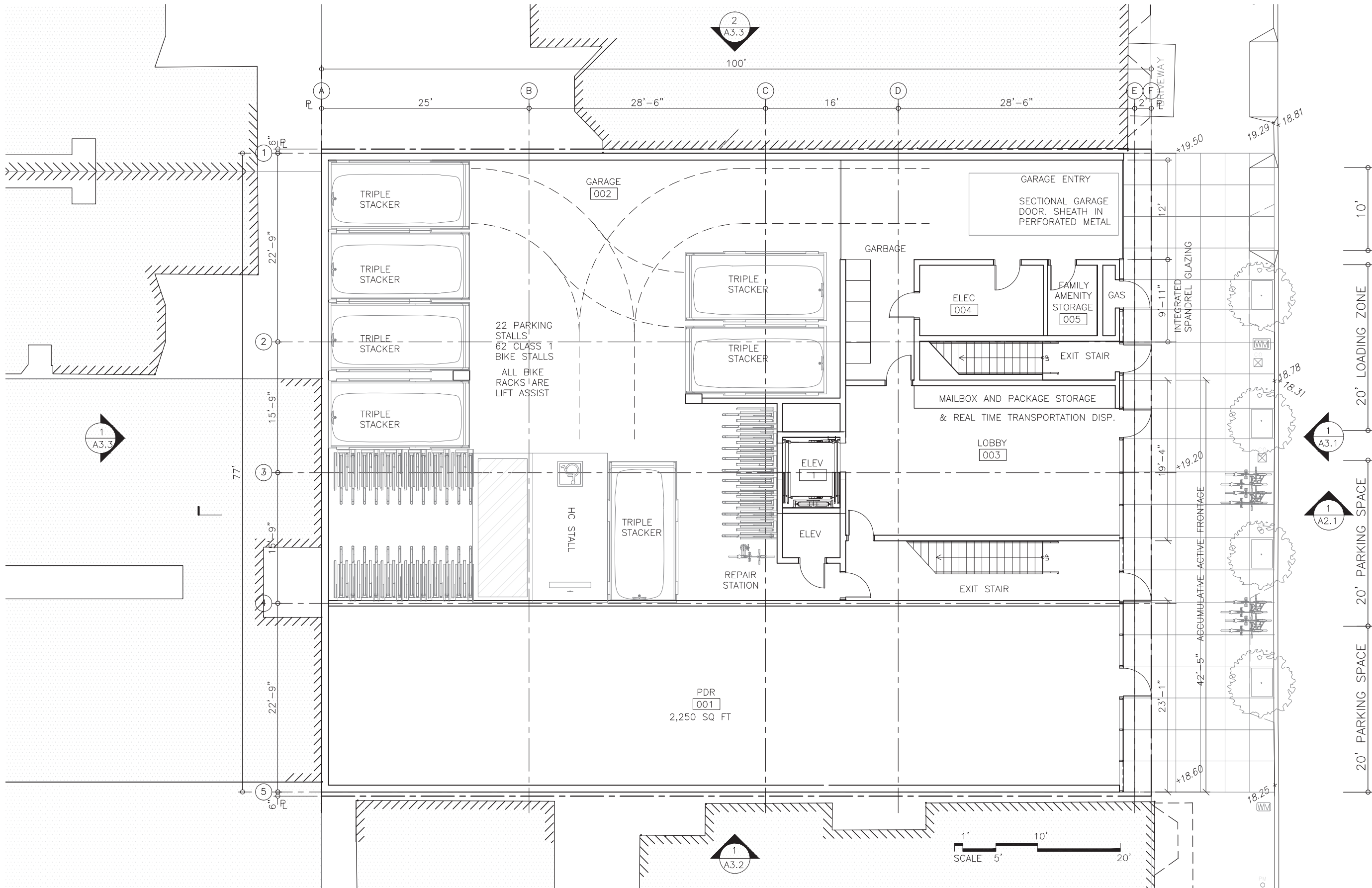
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1726 MISSION
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TITLE:
**PERSPECTIVE
RENDERING**

SET:	PLANNING
DATE:	05-01-2017
SCALE:	NTS
DRAWN:	SS/NAI <small>© 2017 NATOMA ARCHITECTS INC.</small>

SHEET NO:
A0.5A



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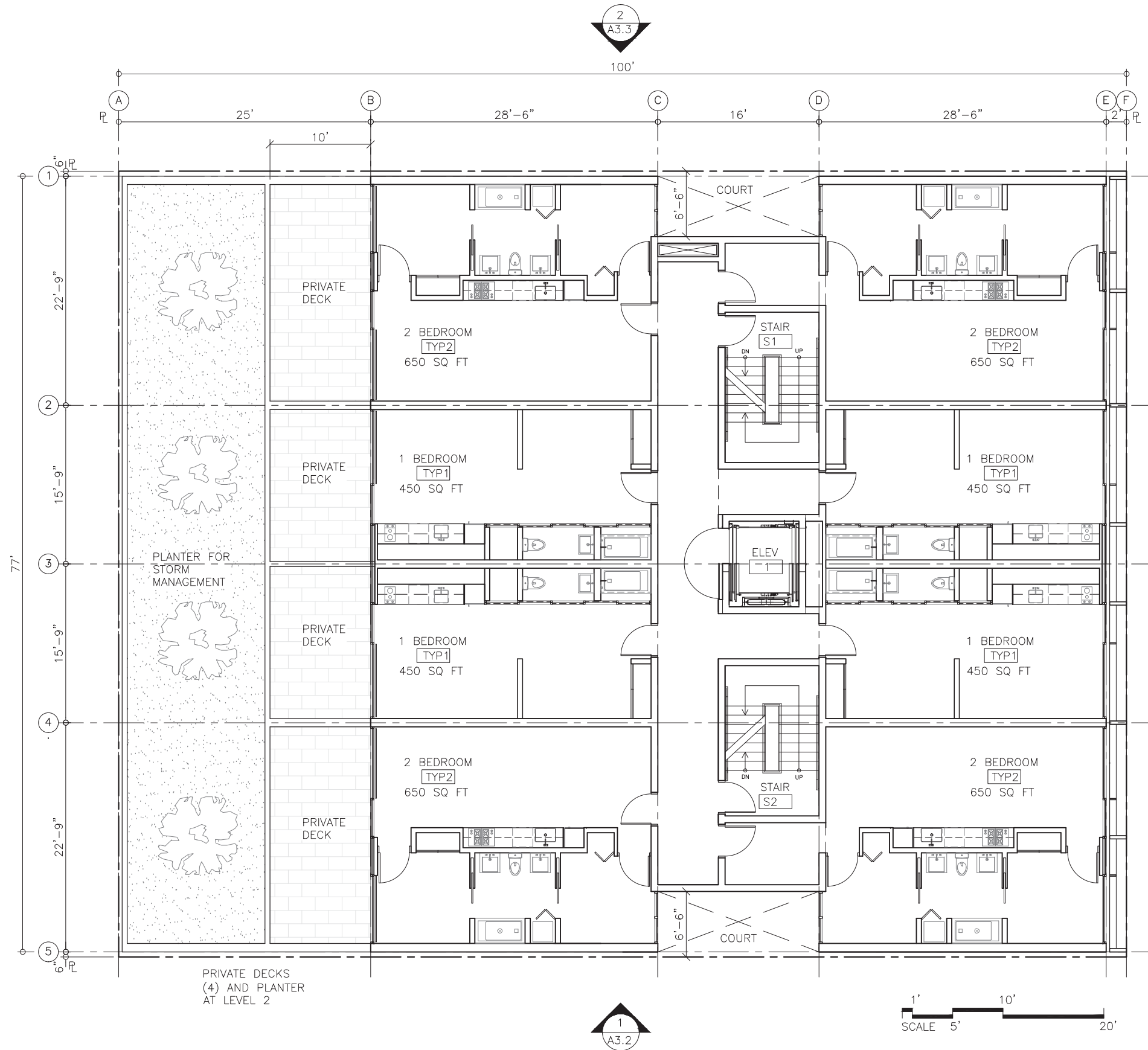
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TITLE: PLAN	
SET:	PLANNING
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SCALE:	24x36: 3/16" = 1'-0" 11x17: SCALE BAR
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SHEET NO: A1.1	

GROUND FLOOR PLAN 1



PRIVATE DECKS
(4) AND PLANTER
AT LEVEL 2

MISSION STREET

LEVEL 2, 3, 4 FLOOR PLAN

1

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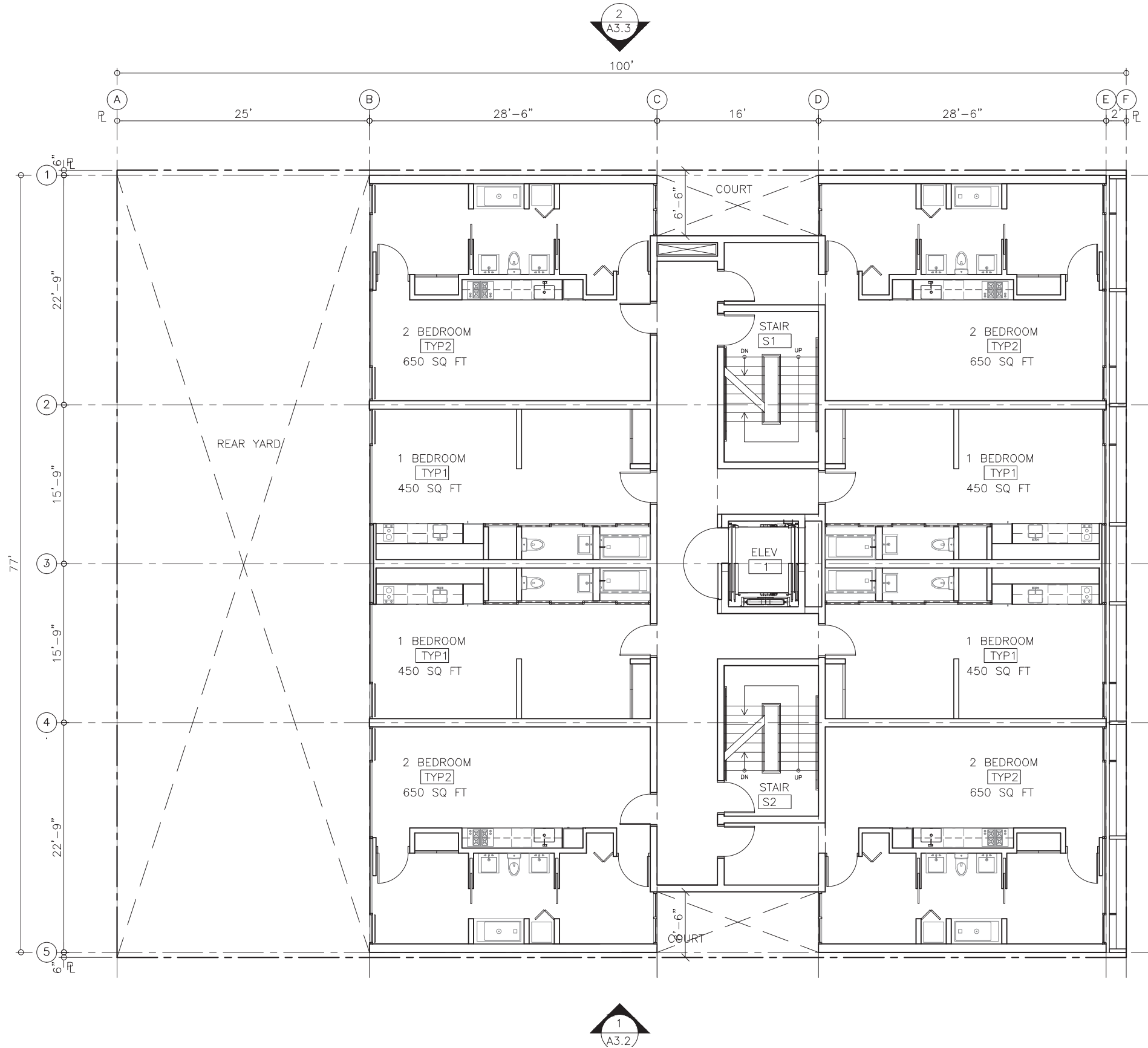
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TITLE:
PLAN

