



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization

HEARING DATE: JANUARY 5, 2017

Date: December 29th, 2016
Case No.: **2014.0964ENX**
Project Address: **1228 FOLSOM STREET, 723-725 CLEMENTINA STREET**
Zoning: Folsom Street (NCT) Neighborhood Commercial Transit;
Residential Enclave-Mixed (RED-MX) Zoning Districts;
Western SOMA Special Use District;
45-X/65-X Height and Bulk Districts
Block/Lot: 3729/011, 037, 038
Project Sponsor: Riyadh Ghannam, RG Architecture
428 South Van Ness Avenue
San Francisco, CA 94103
Staff Contact: Jonathan DiSalvo – (415) 575-9182
jonathan.disalvo@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposed Project includes the demolition of the site's three existing buildings, a merger of the three parcels into a single lot, and construction of a four- and six-story mixed-use building (measuring approximately 29,246 gross square feet), 45-feet in height along Clementina Street and 65-feet in height along Folsom Street, with 24 dwelling units, 15 below-grade off-street parking spaces, 25 Class I bicycle parking spaces, and three Class II bicycle parking spaces. The Project includes a 1,086 square-foot retail space on the ground floor along Folsom Street. The Project includes a dwelling unit mix consisting of one (1) three-bedroom unit, ten (10) two-bedroom units, and thirteen (13) one-bedroom units. Open space for building residents would be provided in private balconies and terraces connected to individual dwellings.

SITE DESCRIPTION AND PRESENT USE

The Project is located within the Folsom Street (NCT) Neighborhood Commercial Transit and Residential Enclave-Mixed (RED-MX) Zoning Districts, 65-X and 45-X Height and Bulk Districts, and the Western SOMA Area Plan. The property is developed with three existing buildings on three lots (Assessor Block 3729/011, 037, 038; total combined lot area 6,250 square feet). The project site has 50-ft of frontage along Folsom Street, and 50-ft of frontage along Clementina Street. These three buildings include: 1228 Folsom Street, a 4,375-square-foot, two-story, industrial warehouse, constructed in 1906; 723 Clementina Street, a 2,000-square-foot, two-story, wood-frame industrial building constructed in 1924; and 725 Clementina Street, a 1,725-square-foot, two-story industrial structure constructed in 1926. The existing buildings on

the project site occupy approximately 8,100 square feet. All three existing buildings are presently occupied by the six owners of the buildings, who also represent the ownership for the Project. In total, the existing buildings comprise three offices and three warehouses.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located within two zoning districts in the Western SoMa Area Plan: Folsom Street Neighborhood Commercial Transit (NCT) and Residential Enclave-Mixed (RED-MX). The immediate context is mixed in character with mixed residential, commercial and industrial development along Folsom Street, and industrial and residential development along Clementina Street. The immediate neighborhood along Clementina Street includes smaller-scale residential properties, which range in height from two-to-five stories. The immediate neighborhood along Folsom Street includes one-to-two-story commercial properties, one-to-three-story industrial buildings, and four-to-five-story residential complexes. Adjacent to the project site along Folsom Street are two-story commercial buildings: one vacant at 1234 Folsom Street, and one occupied by a catering business (d.b.a. Work of Art Catering) at 1226 Folsom Street. Adjacent to the project site along Clementina Street are two-story residential buildings. The project site has two street frontages: Folsom Street, which is identified as a one-way transit thoroughfare with a bike lane on the south side; and, Clementina Street, which is a smaller-scale one-way and, primarily residential, street. The surrounding properties are located within the: Folsom Street Neighborhood Commercial Transit (NCT), Residential Enclave-Mixed (RED-MX), WSOMA Mixed Use General (WMUG), South of Market Residential Enclave (RED), and Regional Commercial (RCD) Zoning Districts.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on November 15, 2016, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

HEARING NOTIFICATION

| TYPE | REQUIRED PERIOD | REQUIRED NOTICE DATE | ACTUAL NOTICE DATE | ACTUAL PERIOD |
|--------------------|-----------------|----------------------|--------------------|---------------|
| Classified News Ad | 20 days | December 16, 2016 | December 16, 2016 | 20 days |
| Posted Notice | 20 days | December 16, 2016 | December 16, 2016 | 20 days |
| Mailed Notice | 20 days | December 16, 2016 | December 16, 2016 | 20 days |

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

PUBLIC COMMENT/COMMUNITY OUTREACH

- To date, the Department has received three general inquiries in regard to the Project. The Department has not received any comments in support or opposition of the Project.
- The Project Sponsor has conducted the following community outreach:
 - Held a Department Facilitated Pre-Application Meeting at the San Francisco Planning Department.
 - Meetings and correspondence with various individuals including: Hannah Kellogg (761 Clementina Street), Vivian Acebal (720 Clementina Street), Michael Topolovac (719 Clementina Street), and Mitchell Huang (735 Clementina Street), as well as places of entertainment (Cat Club, F8,,) and Chris Milstead.

ISSUES AND OTHER CONSIDERATIONS

- Large Project Authorization Exceptions: As part of the Large Project Authorization (LPA), the Commission may grant exceptions from certain Planning Code requirements for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The proposed Project requests exceptions from the Planning Code requirements for: 1) rear yard (Planning Code Section 134) and 2) off-street parking (Planning Code Section 151.1). Department staff is generally in agreement with the most of the proposed modifications given the overall project and its outstanding and unique design.
- Variance: Since the project site is partially located within the Folsom Street NCT Zoning District, the Project also requires approval of a Variance from the Zoning Administrator to address Planning Code requirements for permitted obstructions (Planning Code Section 136).
- Inclusionary Affordable Housing: The Project has elected the on-site affordable housing alternative, identified in Planning Code Section 415. The project site is located within the Folsom Street NCT and RED-MX Zoning Districts, which requires 12% of the total number of units be designated as part of the inclusionary affordable housing program. The Project contains 24 units and the Project Sponsor will fulfill this requirement by providing the three affordable units on-site for ownership.
- Prop X (Conditional Use for Replacement of PDR, Institutional Community & Arts Activities Uses): Although the project includes demolition of industrial buildings in the Western SoMa Area Plan, the Project is not subject to Prop X, which was recently passed by the voters in November 2016. Prop X does not apply to properties in the Folsom St NCT or RED Zoning Districts.
- Development Impact Fees: The Project would be subject to the following development impact fees, which are estimated as follows:

| FEE TYPE | PLANNING CODE SECTION/FEE | AMOUNT |
|---|--------------------------------------|---------------------|
| Transportation Sustainability Fee [EE Filed on 04/10/2015, therefore 50% of TSF Residential Rate Applies] (11,960 gsf Net New Residential) | 411A (@ \$3.87) | \$46,285.20 |
| Transportation Sustainability Fee [EE Filed on 04/10/2015, therefore net TIDF Rate Applies] (16,200 gsf Replacement of Use from PDR to Residential) | 411A (@ \$0.06) | \$972.00 |
| Transportation Sustainability Fee [EE Filed on 04/10/2015, therefore net TIDF Rate Applies] (1,086 gsf Replacement of Use from PDR to Retail) | 411A (@ \$7.49) | \$8,134.14 |
| Child Care Fee (3,209 gsf Tier 1 - 10 Units or More - Net New Residential) | 414A (@ \$1.17) | \$3,754.53 |
| Child Care Fee (8,100 gsf Tier 1 Replacement of Use from PDR to Residential) | 414A (@ \$0) | \$0 |
| Child Care Fee (8,751 gsf Tier 2 - 10 Units or More - Net New Residential) | 414A (@ \$0.84) | \$7,350.84 |
| Child Care Fee (8,100 gsf Tier 2 Replacement of Use from PDR to Residential) | 414A (@ \$0) | \$0 |
| Eastern Neighborhoods Impact Fee (3,209 gsf – Tier 1; Net New Residential) | 423 (@ \$10.19) | \$32,699.71 |
| Eastern Neighborhoods Impact Fee (8,100 gsf – Tier 1; Replacement of Use from PDR to Residential) | 423 (@ \$6.37) | \$51,597.00 |
| Eastern Neighborhoods Impact Fee (9,837 gsf – Tier 2; Net New Residential) | 423 (@ \$15.29) | \$150,407.73 |
| Eastern Neighborhoods Impact Fee (7,014 gsf – Tier 2; Replacement of Use PDR to Residential) | 423 (@ \$11.47) | \$80,450.58 |
| Eastern Neighborhoods Impact Fee (1,086 sq ft – Tier 2; Replacement of Use PDR to Non-residential) | 423 (@ \$8.92) | \$9,687.12 |
| | TOTAL | \$391,338.85 |

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

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Section 329, to allow the new construction of a four-to-six-story mixed use development with 24 dwelling units, approximately 1,086 gsf of ground floor retail and to allow exceptions to the requirements for rear yard (Planning Code Section 134) and off-street parking (Planning Code Section

151.1). In addition, the Zoning Administrator must grant a variance from the Planning Code requirements for permitted obstructions over the street (Planning Code Section 136).

BASIS FOR RECOMMENDATION

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

- The Project complies with the applicable requirements of the Planning Code.
- The Project is consistent with the objectives and policies of the General Plan.
- The Project is located in zoning districts where residential and ground floor commercial uses are principally permitted.
- The Project produces a new mixed-use development with ground floor retail and significant site updates, including landscaping, site furnishings, and private and common open space.
- The Project is consistent with and respects the varied neighborhood character, and provides an appropriate massing and scale for the adjacent contexts.
- The Project complies with the First Source Hiring Program.
- The Project adds 24 new dwelling units to the City's housing stock, including one three-bedroom unit, ten two-bedroom units, and 13 one-bedroom units.
- The Project will fully utilize the Eastern Neighborhoods Area Plan controls, and will pay the appropriate development impact fees.

| | |
|------------------------|---------------------------------|
| RECOMMENDATION: | Approval with Conditions |
|------------------------|---------------------------------|

Attachments:

Draft Motion-Large Project Authorization

Parcel Map

Sanborn Map

Zoning Map

Height Map

Aerial Photograph

Site Photos

Major Projects Map

Project Sponsor Submittal

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

Environmental Determination

Public Correspondence

Attachment Checklist:

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

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

ID
Planner's Initials

JD: I:\Current Planning\SE Team\Jonathan DiSalvo\BPA\2014.0964 - 1228 Folsom - 725 Clementina\LPA



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- ☒ Affordable Housing (Sec. 415)
- ☐ Jobs Housing Linkage Program (Sec. 413)
- ☐ Downtown Park Fee (Sec. 412)
- ☒ First Source Hiring (Admin. Code)
- ☒ Child Care Requirement (Sec. 414A)
- ☒ Other (EN Impact Fees, Sec. 423; TSF, Sec 411A)

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Planning Commission Draft Motion

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Recommendation: **Approval with Conditions**

ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW EXCEPTIONS TO 1) REAR YARD PURSUANT TO PLANNING CODE SECTION 134, AND 2) OFF-STREET PARKING PURSUANT TO PLANNING CODE SECTION 151.1, TO ALLOW CONSTRUCTION OF A NEW FOUR-TO-SIX-STORY MIXED-USE BUILDING (APPROXIMATELY 29,246 GSF) WITH 24 DWELLING UNITS (CONSISTING OF 13 1-BEDROOM UNITS, 10 2-BEDROOM UNITS AND ONE 3-BEDROOM UNIT) AND A TOTAL OF 1,086 GSF OF GROUND FLOOR RETAIL USE, LOCATED AT 1228 FOLSOM STREET AND 723-725 CLEMENTINA STREET, LOTS 011, 037, AND 038 IN ASSESSOR'S BLOCK 3729, WITHIN THE FOLSOM ST NCT (NEIGHBORHOOD COMMERCIAL TRANSIT) AND RED-MX (RESIDENTIAL ENCLAVE-MIXED) ZONING DISTRICTS, WESTERN SOMA SPECIAL USE DISTRICT, AND 65-X/45-X HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 1, 2016 Riyadh Ghannam of RG Architecture (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new four-to-six story mixed use building with 24 dwelling units and 1,086 gross square feet of ground floor retail at 1228 Folsom Street and 723-725 Clementina Street (Block 3729 Lots 011, 037, 038) in San Francisco, California.

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

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

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

On November 15, 2016, 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, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2014.0964ENX at 1650 Mission Street, Fourth Floor, San Francisco, California.

On October 13, 2016, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2014.0964ENX. At this hearing, the Commission continued the Project to the public hearing on January 5, 2017.

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. 2014.0964ENX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The Project is located within the Folsom Street (NCT) Neighborhood Commercial Transit and Residential Enclave-Mixed (RED-MX) Zoning Districts, 65-X and 45-X Height and Bulk Districts, and the Western SOMA Area Plan. The property is developed with three existing buildings on three lots (Assessor Block 3729/011, 037, 038; total combined lot area 6,250 square feet). The project site has 50-ft of frontage along Folsom Street, and 50-ft of frontage along Clementina Street. These three buildings include: 1228 Folsom Street, a 4,375-square-foot, two-story, industrial warehouse, constructed in 1906; 723 Clementina Street, a 2,000-square-foot, two-story, wood-frame industrial building constructed in 1924; and 725 Clementina Street, a 1,725-square-foot, two-story industrial structure constructed in 1926. The existing buildings on the project site occupy approximately 8,100 square feet. All three existing buildings are presently occupied by the six owners of the buildings, who also represent the ownership for the Project. In total, the existing buildings comprise three offices and three warehouses.
3. **Surrounding Properties and Neighborhood.** The project site is located within two zoning districts in the Western SoMa Area Plan: Folsom Street Neighborhood Commercial Transit (NCT) and Residential Enclave-Mixed (RED-MX). The immediate context is mixed in character with mixed residential, commercial and industrial development along Folsom Street, and industrial and residential development along Clementina Street. The immediate neighborhood along Clementina Street includes smaller-scale residential properties, which range in height from two-to-five stories. The immediate neighborhood along Folsom Street includes one-to-two-story commercial properties, one-to-three-story industrial buildings, and four-to-five-story residential complexes. Adjacent to the project site along Folsom Street are two-story commercial buildings: one vacant at 1234 Folsom Street, and one occupied by a catering business (d.b.a.

Work of Art Catering) at 1226 Folsom Street. Adjacent to the project site along Clementina Street are two-story residential buildings. The project site has two street frontages: Folsom Street, which is identified as a one-way transit thoroughfare with a bike lane on the south side; and, Clementina Street, which is a smaller-scale one-way and, primarily residential, street. The surrounding properties are located within the: Folsom Street Neighborhood Commercial Transit (NCT), Residential Enclave-Mixed (RED-MX), WSOMA Mixed Use General (WMUG), South of Market Residential Enclave (RED), and Regional Commercial (RCD) Zoning Districts.

4. **Project Description.** The proposed Project includes the demolition of the site's three existing buildings, a merger of the three parcels into a single lot, and construction of a four- and six-story mixed-use building (measuring approximately 29,246 gross square feet), 45-feet in height along Clementina Street and 65-feet in height along Folsom Street, with 24 dwelling units, 15 below-grade off-street parking spaces, 25 Class I bicycle parking spaces, and three Class II bicycle parking spaces. The Project includes a 1,086 square-foot retail space on the ground floor along Folsom Street. The Project includes a dwelling unit mix consisting of one (1) three-bedroom unit, ten (10) two-bedroom units, and thirteen (13) one-bedroom units. Open space for building residents would be provided in private balconies and terraces connected to individual dwellings.
5. **Public Comment.** To date, the Department has received three general inquiries in regard to the Project. The Department has not received any comments in support or opposition of the Project. The Project Sponsor has conducted the following community outreach:
 - o Held a Department Facilitated Pre-Application Meeting at the San Francisco Planning Department.
 - o Meetings and correspondence with various individuals including: Hannah Kellogg (761 Clementina Street), Vivian Acebal (720 Clementina Street), Michael Topolovac (719 Clementina Street), and Mitchell Huang (735 Clementina Street), as well as places of entertainment (Cat Club, F8), and Chris Milstead.
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 Folsom Street NCT and RED-MX Zoning Districts.** Per Planning Code Section 743.40 and 743.90, retail and residential uses are principally permitted uses within the Folsom St NCT Zoning District. Per Planning Code Section 847.14, residential use is permitted within the RED-MX Zoning District.

The Project would construct a new residential use within the Folsom St NCT and RED-MX Zoning Districts, and would construct a new ground floor retail use within the Folsom St NCT Zoning District. Currently, the Project contains 10 dwelling units in the RED-MX Zoning District and 14 dwelling units in the Folsom St NCT Zoning District. The Project would also construct an approximately 1,086 square-foot ground floor retail use in the Folsom St NCT Zoning District. Therefore, the Project complies with Planning Code Sections 743.40, 743.90, and 847.14.
 - B. **Rear Yard.** Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot to be provided at ground level. Therefore, the Project would

have to provide a rear yard, which measures approximately 2,062 sq ft, located along the rear property line.

Currently, the Project features a rear courtyard on the ground floor level, which measures approximately 50 ft wide by 41 ft in length.

For the portion of the Project within the Folsom St NCT Zoning District, the Project provides a code-complying rear yard, which extends across 25% of the depth of the lot within the Folsom St NCT Zoning District.

For the portion of the Project within the RED-MX Zoning District, the Project does not provide a code-complying rear yard; however, the Project does provide open space, which is close to the amount of square footage that would have been provided in a code-complying rear yard. The Project provides code-complying open space through a series of private balconies, a terrace, and a rear courtyard. In addition, the Project provides a roof deck, which may not be counted as open space within the Western SOMA Special Use District. The Project provides a total of 7,573 sq ft of open space (including compliant and non-complaint open space). Thus, the total amount of open space, which would have been provided through the required rear yard, exceeds the amount which would have been provided in the required rear yard. The Project is seeking an exception to the rear yard requirement as part of the Large Project Authorization, since the proposed rear yard does not extend to Clementina Street.

The Project occupies a through lot extending between Folsom and Clementina Streets. Since the surrounding area is mixed in character, the subject block does not possess a definitive pattern of mid-block open space. However, several of the residential properties on the subject block do possess a small rear yard. The Project contributes to establishing a new rear yard pattern on the subject block, which is a goal of the Western SOMA Area Plan.

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

Within the Folsom ST NCT Zoning District, Planning Code Section 135 specifies that the open space requirement shall be either 80 sq ft of private open space per dwelling unit or 106.4 sq ft of common open space per dwelling unit.

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

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

For the proposed 10 dwelling units in the RED-MX Zoning District, the Project is required to provide 800 sq ft of open space, either private or common.

For the proposed 14 dwelling units in the Folsom St NCT Zoning District, the Project is required to provide 1,120 sq ft of private open space or 1,489.6 sq ft of common open space.

The Project provides code-complying private open space for six dwelling units in the RED-MX Zoning District and six dwelling units in the Folsom St NCT Zoning District. Therefore, the Project is required to provide common open space for four dwelling units in the RED-MX Zoning District and eight dwelling units in the Folsom St NCT Zoning District. Hence, per Planning Code Section 135, the Project would be required to provide 320 sq ft of common open space in the RED-MX Zoning District and 851.2 sq ft of common open space in the Folsom St NCT Zoning District for a total of 1,171.2 sq ft of common open space. The Project provides 1,846 sq ft of common open space on a terrace located on the 5th floor of the portion of the building fronting Clementina Street. Therefore, as proposed, the Project provides usable open space per the requirements of Planning Code Section 135.

The Project also provides a roof deck on the portion of the building fronting Folsom Street, for a total of 1,953 square feet of usable open space. However, in the Western SOMA Special Use District, roof decks do not qualify as required private or common useable open space pursuant to Section 135 of the Planning Code. As detailed previously, the Project meets the requirements of Section 135 by providing qualifying private open space for individual units, and common open space for the remaining units on a qualifying 5th floor terrace.

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

Currently, the Project includes bay windows, which project over both Clementina Street and Folsom Street. The bay windows projecting over Clementina Street are approximately 9-ft wide and project approximately 3-ft over the property line; therefore, these features comply with Planning Code Section 136(c)(2). However, the bay windows projecting over Folsom Street do not comply with Planning Code Section 136(c)(2); therefore, a variance from the Zoning Administrator is required (See Case No. 2014.0964VAR).

- E. Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires one new street tree for every 20 feet of street frontage for projects proposing new construction, as well as a streetscape plan, which includes elements from the Better Streets Plan.

The Project includes the new construction of a four-to-six-story mixed-use building on a lot with 50-ft of frontage along Folsom Street and 50-ft of frontage along Clementina Street. Therefore, the Project is required to provide a total of two street trees along Folsom Street, and two street trees along Clementina Street.

Currently, the Project provides two street trees along Folsom Street and two street trees along Clementina Street. The Project shall seek a waiver from the Zoning Administrator to pay an in-lieu fee for any street tree not provided along the street. Therefore, the Project complies with Planning Code Section 138.1 as proposed.

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

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

- G. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, rear yard or other open area that meets minimum requirements for area and horizontal dimensions. To meet exposure requirements, a public street, public alley, side yard or rear yard must be at least 25 ft in width, or an open area (inner court) must be no less than 25 ft in every horizontal dimension for the floor at which the dwelling unit is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

The Project organizes the dwelling units to have exposure either on Folsom or Clementina Streets, or along the inner court. The inner court meets the dimensional requirements for Dwelling Unit Exposure per Section 140 of the Planning Code. Currently, the Project includes 10 dwelling units which face onto a code-complying inner court, and 14 dwelling units which face onto a qualifying street. Therefore, the Project complies with Planning Code Section 140.

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

The Project meets the requirements of Planning Code Section 145.1. Off-street parking is located below grade. The Project has only one 10-ft wide garage entrance to the below-grade off-street parking located along Clementina Street. The Project features active uses on the ground floor with a walk-up dwelling unit with direct, individual pedestrian access to a public sidewalk along Clementina Street and retail use along Folsom Street. Along Folsom Street, the non-residential use at the ground floor has a 14-ft floor to floor height. Finally, the Project features appropriate street-facing ground level spaces, as well as the ground level transparency and fenestration requirements.

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

In the Folsom St NCT Zoning District, Planning Code Section 151.1 principally permits off-street parking at a ratio of one parking space per two dwelling units. With Conditional Use Authorization from the Planning Commission, the parking ratio may be increased to a maximum of .75 parking spaces per dwelling unit. For the proposed retail use in the Folsom St NCT Zoning District, Planning Code Section 151.1 principally permits one parking space per 1,500 sq ft of occupied floor area.

For the 10 dwelling units in the RED-MX Zoning District, the Project is principally permitted six off-street parking spaces, and conditionally permitted a maximum of 10 off-street parking spaces.

For the 14 dwelling units in the Folsom St NCT Zoning District, the Project is principally permitted seven off-street parking spaces, and conditionally permitted a maximum of 11 off-street parking spaces.

For the proposed retail use in the Folsom St NCT Zoning District (approximately 1,086 gs), the Project is permitted a maximum of two off-street parking spaces.

Currently, the Project provides 15 below-grade off-street parking spaces. Of these 15 off-street parking spaces, one handicap parking space has been identified. The Project provides the principally permitted seven parking spaces within portion of the garage within the Folsom St NCT Zoning District; however, the Project exceeds the principally permitted amount of parking within the portion of the garage in the RED-MX Zoning District. Within the RED-MX Zoning District, the Project is permitted six off-street parking spaces, and the Project proposes eight parking spaces.

Since the Project exceeds the principally permitted amount of parking in the RED-MX Zoning District by two parking spaces, the Project is seeking an exception to the off-street parking requirement through a Large Project Authorization.

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

The Project includes 24 dwelling units; therefore, the Project is required to provide 24 Class 1 bicycle parking spaces and one Class 2 bicycle parking space for residential uses. The Project includes 1,086 gross square feet of retail use; therefore the Project is required to provide two Class 2 spaces for the proposed retail use.

The Project will provide 26 Class 1 bicycle parking spaces and three Class 2 bicycle parking spaces, thus exceeding the requirement. Therefore, the Project complies with Planning Code Section 155.2.

- K. **Curb Cut.** Within the Folsom Street NCT Zoning District, Planning Code Section 155(r)(4) prohibits new curb cuts accessing off-street parking or loading on street frontages identified along any Transit Preferential, Citywide Pedestrian Network or Neighborhood Commercial

Streets, as designated in the Transportation Element of the General Plan or official City bicycle routes or bicycle lanes, where an alternative frontage is available.

Currently, the Project proposes a new 10-ft wide garage entrance along Clementina Street. Per Policy 4.8.5 of the Western SOMA Area Plan, Folsom Street is identified as a Transit Preferential Street and new curb cuts are not permitted along Folsom Street. The Project complies with Planning Code Section 155, since it avoids new curb cuts and garage openings along Folsom Street and provides the garage opening along an available alternative frontage.

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

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

- M. **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 24 dwelling units, the Project is required to provide at least 10 two-bedroom units or seven three-bedroom units.

The Project provides one three-bedroom unit, 12 two-bedroom units, and 13 one-bedroom units. Therefore, the Project meets and exceeds the requirements for dwelling unit mix.

- N. **Folsom Street Setback.** Planning Code Section 261.2 requires a 15-ft setback from the property line for any portion of the building above 55-ft in height.