SET:	PLANNING
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SHEET NO:
A1.2



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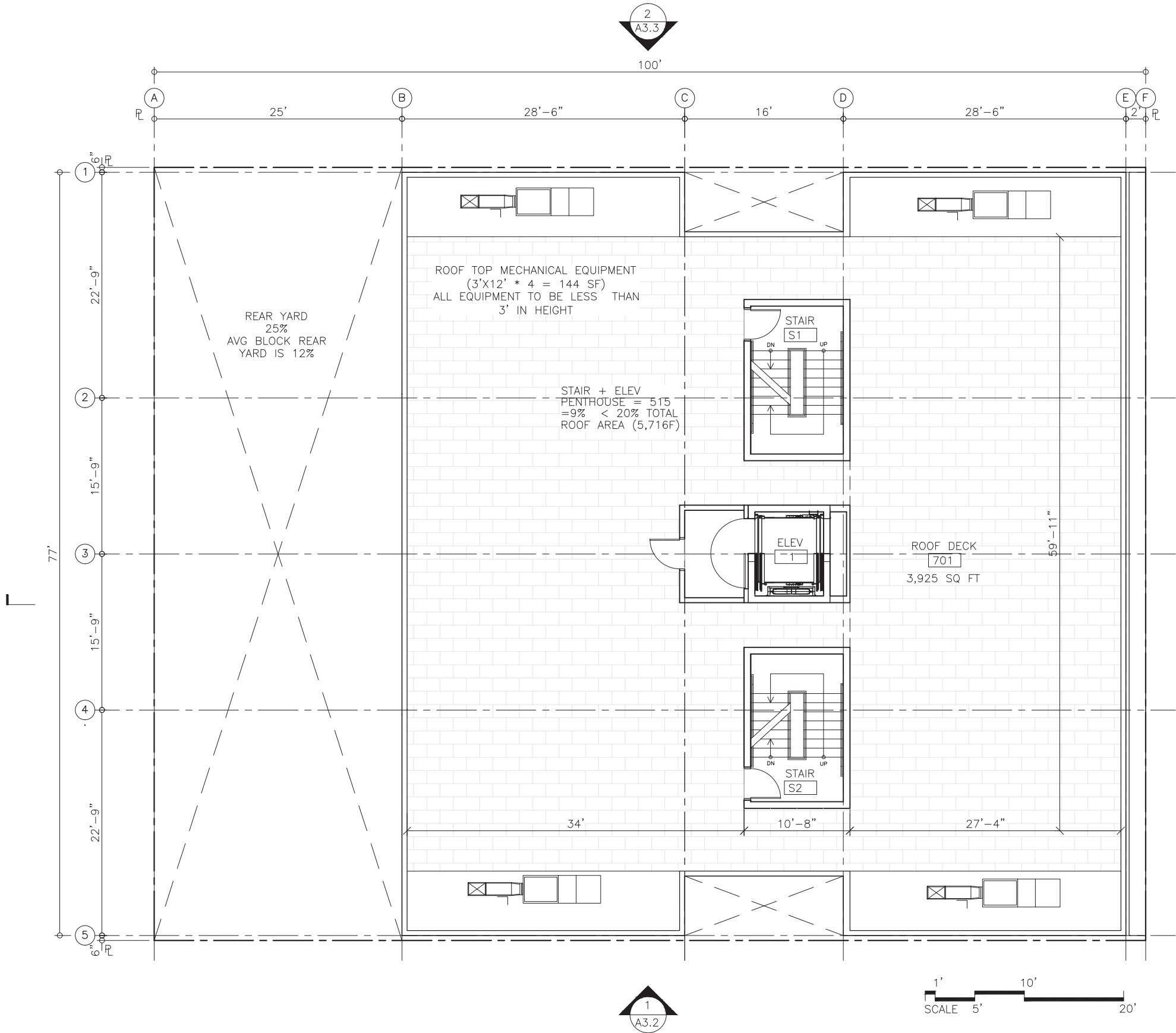
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TITLE: PLAN	
SET:	PLANNING
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SHEET NO: A1.3	

LEVEL 5, 6 FLOOR PLAN

1



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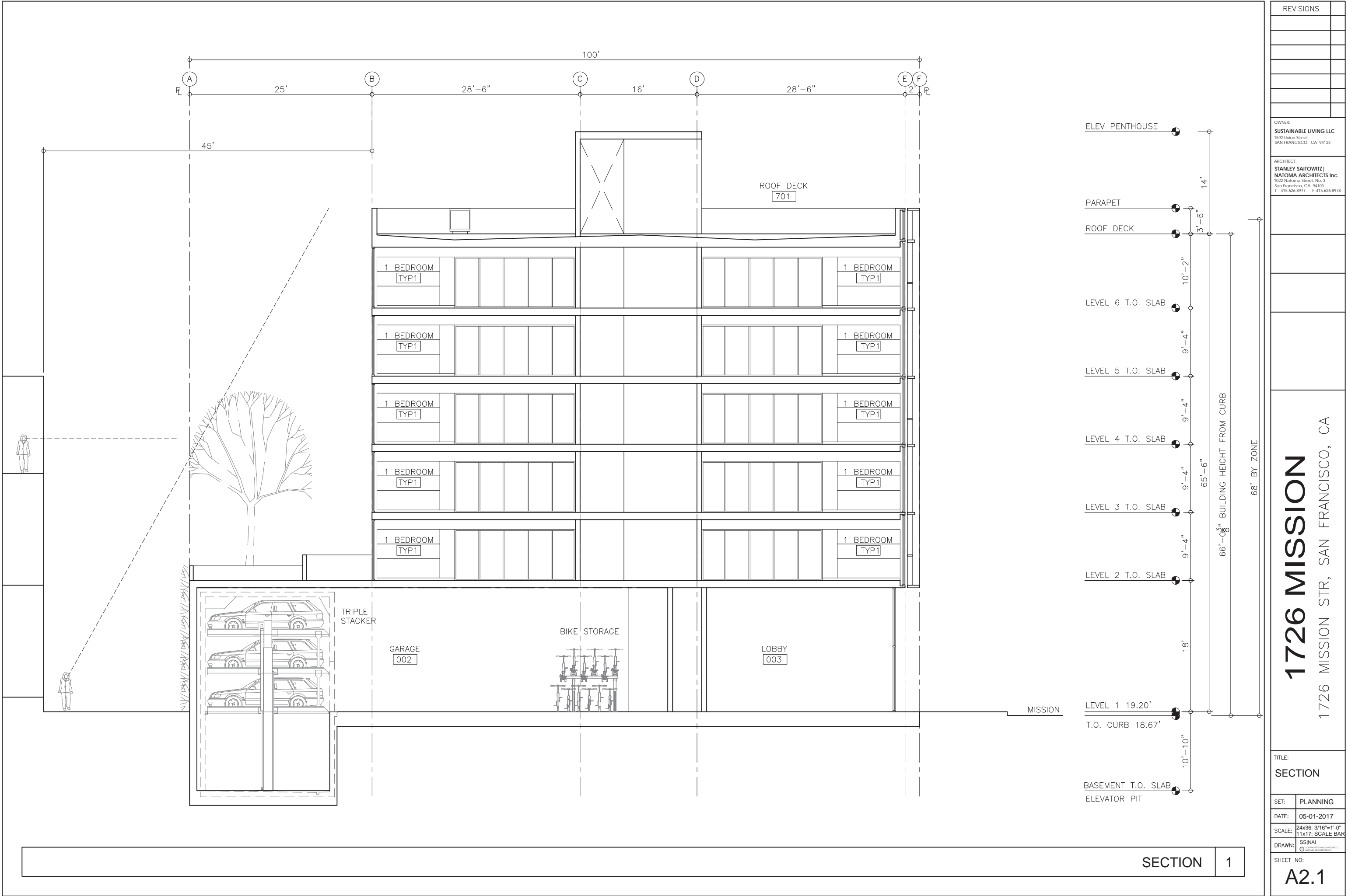
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TITLE: ROOF PLAN	
SET:	PLANNING
DATE:	05-01-2017
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A1.4