The Project incorporates a 15-ft setback from the property line along Folsom Street for the portion of the building which is 55-ft in height. Therefore, the Project meets this requirement.

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

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

- P. **Transportation Sustainability Fee.** Planning Code Section 411A is applicable to new development with over 20 dwelling units.

The Project includes 24 new dwelling units and 1,086 gross square feet of retail use. However, the existing site contains approximately 8,100 gross square feet of existing PDR use. Therefore, the Project will pay the difference between the rates charged for amount of the new uses as they replace the existing use, and as outlined in Planning Code Section 411A.4. The net new residential use will pay the fee for new residential uses in accordance with Planning Code Section 411A.5.

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

The Project includes approximately 28,160 gross square feet of new residential use. This use is subject to Residential Child-Care Impact Fee, as outlined in Planning Code Section 411A. This fee must be paid prior to the issuance of the building permit application.

- R. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements apply to projects that consist of 10 or more units. Pursuant to Planning Code Section 415.5 and 415.6, the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 12% of the proposed dwelling units as affordable.

The Project Sponsor has demonstrated that the Project is eligible for the On-Site Affordable Housing Alternative under Planning Code Sections 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 August 18, 2016. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation application was submitted on April 10, 2015. Pursuant to Planning Code Section 415.3 and 415.6, the on-site requirement is 12%. 3 units (2 one-bedroom, and 1 two-bedroom) of the 24 total 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.

- S. **Eastern Neighborhood Infrastructure Impact Fees.** Planning Code Section 423 is applicable to any development project within the Eastern Neighborhoods Program Area that results in the addition of at least one net new residential unit.

The Project includes approximately 28,160 gsf new residential development and 1,086 gsf of new retail use. These uses are subject to Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the building permit application.

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 divides the massing into two distinct elements, which address the street frontage and change in context along Clementina and Folsom Streets. Along Folsom Street, the mass and form are appropriate given the surrounding context, which includes smaller-scale industrial properties and mid-scale residential buildings that create a varied street wall. Along Clementina Street, the Project appropriately transitions down to the residential scale, while maintaining a building rhythm and form, which relates to the varied neighborhood context. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.

B. Architectural treatments, facade design and building materials:

The Project's architectural treatments, façade design and building materials include an exterior with small scale zinc corrugated siding, metal paneling joints, horizontal cement board lap siding, and aluminum-sash windows. The Project provides for a unique and contemporary expression along the street, which draws from the industrial heritage within the surrounding area. Along Folsom Street, the building features a regular pattern of punched openings, which transition into a form emphasized by the aluminum framing. Along Clementina Street, the building steps down to a smaller-scale, with a deeply punched vertically oriented fenestration and bay windows which is more consistent with the character of the street. Overall, the Project offers a high quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.

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

Along the lower floors, the Project provides for a walk-up dwelling unit with individual pedestrian access on Clementina Street and ground floor retail use along Folsom Street. This dwelling unit and retail space will provide for activity along the street. The Project minimizes the impact to pedestrians by providing one 10-ft wide garage entrance, which is located at the northern end of the project site along Clementina Street. The Folsom Street ground-floor commercial storefront has been differentiated materially from upper floors and contains a traditional rhythm of a solid bulkhead, glazed storefront, upper transom window, and a centered entryway. In keeping with the historic character of ground-floor commercial spaces, the floor to ceiling height of the ground floor is slightly taller than that of the upper floors.

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

In total, the Project provides open space through private balconies and yards, and common open space via a 5th floor terrace, and roof deck. The rear court is appropriately located at the rear of the project site and is designed at the ground floor level. This rear court assists in establishing a mid-block pattern for the surrounding area.

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

The Project is not required to provide a mid-block alley per Planning Code Section 270.2.

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

In compliance with Planning Code Section 138.1, the Project provides three new street trees along the street frontages on Clementina and Folsom Streets, and would pay an in-lieu fee for any required street trees not provided due to proximity of underground utilities, or as specified by the Department of Public Works. In addition, the Project removes existing curb cuts along Folsom Street and Clementina Street, which will provide for additional on-street parking, and provides new Class 2 bicycle parking racks that comply with SFMTA's dimensional requirements.

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

The Project provides ample circulation in and around the project site. The primary focal point for retail visitors would occur along Folsom Street, while the residents have ground-floor entrances along both Folsom Street and Clementina Street. Automobile access is limited to the one entry/exit (measuring 10-ft wide) on Clementina 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, as noted below.

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

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

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

(A) Parking for All Uses.

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

The Project does minimize vehicular movement in and around the Project, since the off-street parking garage is located below grade and the entrance to this garage is accessed via one 10-ft wide opening along Clementina Street. This configuration minimizes the potential for conflicts with pedestrians and bicyclists along Folsom Street. Within the proposed building, the garage ramp is approximately 10-ft wide, and would accommodate vehicles entering and exiting the garage. The Project minimally exceeds the principally permitted number of parking spaces by a total of two parking spaces.

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

The Commission finds that accommodating excess accessory parking would not degrade the overall urban design quality of the Project. The Project minimally exceeds the principally permitted number of parking spaces (by a total of two parking spaces). By allowing for two additional parking spaces (for a total of eight off-street parking spaces in the RED-MX Zoning District), the design of the garage and garage entrance would not be in any way different than if the number of off-street parking spaces were provided in the amount as permitted by the Planning Code.

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

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

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

Since the excess parking would be located below-grade, the excess accessory parking would not impact any existing or planned streetscape enhancements.

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

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

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

The Project provides for a comparable amount of open space, in lieu of the required rear yard. Overall, the project site is 8,250 sq ft in size, and would be required to provide a rear yard measuring 2,062 sq ft. The Project provides an interior courtyard measuring 2,062 square feet. The Project provides private open space for 12 dwelling units and approximately 1,728 sq ft of common open space through a terrace on the fifth floor of the portion of the building fronting Clementina Street. The Project also provides a roof deck on the portion of the building fronting Folsom Street, measuring 1,953 square feet even though, in the Western SOMA Special Use District, roof decks do not qualify as required private or common useable open space pursuant to Section 135 of the Planning Code. The Project meets and exceeds the usable open space requirement pursuant to Section 135 of the Planning Code and also exceeds the amount of space, which would have been provided in a code-conforming rear yard.

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

The Project does not impede access to light and air for the adjacent properties. The Project provides an interior courtyard measuring 50 ft in width and 41 ft-3 in length. Many of the abutting residential properties have narrow rear yards or no rear yard. The Project contributes to development of a pattern of rear yard open space, which is a goal of the Western SOMA Area Plan.

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

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

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

HOUSING

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

The Project is a medium density residential development in a transitioning industrial area. The Project abuts a newly identified neighborhood commercial corridor and a Residential Enclave District. The Project site is an ideal infill site that is currently occupied by three two-story industrial buildings that were constructed in 1906, 1924, and 1926. The project site was recently rezoned as part of a long range

planning goal to create a cohesive residential and mixed-use neighborhood. The Project includes three on-site affordable housing units, which complies with the City's affordable housing goals.

OBJECTIVE 4

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

Policy 4.1

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

Policy 4.5

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

Out of 24 new dwelling units, the Project will provide three on-site affordable units, thus meeting the affordable housing requirements and encourage diversity among income levels within the new development. The Project also provides a diversity of unit types with a total of 13 one-bedroom units, 12 two-bedroom units, and one three-bedroom unit.

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's architecture responds to the site's location as a transition between industrial zones and the contemporary and traditional architecture of the surrounding neighborhood. The Project's mass, scale and architectural expression are compatible with that of the light industrial surrounding neighborhood. The Project responds to the site's location as a transition between the mixed-character of Folsom Street and the mixed residential character of Clementina Street. The Project appropriately responds to the varied residential-industrial character of the larger neighborhood. The Project's facades provide a unique expression not commonly found within the surrounding area, while providing for a material palette, which draws from the surrounding industrial context. Overall, the Project offers a high quality design that respects the distinct industrial character of the SOMA neighborhood while providing a unique and expressive architectural design that is compatible with the area.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 6:

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

Policy 6.1

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

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

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.5:

Require private usable outdoor open space in new residential development.

Policy 4.6:

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

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

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 11

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

Policy 11.1

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

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project will plant new street trees along Folsom and Clementina Street. Further, the Project will remove existing curb cuts along Folsom Street and Clementina Street, and provide new Class 2 bicycle parking racks that comply with SFMTA's dimensional requirements. Frontages are designed with active spaces oriented at the pedestrian level. The new garage entrance is located on an alternate street frontage, in order to minimize pedestrian and bicycle conflicts and encourage Folsom Street as it is a Transit Preferential Street.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

The Project includes 25 Class I bicycle parking spaces, and three Class II bicycle parking spaces in secure, convenient locations.

OBJECTIVE 34:

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

Policy 34.1:

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

Policy 34.3:

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

Policy 34.5:

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

The parking spaces are accessed by one ingress/egress point measuring 10-ft wide from Clementina Street. Parking is adequate for the Project, but exceeds the maximums prescribed by the Planning Code by a total of two parking spaces. The Project will remove existing curb cuts along Folsom Street and Clementina Street. The aforementioned will restore on-street parking.

URBAN DESIGN ELEMENT
Objectives and Policies

OBJECTIVE 1:

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

Policy 1.7:

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

OBJECTIVE 2:

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

Policy 2.6:

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

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

OBJECTIVE 4:

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

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

Although the project site has two street frontages, it only provides one vehicular access point for the entire project, limiting conflicts with pedestrians and bicyclists. New street trees will be planted on each street. Along the project site, the pedestrian experience will be greatly improved.

WESTERN SOMA AREA PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.1

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

Policy 1.1.2

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

Policy 1.1.4

Encourage increased height and density in the "Downtown Folsom" neighborhood serving commercial corridor between 7th and 10th Streets.

Neighborhood Economy

OBJECTIVE 2.2

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

Policy 2.2.4

Encourage mixed-use development of new large retail sites throughout the Western SoMa SUD.

Policy 2.2.12

Develop land use controls that promote Folsom Street as the main neighborhood shopping and ceremonial street in the Western SoMa SUD.

Policy 2.2.13

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

Policy 2.2.14

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

Housing

OBJECTIVE 3.2

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

Policy 3.2.2

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

Policy 3.2.4

Encourage the continuation and creation of an existing rear and front yard pattern in the Western SoMa SUD residential enclaves.

Transportation and Street Network

OBJECTIVE 4.7

REDUCE THE IMPACTS OF INCREASED NEIGHBORHOOD COMMERCIAL DEVELOPMENT ON FOLSOM STREET BY ENCOURAGING THE USE OF ALTERNATIVE MODES OF TRANSPORTATION.

Policy 4.7.3

Promote walking and other non-motorized travel modes to/from neighborhood commercial segments of Folsom Street by introducing pedestrian and environmental improvements.

OBJECTIVE 4.8

ENSURE SAFETY ON FOLSOM STREET, PARTICULARLY FOR RESIDENTS AND OTHER USERS OF THE SYSTEM.

Policy 4.8.2

Introduce traffic calming measures that will promote pedestrian and bicycle transportation and safety in the area.

Policy 4.8.5

Reduce roadway conflicts between transit vehicles, bicyclists and pedestrians.

OBJECTIVE 4.23

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 4.23.3

Develop Folsom Street as a pedestrian-oriented transit corridor.

OBJECTIVE 4.27

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

Policy 4.27.1

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

The Project features an appropriate mix of uses encouraged by the Area Plan for this location. In addition, the Project is located within the prescribed height guidelines, and includes the appropriate dwelling unit mix, since approximately 40% (or 10 units) are two-bedroom dwellings. The Project introduces a contemporary architectural vocabulary, which is sensitive to the prevailing scale and neighborhood fabric. The Project provides for a high quality designed exterior, which features a variety of materials, colors and textures, including small scale zinc corrugated siding, metal paneling joints, horizontal cement board lap siding, and aluminum-sash windows. The Project will also pay the appropriate development impact fees, including the Eastern Neighborhoods Impact Fees.

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

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

Currently, the project site does not contain any existing neighborhood-serving uses. The Project improves the urban form of the neighborhood by constructing new ground floor retail. This new retail use will provide goods and services to area workers, residents and visitors, while creating new ownership and employment opportunities for residents. The Project would add new residents, visitors, and employees to the neighborhood, which would assist in strengthening nearby retail uses.

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

No housing exists on the project site. The Project will provide up to 24 new dwelling units, thus resulting in an increase in the neighborhood housing stock. The Project is expressive in design, and relates to the scale and form of the surrounding neighborhood by providing relationships to the smaller-scale industrial properties as well as the nearby residential properties. For these reasons, the proposed project would protect and preserve the cultural and economic diversity of the neighborhood.

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

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

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

The project site is served by nearby public transportation options. The Project is located within one quarter mile from the following MUNI bus lines: 12, 27, 83X, 47, and the 19. The Civic Center BART station is within one half mile of the project site. The Project also provides off-street parking and sufficient bicycle parking for residents and their guests.

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

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

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

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

G. That landmarks and historic buildings be preserved.

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

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

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

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

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

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

12. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
13. The Commission hereby finds that approval of the 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. 2014.0964ENX** under Planning Code Section 329 to allow the new construction of a four-to-six story mixed-use building with 24 dwelling units and approximately 1,086 gross square feet of ground floor commercial space, as well as exceptions to the requirements for: 1) Rear Yard (Planning Code Section 134) and 2) Off-Street Parking (Planning Code Section 151.1); within the Folsom Street NCT (Neighborhood Commercial Transit) Zoning District and RED-MX (Residential Enclave-Mixed) Zoning District, and 65-X and 45-X Height and Bulk Districts. The project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated October 2016, 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 No. XXXXX on January 5, 2017.

Jonas P. Ionin
Commission Secretary

Draft Motion
Hearing Date: January 5, 2017

CASE NO. 2014.0964ENX
1228 Folsom Street/723-725 Clementina Street

AYES:

NAYES:

ABSENT:

ADOPTED:

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow new construction of a four-to-six story mixed-use building with 24 dwelling units and 1,086 gsf of retail use, and exceptions to the requirements for rear yard and off-street parking, located at 1228 Folsom Street and 723-725 Clementina Street, Lots 011, 037, and 038 in Assessor's Block 3729 pursuant to Planning Code Section 329 within the Folsom St NCT (Neighborhood Commercial Transit) and RED-MX (Residential Enclave Mixed) Zoning Districts, and a 65-X/45-X Height and Bulk District; in general conformance with plans, dated November 16, 2016, and stamped "EXHIBIT B" included in the docket for Case No. 2014.0964ENX and subject to conditions of approval reviewed and approved by the Commission on January 5, 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 January 5, 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 Large Project Authorization and any subsequent amendments or modifications.

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

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

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

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

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

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

6. **Additional Project Authorization.** The Project Sponsor must obtain a variance from the Zoning Administrator, under Planning Code Section 136 for the proposed bay windows, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in

connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

7. **Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2014.0964E) attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor.

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

DESIGN- COMPLIANCE AT PLAN STAGE

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9182, www.sf-planning.org

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9182, www.sf-planning.org

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9182, www.sf-planning.org

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

- 1) On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;

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

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

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9182, www.sf-planning.org

13. **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 December 8, 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.**
 - a. 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.

- b. 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.

PARKING AND TRAFFIC

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

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

15. **Bicycle Parking.** Pursuant to Planning Code Section 155.2, the Project shall provide no fewer than 24 Class 1 and one Class 2 bicycle parking spaces for the 24 dwelling units as well as two Class 2 bicycle parking spaces for the 1,086 square feet of commercial uses.

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

16. **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

17. **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

18. **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
19. **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
20. **Residential Child Care Impact Fee.** 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
21. **Eastern Neighborhoods Infrastructure Impact Fee.** Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4.
For information about compliance, contact the Case Planner, Planning Department at 415-575-9182, www.sf-planning.org

MONITORING

22. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
23. **Revocation Due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

24. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when

being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

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

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

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

26. **Noise Control.** The premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance with the fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org.

For information about compliance with the construction noise, contact the Department of Building Inspection, 415-558-6570, www.sfdbi.org.

For information about compliance with the amplified sound including music and television contact the Police Department at 415-553-0123, www.sf-police.org

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

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

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

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

INCLUSIONARY HOUSING

Affordable Units. 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 shall comply with the requirements in place at the time of issuance of first construction document.

29. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 12% of the proposed dwelling units as affordable to qualifying households. The Project contains 24 units; therefore, 3 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 3 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

For information about compliance, contact the Case Planner, Planning Department at 415-575-9182, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

30. **Unit Mix.** The Project contains 13 one-bedroom, 10 two-bedroom, and 1 three-bedroom units; therefore, the required affordable unit mix is 2 one-bedroom, and 1 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 415-575-9182, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

31. **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 415-575-9182, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

32. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twelve percent (12%) 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 415-575-9182, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

33. **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 415-575-9182, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

34. **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 415-575-9182, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- a. The affordable units 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 units 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 Planning Code and Procedures Manual.
- b. 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. The affordable unit shall be affordable to low-income households, as defined in the Planning Code and Procedures Manual. 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.
- c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.
- d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
- e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.

- f. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating 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.
- g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.
- h. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit. 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.

Parcel Map



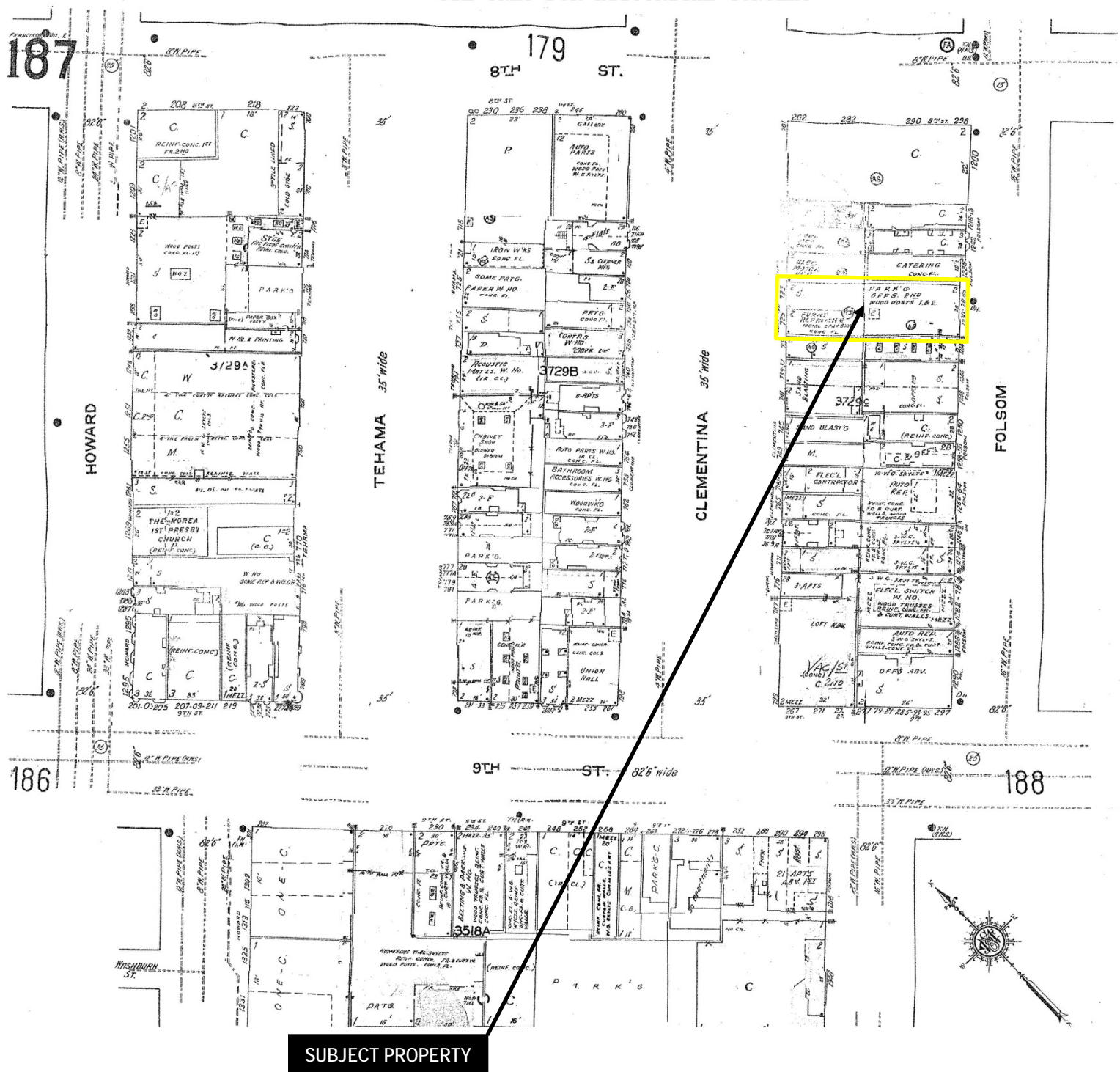
SUBJECT PROPERTY



Large Project Authorization Hearing
Case Number 2014.0964ENX
1228 Folsom Street, 723-725 Clementina Street

Sanborn Map*

THESE SANBORN MAPS ARE DATED TO THE MID 1990's
USE ONLY FOR HISTORICAL CONTEXT



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



Large Project Authorization Hearing
Case Number 2014.0964ENX
1228 Folsom Street, 723-725 Clementina Street

Aerial Photo

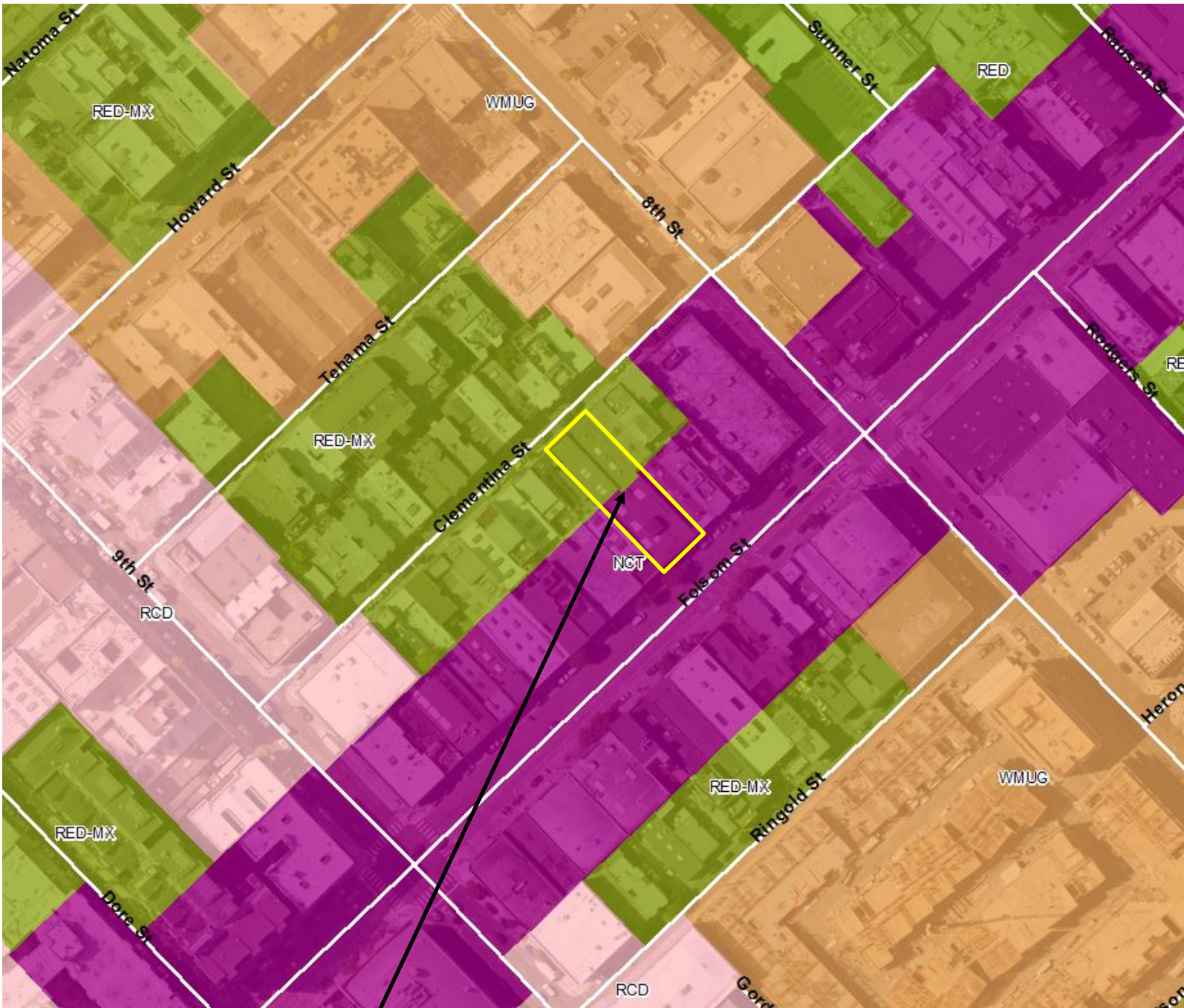


SUBJECT PROPERTY



Large Project Authorization Hearing
Case Number 2014.0964ENX
1228 Folsom Street, 723-725 Clementina Street