ROOF PLAN

1



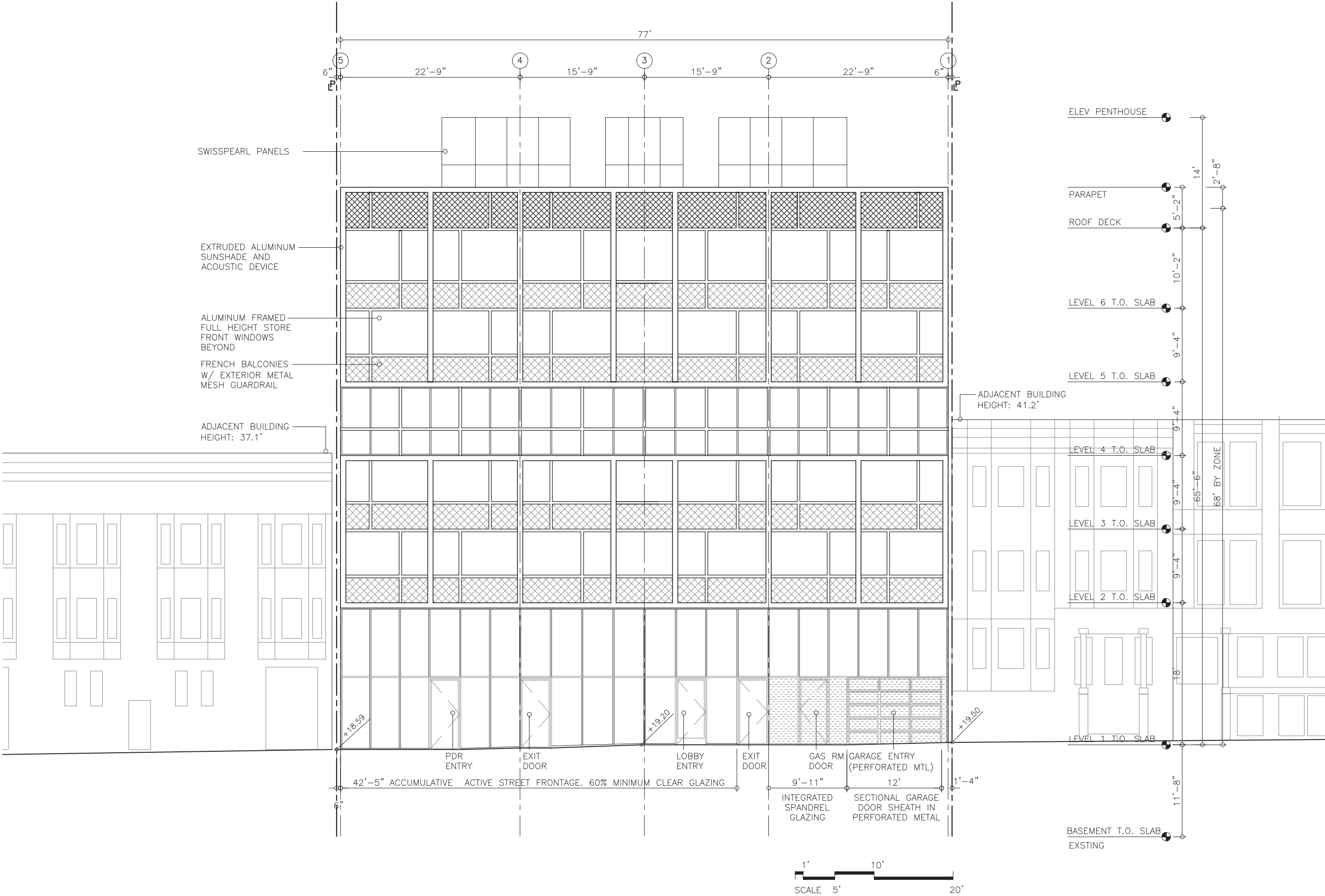
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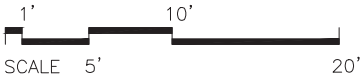
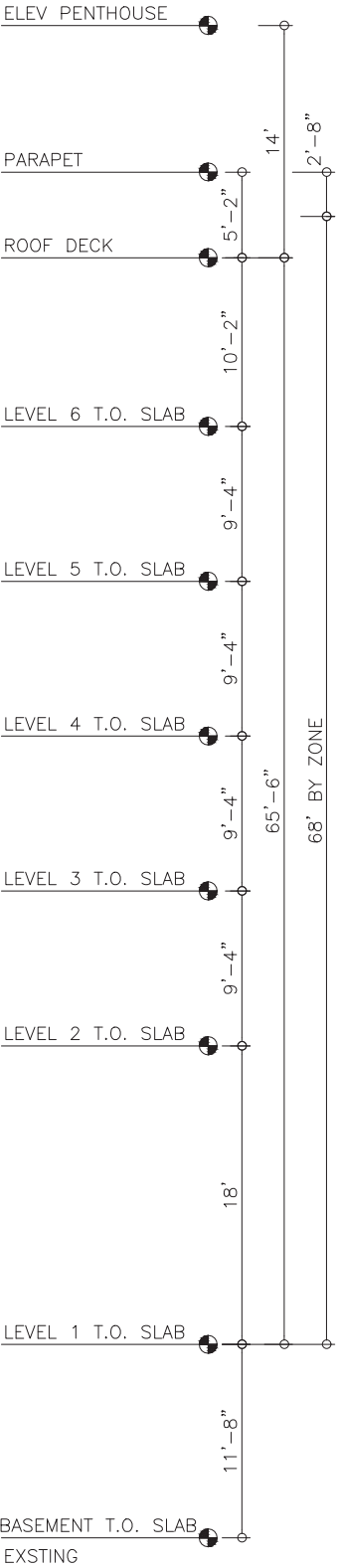
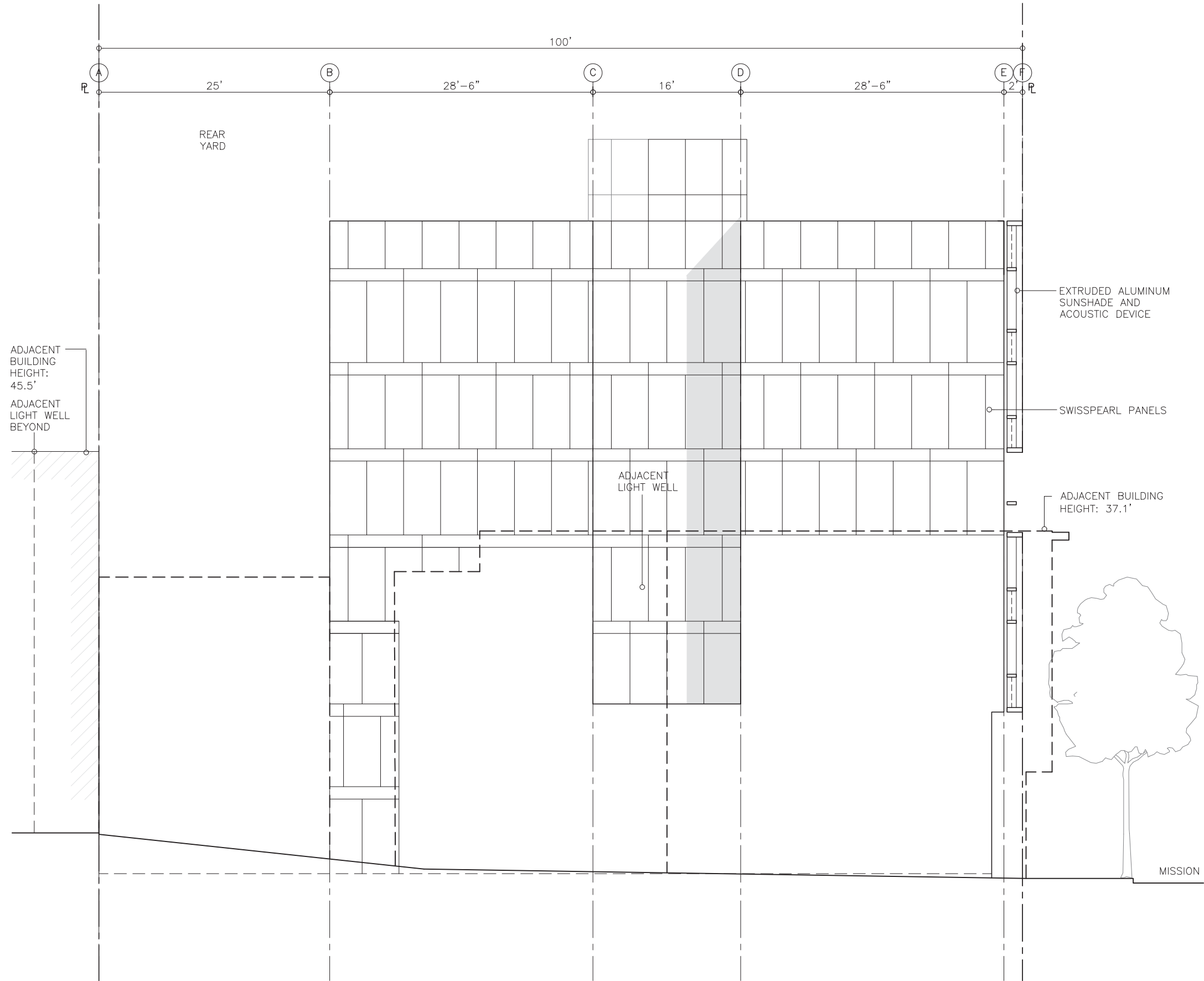
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1726 MISSION
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TITLE: SECTION	
SET:	PLANNING
DATE:	05-01-2017
SCALE:	24x36: 3/16"=1'-0" 11x17: SCALE BAR
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SHEET NO: A2.1	



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TITLE: ELEVATION	
SET:	PLANNING
DATE:	05-01-2017
SCALE:	24x36: 3/16" = 1'-0" 11x17: SCALE BAR
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SHEET NO: A3.1	



SOUTH ELEVATION

1

REVISIONS

NO.	DESCRIPTION	DATE

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1726 MISSION
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TITLE:
ELEVATION

SET: **PLANNING**

DATE: **05-01-2017**

SCALE: **24x36: 3/16"=1'-0"**
11x17: SCALE BAR

DRAWN: **SS/NAI**
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SHEET NO:

A3.2



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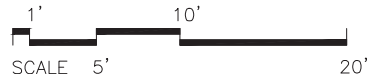
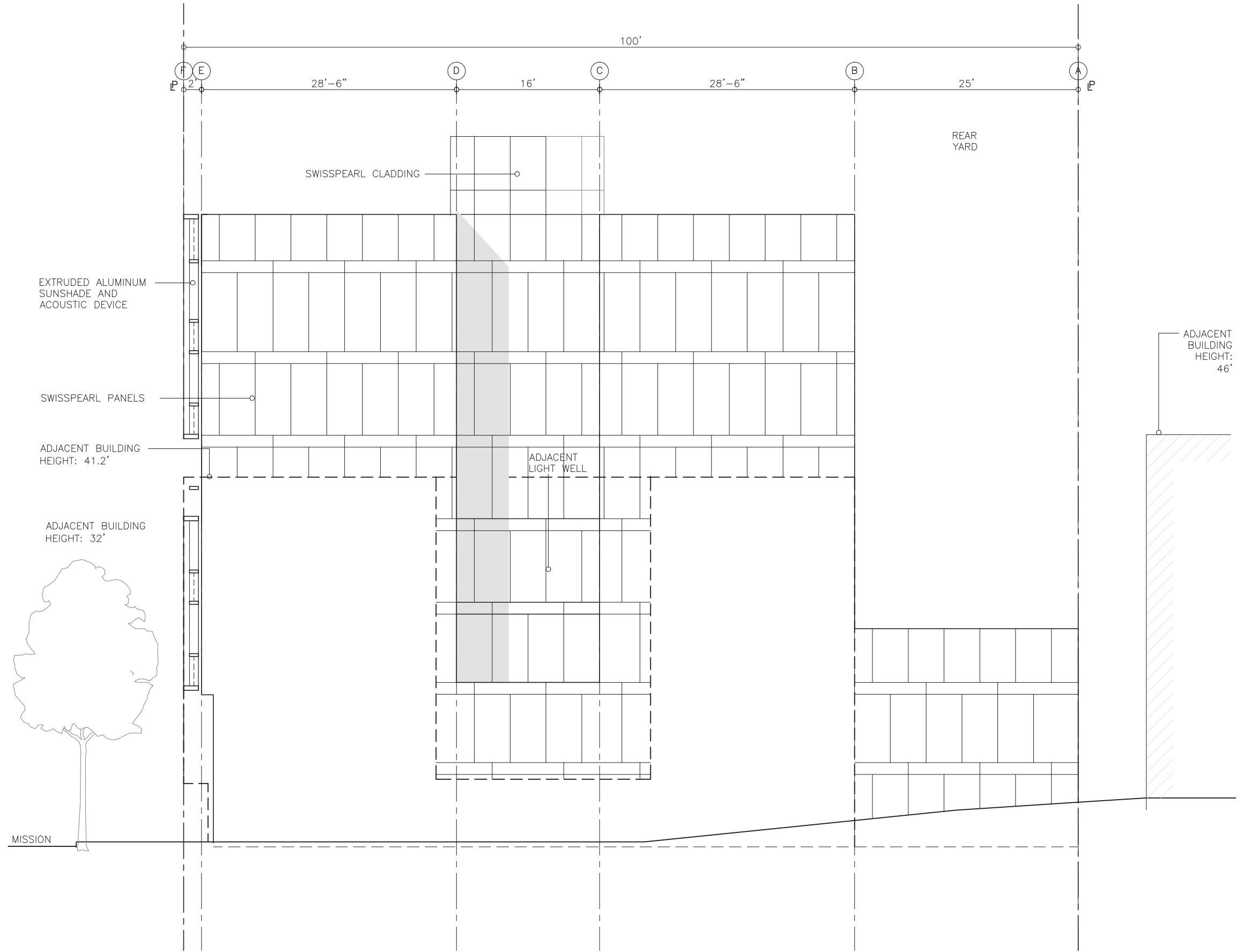
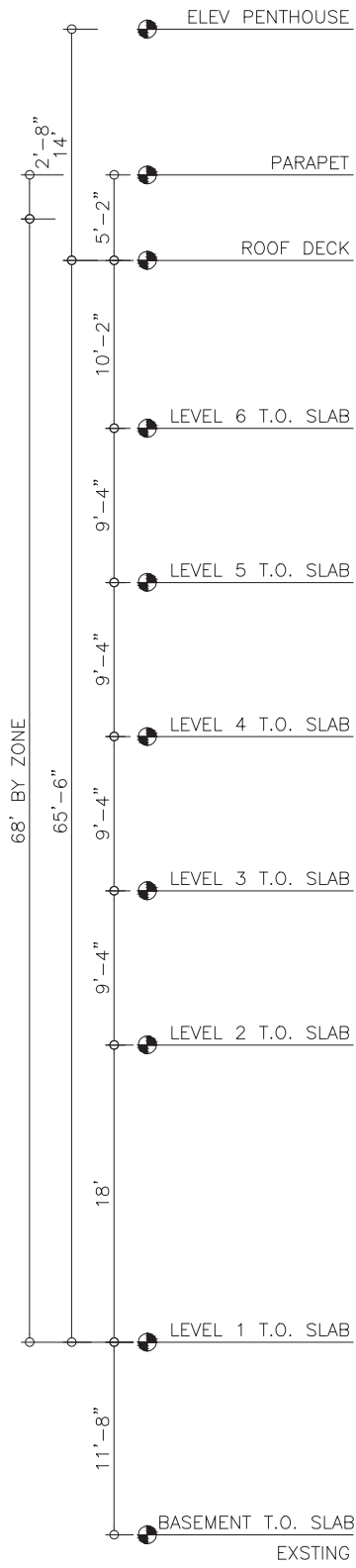
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TITLE: ELEVATION	
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NORTH ELEVATION