Zoning Map



SUBJECT PROPERTY



Large Project Authorization Hearing
Case Number 2014.0964ENX
1228 Folsom Street, 723-725 Clementina Street

Height and Bulk Map



Large Project Authorization Hearing
Case Number 2014.0964ENX
1228 Folsom Street, 723-725 Clementina Street

Site Photo

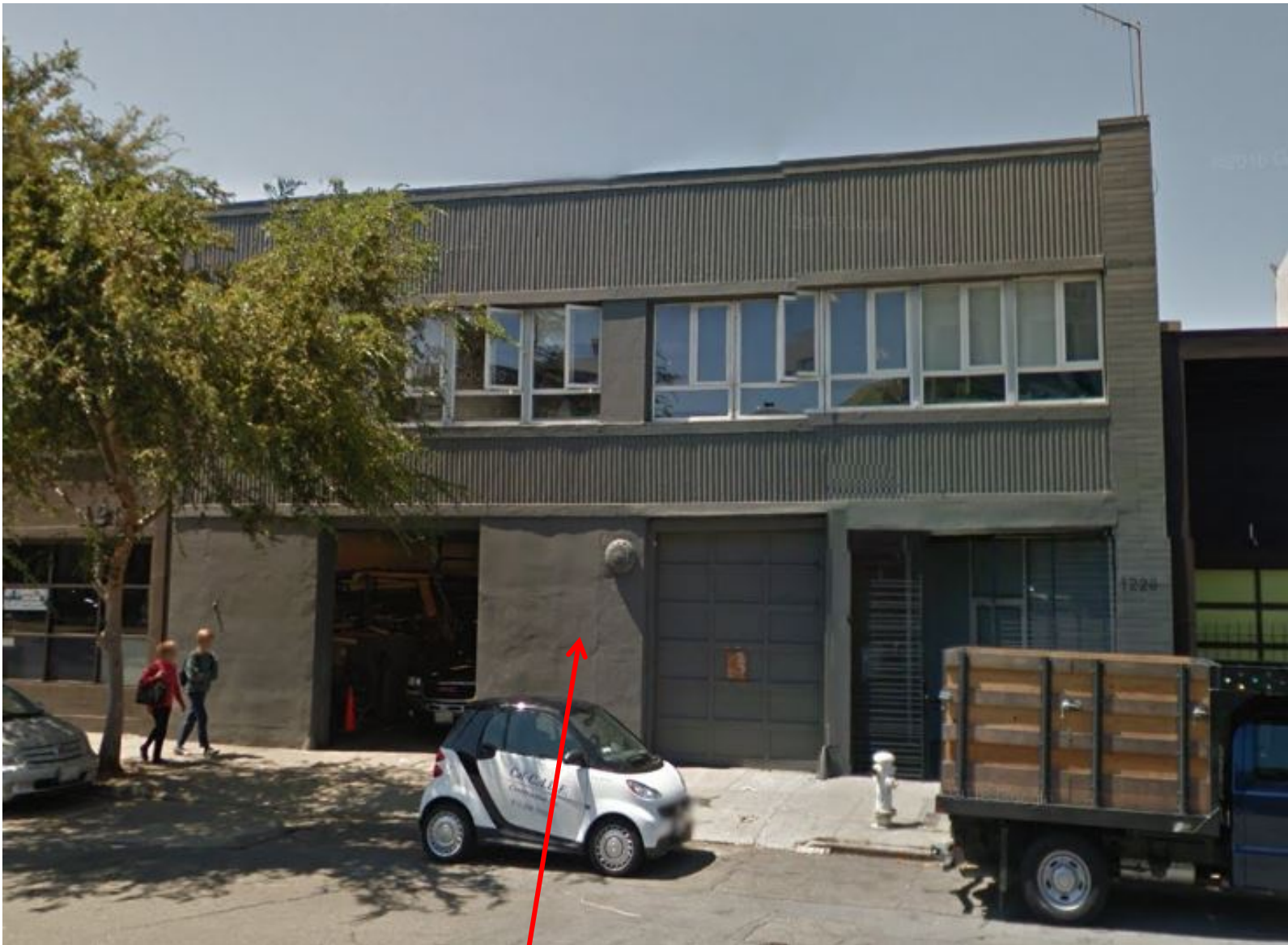


SUBJECT PROPERTY
(FOLSOM STREET)



Large Project Authorization Hearing
Case Number 2014.0964ENX
1228 Folsom Street, 723-725 Clementina Street

Site Photo



SUBJECT PROPERTY
(FOLSOM STREET)

Large Project Authorization Hearing
Case Number 2014.0964ENX
1228 Folsom Street, 723-725 Clementina Street

Site Photo



SUBJECT PROPERTY
(CLEMENTINA STREET)



Large Project Authorization Hearing
Case Number 2014.0964ENX
1228 Folsom Street, 723-725 Clementina Street

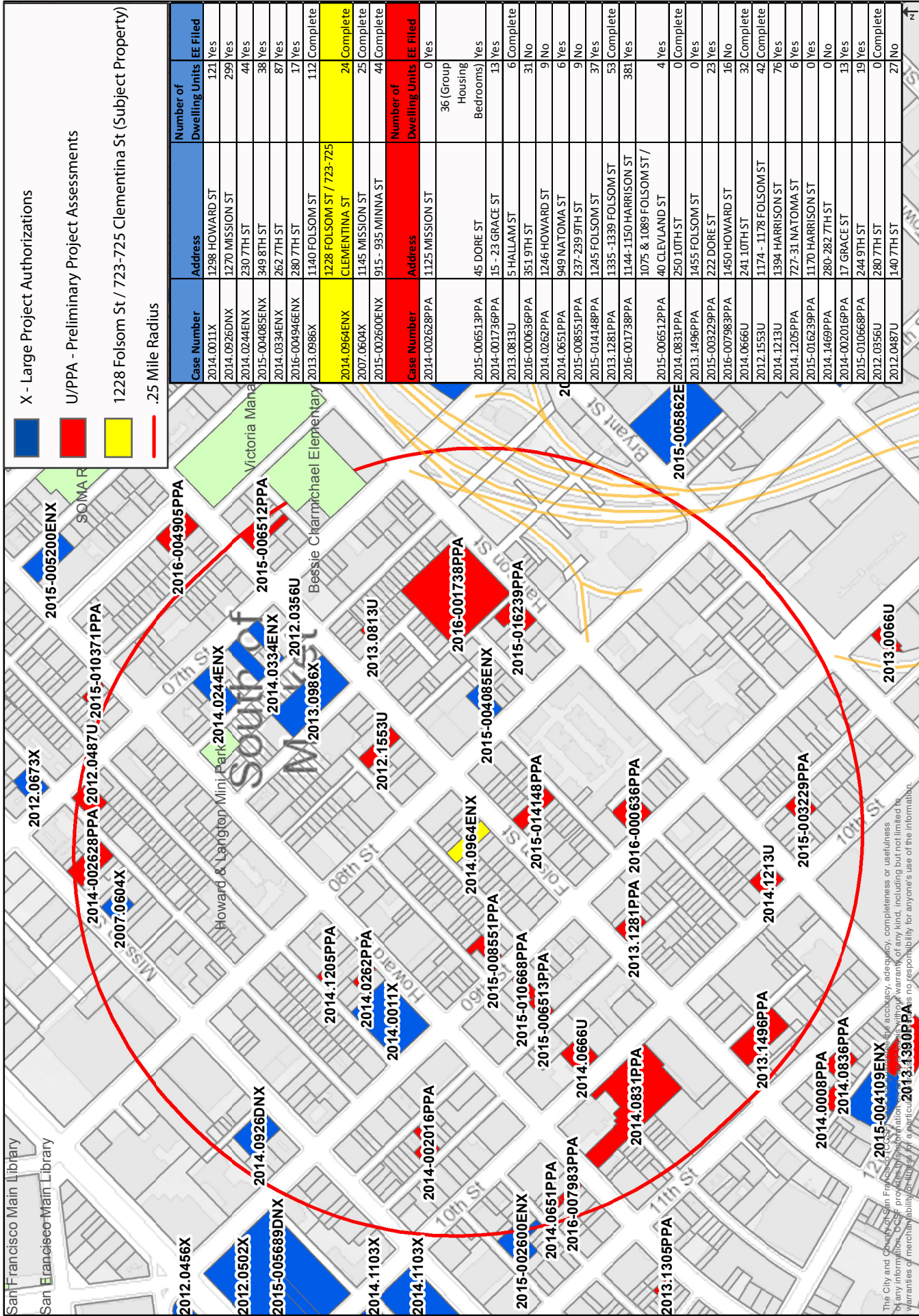
Site Photo



SUBJECT PROPERTY
(CLEMENTINA STREET)

Large Project Authorization Hearing
Case Number 2014.0964ENX
1228 Folsom Street, 723-725 Clementina Street

Major Projects within .25 Mile Radius of 1228 Folsom Street / 723-725 Clementina Street



December 1, 2016

To: Jonathan DiSalvo, SF Planning
Re: Record of Community Outreach

Project Address: 1228 Folsom Street, 723 & 725 Clementina Street
Block & Lot: 3729/011, 037, 038
Planning Record: 2014.0964

Please find the following description of neighborhood outreach conducted regarding the development of 1228 Folsom Street, 723 & 725 Clementina Street

| Date of Outreach/Response | Description of Communication |
|------------------------------|---|
| April 7, 2015 | Mailed notification of Pre-App meeting to neighbors. |
| April 21, 2015 | Held Department Facilitated Pre-Application Meeting at SF Planning. |
| August 31 – October 25, 2016 | <i>Various methods of outreach to owners of nearby Entertainment Venues, per Entertainment Commission requirements.</i> <i>Separate application to Entertainment Commission and record of contact.</i> |
| November 11, 2016 | Melissa Anderson, RG-Architecture, sent email and current set of plans to neighbors who had provided their emails when attending the Department Facilitated Pre-Application Neighborhood Meeting that was held at the SF Planning Department on April 21, 2015. The email briefly described changes to the building design, let the neighbors know about the January 5, 2017 Planning Commission Hearing, and offered to meet in person if they had any questions or concerns. Neighbors Contacted: Hannah Kellogg, 761 Clementina Street, hannahkellogg@gmail.com Vivian Acebal, 720 Clementina Street, vivianacebal@me.com Michael Topolovac, 719 Clementina Street, topolovac@gmail.com Mitchell Huang, 735 Clementina Street, huanger@alum.mit.edu <i>Copy of the email is attached.</i> |
| November 14, 2016 | <i>Email reply from Hannah Kellogg.</i> <i>Melissa Anderson replied, asking again if she had and questions or concerns she would like to discuss with the architects or property owners before the date of the Planning Commission Hearing.</i> <i>Copy of the email is attached.</i> |
| November 29, 2016 | Meeting at RG-Architecture with Melissa Anderson and Riyad Ghannam (RG-Architecture), Robin May (representative from 1228 Folsom ownership team), and owners/ reps from nearby places of entertainment. |

| | |
|--------------------------|---|
| | Randy Maupin & Damen (Cat Club), Eyo Kassa & Rafael (F8). Chris Milstead from Driftwood Bar had RSVP'd but was unable to attend. |
| <i>November 30, 2016</i> | Sent follow-up letter and hard copy of reduced size set of plans via USPS to all neighbors who signed attendance sheet at April 21, 2015 meeting. |
| <i>November 30, 2016</i> | Sent follow-up email to owners/ reps from nearby places of entertainment to share acoustic report and example wall details. |
| <i>December 1, 2016</i> | Email to/from Chris Milstead to answer his questions about construction timeline and size and number of commercial spaces. |



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program

Date: **January 11, 2013**

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9425

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

From: **San Francisco Planning Department**

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

T: 415.558.6378

F: 415.558.6409

All projects that involve ten or more new dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Section 415 of the Planning Code. Every project subject to Section 415 must pay an Affordable Housing Fee that is equivalent to the applicable percentage of the number of units in the principal project, which is 20% of the total number of units proposed (or the applicable percentage if subject to different area plan controls or requirements).

A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new on- or off-residential units rather than offer them as rental units. Second, the project may be eligible for an Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that 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 the necessary documentation to the Planning Department and the Mayor's Office of Housing. Additional material may be required to determine if a project is eligible to fulfill the Program's requirements through an alternative.

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.

¹ California Civil Code Section 1954.50 et.al.

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

August 18, 2016

Date

I, **Robin May**, do hereby declare as follows:

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

1228 Folsom Street, 723 & 725 Clementina Street

Address

3729/011, 037, 038

Block / Lot

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

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

2014.0964

Planning Case Number

201509258131

Building Permit Number

This project requires the following approval:

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

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

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

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

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

- ☐ This project is 100% affordable.

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

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

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

☒ **Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.

☐ **Rental.** Exemption from Costa Hawkins Rental Housing Act.² The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:

☐ Direct financial contribution from a public entity.

☐ Development or density bonus or other public form of assistance.

☐ Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

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

(1) Inform the Planning Department and the Mayor's Office of Housing and, if applicable, fill out a new affidavit;

(2) Record a new Notice of Special Restrictions; and

(3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

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

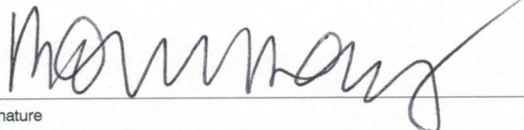
g. I am a duly authorized officer or owner of the subject property.

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

Executed on this day in:

1228 Tolson St
Location

August 21, 2016
Date


Signature

Robin May, Authorized Representative

Name (Print), Title

415-213-5770

Contact Phone Number

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

Unit Mix Tables

| NUMBER OF ALL UNITS IN PRINCIPAL PROJECT: | | | | | |
|---|-----|---------|-------------------|-------------------|---------------------|
| Total Number of Units | SRO | Studios | One-Bedroom Units | Two-Bedroom Units | Three-Bedroom Units |
| 24 | | | 13 | 10 | 1 |

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

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

| NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE | | | | | |
|--|-----|---------|-------------------|-------------------|---------------------|
| Total Affordable Units | SRO | Studios | One-Bedroom Units | Two-Bedroom Units | Three-Bedroom Units |
| 3 | | | 2 | 1 | |

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

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

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

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

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

1. Fee _____ % of affordable housing requirement.

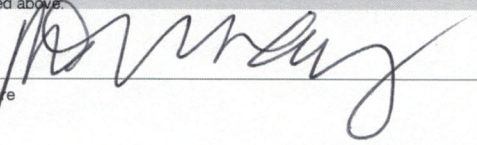
2. On-Site _____ % of affordable housing requirement.

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

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

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

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

| CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT | CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT) |
|---|---|
| Company Name 1228 Folsom, LLC | Company Name |
| Print Name of Contact Person Robin May | Print Name of Contact Person |
| Address 1228 Folsom Street, Suite 103 | Address |
| City, State, Zip San Francisco, CA 94103 | City, State, Zip |
| Phone, Fax 415-213-5770 | Phone, Fax |
| Email robinmay@earthlink.net | Email |
| I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above. | I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above. |
| Signature  | Signature |
| Name (Print), Title Robin May, Authorized Representative | Name (Print), Title |



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 1228 Folsom St | | BLOCK/LOT(S) 3729/011/037/038 | |
| BUILDING PERMIT APPLICATION NO. | CASE NO. (IF APPLICABLE) 2014.0964 | MOTION NO. (IF APPLICABLE) | |
| PROJECT SPONSOR 1228 Folsom , LLC | MAIN CONTACT Julie Kase | PHONE 415-213-5770 | |
| ADDRESS 1228 Folsom St, 723-725 Clementina St | | | |
| CITY, STATE, ZIP San Francisco, CA 94103 | | EMAIL julie@p-3construction.com | |
| ESTIMATED RESIDENTIAL UNITS 24 | ESTIMATED SQ FT COMMERCIAL SPACE 1,100 | ESTIMATED HEIGHT/FLOORS 45-65 ft, 4-6 floors | ESTIMATED CONSTRUCTION COST \$6,214,650 |
| ANTICIPATED START DATE April 2017 | | | |

Section 2: First Source Hiring Program Verification

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

Continued...

Section 3: First Source Hiring Program – Workforce Projection

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

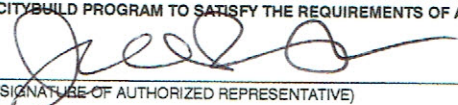
Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

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

| TRADE/CRAFT | ANTICIPATED JOURNEYMAN WAGE | # APPRENTICE POSITIONS | # TOTAL POSITIONS | TRADE/CRAFT | ANTICIPATED JOURNEYMAN WAGE | # APPRENTICE POSITIONS | # TOTAL POSITIONS |
|------------------------|-----------------------------|------------------------|-------------------|------------------------|-----------------------------|------------------------|-------------------|
| Abatement Laborer | | 0 | 0 | Laborer | \$30 | 2 | 6 |
| Boilermaker | | 0 | 0 | Operating Engineer | \$50 | 1 | 3 |
| Bricklayer | | 0 | 0 | Painter | \$70 | 2 | 5 |
| Carpenter | \$45 | 3 | 8 | Pile Driver | | 0 | 0 |
| Cement Mason | \$30 | 2 | 4 | Plasterer | \$50 | 1 | 4 |
| Drywall/Latherer | \$50 | 4 | 11 | Plumber and Pipefitter | \$85 | 3 | 7 |
| Electrician | \$85 | 3 | 9 | Roofer/Water proofer | \$45 | 1 | 5 |
| Elevator Constructor | \$150 | 1 | 3 | Sheet Metal Worker | \$75 | 1 | 3 |
| Floor Coverer | \$30 | 7 | 6 | Sprinkler Fitter | \$65 | 1 | 3 |
| Glazier | \$60 | 1 | 3 | Taper | \$45 | 2 | 8 |
| Heat & Frost Insulator | \$45 | 1 | 2 | Tile Layer/Finisher | \$35 | 2 | 4 |
| Ironworker | \$75 | 2 | 4 | Other: | | | |
| | | TOTAL: | 50 | | | TOTAL: | 48 |

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

Section 4: Declaration of Sponsor of Principal Project

| | | |
|---|---------------------------|--------------|
| PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE | EMAIL | PHONE NUMBER |
| Julie Kase, Partner | julie@p-3construction.com | 415-307-4617 |
| I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83. | | |
| (SIGNATURE OF AUTHORIZED REPRESENTATIVE) | (DATE) | |
|  | 9/12/16 | |

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



SAN FRANCISCO
PLANNING
DEPARTMENT

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9425

T: 415.558.6378
F: 415.558.6409

SUPPLEMENTAL INFORMATION PACKET FOR Anti-Discriminatory Housing Policy

Pursuant to Administrative Code Section 1.61, certain housing projects must complete and submit a completed Anti-Discriminatory Housing Policy form as part of any entitlement or building permit application that proposes an increase of ten (10) dwelling units or more.

Planning Department staff is available to advise you in the preparation of this application. Call (415)558-6377 for further information.

WHEN IS THE SUPPLEMENTAL INFORMATION FORM NECESSARY?

Administrative Code Section 1.61 requires the Planning Department to collect an application/form with information about an applicant's internal anti-discriminatory policies for projects proposing an increase of ten (10) dwelling units or more.

WHAT IF THE PROJECT SPONSOR OR PERMITTEE CHANGE PRIOR TO THE FIRST ISSUANCE OF CERTIFICATE OF OCCUPANCY?

If the permittee and/or sponsor should change, they shall notify the Planning Department and file a new supplemental information form with the updated information.

HOW IS THIS INFORMATION USED?

The Planning Department is not to review the responses other than to confirm that all questions have been answered. Upon confirmation, the information is routed to the Human Rights Commission.

For questions about the Human Rights Commission (HRC) and/or the Anti-Discriminatory Housing Policy, please contact Mullane Ahern at (415) 252-2514 or mullane.ahern@sfgov.org.

All building permit applications and/or entitlements related to a project proposing 10 dwelling units or more will not be considered complete until all responses are provided.

WHAT PART OF THE POLICY IS BEING REVIEWED?

The Human Rights Commission will review the policy to verify whether it addresses discrimination based on sexual orientation and gender identity. The policy will be considered incomplete if it lacks such protections.

WILL THE ANSWERS TO THE QUESTIONS EFFECT THE REVIEW OF MY PROJECT?

The Planning Department's and Planning Commission's processing of and recommendations or determinations regarding an application shall be unaffected by the applicant's answers to the questions.

INSTRUCTIONS:

The attached supplemental information form is to be submitted as part of the required entitlement application and/or Building Permit Application. This application does not require an additional fee.

Answer all questions fully and type or print in ink. Attach additional pages if necessary.

Please see the primary entitlement application or Building Permit Application instructions for a list of necessary materials required.

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**SAN FRANCISCO
PLANNING
DEPARTMENT**

FOR MORE INFORMATION:
Call or visit the San Francisco Planning Department

Central Reception
1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: **415.558.6378**
FAX: **415 558-6409**
WEB: **<http://www.sfplanning.org>**

Planning Information Center (PIC)
1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**
*Planning staff are available by phone and at the PIC counter.
No appointment is necessary.*

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

| | |
|---------------------------|---------------------|
| PROPERTY OWNER'S NAME: | |
| 1228 Folsom LLC | |
| PROPERTY OWNER'S ADDRESS: | TELEPHONE: |
| 1228 Folsom Street | (415) 206-0550 |
| San Francisco, CA 94103 | EMAIL: |
| | info@1228folsom.com |

| | |
|-------------------------|--|
| APPLICANT'S NAME: | |
| Julie Kase | Same as Above <input type="checkbox"/> |
| APPLICANT'S ADDRESS: | TELEPHONE: |
| 1228 Folsom Street | 415-213-5770 |
| San Francisco, CA 94103 | EMAIL: |
| | julie@p-3construction.com |

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

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

2. Location and Project Description

| | | |
|--|---------------------|-----------------------|
| STREET ADDRESS OF PROJECT: | | ZIP CODE: |
| 1228 Folsom Street, 723-725 Clementina Street | | 94103 |
| CROSS STREETS: | | |
| through block property from Folsom & Clementina, between 8th and 9th | | |
| ASSESSORS BLOCK/LOT: | ZONING DISTRICT: | HEIGHT/BULK DISTRICT: |
| 3729 / 011/037/038 | NCT-Folsom & RED-MX | 65-X & 45-X |

| | | | |
|--|--------------------------|--------------------------|---------------|
| PROJECT TYPE: (Please check all that apply) | EXISTING DWELLING UNITS: | PROPOSED DWELLING UNITS: | NET INCREASE: |
| <input checked="" type="checkbox"/> New Construction | 0 | 24 | 24 |
| <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: _____

9/3/16

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

Julian Kose, owner
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: | |
| <div style="display: flex; justify-content: space-between;"> Signature: _____ Date: _____ </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> Printed Name: _____ Phone: _____ </div> | |
| ROUTED TO HRC: | DATE: |
| <input type="checkbox"/> Emailed to: _____ | |

1228 Folsom Street, San Francisco
24 Residential Dwelling Units, 1 Commercial Unit



DRAWING INDEX

| | |
|----------------------|-----------------------------------|
| GENERAL | COVER SHEET |
| G001 | PROJECT SCOPE |
| G002 | PROJECT DATA |
| G003 | GENERAL NOTES |
| G004 | GREEN BUILDING CHECKLIST |
| G005 | BAR UNITS |
| G101 | ZONING SECTION |
| G102 | SECTION THROUGH COMMON OPEN SPACE |
| G103 | COMMON OPEN SPACE |
| G104 | GSF DIAGRAMS |
| CODE | |
| C100 | SURVEY |
| ARCHITECTURAL | |
| A101 | SITE PLAN |
| A201 | BASINMENT/GARAGE |
| A202 | SECTION THROUGH BASINMENT/GARAGE |
| A203 | STORY 2 & 3 |
| A204 | STORY 4 & 5 |
| A205 | STORY 6 & ROOF |
| A401 | ELEVATIONS |
| A402 | ELEVATIONS |
| A403 | ELEVATIONS |
| A404 | ELEVATIONS |
| A405 | COURTYARD ELEVATIONS |
| A406 | COURTYARD ELEVATIONS |
| A501 | BUILDING SECTION |

| REVISIONS | NO. | DATE | ISSUE |
|-----------|----------|------|-------------------------------|
| | 02/2016 | | LARGE PROJECT AUTHORIZATION |
| | 08/15/16 | | LPA - RESPONSE TO ADOPT 1 & 2 |
| | 12/2016 | | LPA - MINOR REVISIONS |
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ISSUE
12/2016 LPA - MINOR REVISIONS

OWNER
1228 Folsom St, LLC

1228 Folsom Street
1228 Folsom Street
San Francisco, CA 94103

SCALE
AS NOTED
DRAWN BY
MAYTIG
CHECKED BY
S. GALT
PROJECT NO.
201310
DATE
1/22/16

COVER SHEET

DRAWING NO. 1 of 24
G0.00

| ASSESSMENT BLOCK | | REFERENCE | APPROVALS | PROPOSED |
|-----------------------|-------------|--|--|--|
| SITE AREA | NCT-FOLLOM | Map | 3/29/01 | - |
| | RED-MAX | Map | 3/29/07, 7/27/08 | - |
| | NCT-FOLLOM | Map | 5/17/00, 10/10/01 & 4/25/01 | - |
| | RED-MAX | Map | 2/11/00 & 2/20/00 & 2/21/00, 2/22/00 | - |
| ZONING DISTRICT | NCT-FOLLOM | Map | 12/28/00 | - |
| | RED-MAX | Map | 7/28/02, 12/28/02 | - |
| SPECIAL USE DISTRICTS | NCT-FOLLOM | 200, 201, 2 | 12/28/00, 2/11/00, 2/20/00, 2/21/00, 2/22/00, 2/23/00, 2/24/00, 2/25/00, 2/26/00, 2/27/00, 2/28/00, 2/29/00, 2/30/00, 3/1/00, 3/2/00, 3/3/00, 3/4/00, 3/5/00, 3/6/00, 3/7/00, 3/8/00, 3/9/00, 3/10/00, 3/11/00, 3/12/00, 3/13/00, 3/14/00, 3/15/00, 3/16/00, 3/17/00, 3/18/00, 3/19/00, 3/20/00, 3/21/00, 3/22/00, 3/23/00, 3/24/00, 3/25/00, 3/26/00, 3/27/00, 3/28/00, 3/29/00, 3/30/00, 3/31/00, 4/1/00, 4/2/00, 4/3/00, 4/4/00, 4/5/00, 4/6/00, 4/7/00, 4/8/00, 4/9/00, 4/10/00, 4/11/00, 4/12/00, 4/13/00, 4/14/00, 4/15/00, 4/16/00, 4/17/00, 4/18/00, 4/19/00, 4/20/00, 4/21/00, 4/22/00, 4/23/00, 4/24/00, 4/25/00, 4/26/00, 4/27/00, 4/28/00, 4/29/00, 4/30/00, 5/1/00, 5/2/00, 5/3/00, 5/4/00, 5/5/00, 5/6/00, 5/7/00, 5/8/00, 5/9/00, 5/10/00, 5/11/00, 5/12/00, 5/13/00, 5/14/00, 5/15/00, 5/16/00, 5/17/00, 5/18/00, 5/19/00, 5/20/00, 5/21/00, 5/22/00, 5/23/00, 5/24/00, 5/25/00, 5/26/00, 5/27/00, 5/28/00, 5/29/00, 5/30/00, 5/31/00, 6/1/00, 6/2/00, 6/3/00, 6/4/00, 6/5/00, 6/6/00, 6/7/00, 6/8/00, 6/9/00, 6/10/00, 6/11/00, 6/12/00, 6/13/00, 6/14/00, 6/15/00, 6/16/00, 6/17/00, 6/18/00, 6/19/00, 6/20/00, 6/21/00, 6/22/00, 6/23/00, 6/24/00, 6/25/00, 6/26/00, 6/27/00, 6/28/00, 6/29/00, 6/30/00, 7/1/00, 7/2/00, 7/3/00, 7/4/00, 7/5/00, 7/6/00, 7/7/00, 7/8/00, 7/9/00, 7/10/00, 7/11/00, 7/12/00, 7/13/00, 7/14/00, 7/15/00, 7/16/00, 7/17/00, 7/18/00, 7/19/00, 7/20/00, 7/21/00, 7/22/00, 7/23/00, 7/24/00, 7/25/00, 7/26/00, 7/27/00, 7/28/00, 7/29/00, 7/30/00, 7/31/00, 8/1/00, 8/2/00, 8/3/00, 8/4/00, 8/5/00, 8/6/00, 8/7/00, 8/8/00, 8/9/00, 8/10/00, 8/11/00, 8/12/00, 8/13/00, 8/14/00, 8/15/00, 8/16/00, 8/17/00, 8/18/00, 8/19/00, 8/20/00, 8/21/00, 8/22/00, 8/23/00, 8/24/00, 8/25/00, 8/26/00, 8/27/00, 8/28/00, 8/29/00, 8/30/00, 8/31/00, 9/1/00, 9/2/00, 9/3/00, 9/4/00, 9/5/00, 9/6/00, 9/7/00, 9/8/00, 9/9/00, 9/10/00, 9/11/00, 9/12/00, 9/13/00, 9/14/00, 9/15/00, 9/16/00, 9/17/00, 9/18/00, 9/19/00, 9/20/00, 9/21/00, 9/22/00, 9/23/00, 9/24/00, 9/25/00, 9/26/00, 9/27/00, 9/28/00, 9/29/00, 9/30/00, 10/1/00, 10/2/00, 10/3/00, 10/4/00, 10/5/00, 10/6/00, 10/7/00, 10/8/00, 10/9/00, 10/10/00, 10/11/00, 10/12/00, 10/13/00, 10/14/00, 10/15/00, 10/16/00, 10/17/00, 10/18/00, 10/19/00, 10/20/00, 10/21/00, 10/22/00, 10/23/00, 10/24/00, 10/25/00, 10/26/00, 10/27/00, 10/28/00, 10/29/00, 10/30/00, 10/31/00, 11/1/00, 11/2/00, 11/3/00, 11/4/00, 11/5/00, 11/6/00, 11/7/00, 11/8/00, 11/9/00, 11/10/00, 11/11/00, 11/12/00, 11/13/00, 11/14/00, 11/15/00, 11/16/00, 11/17/00, 11/18/00, 11/19/00, 11/20/00, 11/21/00, 11/22/00, 11/23/00, 11/24/00, 11/25/00, 11/26/00, 11/27/00, 11/28/00, 11/29/00, 11/30/00, 12/1/00, 12/2/00, 12/3/00, 12/4/00, 12/5/00, 12/6/00, 12/7/00, 12/8/00, 12/9/00, 12/10/00, 12/11/00, 12/12/00, 12/13/00, 12/14/00, 12/15/00, 12/16/00, 12/17/00, 12/18/00, 12/19/00, 12/20/00, 12/21/00, 12/22/00, 12/23/00, 12/24/00, 12/25/00, 12/26/00, 12/27/00, 12/28/00, 12/29/00, 12/30/00, 12/31/00 | 66 ft with 10 ft setbacks on all sides |
| | RED-MAX | 200, 201, 2 | 12/28/00, 2/11/00, 2/20/00, 2/21/00, 2/22/00, 2/23/00, 2/24/00, 2/25/00, 2/26/00, 2/27/00, 2/28/00, 2/29/00, 2/30/00, 3/1/00, 3/2/00, 3/3/00, 3/4/00, 3/5/00, 3/6/00, 3/7/00, 3/8/00, 3/9/00, 3/10/00, 3/11/00, 3/12/00, 3/13/00, 3/14/00, 3/15/00, 3/16/00, 3/17/00, 3/18/00, 3/19/00, 3/20/00, 3/21/00, 3/22/00, 3/23/00, 3/24/00, 3/25/00, 3/26/00, 3/27/00, 3/28/00, 3/29/00, 3/30/00, 3/31/00, 4/1/00, 4/2/00, 4/3/00, 4/4/00, 4/5/00, 4/6/00, 4/7/00, 4/8/00, 4/9/00, 4/10/00, 4/11/00, 4/12/00, 4/13/00, 4/14/00, 4/15/00, 4/16/00, 4/17/00, 4/18/00, 4/19/00, 4/20/00, 4/21/00, 4/22/00, 4/23/00, 4/24/00, 4/25/00, 4/26/00, 4/27/00, 4/28/00, 4/29/00, 4/30/00, 5/1/00, 5/2/00, 5/3/00, 5/4/00, 5/5/00, 5/6/00, 5/7/00, 5/8/00, 5/9/00, 5/10/00, 5/11/00, 5/12/00, 5/13/00, 5/14/00, 5/15/00, 5/16/00, 5/17/00, 5/18/00, 5/19/00, 5/20/00, 5/21/00, 5/22/00, 5/23/00, 5/24/00, 5/25/00, 5/26/00, 5/27/00, 5/28/00, 5/29/00, 5/30/00, 5/31/00, 6/1/00, 6/2/00, 6/3/00, 6/4/00, 6/5/00, 6/6/00, 6/7/00, 6/8/00, 6/9/00, 6/10/00, 6/11/00, 6/12/00, 6/13/00, 6/14/00, 6/15/00, 6/16/00, 6/17/00, 6/18/00, 6/19/00, 6/20/00, 6/21/00, 6/22/00, 6/23/00, 6/24/00, 6/25/00, 6/26/00, 6/27/00, 6/28/00, 6/29/00, 6/30/00, 7/1/00, 7/2/00, 7/3/00, 7/4/00, 7/5/00, 7/6/00, 7/7/00, 7/8/00, 7/9/00, 7/10/00, 7/11/00, 7/12/00, 7/13/00, 7/14/00, 7/15/00, 7/16/00, 7/17/00, 7/18/00, 7/19/00, 7/20/00, 7/21/00, 7/22/00, 7/23/00, 7/24/00, 7/25/00, 7/26/00, 7/27/00, 7/28/00, 7/29/00, 7/30/00, 7/31/00, 8/1/00, 8/2/00, 8/3/00, 8/4/00, 8/5/00, 8/6/00, 8/7/00, 8/8/00, 8/9/00, 8/10/00, 8/11/00, 8/12/00, 8/13/00, 8/14/00, 8/15/00, 8/16/00, 8/17/00, 8/18/00, 8/19/00, 8/20/00, 8/21/00, 8/22/00, 8/23/00, 8/24/00, 8/25/00, 8/26/00, 8/27/00, 8/28/00, 8/29/00, 8/30/00, 8/31/00, 9/1/00, 9/2/00, 9/3/00, 9/4/00, 9/5/00, 9/6/00, 9/7/00, 9/8/00, 9/9/00, 9/10/00, 9/11/00, 9/12/00, 9/13/00, 9/14/00, 9/15/00, 9/16/00, 9/17/00, 9/18/00, 9/19/00, 9/20/00, 9/21/00, 9/22/00, 9/23/00, 9/24/00, 9/25/00, 9/26/00, 9/27/00, 9/28/00, 9/29/00, 9/30/00, 10/1/00, 10/2/00, 10/3/00, 10/4/00, 10/5/00, 10/6/00, 10/7/00, 10/8/00, 10/9/00, 10/10/00, 10/11/00, 10/12/00, 10/13/00, 10/14/00, 10/15/00, 10/16/00, 10/17/00, 10/18/00, 10/19/00, 10/20/00, 10/21/00, 10/22/00, 10/23/00, 10/24/00, 10/25/00, 10/26/00, 10/27/00, 10/28/00, 10/29/00, 10/30/00, 10/31/00, 11/1/00, 11/2/00, 11/3/00, 11/4/00, 11/5/00, 11/6/00, 11/7/00, 11/8/00, 11/9/00, 11/10/00, 11/11/00, 11/12/00, 11/13/00, 11/14/00, 11/15/00, 11/16/00, 11/17/00, 11/18/00, 11/19/00, 11/20/00, 11/21/00, 11/22/00, 11/23/00, 11/24/00, 11/25/00, 11/26/00, 11/27/00, 11/28/00, 11/29/00, 11/30/00, 12/1/00, 12/2/00, 12/3/00, 12/4/00, 12/5/00, 12/6/00, 12/7/00, 12/8/00, 12/9/00, 12/10/00, 12/11/00, 12/12/00, 12/13/00, 12/14/00, 12/15/00, 12/16/00, 12/17/00, 12/18/00, 12/19/00, 12/20/00, 12/21/00, 12/22/00, 12/23/00, 12/24/00, 12/25/00, 12/26/00, 12/27/00, 12/28/00, 12/29/00, 12/30/00, 12/31/00 | 66 ft with 10 ft setbacks on all sides |
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No.

[illegible]

DIRECTORY

CLIENT

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415.313.2770

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| | |
|--|---------------------------|
| | DENIO WALL (PLAN VIEW) |
| | EXISTING WALL (PLAN VIEW) |
| | NEW WALL (PLAN VIEW) |
| | HATCH = STRUCTURE |
| | GRADE = FRESH |
| | MOUND |
| | DOLE ABOVE OR |
| | HOCKEY |
| | HOODHOLE, BELOW OR |
| | 800-R40 |
| | DOOR SYMBOL |
| | WINDOW SYMBOL |
| | SPLITTER SYMBOL |

03 EXISTING CONDITIONS AND DIMENSIONS: THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY FIELD CONDITIONS TO THE ARCHITECT. CALLED-OUT DIMENSIONS SHALL TAKE PRECEDENCE OVER CALLED-OUT DIMENSIONS. DIMENSIONS OF THE WORK SHALL BE MEASURED TO THE FACE UNLESS OTHERWISE NOTED. DIMENSIONS IN SECTIONS AND ELEVATIONS ARE TO FACE UNLESS OTHERWISE NOTED. DIMENSIONS SHALL BE MEASURED TO THE ELUVA MARKER LINE ON TOP OF FINISHED FLOORS.

04 PLANS & SPECIFICATIONS: THE PLANS AND SPECIFICATIONS SUPPLEMENT EACH OTHER. THE CONTRACTOR TO IMMEDIATELY REPORT ANY ERRORS, OMISSIONS, OR CONFLICTS TO THE ARCHITECT AND UNIT. THEY ARE REQUIRED TO CORRECT THEM IMMEDIATELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY FIELD CONDITIONS TO THE ARCHITECT. CALLED-OUT DIMENSIONS SHALL TAKE PRECEDENCE OVER CALLED-OUT DIMENSIONS. DIMENSIONS OF THE WORK SHALL BE MEASURED TO THE FACE UNLESS OTHERWISE NOTED. DIMENSIONS IN SECTIONS AND ELEVATIONS ARE TO FACE UNLESS OTHERWISE NOTED. DIMENSIONS SHALL BE MEASURED TO THE ELUVA MARKER LINE ON TOP OF FINISHED FLOORS.

05 DETAILS: DETAILS SHALL FOLLOW TYPICAL. SIMILAR DETAILS SHALL APPLY IN ALL OTHER DETAILS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY FIELD CONDITIONS TO THE ARCHITECT. CALLED-OUT DIMENSIONS SHALL TAKE PRECEDENCE OVER CALLED-OUT DIMENSIONS. DIMENSIONS OF THE WORK SHALL BE MEASURED TO THE FACE UNLESS OTHERWISE NOTED. DIMENSIONS IN SECTIONS AND ELEVATIONS ARE TO FACE UNLESS OTHERWISE NOTED. DIMENSIONS SHALL BE MEASURED TO THE ELUVA MARKER LINE ON TOP OF FINISHED FLOORS.

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|--|--|--|--|--|--|--|--|--|--|--|--|
| | WALL/FLOOR TYPE | | GRID REFERENCE LINE | | SECTION MARKER DRAWING # OF SHEET # | | DETAIL MARKER DRAWING # OF SHEET # | | ELEVATION MARKER DRAWING # OF SHEET # | | ROOMING OR MATERIAL CODE FLOOR PLAN CUBILING |
| | ROOMING OR MATERIAL CODE FLOOR PLAN CUBILING | | SECTION MARKER DRAWING # OF SHEET # | | DETAIL MARKER DRAWING # OF SHEET # | | ELEVATION MARKER DRAWING # OF SHEET # | | ROOMING OR MATERIAL CODE FLOOR PLAN CUBILING | | WALL/FLOOR TYPE |

06 COORDINATION: THE CONTRACTOR SHALL COORDINATE ALL WORK CONCURRENCE WITH REQUIREMENTS OF LOCAL AUTHORITIES AND BUILDING MANAGEMENT

07 CONTRACTOR RESPONSIBILITY: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SEQUENCING OF CONSTRUCTION AND SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL CONDITIONS AND MATERIALS WITHIN THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING ACCESS, SHORING AND BRACING FOR ALL STRUCTURAL OR MECHANICAL WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE. THE CONTRACTOR SHALL HAVE SOLE RESPONSIBILITY FOR THE PROTECTION OF ALL DAMAGE OR INJURIES CAUSED BY OR DURING THE EXECUTION OF THE WORK.

| | |
|--|------------------------------------|
| | LEVEL LINE OR DATUM |
| | SPOT ELEVATION |
| | PROPERTY LINE |
| | NEW OR FINISHED CONTOURS |
| | EXISTING CONTOURS |
| | CIRCLE OR MECHANICAL SYMBOL |
| | SURFACE AND LIGHT FIXTURE |
| | RECESSED RECTANGULAR LIGHT FIXTURE |
| | RECESSED CIRCULAR LIGHT FIXTURE |

09 SUBCONTRACTORS PLUMBING AND ELECTRICAL WORK SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, AND SHALL ARRANGE FOR AND OBTAIN INSPECT AND REQUIRED SIGN-OFFS.

10 REPAIRS TO CONTRACTOR SHALL DO ALL CUTTING, PATCHING, REPAIRING AS REQUIRED TO PERFORM ALL OF THE WORK INDICATED ON THE DRAWINGS. ALL OTHER WORK THAT MAY BE REQUIRED TO COMPLETE THE JOB.

11 ABANDONMENT ALL PIPING AND WIRING SHALL BE REMOVED TO A POINT OF CONCEALMENT AND SHALL BE PROPERLY COVERED OR PLUGGED.

12 CLOSE-OUT THE CONTRACTOR, UPON COMPLETION OF THE WORK.

| SYMBOL | DESCRIPTION | UNIT | QTY | PRICE | TOTAL |
|--------|--------------------------------|------|-----|---------|---------|
| | MANUAL ON/OFF CONTROL | NO | 1 | \$ 1.00 | \$ 1.00 |
| | PHOTOELECTRIC LIGHT FIXTURE | NO | 1 | \$ 1.00 | \$ 1.00 |
| | RECESSIBLE DOWN LIGHT FIXTURE | NO | 1 | \$ 1.00 | \$ 1.00 |
| | EXPOSED STRIP LIGHT FIXTURE | NO | 1 | \$ 1.00 | \$ 1.00 |
| | TRACK AND STRIP LIGHT FIXTURES | NO | 1 | \$ 1.00 | \$ 1.00 |
| | ELECTRICAL SWITCH | NO | 1 | \$ 1.00 | \$ 1.00 |
| | 3-WAY SWITCH | NO | 1 | \$ 1.00 | \$ 1.00 |
| | 4-WAY SWITCH | NO | 1 | \$ 1.00 | \$ 1.00 |
| | DIMMER SWITCH | NO | 1 | \$ 1.00 | \$ 1.00 |
| | PULL SWITCH | NO | 1 | \$ 1.00 | \$ 1.00 |
| | MANUAL ON/OFF CONTROL | NO | 1 | \$ 1.00 | \$ 1.00 |
| | SENSOR SWITCH | NO | 1 | \$ 1.00 | \$ 1.00 |

SON-OFFS ARE REQUIRED

INTERIOR AREA CALCULATIONS

| Area Calculations: Interior Residential | | | |
|---|-----------|-------------|---------------|
| Floor (Story) | Zone Name | Zone Number | Measured Area |
| GROUND FLOOR 0' | UNIT 101 | 2 BD | 1,042 |
| | UNIT 102 | 2 BD | 614 |
| | UNIT 103 | 2 BD | 844 |
| SECOND FLOOR +1F | | | |
| UNIT 201 | 1 BD | 663 | |
| UNIT 202 | 2 BD | 1,071 | |
| UNIT 203 | 1 BD | 663 | |
| UNIT 204 | 2 BD | 983 | |
| UNIT 205 | 1 BD | 613 | |
| UNIT 206 | 1 BD | 613 | |
| THIRD FLOOR +2F | | | |
| UNIT 301 | 1 BD | 663 | |
| UNIT 302 | 2 BD | 1,071 | |
| UNIT 303 | 1 BD | 663 | |
| UNIT 304 | 2 BD | 983 | |
| UNIT 305 | 1 BD | 595 | |
| UNIT 306 | 1 BD | 595 | |
| FOURTH FLOOR +3F | | | |
| UNIT 401 | 1 BD | 663 | |
| UNIT 402 | 2 BD | 1,071 | |
| UNIT 403 | 1 BD | 663 | |
| UNIT 404 | 2 BD | 983 | |
| UNIT 405 | 1 BD | 742 | |
| FIFTH FLOOR +4F | | | |
| UNIT 501 | 1 BD | 663 | |
| UNIT 502 | 2 BD | 1,071 | |
| UNIT 503 | 1 BD | 663 | |
| SIXTH FLOOR +5F | | | |
| UNIT 601 | 3 BD | 1,829 | |
| | | | 20,124 sq ft |
| TOTAL | | | |

GROSS EXTERIOR CALCULATIONS

| Area Calculations: Exterior Gross | | |
|-----------------------------------|---------------|--|
| Floor (Story) | Measured Area | |
| BASEMENT/GARAGE -10' | | |
| GROUND FLOOR 0' | 6,094 | |
| SECOND FLOOR +1F | 5,991 | |
| THIRD FLOOR +2F | 6,094 | |
| FOURTH FLOOR +3F | 5,514 | |
| FIFTH FLOOR +4F | 3,615 | |
| SIXTH FLOOR +5F | 2,389 | |
| ROOF +6F | 442 | |
| TOTAL | 38,267 sq ft | |
| GSF By Occupancy | | |
| Zone Category | Measured Area | |
| Gross Area Parking | 6,304 | |
| Gross Area Residential | 29,097 | |
| Gross Area Retail | 1,066 | |
| Gross Mechanical | | |
| Gross Storage | 930 | |
| TOTAL | 39,297 sq ft | |

UNITS MIX CALCULATIONS

| UNITS MIX (PER FLOOR) | | | |
|-----------------------|-----------|----------|-----------------|
| Home Story | Unit Type | Quantity | Residential sqf |
| GROUND FLOOR 0' | 2 BD | 3 | 2,600 |
| | 2 BD | 1 | 2,600 |
| SECOND FLOOR +1F | 1 BD | 4 | 2,652 |
| | 2 BD | 2 | 2,054 |
| THIRD FLOOR +2F | 1 BD | 4 | 2,516 |
| | 2 BD | 2 | 2,054 |
| FOURTH FLOOR +3F | 1 BD | 3 | 2,068 |
| | 2 BD | 2 | 2,054 |
| FIFTH FLOOR +4F | 1 BD | 2 | 1,326 |
| | 2 BD | 1 | 1,071 |
| SIXTH FLOOR +5F | 3 BD | 1 | 1,829 |
| | 3 BD | 1 | 1,829 |
| TOTAL | | 24 | 20,124 sq ft |

| UNITS MIX (PER ZONING) | | | |
|------------------------|-----------|----------|--------------------------------|
| Zoning | Unit Type | Quantity | Unit Mix % of Development Unit |
| NCT | 1 BD | 8 | 33% |
| | 2 BD | 5 | 21% |
| | 3 BD | 1 | 4% |
| TOTAL | | 14 | |
| REDAUX | | | |
| | 1 BD | 5 | 21% |
| | 2 BD | 5 | 21% |
| TOTAL | | 10 | |
| GRAND TOTAL | | 24 | |

| UNIT INVENTORY (TYPE) | | |
|-----------------------|----------|--|
| Unit Type | Quantity | |
| 1 BD | 13 | |
| 2 BD | | |
| 3 BD | 10 | |
| TOTAL | 1 | |
| 24 | | |



| REVISIONS | | |
|-----------|------|------------------------------|
| NO. | DATE | ISSUE |
| 06/24/16 | | LARGE PROJECT AUTHORIZATION |
| 08/15/16 | | LPA - RESPONSE TO NOPT 1 & 2 |
| 12/20/16 | | LPA - MINOR REVISIONS |
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ISSUE
12/20/16 LPA - MINOR REVISIONS

OWNER
1228 Folsom St, LLC

1228 Folsom Street
1228 Folsom Street
San Francisco, CA 94103

SCALE
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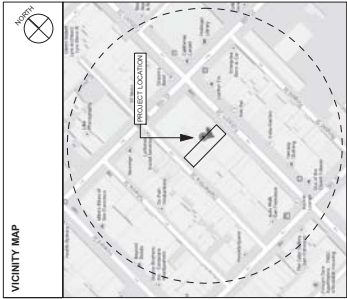
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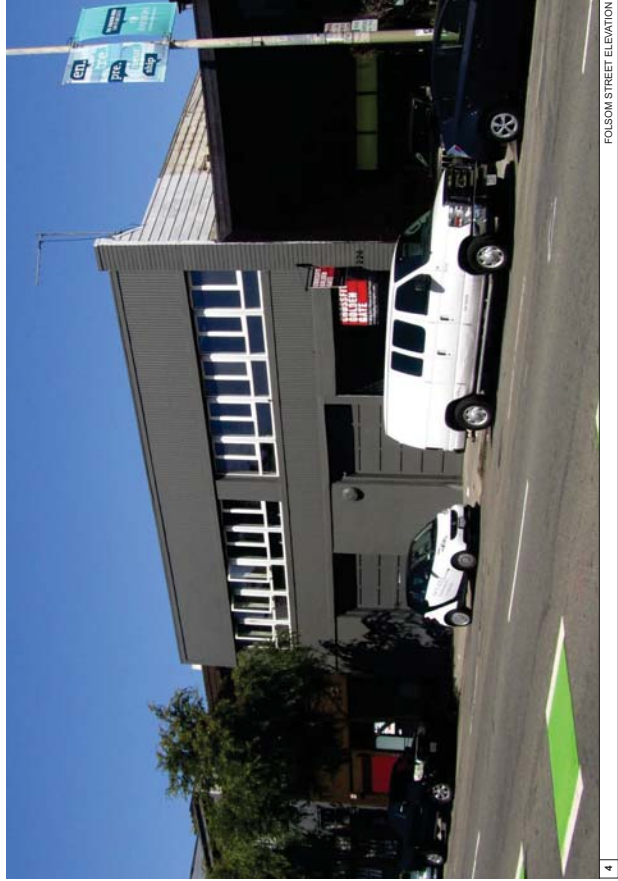
PROJECT NO.
201310

DATE
1/22/18

PROJECT DATA



SATELLITE VIEW



FOLSOM STREET ELEVATION

4

| REVISIONS | NO. | DATE | ISSUE |
|--------------------------------------|-----|------|-------|
| 02/2016: LARGE PROJECT AUTHORIZATION | | | |
| 08/2016 LPA: RESPONSE TO NOPCR 1 & 2 | | | |
| 12/2016 LPA: MINOR REVISIONS | | | |
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ISSUE
12/2016 LPA: MINOR REVISIONS

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1228 Folsom St, LLC

1228 Folsom Street
1228 Folsom Street
San Francisco, CA 94103

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PROJECT NO.
201310
DATE
1/22/18

SITE CONTEXT

DRAWING NO. 4 of 24

G0.03

(a) Provide basic information about the project in the box at left. This info determines which green building requirements apply.