1

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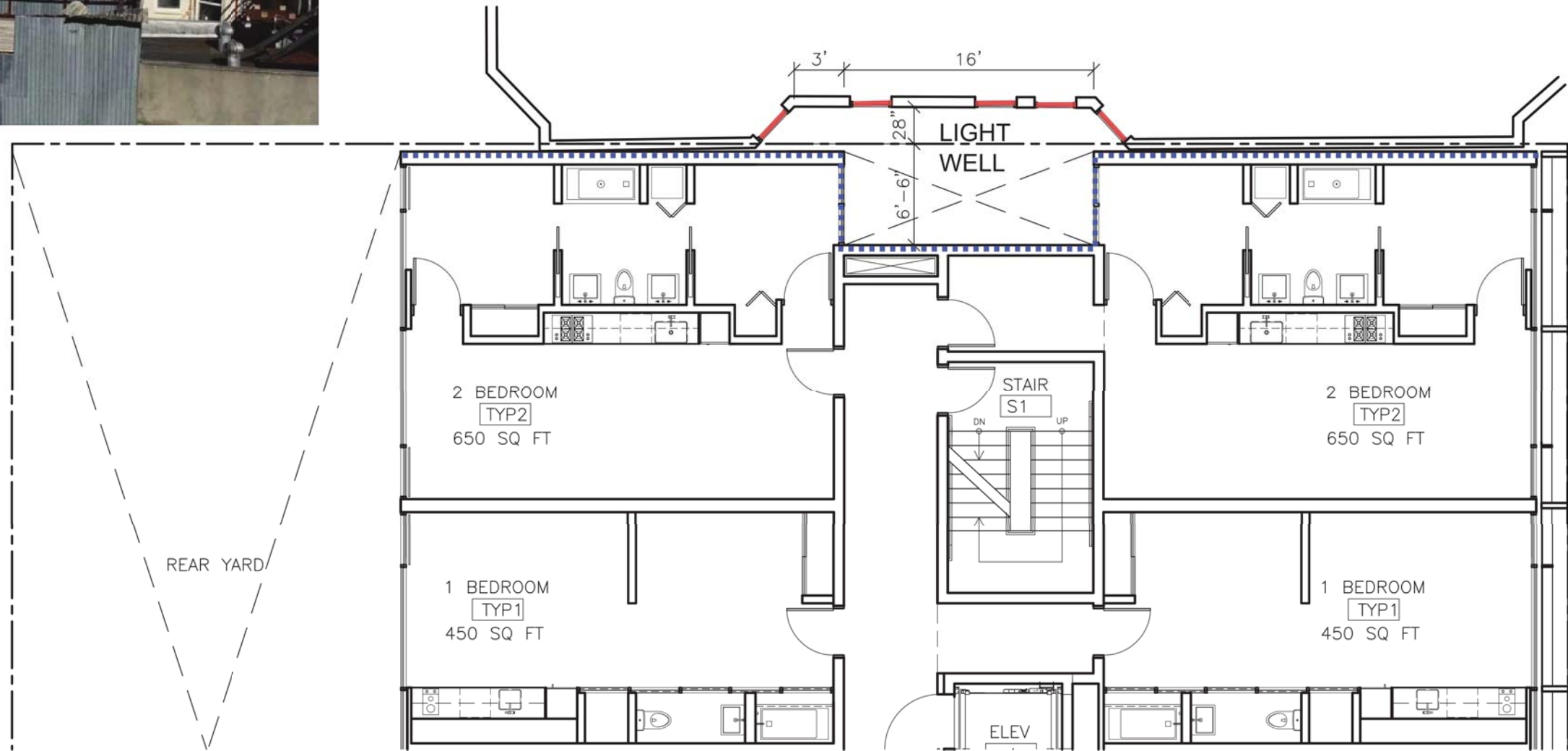
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TITLE:
ELEVATIONS

SET:	PLANNING
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SHEET NO:
A3.4



— LOT 004 WINDOWS
.... PROJECT ENVELOPE

RELATIONSHIP OF LOT 004 PROPERTY LINE
WINDOWS TO PROJECT NORTH LIGHT WELL

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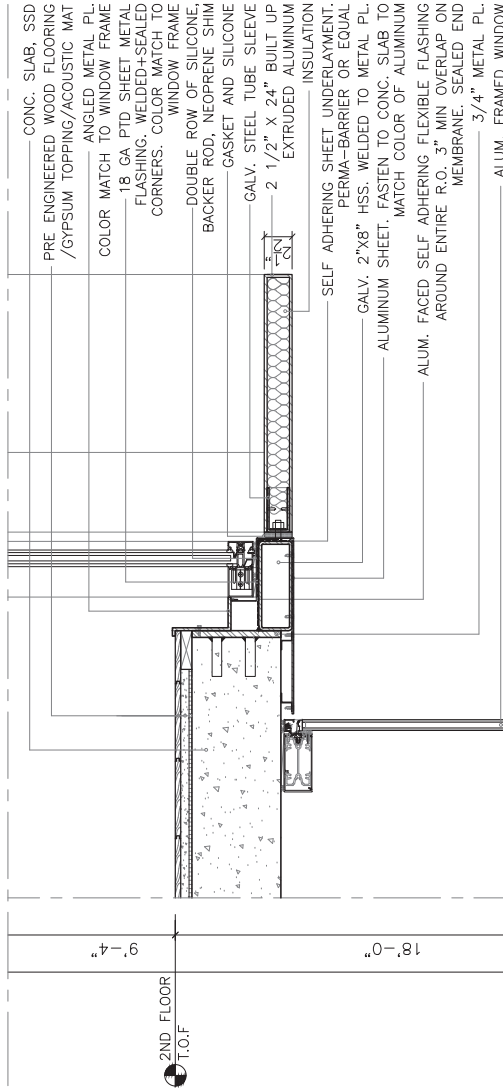
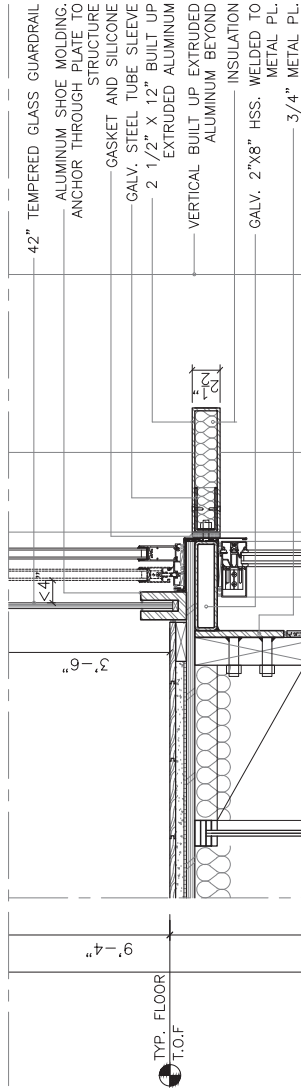
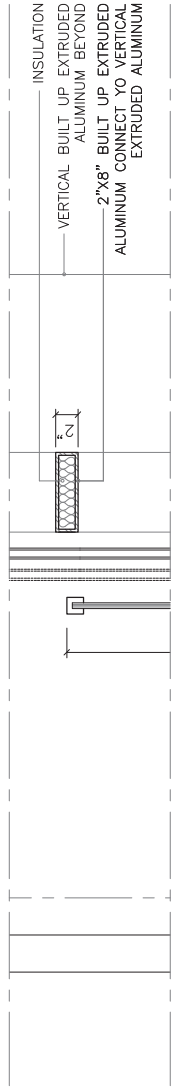
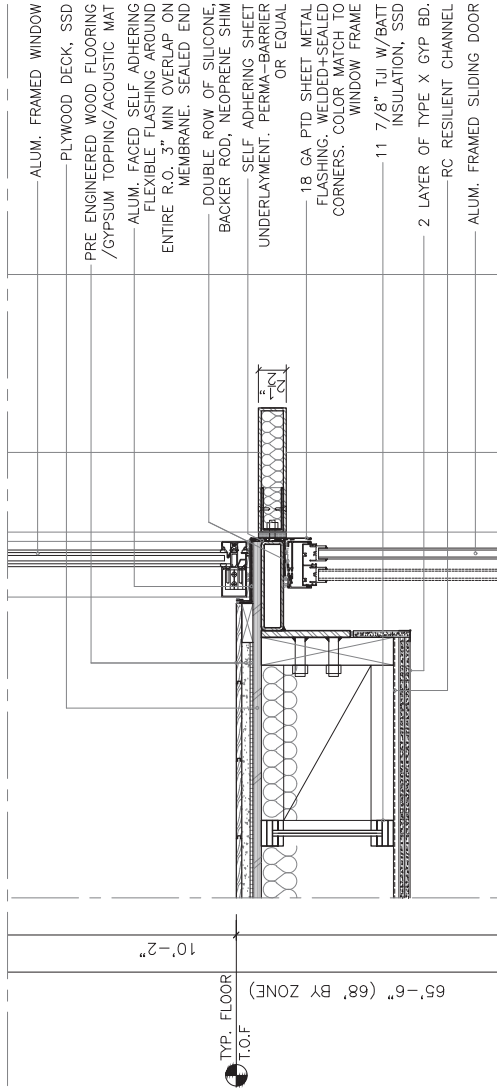
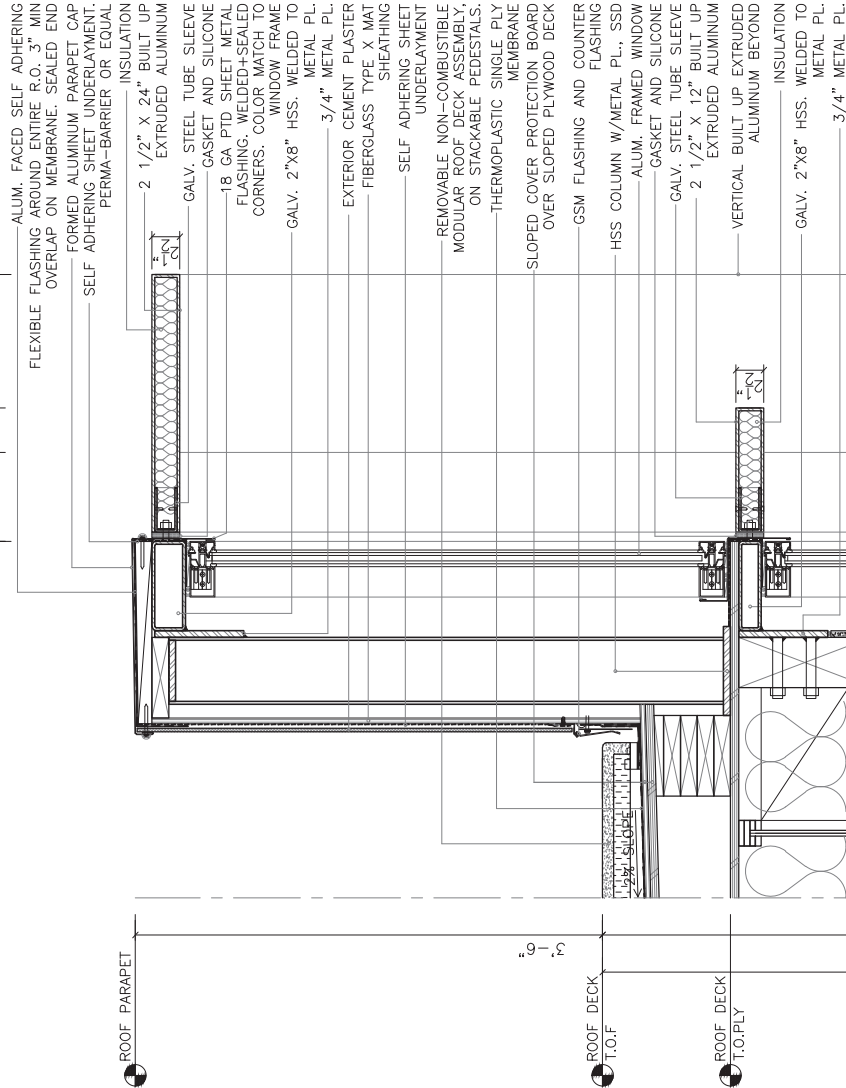
1726 MISSION
1726 MISSION STR, SAN FRANCISCO, CA