Solid circles in the column indicate mandatory measures required by state and local codes. For projects applying LEED or GreenPoint Rated, prerequisites of those systems are mandatory. See relevant codes for details.

Design Professional/Applicant: Sign & Date

- 1) New residential projects of 4 or more occupied floors must use the "New Residential High-Rise" column. New residential with 3 or fewer occupied floors must use the "New Residential Low Rise" column.
- 2) LEED for Homes Mid-Rise projects must meet the "Silver" standards including all prerequisites. The number of points required to achieve Silver depends on unit size. See LEED for Homes Mid-Rise Rating System to confirm the base number of points required.

Air Filtration: Provide MERV-13 filters in residential buildings in air-quality hot-spots (or LEED credit IEQ 5), (SF Health Code Article 24B and SF Building Code 1203.5).

is not required)

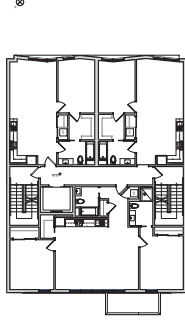
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\$/day if in buildings over 50,000 sq. ft.

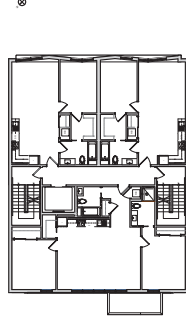
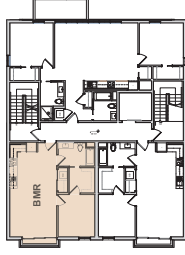
Construction Waste Management – Divert 75% of construction and demolition waste from landfill and comply with San Francisco Construction & Demolition Debris Ordinance.

Renewable Energy or Enhanced Energy Efficiency – Generate renewable energy on-site equal to $\geq 1\%$ of total project cost (LEED EA2). OR

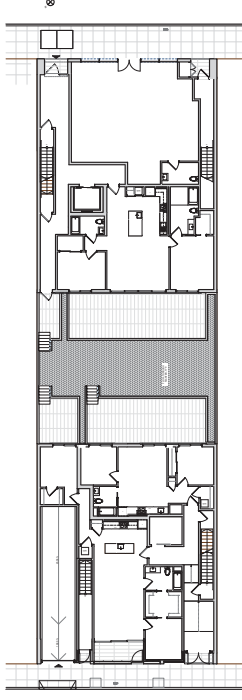
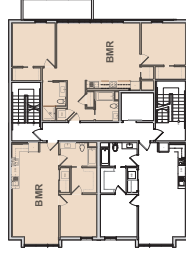
1228 Folsom Street
San Francisco, CA 94103
BLOCKLOT



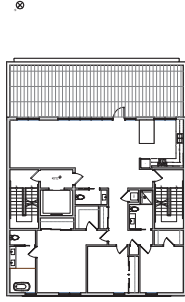
Third Floor +25 BMR
SCALE: 1/16" = 1'-0"



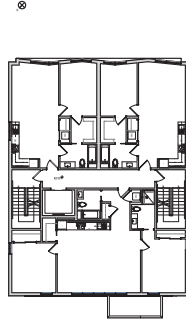
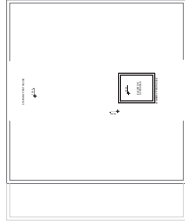
Second Floor +15 BMR
SCALE: 1/16" = 1'-0"



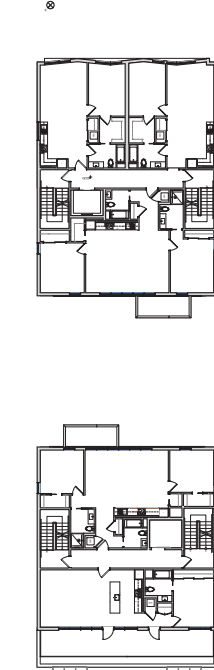
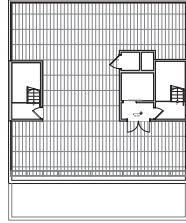
Ground Floor 0' BMR
SCALE: 1/16" = 1'-0"



Sixth Floor +55 BMR
SCALE: 1/16" = 1'-0"



Fifth Floor +45 BMR
SCALE: 1/16" = 1'-0"



Fourth Floor +35 BMR
SCALE: 1/16" = 1'-0"

| REVISIONS | NO. | DATE | ISSUE |
|-----------|-------------------------------|------|-------|
| 06/20/16 | LARGE PROJECT AUTHORIZATION | | |
| 08/15/16 | LPA - RESPONSE TO NODP# 1 & 2 | | |
| 12/20/16 | LPA - MINOR REVISIONS | | |
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ISSUE
12/20/16 LPA - MINOR REVISIONS

OWNER
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1228 Folsom Street
San Francisco, CA 94103

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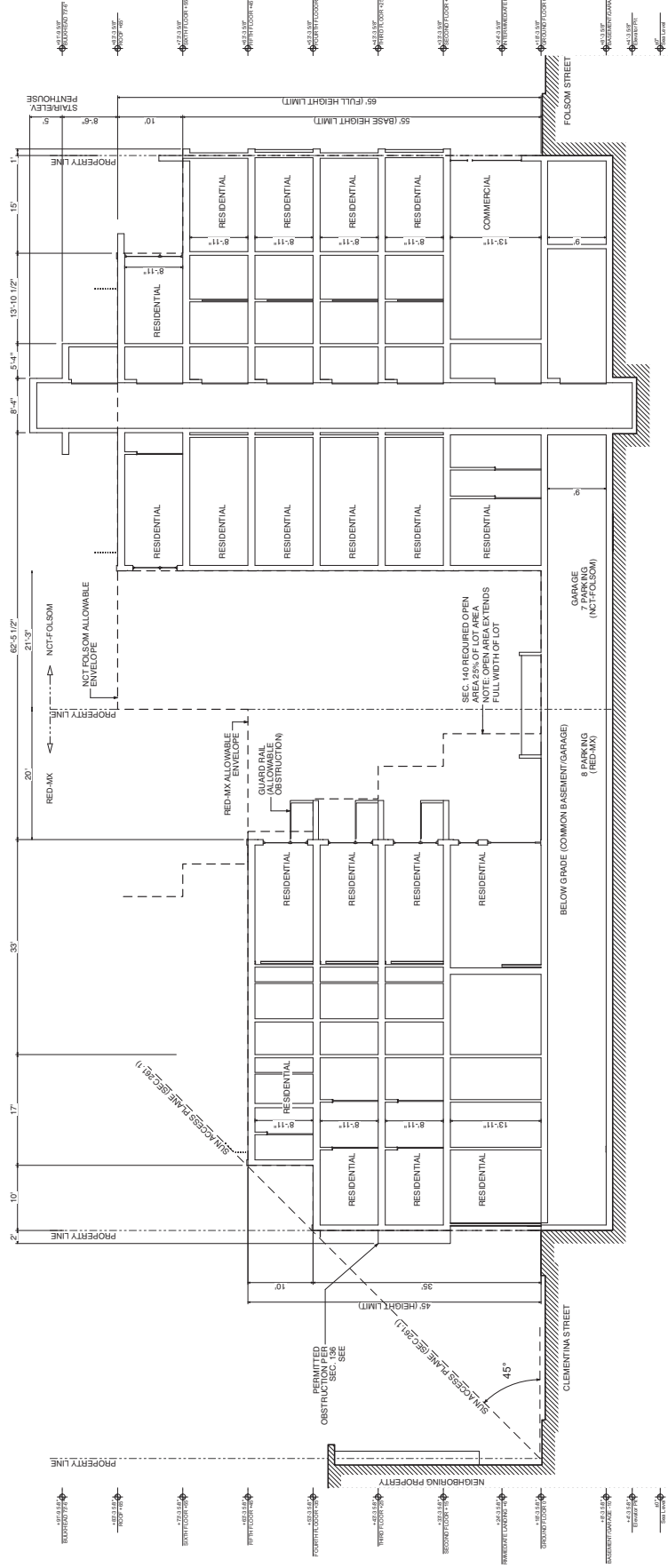
PROJECT NO.
201310

DATE
1/22/18

BMR UNITS

DRAWING NO. 6 of 24

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ZONING SECTION
SCALE: 1/8" = 1'-0"

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| REVISIONS | NO. | DATE | ISSUE |
|-----------|----------|------|------------------------------|
| | 02/24/16 | | LARGE PROJECT AUTHORIZATION |
| | 08/15/16 | | LPA - RESPONSE TO ADOP 1 & 2 |
| | 12/20/16 | | LPA - MINOR REVISIONS |
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| ISSUE | 12/20/16 LPA - MINOR REVISIONS |
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| OWNER | 1228 Folsom St. LLC |

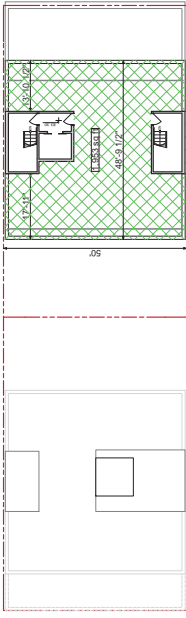
1228 Folsom Street
1228 Folsom Street
San Francisco, CA 94103

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201310
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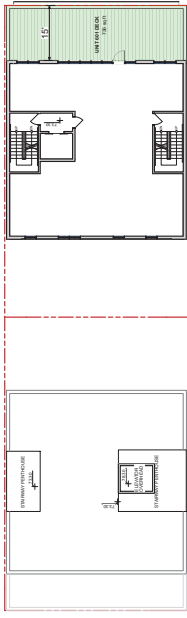
ZONING SECTION

DRAWING NO. 7 of 24
G1.01

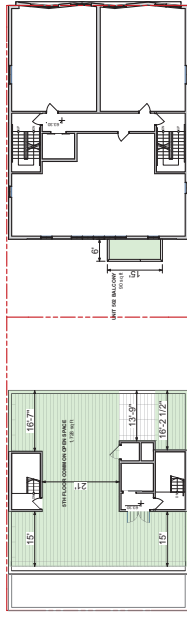
OPEN SPACE DIAGRAMS



ROOF 445' OPEN SPACE
SCALE: 1/16" = 1'-0"



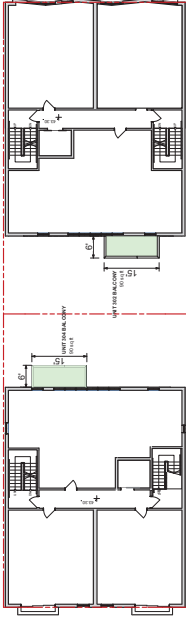
SIXTH FLOOR 445' OPEN SPACE
SCALE: 1/16" = 1'-0"



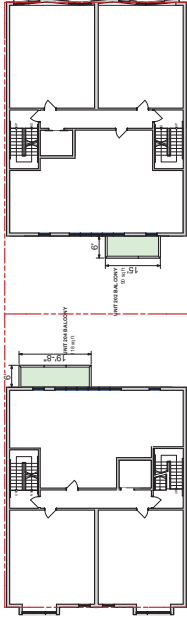
FIFTH FLOOR 445' OPEN SPACE
SCALE: 1/16" = 1'-0"



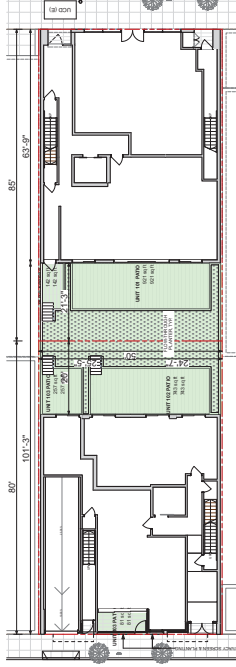
FOURTH FLOOR 445' OPEN SPACE
SCALE: 1/16" = 1'-0"



THIRD FLOOR 425' OPEN SPACE
SCALE: 1/16" = 1'-0"

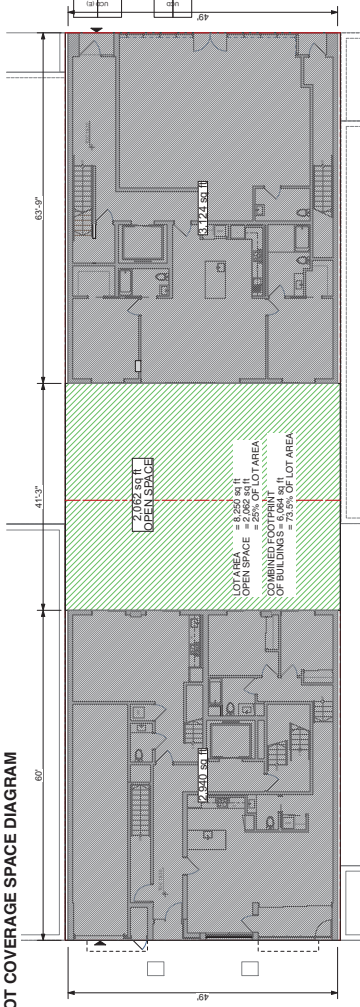


SECOND FLOOR 415' OPEN SPACE
SCALE: 1/16" = 1'-0"



GROUND FLOOR 808' OPEN SPACE
SCALE: 1/16" = 1'-0"

LOT COVERAGE SPACE DIAGRAM



Lot Coverage
SCALE: 3/32" = 1'-0"



SHEET NOTES

- NON-QUALIFYING OPEN SPACE AREA
- QUALIFYING OPEN SPACE AREA

| NO. | DATE | ISSUE |
|-----|----------|--------------------------------|
| 01 | 02/2016 | LARGE PROJECT AUTHORIZATION |
| 02 | 08/15/16 | LPA - RESPONSE TO REPORT 1 & 2 |
| 03 | 12/2016 | LPA - MINOR REVISIONS |
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ISSUE
12/2016 LPA - MINOR REVISIONS

OWNER
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1228 Folsom Street
1228 Folsom Street
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PROJECT NO.
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1/22/18

OPEN SPACE
DIAGRAM

DRAWING NO. 5 of 24

G1.02

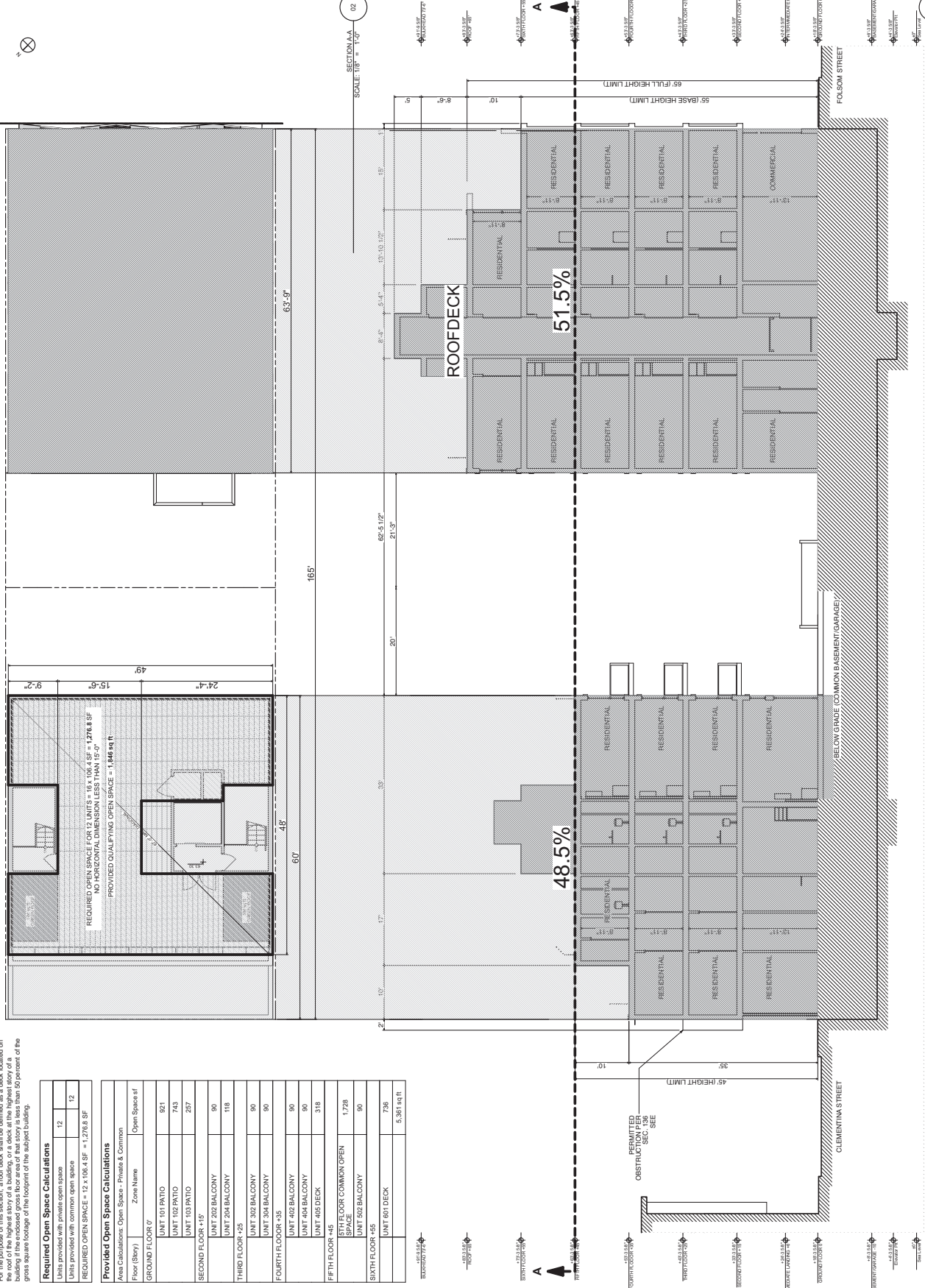
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|-------|---|-------|
| 48.5% | FOOTPRINT RATIO OF DEVELOPMENT SITE ABOVE GRADE | 51.5% |
|-------|---|-------|

Section 823(c)(2)(B). [Roof Decks]: Roof decks shall not qualify as required private or common useable open space pursuant to §135 of this Code.

For the purpose of this section, a roof deck shall be defined as a deck located on the roof of the highest story of a building, or a deck at the highest story of a building if the enclosed gross floor area of that story is less than 50 percent of the gross square footage of the footprint of the subject building.

| Required Open Space Calculations | |
|---|----|
| Units provided with private open space | 12 |
| Units provided with common open space | 12 |
| REQUIRED OPEN SPACE = $12 \times 106.4 \text{ SF} = 1,276.8 \text{ SF}$ | |

| Provided Open Space Calculations | | | |
|----------------------------------|------------------------------|------------|------------------|
| Area Calculations | | Open Space | Private & Common |
| Floor (Story) | Zone Name | | Open Space sf |
| GROUND FLOOR 0' | UNIT 101 PATIO | | 921 |
| | UNIT 102 PATIO | | 743 |
| | UNIT 103 PATIO | | 257 |
| | SECOND FLOOR +10' | | |
| | UNIT 202 BALCONY | | 90 |
| | UNIT 204 BALCONY | | 116 |
| THIRD FLOOR +25 | | | |
| | UNIT 302 BALCONY | | 90 |
| FOURTH FLOOR +35 | UNIT 304 BALCONY | | 90 |
| | | | |
| | UNIT 402 BALCONY | | 90 |
| | UNIT 404 BALCONY | | 90 |
| FIFTH FLOOR +45 | UNIT 405 DECK | | 316 |
| | | | |
| SIXTH FLOOR COMMON OPEN SPACE | 15TH FLOOR COMMON OPEN SPACE | | 1,728 |
| | UNIT 502 BALCONY | | 90 |
| SEVENTH FLOOR +55 | | | |
| | UNIT 601 DECK | | 736 |
| | | | 5,361 sq ft |



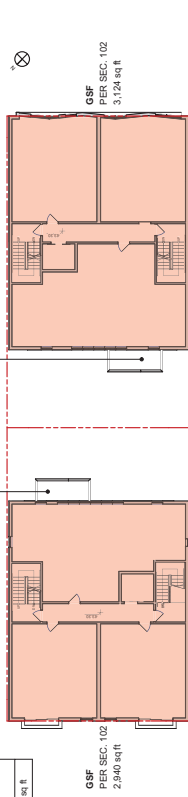
OPEN SPACE SECTION
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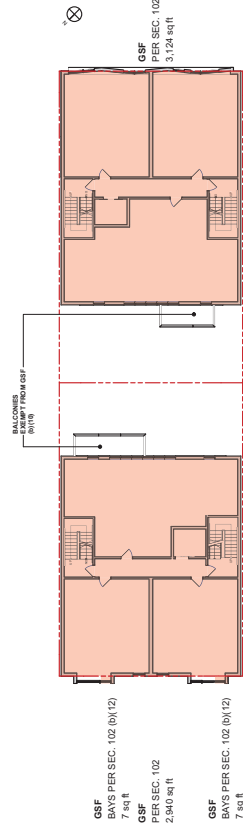
| Area Calculations: Exterior Gross | | | Area Calculations: GSF PER SEC. 102 | | |
|-----------------------------------|---------------|----------------------|-------------------------------------|----------------------|---------------|
| Floor (Story) | Measured Area | Floor (Story) | Measured Area | Floor (Story) | Measured Area |
| BASEMENT GARAGE -10' | 8,094 | BASEMENT GARAGE -10' | 8,095 | BASEMENT GARAGE -10' | 0 |
| GROUND FLOOR 0' | 5,991 | GROUND FLOOR 0' | 464 | GROUND FLOOR 0' | 5,527 |
| SECOND FLOOR +15' | 6,108 | SECOND FLOOR +15' | 30 | SECOND FLOOR +15' | 6,078 |
| THIRD FLOOR +25' | 6,064 | THIRD FLOOR +25' | 0 | THIRD FLOOR +25' | 6,064 |
| FOURTH FLOOR +35' | 5,574 | FOURTH FLOOR +35' | 0 | FOURTH FLOOR +35' | 5,574 |
| FIFTH FLOOR +45' | 3,615 | FIFTH FLOOR +45' | 0 | FIFTH FLOOR +45' | 3,614 |
| SIXTH FLOOR +55' | 2,389 | SIXTH FLOOR +55' | 0 | SIXTH FLOOR +55' | 2,389 |
| ROOF +65' | 442 | ROOF +65' | 442 | ROOF +65' | 0 |
| | 38,257 sq ft | | 9,021 sq ft | | 29,246 sq ft |

KEY

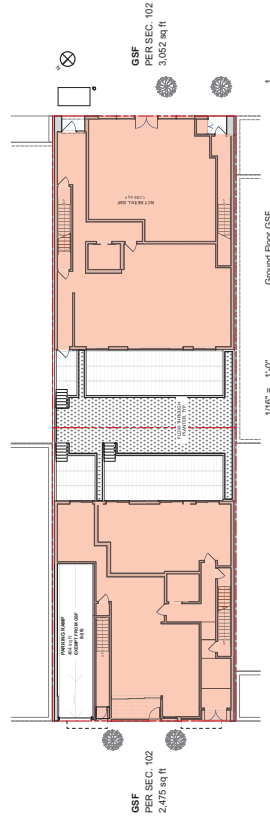
- GROSS SQUARE FOOTAGE (GSF)
- PARKING & BALCONIES EXEMPT FROM GSF
- NECESSARY BUILDING OPERATIONS EXEMPT FROM GSF
- BICYCLE STORAGE EXEMPT FROM GSF



11/8" = 1'-0" Third Floor GSF



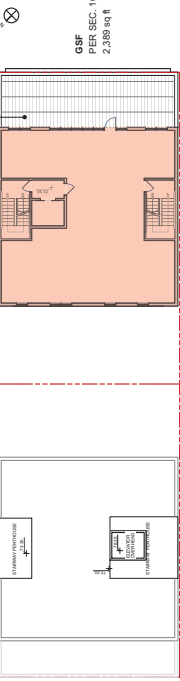
11/8" = 1'-0" Second Floor GSF



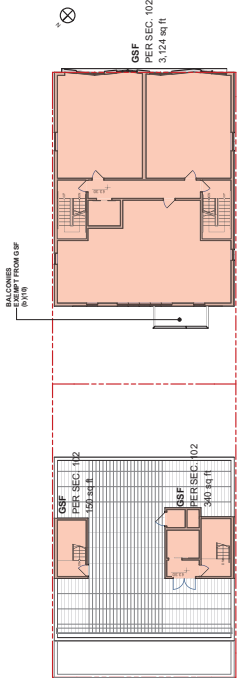
11/8" = 1'-0" Ground Floor GSF



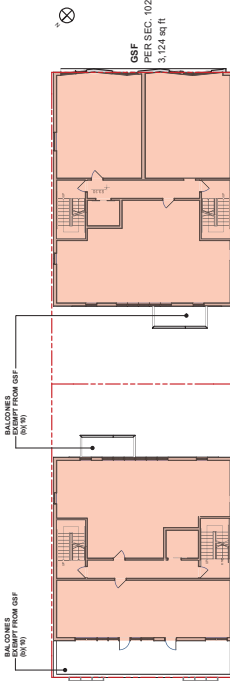
11/8" = 1'-0" Basement/Garage GSF



11/8" = 1'-0" Sixth Floor GSF



11/8" = 1'-0" Fifth Floor GSF



11/8" = 1'-0" Fourth Floor GSF

| REVISIONS | NO. | DATE | ISSUE |
|---------------------------------------|-----|------|-------|
| 09/20/16 LARGE PROJECT AUTHORIZATION | | | |
| 08/15/16 LPA - RESPONSE TO NOPT 1 & 2 | | | |
| 12/20/16 LPA - MINOR REVISIONS | | | |
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ISSUE
12/20/16 LPA - MINOR REVISIONS

OWNER
1228 Folsom St. LLC

1228 Folsom Street
1228 Folsom Street
San Francisco, CA 94103

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PROJECT NO.
201310
DATE
1/22/18

GSF DIAGRAMS

DRAWING NO. 10 of 24

G1.04





| REVISIONS NO. | DATE | ISSUE |
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| | 05/24/16 | LARGE PROJECT AUTHORIZATION |
| | 09/15/16 | LPA - RESPONSE TO NOPDR 1 & 2 |
| | 12/20/16 | LPA - MINOR REVISIONS |

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1228 Folsom Street

1228 Folsom Street
San Francisco, CA 94103

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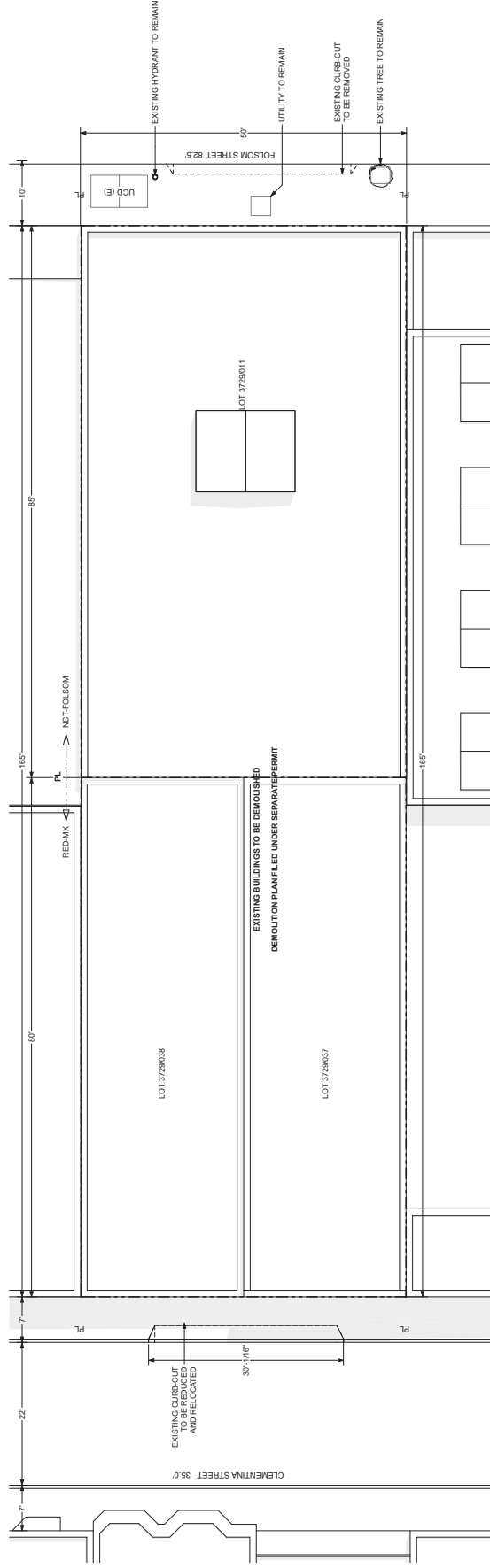
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DATE 12/22/16

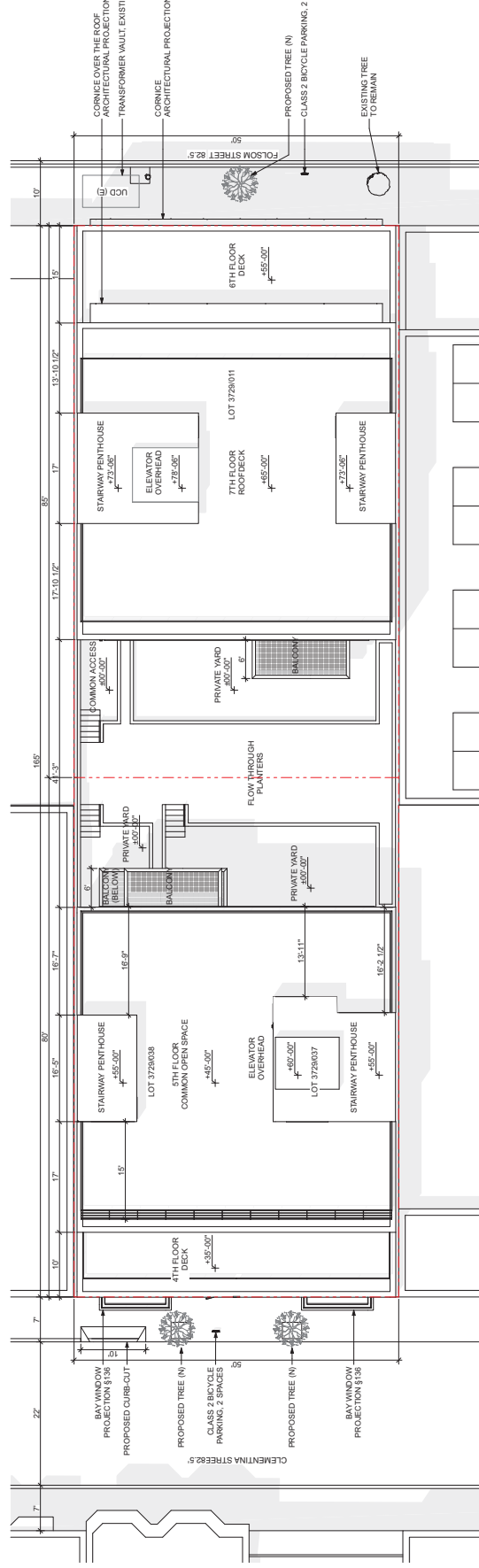
SITE PLAN

DRAWING NO. 12 of 24

A1.01



02
SITE PLAN (E)
SCALE: 1/8" = 1'-0"



03
SITE PLAN
SCALE: 1/8" = 1'-0"



| REVISIONS | NO. | DATE | ISSUE |
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| | 06/2016 | | LARGE PROJECT AUTHORIZATION |
| | 08/15/16 | | LPA - RESPONSE TO REPORT 1 & 2 |
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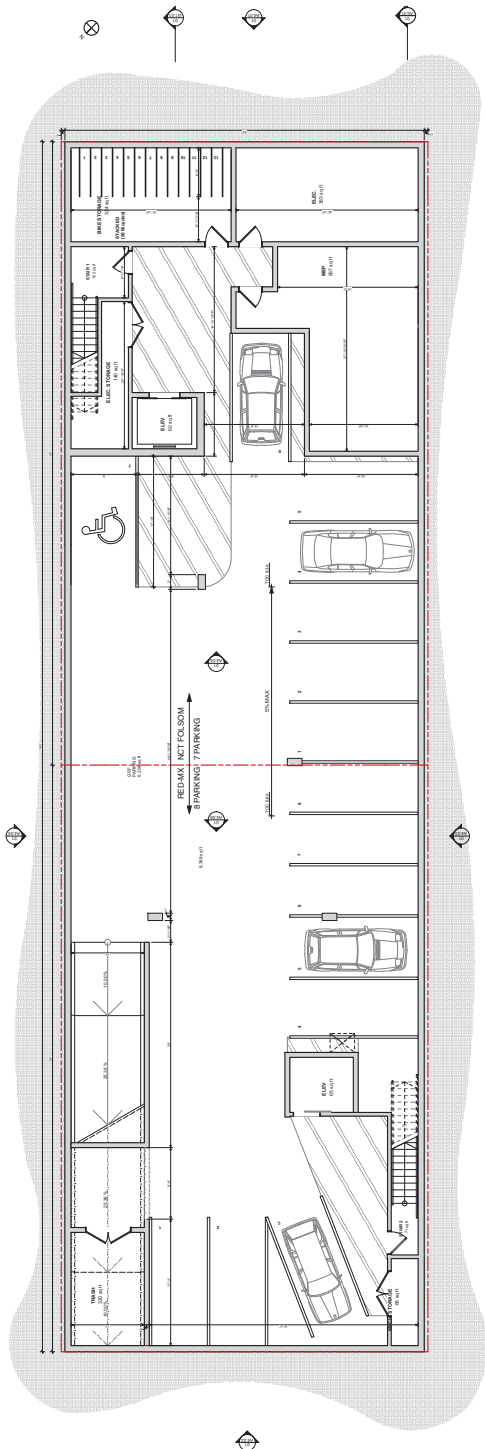
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San Francisco, CA 94103

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PROJECT NO.
201310
DATE
1/22/16

BASEMENT/GARAGE

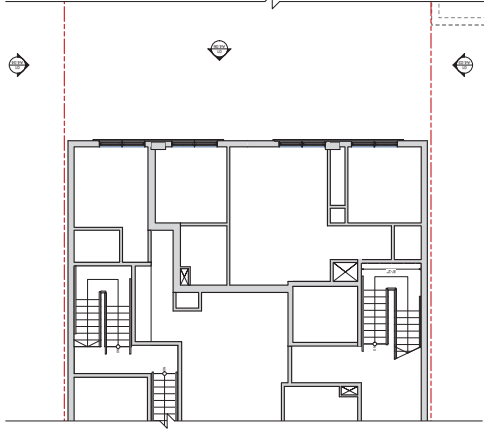
DRAWING NO. 13 of 24

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BASEMENT/GARAGE - 10'
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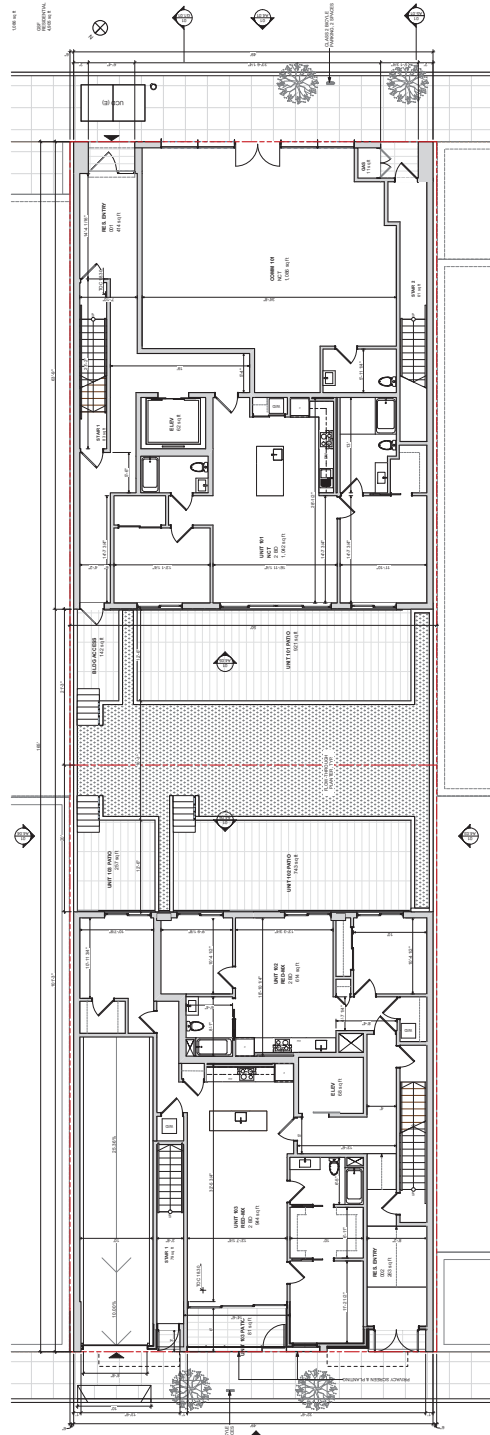




INTERMEDIATE LANDING #2
SCALE: 1/8" = 1'-0"



02



GROUND FLOOR #1
SCALE: 1/8" = 1'-0"



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| NO. | DATE | ISSUE |
| 02/2016 | | LARGE PROJECT AUTHORIZATION |
| 08/15/16 | | LPA - RESPONSE TO NOPT 1 & 2 |
| 12/2016 | | LPA - MINOR REVISIONS |
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GROUND &
INTERMEDIATE

DRAWING NO. 14 of 24

A2.02

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12/20/16 LPA- MINOR REVISIONS

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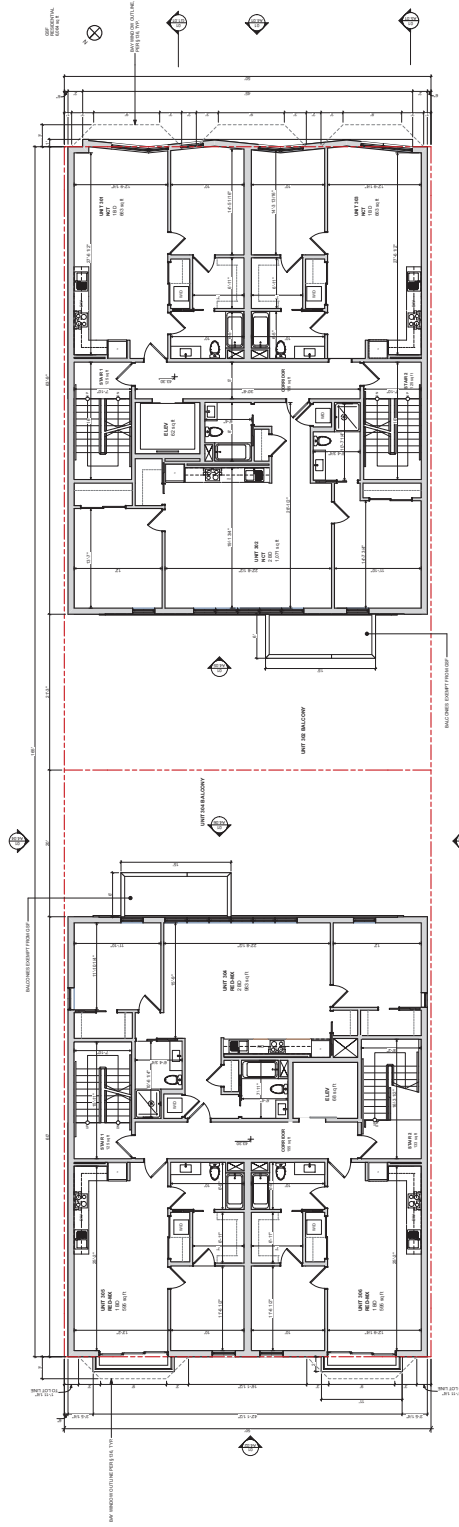
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STORY 2 & 3

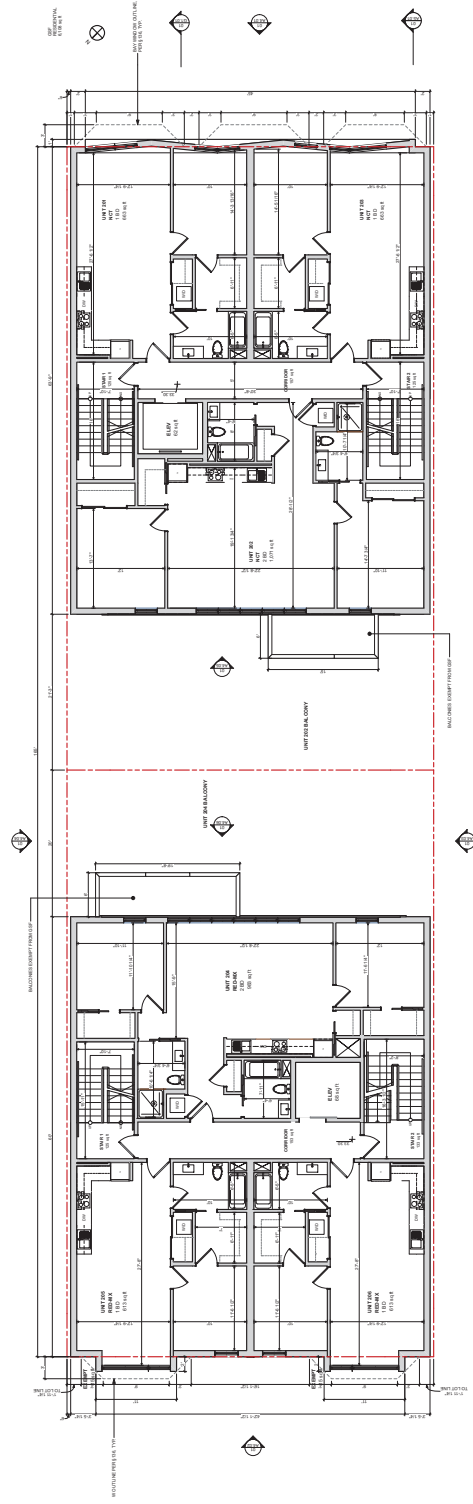
DRAWING NO. 15 of 24

A2.03

SHEET NOTES



THIRD FLOOR +25
SCALE: 1/8" = 1'-0"

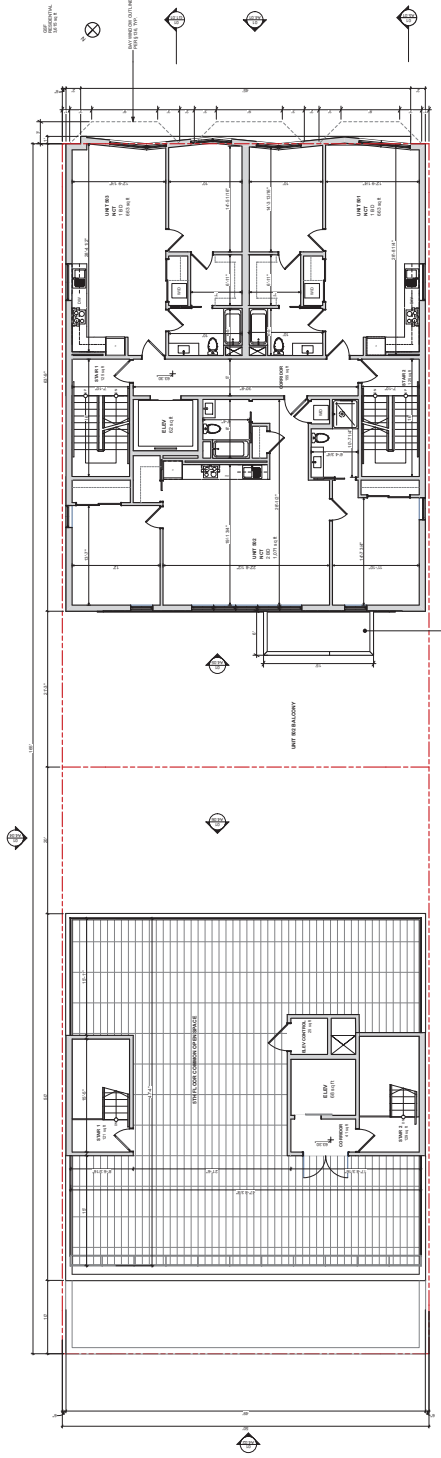


01 SECOND FLOOR +15'
SCALE: 1/8" = 1'-0"

KEY



SHEET NOTES



FIFTH FLOOR 405
SCALE: 1/8" = 1'-0"

| REVISIONS | NO. | DATE | ISSUE |
|-----------|------------------------------|------|-------|
| 06/24/16 | LARGE PROJECT AUTHORIZATION | | |
| 08/15/16 | LPA - RESPONSE TO NOPT 1 & 2 | | |
| 12/20/16 | LPA - MINOR REVISIONS | | |
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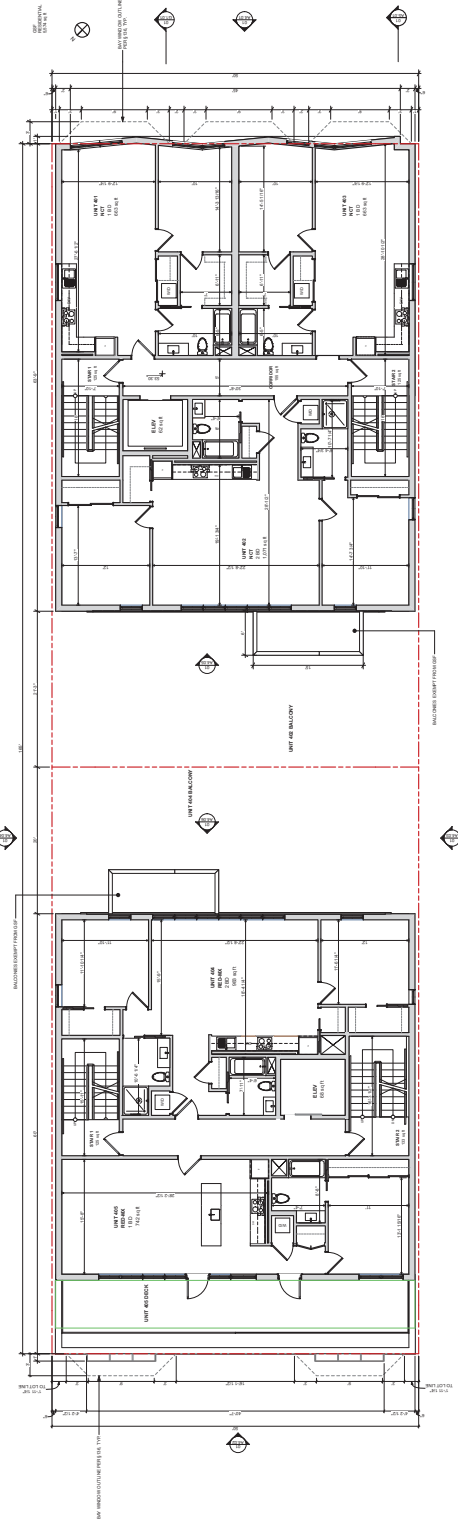
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1228 Folsom Street
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PROJECT NO.
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1/22/18

STORY 4 & 5

DRAWING NO. 16 of 24

A2.04



FOURTH FLOOR 435
SCALE: 1/8" = 1'-0"