TITLE:
**LIGHTWELL
PLAN**

SET:	PLANNING
DATE:	05-01-2017
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SHEET NO:
A3.5

E 2'-0" 1'-0" 8" F



WALL SECTION @ GRID E / F

1

1726 MISSION

1726 MISSION STR, SAN FRANCISCO, CA

TITLE:
WALL
SECTION

SET: PLANNING

DATE: 05-01-2017

SCALE: 24x36: 3" = 1'-0"
11x17: SCALE BAR

DRAWN: SS/NAI
© 2017 NAIAM ARCHITECTS INC.

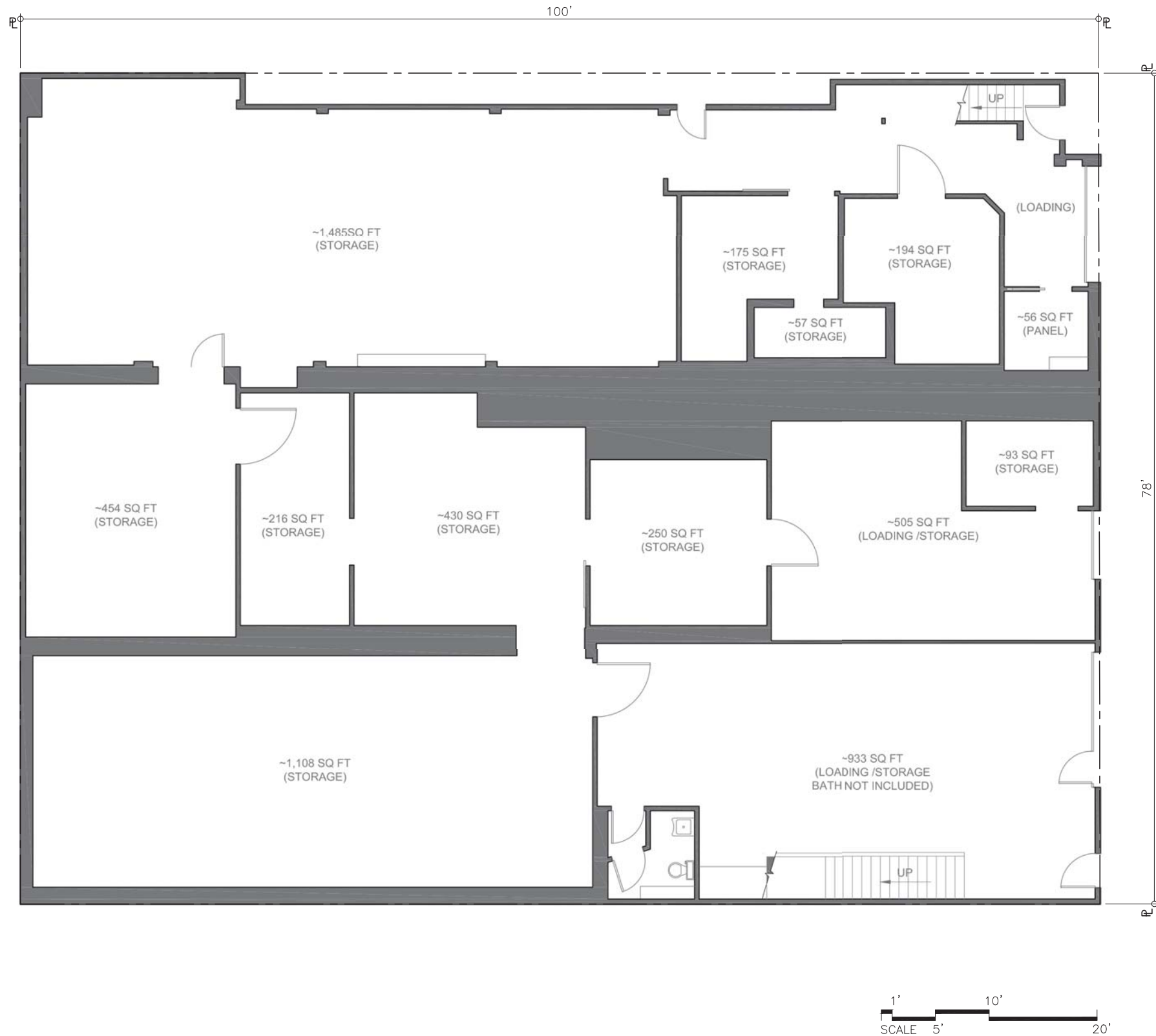
SHEET NO:

A5.2

OWNER:
SUSTAINABLE LIVING LLC
1592 Union Street,
SAN FRANCISCO, CA 94123

ARCHITECT:
STANLEY SAIHOWITZ |
NATOMA ARCHITECTS Inc.
1022 Natoma Street, No. 3
San Francisco, CA 94103
T. 415.626.8977 F. 415.626.8978

REVISIONS



REVISIONS	

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SUSTAINABLE LIVING LLC
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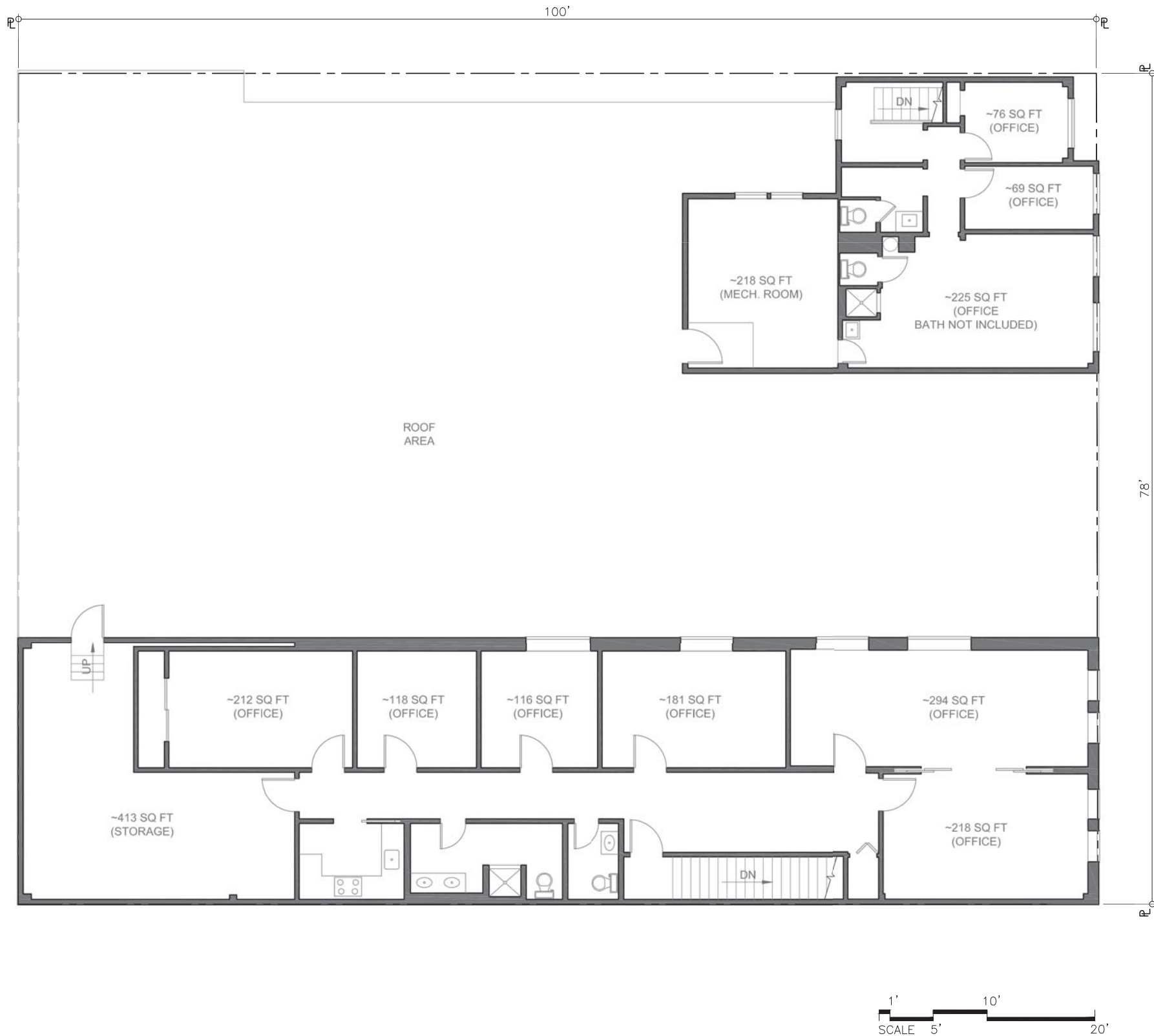
1726 MISSION

1726 MISSION STR, SAN FRANCISCO, CA

TITLE:
**EXISTING
PLAN**

SET:	PLANNING
DATE:	05-01-2017
SCALE:	24x36: 3/16"=1'-0" 11x17: SCALE BAR
DRAWN:	SS/NAI © 2017 NATOMA ARCHITECTS INC.

SHEET NO:
D1.1



REVISIONS	

OWNER:
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1726 MISSION
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TITLE: EXISTING PLAN	
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DATE:	05-01-2017
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DRAWN:	SS/NAI © 2017 NATOMA ARCHITECTS INC.
SHEET NO: D1.2	

REUBEN, JUNIUS & ROSE, LLP

May 5, 2017

Delivered by Email (linda.ajellohoagland@sfgov.org)

President Rich Hillis and Commissioners
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94107

**Re: 1726-1732 Mission Street
Planning Case Number: 2014-2026
Hearing Date: May 18, 2017
Our File No.: 8584.01**

Dear President Hillis and Commissioners:

This office represents Sustainable Living LLC (“**Project Sponsor**”), which proposes to replace a building located at 1726-1732 Mission Street (“**Site**”) currently used for owner storage and office space with ground-floor PDR space and 40 mixed-income residential units above, half of which will feature two bedrooms (the “**Project**”). The Project proposes a six-story, 66-foot high mixed use building on an infill site on Mission Street between 13th and 14th Streets within easy walking distance to numerous transit options. It will provide inclusionary units on-site and add much-needed PDR space to the Mission.

A. Project Benefits

The benefits of the Project include the following:

- 1. The Project proposes to provide a large PDR space for one or more tenants.**
1726 Mission does not currently house any PDR uses. Although 900 square-feet of ground floor retail was originally contemplated, at the Planning Department and neighborhood’s request the space was enlarged (with parking reduced) and converted to 2,250 square feet of PDR space. New construction PDR space is severely lacking throughout San Francisco and particularly in the Mission; the Project would address this shortage.
- 2. The Project contributes housing to the City, including affordable units on-site.**
The Project will comply with the inclusionary housing ordinance by providing on-site

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

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

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affordable ownership units. Based on current rates, 7 of its 40 total units will be affordable to low-income households. The Project proposes an even mix of one-bedroom and two-bedroom units, adding 20 family-friendly units to the City's housing stock. The Project will also contribute significant impact fees to the City.

3. **The Project is completely Code compliant.** Unlike the vast majority of projects that come before the Planning Commission—and in particular new ground-up projects on relatively small lots in dense parts of the city—the Project is completely Code compliant. A significant change was made when the Project expanded the previously-proposed 15-foot rear yard to a Code-complaint 25-foot rear yard. The Project is before the Commission because all new construction over 25,000 square feet requires a Large Project Authorization, even a project that does not request any exceptions from the Planning Code.
4. **The Project has undergone significant neighbor and community vetting.** The Project Sponsor has been committed to neighborhood engagement since the outset of the entitlement process. It has conducted numerous community meetings and follow-up discussions with interested parties, including neighbors along Woodward Street and community representatives.

B. Community and Neighborhood Outreach

From the outset, the Project Sponsor—a San Francisco based company—has been committed to transparency and to community engagement. The Sponsor has held three separate community meetings and numerous smaller meetings to listen to feedback and comments about the project.

Residents that live near the Project Site, as well as registered neighborhood groups, were invited to three meetings, starting in May 2015 and continuing until December 2016. The Project team has also met individually with neighbors. In February 2016, an on-site meeting was held for the Woodward Street neighbors to review an updated project design that included the expansion of the rear yard from 15 feet to 25 feet and the addition of a living green wall separating the Project Site from the backyards of the residents on Woodward Street. The Project Sponsor is partnering with Friends of the Urban Forest to sponsor new greening along Woodward Street. Support letters from one or more Woodward Street residents are expected prior to hearing.

In March 2016, the Project team invited interested Mission Street neighbors to a meeting to receive an update on plans. At this meeting, neighbors asked questions and received answers

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about design and construction impacts. At the request of the Mission Street neighbors, the final transportation memo was provided with an invitation to meet with the Project team to receive answers to questions.

The Project Sponsor's outreach and engagement also included the larger Mission community. On March 17, 2017, members of the Project team met with Rick Hall and Peter Papadopoulos, along with Planning Department staff, to discuss the project. To-date, these community representatives have not requested a follow-up meeting or discussion. To ensure the PDR space will be feasible for future makers, the Project Sponsor met with SF Made to discuss its programming and design. The Project team will continue to work with the group after entitlement and permitting to look for PDR tenants which will be compatible with the residential use and serve the neighborhood and City at large. Local entertainment venues and merchants have all been provided with information about the project, and given an opportunity to meet with the sponsor team. The Project Sponsor also sought and received the endorsement of the San Francisco Housing Action Coalition (**Exhibit A**). Note that since that endorsement, the Project has reduced car parking and increased bicycle parking as requested by HAC.

C. Detailed Project Description and Building Design

The Site previously contained a sausage factory and offices. It was converted to retail in 2002, and currently contains Project Sponsor's office and storage.

The Project will include 40 dwelling units on 5 stories above the ground floor, which will include 20 one-bedroom units and 20 two-bedroom units. The Project will also include 2,250 square-feet of ground floor PDR space, an at-grade 22 car parking garage that will not be visible from Mission Street, as well as 60 Class 1 and 8 Class 2 bicycle parking spaces.

The Project provides a 25% rear yard on a block that has no consistent pattern of mid-block open space. Common open space will be provided by a 3,925-square-foot roof deck. In addition, the four second floor units facing the rear yard each have either a 150 or 235-square-foot balcony, and the units facing Mission Street have Juliet balconies. The proposed open glass lobby and PDR space are intended to activate the street frontage and enhance the pedestrian experience on this stretch of Mission Street.

The massing of the project responds to the immediately adjacent properties. With its 25% rear-yard—significantly larger than the block norm—the Project matches adjacent properties' rear yards, preserving their privacy and open space. Light to the adjacent

properties is further protected through light wells that are significantly deeper than what is ordinarily required.

The strong vertical rhythm of the front facade is sympathetic toward and in the same language as the adjacent buildings with their vertical residential bays. This vertical rhythm on the proposed project is provided through deep recesses that are framed by extruded aluminum louvers. These louvers provide sun shading as well acoustic baffling from the nearby freeway. The deep recesses offer privacy in the units from the busy street below by blocking angle of sight from the curb. Furthermore the louvers visually break up the glass windows into smaller sections, a scale that is in keeping with the character of the neighborhood.

The façade is further modulated by a strong horizontal break that matches several of the adjacent parapets and acknowledges the presence of these smaller scale buildings.

Within the larger bays there is a finer grain of modulation and materiality. A metal mesh provides both fall protection and a shift in grid scale while a narrower horizontal louver at balustrade height reinforces the human scale

A green wall and dense rear property line foliage soften the experience in the rear yard and offer privacy between units as well as neighboring buildings. The planters double as storm water cisterns.

D. Project is Code-Compliant

Unlike the vast majority of projects that require a Planning Commission hearing, the Project is completely code compliant. This is partially a result of working with the neighbors; in response to concerns about privacy from the Woodward Street neighbors abutting the rear of the Project Site, the rear yard was increased to be totally Code compliant. This design change also means that all of the courtyard-facing units meet the Planning Code's requirements for dwelling unit exposure. Proposed parking was also reduced from 34 to 22 spaces and bike parking was increased from 40 spaces to 70 spaces.

Code compliance also indicates that the building is appropriate for comfortable occupancy by its residents and its PDR tenants with regards to health, safety, and livability features such as open space, off-street parking (both bike and car), and ground floor ceiling height for the PDR space. The Project's off-street parking is set back from Mission Street, ensuring compliance with the ground-floor "active use" requirement.

President Rich Hillis and Commissioners
San Francisco Planning Commission
May 5, 2017
Page 5

E. Conclusion

The Project proposes to transform an underutilized space into a mixed-use, mixed-income project featuring new PDR space, on-site affordable housing, and 50% family-sized units. The careful design is completely Code compliant and will provide an active and granular street frontage and represent a net benefit along Mission Street. We look forward to presenting this Project to you on May 18, 2017. Please let me know if you have any questions.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



Jody Knight

cc: Dennis Richards, Commission Vice-President
Rodney Fong, Commissioner
Christine D. Johnson, Commissioner
Joel Koppel, Commissioner
Myrna Melgar, Commissioner
Kathrin Moore, Commissioner
Linda Ajello Hoagland, Project Planner

REUBEN, JUNIUS & ROSE, LLP

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Exhibit A

Project Address: 1726 Mission Street

Project Sponsor: Sustainable Living, LLC

Date of SFHAC Review: June 22, 2016

Grading Scale

1= Fails to meet project review guideline criteria

2= Meets some project review guideline criteria

3= Meets basic project review guideline criteria

4 = Exceeds basic project review guideline criteria

5 = Goes far beyond what is required

Criteria for SFHAC Endorsement

1. The development must have been presented to the SFHAC Project Review Committee

2. The Project must score a minimum of 3/5 on any given guideline

<i>Guideline</i>	<i>Comments</i>	<i>Grade</i>
Land Use	The building that currently occupies the site is abandoned, making it highly underutilized. Housing is a significantly better use, particularly given its proximity to transit, jobs and neighborhood amenities.	4
Affordability	The project sponsor has stated that the below-market-rate units will most likely be located on-site. It is expected 16 or 17 percent of the homes will be subsidized. We would support any efforts that could be made to increase those percentages.	3
Density	Our members believe the project sponsor has utilized the building envelope effectively. It is unlikely more well-designed homes could be accommodated in the building unless they were on the ground floor.	4
Community Input	It is our members' impression that the project sponsor has done an adequate job of reaching out to neighbors, particularly those within the immediate vicinity of the site. We encourage additional community outreach, however.	3
Urban Design	We appreciate how the architect has designed the light courts and are especially supportive that the project has achieved a 25 percent rear yard setback, which is usually very difficult to do at most sites in San Francisco. Some of our members said that they would prefer the building to be a bit more contextual with the surrounding neighborhood, but there was no consensus on this.	4
Parking & Alternative Transportation	We would prefer more bike parking and less car parking in the building. Typically, we encourage one bike parking space per bedroom. Given the site's proximity to the 16th Street BART Station and neighborhood amenities, the car parking count should be reduced.	3

Environmental Features	The project sponsor has stated they will meet the City's Green Point Rating System. We encourage the project sponsor to incorporate additional features to green the building, especially water conservation and recycling.	3
Preservation	There are no structures of significant cultural or historic merit on or near the site that would be impacted by the proposed project.	N/A
Additional Comments	There are no comments to add.	N/A
Final Comments	The San Francisco Housing Action Coalition endorses the proposed project at 1726 Mission Street, with the minor reservation above regarding excessive parking.	3.4/5

San Francisco Planning Department
Case No. 2014002026ENV
C/O Shaunn Mendrin

DECEMBER 15, 2015

To whom it may concern,

My name is Charles Stevens, 66 years old, and for the past 23 years, I have lived at 1720 Mission St. Apt B, SF, Ca. 94103, a 3rd floor quiet rear apartment with my bedroom windows and one living room window facing south towards the lot under review for construction, a 6 story, 68-foot-tall, 36 dwelling units at 1726-1730 Mission St.. Since 1979 I have been under doctor's care for severe tinnitus and hyperacusis, (never ending ringing in the ears and severe sensitivity to noise and heavy physical vibrations). I am currently taking pain, anxiety and sleep medication for these symptoms. I am deeply concerned that this project will literally drive me out of my home. I am on Social Security and home nearly all weekdays and weeknights.