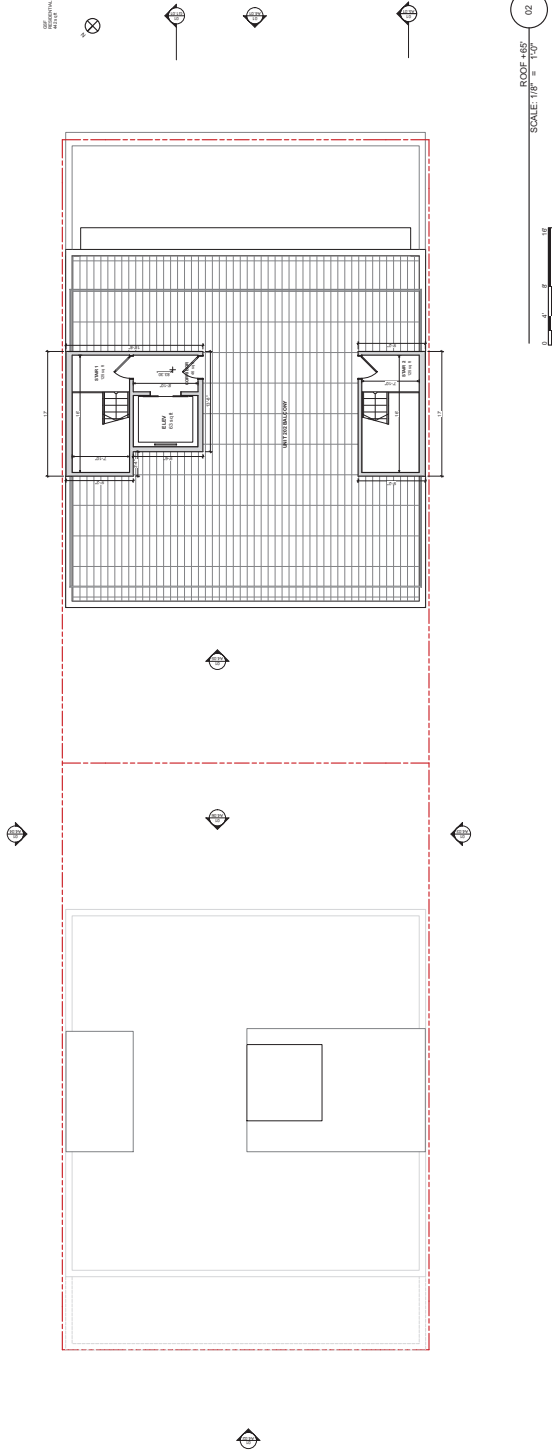
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GENERAL NOTES

rg-architecture
428 SOUTH VAN NESS AVENUE
SAN FRANCISCO, CA 94103
tel: 415.774.8888
mail: rg@rg-architecture.com



SHEET NOTES



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|-----------|------------------------------|------|-------|
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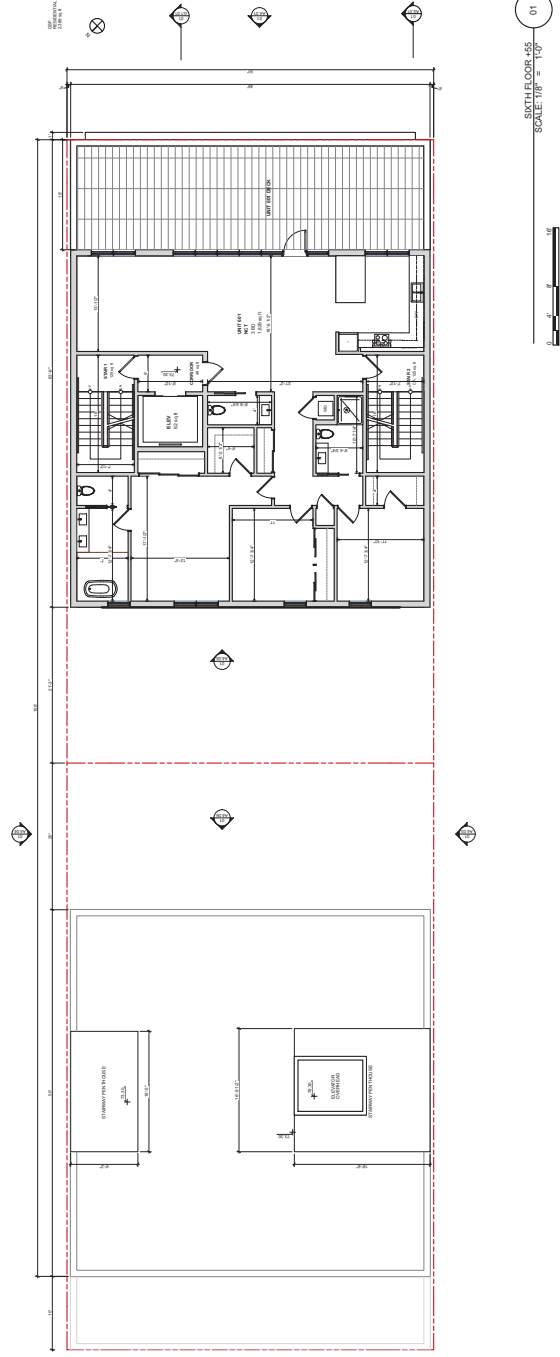
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STORY 6 & ROOF

DRAWING NO. 17 of 24

A2.05





GENERAL NOTES

SHEET NOTES

| ID | DESCRIPTION |
|----|------------------------------------|
| 00 | ADJACENT BUILDING |
| 01 | POWDER COATED ALUMINUM WINDOW |
| 02 | CONCRETE |
| 03 | POWDER COATED ALUMINUM |
| 04 | MAHOGANY PLYWOOD @ 1/2" THICK WALL |
| 05 | STANDING SEAM METAL |
| 06 | METAL PRIVACY SCREEN |
| 07 | POWDER COATED ALUMINUM LOUVER |
| 08 | SMALL SCALE ZINC CORRUGATED SIDING |
| 09 | METAL PANELING JOINTS |
| 10 | METAL QUADRANTAL PAINTED |
| 11 | PROPERTY LINE WINDOW |
| 12 | DECORATIVE METAL REVEAL |
| 13 | CEMENT BOARD LAP SIDING |
| 14 | PLANTER |
| 15 | GLASS RAILING |

| REVISIONS | NO. | DATE | ISSUE |
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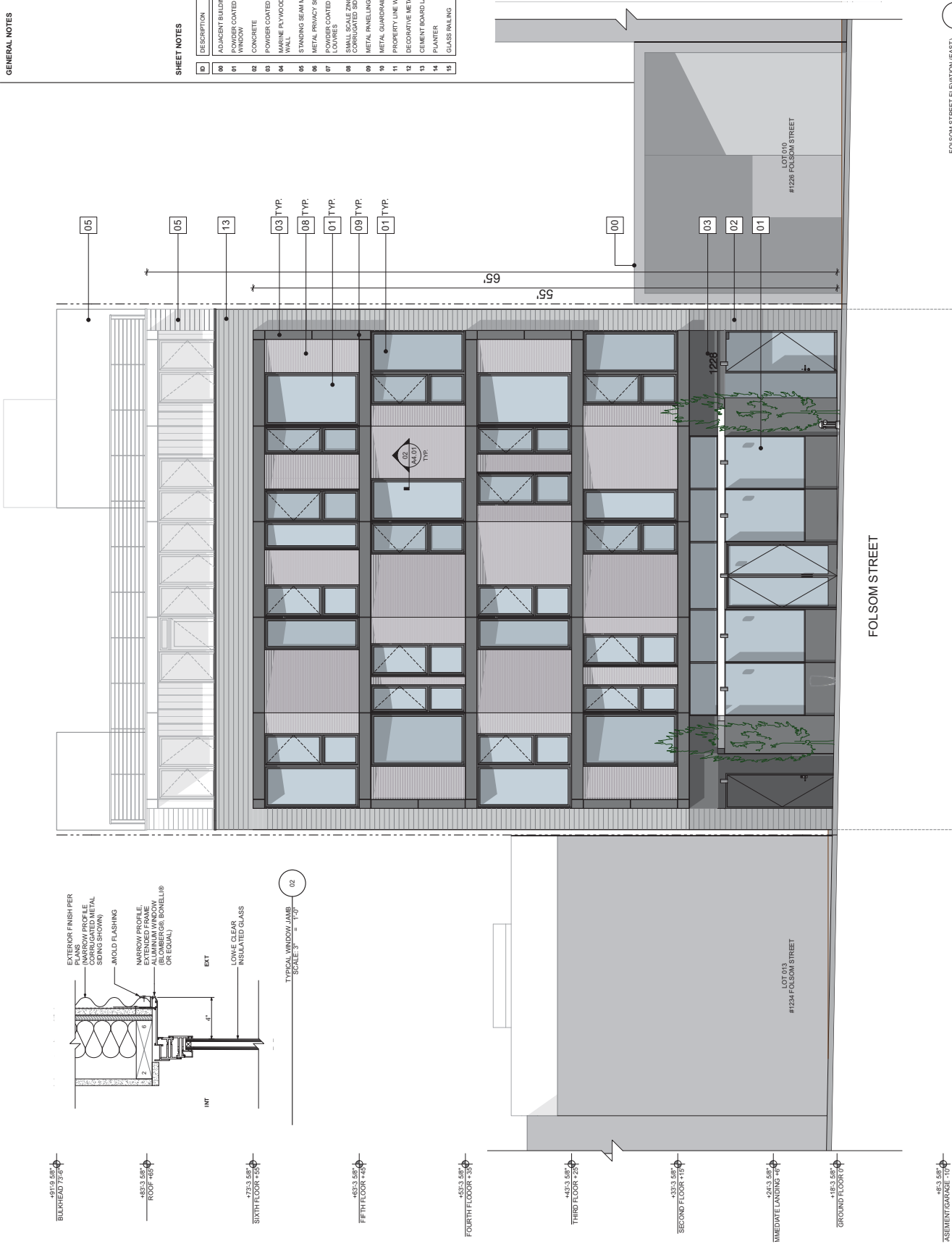
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ELEVATIONS

DRAWING NO. 18 of 24

A4.01

FOLSOM STREET ELEVATION (EAST)
SCALE: 1/8" = 1'-0"





GENERAL NOTES

SHEET NOTES

| ID | DESCRIPTION |
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| 00 | ADJACENT BUILDING |
| 01 | POWDER COATED ALUMINUM WINDOW |
| 02 | CONCRETE |
| 03 | POWDER COATED ALUMINUM |
| 04 | PAINTED PLYWOOD @ BLIND WALL |
| 05 | STANDING SEAM METAL |
| 06 | METAL PRIVACY SCREEN |
| 07 | POWDER COATED ALUMINUM |
| 08 | PAINTED CORRUGATED Siding |
| 09 | METAL PANELING JOINTS |
| 10 | METAL GUARDRAIL PAINTED |
| 11 | PROPERTY LINE WINDOW |
| 12 | DECORATIVE METAL REVEAL |
| 13 | CEMENT BOARD LAP SIDING |
| 14 | PLANTER |
| 15 | GLASS RAILING |

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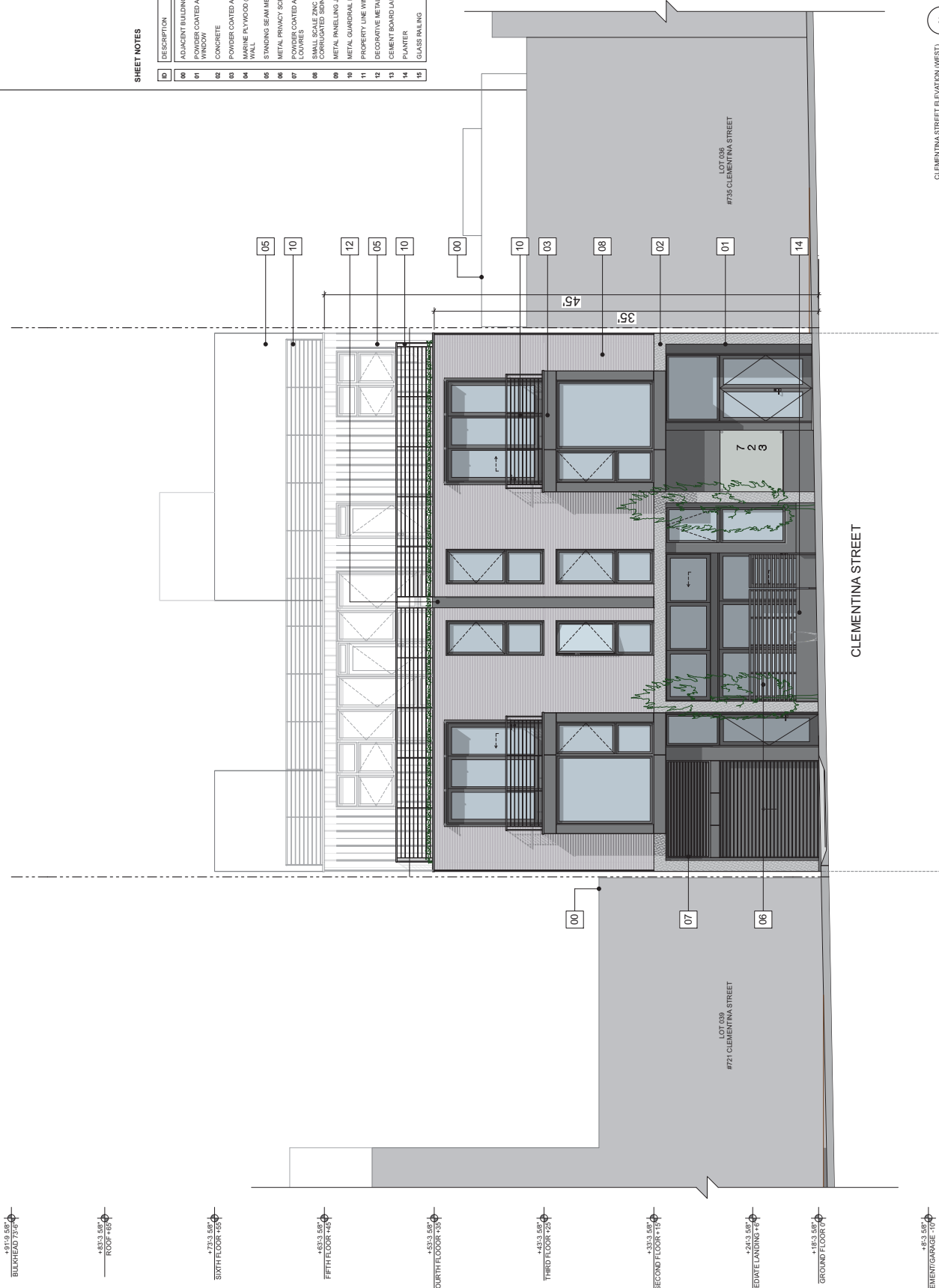
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ELEVATIONS

DRAWING NO. 19 of 24

A4.02

CLEMENTINA STREET ELEVATION (WEST)
SCALE: 1/8" = 1'-0"





GENERAL NOTES

SHEET NOTES

| ID | DESCRIPTION |
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| 00 | ADJACENT BUILDING |
| 01 | POWDER COATED ALUMINUM WINDOW |
| 02 | CONCRETE |
| 03 | POWDER COATED ALUMINUM |
| 04 | MARINE PLYWOOD @ 1/2" NO WALL |
| 05 | STANDING SEAM METAL |
| 06 | METAL PRIVACY SCREEN |
| 07 | POWDER COATED ALUMINUM LOUVRES |
| 08 | SMALL SCALE ZINC CORRUGATED SIDING |
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| 10 | METAL GUARDRAIL PAINTED |
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| 14 | PLANTER |
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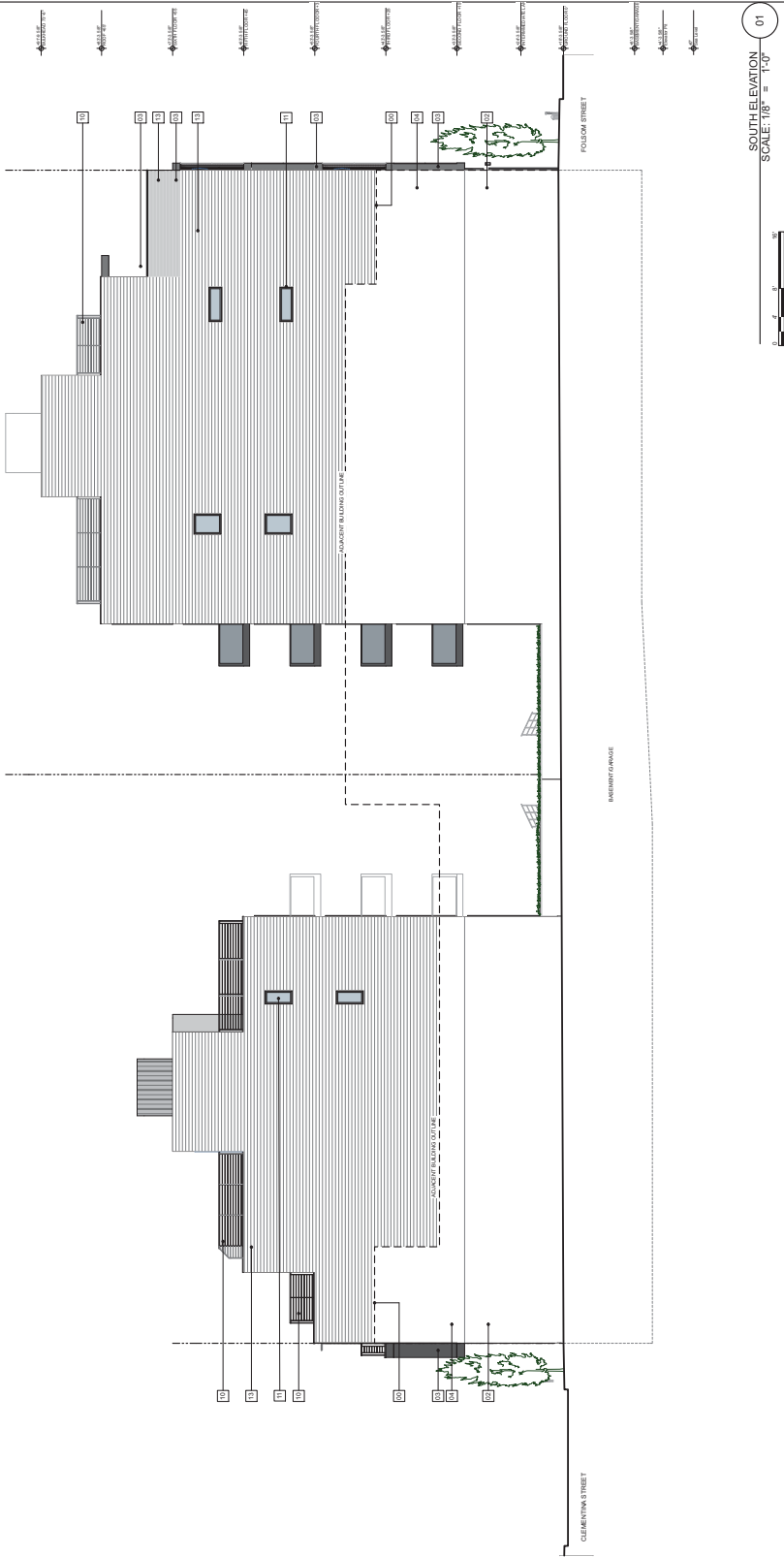
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1228 Folsom Street
San Francisco, CA 94103

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ELEVATIONS

DRAWING NO. 26 of 24

A4.03



01
SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

KEY



GENERAL NOTES

SHEET NOTES

| ID | DESCRIPTION |
|----|------------------------------------|
| 00 | ADJACENT BUILDING |
| 01 | POWDER COATED ALUMINUM WINDOW |
| 02 | CONCRETE |
| 03 | POWDER COATED ALUMINUM |
| 04 | MAHOGANY PLYWOOD @ BLIND WALL |
| 05 | STANDING SEAM METAL |
| 06 | METAL PRIVACY SCREEN |
| 07 | POWDER COATED ALUMINUM LATHES |
| 08 | SMALL SCALE ZINC CORRUGATED SIDING |
| 09 | METAL PANELING JOINTS |
| 10 | METAL GUARDRAIL PAINTED |
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| 14 | PLANTER |
| 15 | GLASS RAILING |

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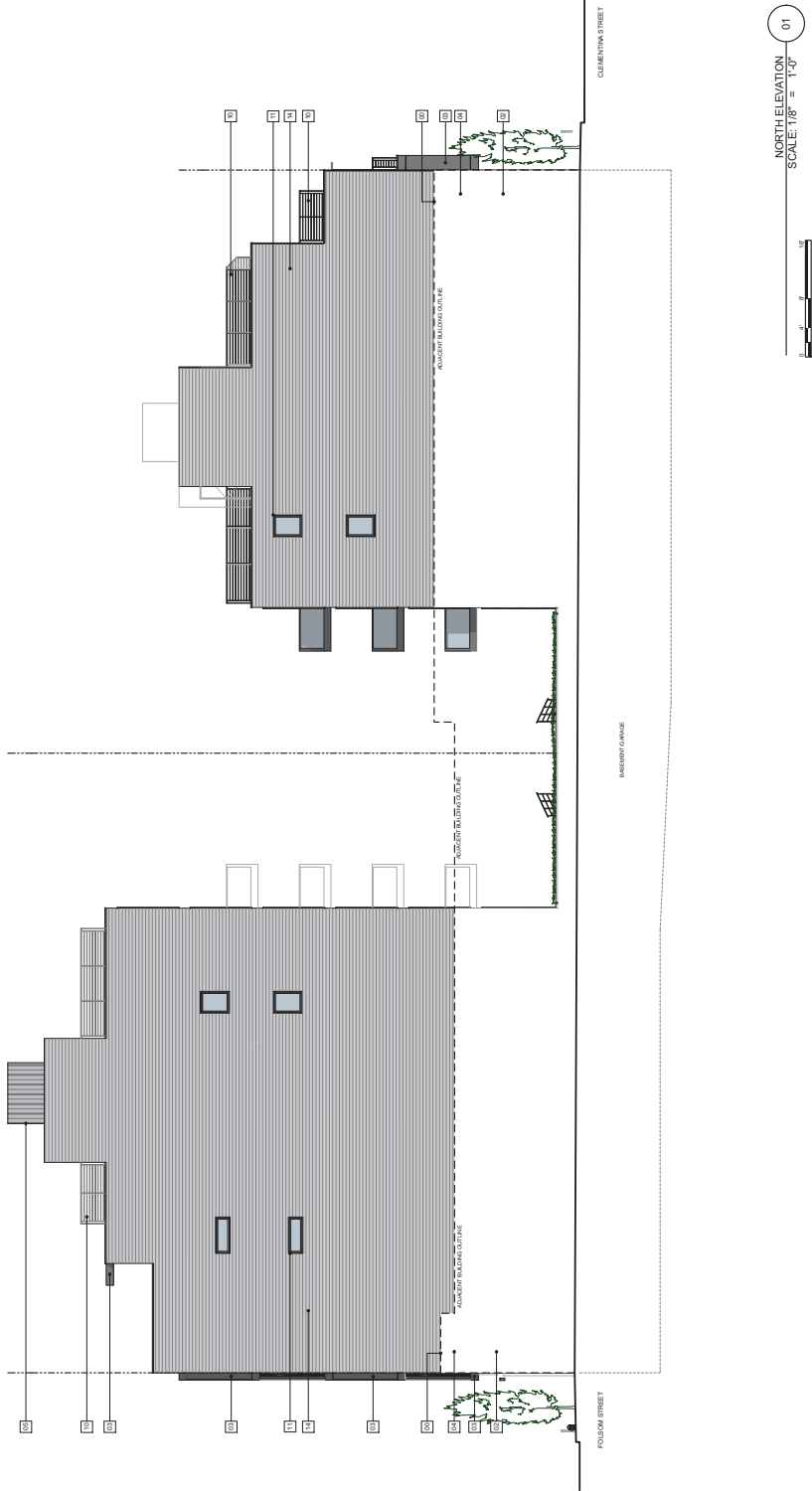
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ELEVATIONS

DRAWING NO. 21 of 24

A4.04



01
NORTH ELEVATION
SCALE: 1/8" = 1'-0"

KEY



GENERAL NOTES

SHEET NOTES

| ID | DESCRIPTION |
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| 00 | ADJACENT BUILDING |
| 01 | POWDER COATED ALUMINUM FINISH |
| 02 | CONCRETE |
| 03 | POWDER COATED ALUMINUM MARINE PLYWOOD @ BLIND WALL |
| 04 | STANDING SEAM METAL |
| 05 | METAL PRIVACY SCREEN |
| 06 | POWDER COATED ALUMINUM COVERS |
| 07 | SMALL SCALE SIGN CORUGATED SIGN |
| 08 | METAL PANELING JOINTS |
| 09 | METAL GUARDRAIL PAINTED PROPERTY LINE WINDOW |
| 10 | DECORATIVE METAL REVEAL |
| 11 | CEMENT BOARD LAP SIDING |
| 12 | PLANTER |
| 13 | GLASS RAILING |
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| REVISIONS | NO. | DATE | ISSUE |
|-----------|-----|----------|--------------------------------|
| | 01 | 06/24/16 | LARGE PROJECT AUTHORIZATION |
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COURTYARD
ELEVATIONS

DRAWING NO. 22 of 24

A4.05

COURTYARD ELEVATION (FOLSOM STREET)
SCALE: 1/4" = 1'-0"