The size of this construction, (a concern all it's own) and the length of time that the noise level will be intolerable, I feel I will need some form of compensation, temporary relocation/accommodation in order to deal with this situation. Here is a short list of some of the doctors who's care I have been under in the past 20 years. Further info available on request.

Dr. Melody Yeming Ng Lee, MD - Kaiser Permanente – (415) 833-2200
Dr. Robert Sweetow Phd. - Clinical Professor in the Department of Otolaryngology, UCSF (415) 353-2101
Dr. Lily Huang, MD – San Francisco Free Clinic - (415) 750-9087...
Dr. Sinclair, Psychiatrist - San Francisco Free Clinic - (415) 750-9087...
Dr Michael C. Schrader, Internal Medicine (415) 921-8210

I am also concerned at the vast size of this proposed construction as there is nothing on my block that comes close to 6 stories and thought this might exceed existing height limitations in this area. I've had an unobstructed view out of the previously mentioned bedroom and living room windows and will naturally be affected by the vast loss of light created by this construction, not to mention the permanent effect of the parking and traffic dilemma it will cause having 36 units placed with only 26 parking spots within and all of those spots being entered in one driveway, approximately 10-15 feet from my home.

With regards,

Charles Stevens
1720 Mission St. Apt. B
San Francisco, Ca. 94103
(415) 626-6447

Li, Michael (CPC)

From: chuckstevens@mindspring.com
Sent: Tuesday, December 15, 2015 7:17 PM
To: Li, Michael (CPC)
Subject: Addendum to response regarding Case No. 2014-002026ENV
Attachments: SF.Plan.Dept.2015.BEST.pdf

Hello Mr. Li, I am sending you the letter below that I received today from my current doctor, Dr. Melody Yeming Ng Lee MD, on my behalf. Since Kaiser's Message Center is private and contains no e-mail address, I am copying and pasting her letter rather than forwarding this directly from her e-mail. You have her contact info in the previous letter for any further information that may be required from her. I am attaching the original document for your convenience.

Charles Stevens (They know me as Chuck)

.....

December 15, 2015

Re: Chuck Stevens
1720 Mission St # B
San Francisco CA 94103-2418

To Whom it May Concern:

I am writing this letter on behalf of my patient, Chuck Stevens, and with his permission, to verify that he suffers from severe tinnitus and hyperacusis and requires prescription pain medication to control these symptoms. The planned construction near his residence will exacerbate his medical problems and I advocate that Mr. Stevens be given reasonable accomodation during the construction process.

Sincerely,

MELODY YEMING NG LEE MD

Li, Michael (CPC)

From: chuckstevens@mindspring.com
Sent: Friday, December 18, 2015 2:34 PM
To: Li, Michael (CPC)
Subject: Hello Mr. Li

I have written to you twice regarding the proposed 36 unit construction project under review at 1726-1730 Mission St. SF. I wanted to bring to your attention, although I'm sure are already aware, that Mission St. between Division and 14th St. is a very busy traffic area with the freeway entrance nearby, numerous buses, commercial vehicles and cheap gas on the corner of 14th and Mission.

Currently on the west side of Mission St. between Division and 14th St. there are 2 working driveways being used, besides the 14th and Mission Arco, which has 2 driveways on Mission and 2 on 14th ST. That corner gets pretty hectic and traffic gets jammed, cars turning from 14th unto Mission, many times cutting off pedestrians in the crosswalk. The other 2 driveways I have mentioned, an auto repair shop with semi-frequent people pulling in and out, and another 2 doors down, some type of construction with only their work vehicles pulling in and out, both require an additional person to help the cars pull out of the business and onto Mission St. It's dangerous. I see someone guide drivers nearly every day to get over the large sidewalk without scaring or injuring pedestrians and making tight turns onto Mission St. Now this construction project plans on potentially 27 cars pulling in and out of one driveway, most likely with no help, and that's possibly every day of the week, and maybe more than in and out once a day. This much traffic, out of one driveway is to me, an accident waiting to happen.

Please consider this in your review.

thanks again for your time,

Charles Stevens
1720 Mission St. B, SF Ca. 94103

Li, Michael (CPC)

From: chuckstevens@mindspring.com
Sent: Wednesday, March 15, 2017 1:00 PM
To: Li, Michael (CPC)
Subject: RE: 1726-1730 Mission Street

Hello Mr. Li, I am writing to you regarding the building project at 1726 Mission St. SF. once again. There was a meeting between the project team and some local residents this past Monday, March 13th to bring us up to date on the project. At this meeting there were several points I wish to mention to you. The first is that a "traffic study" that has been under way to determine the proposal's effect is not being run by the Planning Commission as I had understood, but by a separate organization "hired" by the building projects team. This seems to be a possible case of the "fox guarding the hen house". Can this review be entirely unbiased? I mentioned to the team about the traffic going south under the freeway and then entering our block and realizing that they were suddenly driving in a red zone/lane and the possible problems that might cause, especially with 22 parking spots in the building, with cars coming out of a driveway and trying to enter onto Mission street, potentially all day long. None of the project team seemed aware of the red zone or this potential problem.

There is also the relentless noise that they say will last approximately 4 months at the beginning of the project, then simmer down for the next 10 months, with an estimate of a total of 14 months of construction. I am not going to be able to even be in my house for those first 4 months while they are working, with my tinnitus condition. I am deeply concerned as to how I can handle this.

Height comparison to other buildings on our block, loss of light, view, and air flow are also serious concerns of mine during and after completion.

Please consider all of these situations in your evaluation of this project.

Sincerely,

Charles Stevens
1720 Mission ST. B
San Francisco, CA, 94103

-----Original Message-----

>From: chuckstevens@mindspring.com
>Sent: Mar 8, 2017 9:30 AM
>To: "michael.j.li@sfgov.org" <michael.j.li@sfgov.org>
>Subject: RE: 1726-1730 Mission Street

>

>Hello again Mr. Li, I am sending you this link regarding a building proposal in Oakland as I was struck with the similarities of the concerns of the local residents and our concerns regarding the 1726 Mission St. Project. One quote:

>

>The whole of the building's plan has previously "riled" nearby residents; as locals told the San Francisco Chronicle. Some believe the new project will worsen traffic, obstruct views, and contribute to income disparity tensions growing in Oakland.

>

><http://www.sfgate.com/news/article/Proposed-building-near-MacArthur-BART-wants-to-10984551.php>

>

>Hello Mr. Li,

>

>It has been awhile since I wrote to you regarding the project at 1726-1730 Mission St. SF. I have attended 2 meetings regarding this construction and after the last meeting about 1-1/2 months ago or so, I don't feel that much has been done to deal with the parking/traffic danger of having 22 or so cars pulling in and out of a driveway on Mission St. so close to the intersection of Mission and 13th and with a few feet of my front door. I realize that a red zone in the inner lane is supposed to be being used only by cabs and commercial buses etc but the truth is that this has created a different type of danger where dozens and dozens of cars, trucks and other vehicles come speeding through the intersection and end up driving right past my house in the "red zone" everyday. Some even try to make a quick switch into the appropriate lane as they now realize they are driving illegally and abrupt changes have come close to serious accidents. I have thought to send you video evidence of this and hope to do so in the next week for your evaluation.

>

>Sadly, the architects of the construction have designed the building even taller than the original design. I have mentioned before that I have lived at this address for 24 years and this construction will ruin my quality of life in its size, covering up my southern direction 3 windows that have always been unobstructed, and the constant noise that will occur for the next 1 1/2 years or so once this operation starts. I am a long time sufferer with severe tinnitus and have sent you a letter from my doctor supporting my condition. I will not be able to be in my house while any noisy construction will be going on.

>

>This is a very serious situation for me, as well as for some of my neighbors.

>

>Best regards

>Charles Stevens

>1720 Mission St. B

>SF Ca 94103

>

>

>-----Original Message-----

>>From: "Li, Michael (CPC)" <michael.j.li@sfgov.org>

>>Sent: Dec 21, 2015 10:17 AM

>>To: "chuckstevens@mindspring.com" <chuckstevens@mindspring.com>

>>Subject: RE: 1726-1730 Mission Street

>>

>>Mr. Stevens:

>>

>>Thank you for your comments. Our transportation planners have identified many of the same issues that you mentioned. They have contacted the project sponsor to discuss potential changes to the project, including the elimination of the proposed parking spaces.

>>

>>-----Original Message-----

>>From: chuckstevens@mindspring.com [mailto:chuckstevens@mindspring.com]

>>Sent: Friday, December 18, 2015 2:34 PM

>>To: Li, Michael (CPC)

>>Subject: Hello Mr. Li

>>

>> I have written to you twice regarding the proposed 36 unit construction project under review at 1726-1730 Mission St. SF. I wanted to bring to your attention, although I'm sure are already aware, that Mission St. between Division and 14th St. is a very busy traffic area with the freeway entrance nearby, numerous buses, commercial vehicles and cheap gas on the corner of 14th and Mission.

>>

>> Currently on the west side of Mission St. between Division and 14th St. there are 2 working driveways being used, besides the 14th and Mission Arco, which has 2 driveways on Mission and 2 on 14th ST. That corner gets pretty hectic

and traffic gets jammed, cars turning from 14th unto Mission, many times cutting off pedestrians in the crosswalk. The other 2 driveways I have mentioned, an auto repair shop with semi-frequent people pulling in and out, and another 2 doors down, some type of construction with only their work vehicles pulling in and out, both require an additional person to help the cars pull out of the business and onto Mission St. It's dangerous. I see someone guide drivers nearly every day to get over the large sidewalk without scaring or injuring pedestrians and making tight turns onto Mission St. Now this construction project plans on potentially 27 cars pulling in and out of one driveway, most likely with no help, and that's possibly every day of the week, and maybe more than in and out once a day. This much traffic, out of one driveway is to me, an accident waiting to happen.

>>

>>Please consider this in your review.

>>

>>thanks again for your time,

>>

>>Charles Stevens

>>1720 Mission St. B, SF Ca. 94103

Li, Michael (CPC)

From: chuckstevens@mindspring.com
Sent: Wednesday, January 06, 2016 11:31 PM
To: Li, Michael (CPC)
Subject: RE: 1726-1730 Mission Street

Hello Mr. Li, tonight was the scheduled Notice of Pre-Application Meeting for the new building proposal at 1726-1730 Mission St.

It was a disaster.

Not only is this a monstrous building, but a most ugly one as well. The architect and his younger protege were not only arrogant, obnoxious and entitled, they actually said "We don't have to listen to your concerns, this is just an info meeting. I asked at the beginning of this meeting if anyone from the SF Planning Dept was in attendance, and the obvious answer was no. This was a HUGE disappointment. Everything we tried to say fell on deaf ears, or was met with either heavy opposition, arrogance, sarcasm or fake concern. They could care less what anyone said. Their attitude was this building is going to be built like this, and that's that. The fact that they only sent out a small handful of notices to those "in the immediate surroundings" accounted for the small showing of local residents. Is that how things are done? My next door neighbor on my floor was the one who got the notice, and she had to tell me about it. Just how many do they need to send out? 5? 10? for the whole immediate area? that's what it seemed like. Other people there said they didn't receive direct notice either.

I tried to discuss many facts only to be shot down with attitude and indifference. The driveway issue I brought up with you and you seemed to agree with me that that is a potential problem and that you might suggest that they do away with the indoor parking spots. Well, the architect snuffed that off like, that's no big deal. Really, no big deal?

What was accomplished tonight? I am looking at a very bleak existence in my apartment from the day this project might actually begin. Between the noise for who knows how long,(my hearing condition) the loss of light, the loss of my view that I've had for the past 23 years, the loss of quality of life that will no longer exist once this starts. I can go on.

I'm sure you will hear from me again regarding this project.

Sincerely,

Chuck Stevens
1720 Mission St B
SF, Ca 94103

-----Original Message-----

>From: "Li, Michael (CPC)" <michael.j.li@sfgov.org>
>Sent: Dec 21, 2015 10:17 AM
>To: "chuckstevens@mindspring.com" <chuckstevens@mindspring.com>
>Subject: RE: 1726-1730 Mission Street
>
>Mr. Stevens:
>

>Thank you for your comments. Our transportation planners have identified many of the same issues that you mentioned. They have contacted the project sponsor to discuss potential changes to the project, including the elimination of the proposed parking spaces.

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>

>Charles Stevens

>1720 Mission St. B, SF Ca. 94103

Li, Michael (CPC)

From: chuckstevens@mindspring.com
Sent: Thursday, January 07, 2016 11:29 AM
To: Li, Michael (CPC)
Subject: RE: 1726-1730 Mission Street

Mr. Li, I write to you again as I failed to mention in my letter yesterday about an incident that happened yesterday in the middle of the afternoon. I was almost run down by a car pulling out of the driveway at 1760 Mission St. I literally had to jump out of the way to avoid being hit. The driver, a middle aged Asian man driving a grey mid-size car was pretty shock as well. I believe the reason this occurred was that he was not being guided out onto the street, over the crosswalk. No help. I point this out to you again, because no matter what happens with the project at 1726-1730 Mission St. this driveway matter should be dealt with with the utmost concern for safety.

Again, thanks for your time.

Chuck Stevens
1720 Mission St. B
SF, Ca 94103

-----Original Message-----

>From: "Li, Michael (CPC)" <michael.j.li@sfgov.org>
>Sent: Dec 21, 2015 10:17 AM
>To: "chuckstevens@mindspring.com" <chuckstevens@mindspring.com>
>Subject: RE: 1726-1730 Mission Street
>
>Mr. Stevens:

>
>Thank you for your comments. Our transportation planners have identified many of the same issues that you mentioned. They have contacted the project sponsor to discuss potential changes to the project, including the elimination of the proposed parking spaces.

>
>-----Original Message-----
>From: chuckstevens@mindspring.com [<mailto:chuckstevens@mindspring.com>]
>Sent: Friday, December 18, 2015 2:34 PM
>To: Li, Michael (CPC)
>Subject: Hello Mr. Li

>
> I have written to you twice regarding the proposed 36 unit construction project under review at 1726-1730 Mission St. SF. I wanted to bring to your attention, although I'm sure are already aware, that Mission St. between Division and 14th St. is a very busy traffic area with the freeway entrance nearby, numerous buses, commercial vehicles and cheap gas on the corner of 14th and Mission.

>
> Currently on the west side of Mission St. between Division and 14th St. there are 2 working driveways being used, besides the 14th and Mission Arco, which has 2 driveways on Mission and 2 on 14th ST. That corner gets pretty hectic and traffic gets jammed, cars turning from 14th unto Mission, many times cutting off pedestrians in the crosswalk. The other 2 driveways I have mentioned, an auto repair shop with semi-frequent people pulling in and out, and another 2 doors down, some type of construction with only their work vehicles pulling in and out, both require an additional person to help the cars pull out of the business and onto Mission St. It's dangerous. I see someone guide drivers nearly

Li, Michael (CPC)

From: chuckstevens@mindspring.com
Sent: Friday, March 03, 2017 6:32 PM
To: Li, Michael (CPC)
Subject: RE: 1726-1730 Mission Street

Hello Mr. Li,

It has been awhile since I wrote to you regarding the project at 1726-1730 Mission St. SF. I have attended 2 meetings regarding this construction and after the last meeting about 1-1/2 months ago or so, I don't feel that much has been done to deal with the parking/traffic danger of having 22 or so cars pulling in and out of a driveway on Mission St. so close to the intersection of Mission and 13th and with a few feet of my front door. I realize that a red zone in the inner lane is supposed to be being used only by cabs and commercial buses etc but the truth is that this has created a different type of danger where dozens and dozens of cars, trucks and other vehicles come speeding through the intersection and end up driving right past my house in the "red zone" everyday. Some even try to make a quick switch into the appropriate lane as they now realize they are driving illegally and abrupt changes have come close to serious accidents. I have thought to send you video evidence of this and hope to do so in the next week for your evaluation.

Sadly, the architects of the construction have designed the building even taller than the original design. I have mentioned before that I have lived at this address for 24 years and this construction will ruin my quality of life in its size, covering up my southern direction 3 windows that have always been unobstructed, and the constant noise that will occur for the next 1 1/2 years or so once this operation starts. I am a long time sufferer with severe tinnitus and have sent you a letter from my doctor supporting my condition. I will not be able to be in my house while any noisy construction will be going on.

This is a very serious situation for me, as well as for some of my neighbors.

Best regards
Charles Stevens
1720 Mission St. B
SF Ca 94103

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>Sent: Dec 21, 2015 10:17 AM
>To: "chuckstevens@mindspring.com" <chuckstevens@mindspring.com>
>Subject: RE: 1726-1730 Mission Street

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>

>Please consider this in your review.

>

>thanks again for your time,

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>Charles Stevens

>1720 Mission St. B, SF Ca. 94103

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>Charles Stevens

>1720 Mission St. B, SF Ca. 94103

Li, Michael (CPC)

From: Mark Azevedo <mark@mark-azevedo.com>
Sent: Friday, January 08, 2016 6:51 PM
To: Li, Michael (CPC)
Subject: Protesting project @ 1726-1730 Mission Street

Hi Michael,

I'm writing to you today in protest of a construction project proposal ([link](#)) for a building neighboring ours, 1726-1730 Mission Street. My concerns cover a range of issues that involve personal, neighborhood, and aesthetic conflict.

Personal concerns: severely diminished lighting / view, lengthy construction noise, and prior instances of building owner's lack of consideration.

We live on the second floor of 1722 Mission Street, a building constructed in 1909, with a majority of our windows overlooking the existing building proposed for new construction. The height which they are proposing to build would dwarf our building and eliminate nearly all natural light we currently enjoy. This means we would have to supplement our existing lighting fixtures (old wiring makes this problematic), we could no longer grow plants in our apartment, and our backyard common area / garden would no longer receive sunlight most of the spring / summer season.

The project's lawyers and architects have estimated 14 months to construct this massive building, which means lots of shaking, noise, and potential property damage (given their proximity to our building). Our neighbors who attended the meeting with them reported they were extremely rude, curt, and would not disclose specifics since the project was "in review". I have little faith that the owners of this building would act amicably during this proposed project, given their historical lack of consideration for their neighbors.

An example: Last year a big storm knocked over a large wooden scaffold covered in vines and barbed wire from their property into our backyard... Despite our building's property managers reaching out to them multiple times to clean up the hazardous debris, it took nearly a year for it to be removed. Last month, we awoke in the early AM to the building owners setting off fireworks from their rooftop in the middle of the night. This wasn't the first instance of us waking up from rooftop party disturbances, impossible to ignore from our bedroom window overlooking them.

Neighborhood concerns: I've lived on this block in the Mission for nearly 7 years, this construction blatantly ignores the culture of the neighborhood and represents the growing inequalities between residents.

Last week I walked down our cross-street Duboce Ave towards Folsom Street, where the sidewalks are lined with cramped homeless encampments, the overpass providing a semblance of shelter from the elements. Last Monday, I left my apartment to find one of our homeless neighbors sleeping on our stoop, finding reprieve from the rain. From this project proposal's depiction and description, it looks to provide yet another vacant retail space ([see empty Vara space on 14th & Mission](#), and more), with high-priced luxury condos that overlook and overshadow its surroundings, particularly the neighborhood's beloved Haight Ashbury Free Clinic directly across from the property. With no mention of providing a majority / any affordable housing units, I'm afraid this proposal represents our callous economic divide in the Mission, and those looking to quickly cash out their stake in what has become (in the last decade) a hot commodity neighborhood.

Li, Michael (CPC)

From: Eddie Stiel <eddiestiel@yahoo.com>
Sent: Friday, December 18, 2015 6:39 AM
To: Li, Michael (CPC)
Cc: Sucre, Richard (CPC); Mendrin, Shaunn (CPC); Rahaim, John (CPC); Michael Antonini; Rich Hillis; Christine Johnson; Kathrin Moore; Richards, Dennis (CPC); Cindy Wu; Rodney Fong; Campos, David (BOS)
Subject: 1726-1730 Mission Street—Notification of Project Receiving Environmental Review
Case No: 2014-002026ENV
Attachments: li121815.docx

2887 Folsom Street
San Francisco, CA 94110
December 18, 2015

Michael Li
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
(By email)

RE: 1726-1730 Mission Street—Notification of Project Receiving Environmental Review
Case No: 2014-002026ENV

Dear Mr. Li:

I have lived in the Mission District since January, 1992, moving to my present address in June, 2005 after a no-fault Ellis Act eviction from an apartment I shared with my wife, a year after a no-fault Owner Move In eviction from a shared apartment I had inhabited since August, 1992.

I write to request a full Environmental Impact Review for the proposed development at 1726-1730 Mission Street.

The proposed development at 1726-1730 Mission Street would include 36 apartments and six stories, completely out of scale with the present character of the neighborhood. Accordingly, your department must require a full Environmental Impact Review of this project.

Such an EIR will discover the following impacts:

Shade and shadow.

Increased traffic and vehicle emissions exacerbated by the proposed 27 off-street parking spaces and the elimination of the existing PDR spaces, necessitating longer commutes.

Wind tunnel effects.

Environmental impacts beyond my quick review.

Of course, this proposed monstrous development will hike neighborhood property values leading to further involuntary displacement through increased no fault evictions and landlord harassment, as is happening in other parts of the Mission District, other neighborhoods in San Francisco, and other cities nationwide.

This neighborhood needs housing affordable to current working class and poor residents, not luxury housing that will displace us and degrade the environment. Additionally, the neighborhood needs more PDR spaces to provide locations for living wage, working class jobs. This project will permanently eliminate two such valuable spaces.

Thank you for letting me share my thoughts with you. I look forward to your recommendation for a full Environmental Impact Review for the proposed 1726-1730 Mission Street development and to future notifications about this proposed development.

Sincerely,
Edward Stiel

Cc: Richard Sucre, SF Planning Department
Shaunn Mendrin, SF Planning Department
John Rahaim, Director, SF Planning Department
San Francisco Planning Commissioners
Supervisor David Campos

Aesthetic concerns: this building looks awful, and needs little elaboration.

From their description: "This new building is articulated at a residential scale, using materials related to the other building types on the street."

If you open the full image in their proposal ([link](#)), you'll see that this monstrosity dwarfs the "residential scale" of everything nearby, and it aesthetically looks more like a 1970's office building more than the other historic "building types on the street". The only appealing thing in this proposal are the artistically placed trees lining the curb.

Michael, thank you for receiving my feedback on this project. I hope adds relevant context to the decision of whether or not this proposal is in the best interest of the neighborhood. Please feel free to reach out if there's anything you would like to discuss further.

Best,
Mark