GENERAL NOTES

SHEET NOTES

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| 00 | ADJACENT BUILDING |
| 01 | POWDER COATED ALUMINUM FINISH |
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| 03 | POWDER COATED ALUMINUM |
| 04 | MARINE PLYWOOD @ BLIND WALL |
| 05 | STANDING SEAM METAL |
| 06 | METAL PRIVACY SCREEN |
| 07 | POWDER COATED ALUMINUM COVERS |
| 08 | STANDING SEAM CORRUGATED SIDING |
| 09 | METAL PANELING JOINTS |
| 10 | METAL GUARDRAIL PAINTED |
| 11 | PROPERTY LINE WINDOW |
| 12 | DECORATIVE METAL REVEAL |
| 13 | CEMENT BOARD LAP SIDING |
| 14 | PLANTER |
| 15 | GLASS RAILING |

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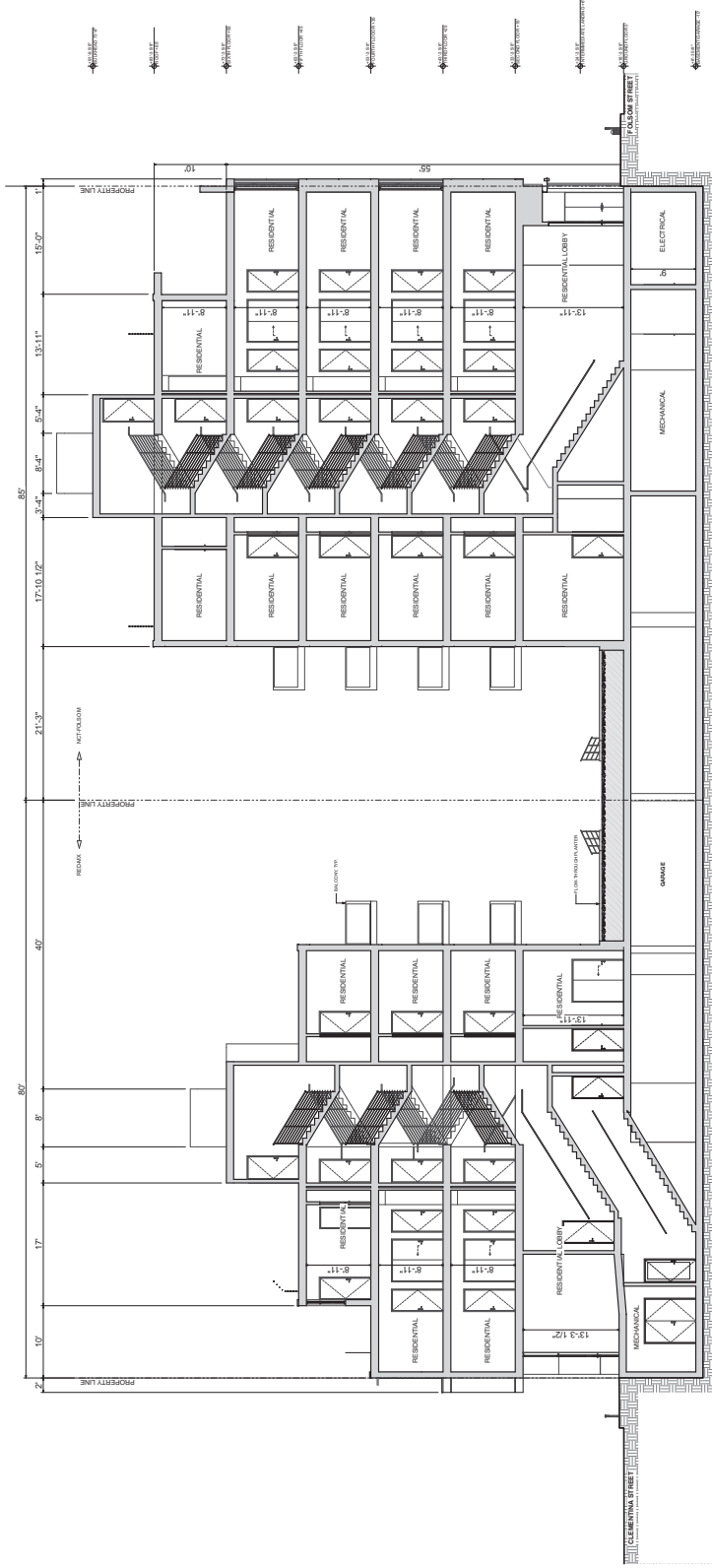
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COURTYARD
ELEVATIONS

DRAWING NO. 23 of 24

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SECTION
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BUILDING SECTION

DRAWING NO. 24 of 24

A5.01



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination COMMUNITY PLAN EVALUATION

Case No.: 2014.0964E
Project Address: 1228 Folsom Street (723 and 725 Clementina Street)
Zoning/Plan Area: Folsom Street Neighborhoods Commercial Transit (NCT)/Residential
Enclave-Mixed (RED-MX)
45-X/65-X Height and Bulk District
Western SoMa Community Plan
Block/Lot: 3729/011, 3729/037, 3729/038
Lot Size: 8,245 square feet
Project Sponsor: Riyad Ghannam, RG Architecture, (415) 649-6202
Staff Contact: Don Lewis, (415) 575-9168, don.lewis@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project site consists of three lots located mid-block on the block bounded by Eight Street to the east, Howard Street to the north, Ninth Street to the west, and Folsom Street to the south in the South of Market neighborhood. The project site fronts on both Folsom Street and Clementina Street and is occupied by a 33-foot-tall, two-story, industrial building approximately 16,450 square feet in size. The existing building, which currently contains a warehouse for a construction company on the first floor and office use on the second floor, was constructed in two sections. The section of the building fronting Folsom Street was constructed in 1906, while the section of the building fronting Clementina Street consists of two substantial rear additions that were made in 1927. The proposed project involves the merger of three lots into one lot, the demolition of the existing building, and the construction of a new 41,440-square-foot, mixed-use building containing 24 residential units and 1,110 square feet of ground-floor commercial use. The building would be 65 feet tall (79 feet tall with elevator penthouse) and six stories on its Folsom Street frontage and 45 feet tall and four stories on its Clementina Street frontage.

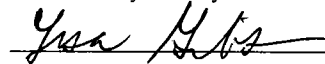
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CEQA DETERMINATION

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
Acting Environmental Review Officer

11/15/16
Date

cc: Riyad Ghannam, Project Sponsor
Jonathan DiSalvo, Current Planner
Supervisor Jane Kim, District 6

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

PROJECT DESCRIPTION (continued)

The proposed building would include 15 off-street vehicle parking spaces located in an underground basement accessed from Clementina Street. The proposed mix of units would be one-bedroom, two-bedroom, and three-bedroom units. The proposed project would provide 25 Class 1 bicycle parking spaces in the basement level and three Class II bicycle spaces would be located on the sidewalk in front of the project site (two on Folsom Street and one on Clementina Street). The proposed project would include a total of 3,800 square feet of common open space in the form of a 1,850-square-foot terrace at the fifth floor and a 1,950-square-foot roof deck. In addition, twelve of the proposed units would include private open space ranging from 90 to 1,060 square feet in size. The proposed project would remove the 30-foot-wide curb cuts on both Folsom Street and Clementina Street and would create a new 10-foot-wide curb cut on Clementina Street. The proposed project would plant three new street trees (one on Folsom Street and two on Clementina Street). During the 18-month construction period, the proposed project would require excavation of approximately ten feet below ground surface and 3,400 cubic yards of soil would be removed from the project site. The proposed building would rest on a mat foundation; no pile driving would be required.

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*)

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

COMMUNITY PLAN EVALUATION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 1228 Folsom Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa 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 Western SoMa PEIR.

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

As a result of the Western SoMa Community Plan, the project site was rezoned from SLR (Service/Light Industrial/Residential District) to Folsom Street NCT (for the parcel on Folsom Street) and RED-MX (for the two parcels on Clementina Street). In addition, the height and bulk district increased from 50-X to 65-X (for the parcel on Folsom Street) and decreased from 50-X to 45-X (for the two parcels on Clementina Street). The Folsom Street NCT and the RED-MX permit residential dwelling units without specific density limitations, allowing physical controls such as height, bulk, and setbacks to control dwelling unit density.

Individual projects that could occur in the future under the Western SoMa Community Plan will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1228 Folsom Street is consistent with and was encompassed within the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 1228 Folsom Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{2,3} Therefore, no further CEQA evaluation for the 1228 Folsom Street project is required. In sum, the Western SoMa PEIR and this Certificate of Determination for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site consists of three lots located mid-block on the block bounded by Eight Street to the east, Howard Street to the north, Ninth Street to the west, and Folsom Street to the south in the South of Market neighborhood. The project site fronts on both Folsom Street and Clementina Street and is occupied by a 33-foot-tall, two-story, industrial building approximately 16,450 square feet in size. The properties immediately adjacent to the east of the project site are a one-story commercial building

¹ San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (PEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed May 28, 2015.

² Adam Varat, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 1228 Folsom Street*, October 26, 2016. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2014.0964E.

³ Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1228 Folsom Street*, December 30, 2015.

(constructed in 1906) on Folsom Street and a two-story industrial building (constructed in 1923) on Clementina Street. The properties immediately adjacent to the west of the project site are a two-story industrial building (constructed in 1923) on Folsom Street and a two-story industrial building (constructed in 1927) on Clementina Street. The surrounding area around the project site is characterized by a variety of uses, including light-industrial, commercial, residential, and office uses. On the project block, buildings along Folsom and Clementina streets are comprised primarily of two-story buildings interspersed with one- to four-story buildings. Folsom Street is a one-way, eastbound roadway with four lanes and parking on both sides of the street. Clementina Street is a one-way, eastbound roadway with one lane and parking on the south side of the street. The project site is served by the 12-Folsom/Pacific Muni line which runs along Folsom Street with the nearest stop being approximately 300 feet from the project site. Other Muni lines near the project site include the following: 19-Polk, 27-Bryant, 47-Van Ness, and the 83X-Mid-Market Express. There are bicycle lanes on Folsom and 8th streets. The project site is located within the Western SoMa Light Industrial and Residential Historic District. The surrounding parcels are either within the Folsom Street NCT (along Folsom Street) or the RED-MX (along Clementina Street). Height and bulk districts within a one-block radius include 45-X, 55-X, and 65-X.

POTENTIAL ENVIRONMENTAL EFFECTS

The Western SoMa PEIR included analyses of environmental issues including: Land Use; Aesthetics, Population and Housing; Cultural and Paleontological Resources; Transportation and Circulation; Noise and Vibration; Air Quality; Greenhouse Gas Emissions; Wind and Shadow; recreation; Public Services, Utilities, and Service Systems; Biological Resources; Geology and Soils; Hydrology and Water Quality; Hazards and Hazardous Material; Mineral and Energy Resources; and Agriculture and Forest Resources. The proposed 1228 Folsom Street project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and would represent a small part of the growth that was forecast for the Western SoMa Community Plan. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 1228 Folsom Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified in the Western SoMa PEIR for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The project would demolish a contributor to an historic district; however, the removal of the contributing resource would not materially impair the surrounding historic district and the design of the proposed building would be compatible with the district. Furthermore, Mitigation Measures M-CP-7a and -7b would ensure that adjacent off-site historic resources would not be impacted by the proposed project. Therefore, the project would not contribute to any historic resource impact. Transit ridership generated by the project would not considerably contribute to the transit impacts identified in the Western SoMa PEIR. Since the proposed project could generate excessive construction noise, Mitigation Measure M-NO-2a would ensure that project noise from construction activities is minimized to the maximum extent feasible. The proposed project is required to comply with the provisions of Health Code Article 38 and the Construction Dust Control Ordinance. In addition, implementation of Mitigation Measure M-AQ-7 would reduce construction-related air quality impacts by requiring a Construction Emissions Minimization Plan for Health Risks and Hazards. A shadow fan analysis was conducted for the proposed project which determined that the proposed building would not cast new shadows on Recreation and Parks Department parks or other public parks. The proposed project would shade nearby streets,

sidewalks, and private property at times within the project vicinity, but at levels commonly expected in urban areas.

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

Table 1 – Western SoMa PEIR Mitigation Measures

| Mitigation Measure | Applicability | Compliance |
|---|--|---|
| D. Cultural and Paleontological Resources | | |
| M-CP-1a: Documentation of a Historical Resource | Not Applicable: while the existing building proposed for demolition is a contributor to a historic district, the removal of the contributing resource would not result in a substantial adverse change in the significance of the eligible historic district | N/A |
| M-CP-1b: Oral Histories | Not Applicable: demolition of the existing building would not warrant this mitigation measure | N/A |
| M-CP-1c: Interpretive Program | Not Applicable: demolition of the existing building would not warrant this mitigation measure | N/A |
| M-CP-4a: Project-Specific Preliminary Archeological Assessment (PAR) | Applicable: project would require excavation to a depth of approximately ten feet below ground surface | Pursuant to the results of the PAR, the project sponsor has agreed to retain an archeological consultant, submit an Archeological Testing Plan (ATP) for review, implement the ATP prior to soil disturbance, and, as needed, implement an Archeological Monitoring Program with all soil-disturbing activities (Project Mitigation Measure 3). |
| M-CP-4b: Procedures for Accidental Discovery of Archeological Resources | Not applicable: negated by implementation of M-CP-4a, which requires archeological testing. | N/A |

| Mitigation Measure | Applicability | Compliance |
|---|--|--|
| M-CP-7a: Protect Historical Resources from Adjacent Construction Activities | Applicable: new construction would be adjacent to historic resources | The project sponsor has agreed to use all feasible means to avoid damage to adjacent historic resources (Project Mitigation Measure 1). |
| M-CP-7b: Construction Monitoring Program for Historical Resources | Applicable: new construction would be adjacent to historic resources | The project sponsor has agreed to undertake a monitoring plan to minimize damage to adjacent historic resources and to ensure that any damage is documented and repaired (Project Mitigation Measure 2). |
| E. Transportation and Circulation | | |
| M-TR-1c: Traffic Signal Optimization (8 th /Harrison/I-80 WB off-ramp) | Not applicable: automobile delay removed from CEQA analysis | N/A |
| M-TR-4: Provision of New Loading Spaces on Folsom Street | Not Applicable: project would not remove loading spaces along Folsom Street | N/A |
| M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts | Not Applicable: transit ridership generated by project would not considerably contribute to impact | N/A |
| F. Noise and Vibration | | |
| M-NO-1a: Interior Noise Levels for Residential Uses | Not applicable: impacts of the environment on the project no longer a CEQA topic | N/A |
| M-NO-1b: Siting of Noise-Sensitive Uses | Not applicable: impacts of the environment on the project no longer a CEQA topic | N/A |
| M-NO-1c: Siting of Noise-Generating Uses | Not Applicable: project is not proposing a noise-generating use | N/A |
| M-NO-1d: Open Space in Noisy Environments | Not applicable: impacts of the environment on the project no longer a CEQA topic | N/A |
| M-NO-2a: General Construction Noise Control Measures | Applicable: project proposes new construction that could generate excessive construction noise | The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction (Project |

| Mitigation Measure | Applicability | Compliance |
|---|--|---|
| | | Mitigation Measure 4). |
| M-NO-2b: Noise Control Measures During Pile Driving | Not Applicable: project does not include pile-driving activities | N/A |
| G. Air Quality | | |
| M-AQ-2: Transportation Demand Management Strategies for Future Development Projects | Not Applicable: project would not generate more than 3,500 daily vehicle trips | N/A |
| M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors | Not Applicable: superseded by San Francisco Health Code Chapter 38 (Air Pollutant Exposure Zone) | N/A |
| M-AQ-4: Siting of Uses that Emit PM _{2.5} or other DPM and Other TACs | Not Applicable: proposed residential and retail uses would not generate substantial levels of TACs | N/A |
| M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants | Not Applicable: project meets the screening criteria for construction criteria air pollutants. | N/A |
| M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards | Applicable: project includes construction in an area of poor air quality | The project sponsor has agreed to implement a Construction Emissions Minimization Plan for Health Risk and Hazards (Project Mitigation Measure 5). |
| I. Wind and Shadow | | |
| M-WS-1: Screening-Level Wind Analysis and Wind Testing | Not Applicable: project would not exceed 80 feet in height | N/A |
| L. Biological Resources | | |
| M-BI-1a: Pre-Construction Special-Status Bird Surveys | Applicable: project includes building demolition | The project sponsor has agreed to conduct pre-construction special-status bird surveys by a qualified biologist between February 1 and August 15 if building demolition is scheduled to take place during that period (Project Mitigation Measure 6). |
| M-BI-1b: Pre-Construction Special-Status Bat Surveys | Not Applicable: project does not involve removal of trees or demolition of a vacant building | N/A |
| O. Hazards and Hazardous Materials | | |

| Mitigation Measure | Applicability | Compliance |
|--|---|---|
| M-HZ-2: Hazardous Building Materials Abatement | Applicable: project includes demolition of a pre-1970s building | The project sponsor has agreed to ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of (Project Mitigation Measure 7). |
| M-HZ-3: Site Assessment and Corrective Action | Not Applicable: superseded by San Francisco Health Code Article 22A (Maher Ordinance) | N/A |

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on October 7, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. One member of the public stated that the proposed vehicular access on Clementina Street does not comply with the Western SoMa Guidelines. The proposed project would remove the 30-foot-wide curb cuts on both Folsom Street and Clementina Street and would create a new 10-foot-wide curb cut on Clementina Street. The consistency of the proposed project with the Western SoMa Area Plan would be considered by the Planning Commission when it determines whether to approve, modify, or disapprove the Large Project Authorization for the proposed project. No other comments were received. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Western SoMa PEIR.

CONCLUSION

As summarized above and further discussed in the project-specific initial study⁴:

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

⁴ The initial study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014.0964E.

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

Therefore, 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 Measures | MONITORING AND REPORTING PROGRAM | | | |
|---|--|--|-------------------------------------|---------------------------------|
| | Responsibility for Implementation | Mitigation Action and Schedule | Monitoring/Reporting Responsibility | Monitoring Schedule |
| <p>MITIGATION MEASURES</p> <p>Project Mitigation Measure 1 – Protect Historical Resources from Adjacent Construction Activities (Implementing Western SoMa PEIR Mitigation Measure M-CP-7a)</p> <p>The project sponsor shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the construction site. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p> | Project sponsor, contractor, and Environmental Review Officer (ERO). | Prior to and during construction activities. | Project sponsor and contractor. | During construction activities. |

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Mitigation | | |
|-----------------------------|-----------------------------------|---------------------|-------------------------------------|
| | Responsibility for Implementation | Action and Schedule | Monitoring/Reporting Responsibility |

Project Mitigation Measure 2 – Construction Monitoring Program for Historical Resources (Implementing Western SoMa PEIR Mitigation Measure M-CP-7b)

The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.

Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example,

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| Project sponsor, contractor, qualified historic preservation professional, and ERO. | Prior to the start of and during demolition, earth moving, or construction activities proximate to a designated historical resource. | A Planning Department Preservation Technical Specialist shall review and approve the construction monitoring program. | During demolition, earth-moving, or construction activities. |
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MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation | | Monitoring/Reporting Responsibility | Monitoring Schedule |
|-----------------------------------|------------|----------|-------------------------------------|---------------------|
| | Action and | Schedule | | |

Adopted Mitigation Measures

pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.

Project Mitigation Measure 3 - Archeological Testing (Implementing Western SoMa PEIR Mitigation Measure M-CP-4a)

Based on a reasonable presumption that archeological resources may be present on 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 Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. The project sponsor shall contact the Planning 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 ERO. All plans and reports prepared by the consultant as specified herein shall be submitted

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| Project sponsor/ archeological consultant at the direction of the ERO. | Prior to issuance of any permit for soils-disturbing activities and during construction activities. | Project sponsor/archeological consultant and ERO. | Considered complete upon ERO's approval of FARR. |
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MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation | | Monitoring Schedule |
|-----------------------------------|---------------------|-------------------------------------|---------------------|
| | Action and Schedule | Monitoring/Reporting Responsibility | |

Adopted Mitigation Measures

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 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 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 Section 15064.5(a)(c).

Consultation with Descendant Communities. On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other 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 consult with ERO regarding appropriate archeological treatment of the site; of recovered data from the site; and if applicable, any interpretative treatment of the associated archeological site. A copy of the Final 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

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

² An "appropriate representative" of the descendant group is defined, in the case of Native Americans, as 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 Planning Department archeologist.

MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation | | Monitoring/Reporting Responsibility | Monitoring Schedule |
|-----------------------------------|------------|----------|-------------------------------------|---------------------|
| | Action and | Schedule | | |

Adopted Mitigation Measures

program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project; the testing method to be used; and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If, based on the archeological testing program, the archeological consultant finds that significant archeological resources may be present, the ERO, in consultation with the archeological consultant, shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor, either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance, and that

MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation | | Monitoring/Reporting Responsibility | Monitoring Schedule |
|-----------------------------------|------------|----------|-------------------------------------|---------------------|
| | Action and | Schedule | | |

Adopted Mitigation Measures

interpretive use of the resource is feasible.

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to the commencement of any project-related soils-disturbing activities. The ERO, in consultation with the archeological consultant, shall determine which 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.), or site remediation shall require 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 the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource.
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the project archeological consultant, determined that project construction

MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation | | Monitoring/Reporting Responsibility | Monitoring Schedule |
|-----------------------------------|------------|----------|-------------------------------------|---------------------|
| | Action and | Schedule | | |

Adopted Mitigation Measures

activities could have no effects on significant archeological deposits.

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile-driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile-driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made, in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accordance with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on

MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation | | Monitoring/Reporting Responsibility | Monitoring Schedule |
|-----------------------------------|------------|----------|-------------------------------------|---------------------|
| | Action and | Schedule | | |

Adopted Mitigation Measures

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. 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 De-accession Policy.** Description of and rationale for field and post-field discard and de-accession 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.

MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation | | Monitoring/Reporting Responsibility | Monitoring Schedule |
|-----------------------------------|------------|----------|-------------------------------------|---------------------|
| | Action and | Schedule | | |

Adopted Mitigation Measures

- **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) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, 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.

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

MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation | | Monitoring/Reporting Responsibility | Monitoring Schedule |
|-----------------------------------|------------|----------|-------------------------------------|---------------------|
| | Action and | Schedule | | |

Adopted Mitigation Measures

program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert in the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one 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/CRHR. 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 4: General Construction Noise Control Measures (Implementing Western SoMa PEIR Mitigation Measure M-NO-2a)

To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating

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| Project sponsor and construction contractor. | Prior to issuance of a building permit and during construction activities. | The project sponsor shall prepare and submit monthly noise reports during construction activities. |
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MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Mitigation | | |
|-----------------------------|-----------------------------------|---------------------|--|
| | Responsibility for Implementation | Action and Schedule | Monitoring/Reporting Responsibility Monitoring Schedule |

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| <p>shields or shrouds, wherever feasible).</p> <ul style="list-style-type: none"> • The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to | |
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MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation | | Monitoring/Reporting Responsibility | Monitoring Schedule |
|-----------------------------------|------------|----------|-------------------------------------|---------------------|
| | Action and | Schedule | | |

Adopted Mitigation Measures

surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.

Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation | | Monitoring/Reporting Responsibility | Monitoring Schedule |
|--|-----------------------------------|--|----------|--|--|
| | | Action and | Schedule | | |
| <p>Project Mitigation Measure 5 – Construction Air Quality (Implementing Western SoMa PEIR Mitigation Measure M-AQ-7)</p> <p>A. Engine Requirements.</p> <p>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.</p> <p>2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.</p> <p>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</p> | Project sponsor, contractor(s). | Submit certification statement prior to construction activities requiring the use of off-road equipment. | | Project sponsor, contractor(s), and the ERO. | Considered complete upon submittal of certification statement. |

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Mitigation | | |
|-----------------------------|-----------------------------------|---------------------|--|
| | Responsibility for Implementation | Action and Schedule | Monitoring/Reporting Responsibility Monitoring Schedule |

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

MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation Action and Schedule | Monitoring/Reporting Responsibility | Monitoring Schedule |
|-----------------------------------|--------------------------------|-------------------------------------|---------------------|
|-----------------------------------|--------------------------------|-------------------------------------|---------------------|

Adopted Mitigation Measures

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 Standard | Emission | Emissions Control |
|-----------------|----------|-------------------|
| 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

| | | |
|---------------------------------|---|--|
| Project sponsor, contractor(s). | Project sponsor, contractor(s), and the ERO. | complete upon findings by the ERO that the Plan is complete. |
| | Prepare and submit a Plan prior to issuance of a permit specified in Section 106A.3.2.6 of the San Francisco Building Code. | |

MONITORING AND REPORTING PROGRAM

| Responsibility for Implementation | Mitigation | | Monitoring/Reporting Responsibility | Monitoring Schedule |
|-----------------------------------|------------|----------|-------------------------------------|---------------------|
| | Action and | Schedule | | |

Adopted Mitigation Measures

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

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | MONITORING AND REPORTING PROGRAM | | | |
|---|--|----------------------------------|---|--|
| | Responsibility for Implementation | Mitigation Action and Schedule | Monitoring/Reporting Responsibility | Monitoring Schedule |
| <p>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.</p> <p>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.</p> | <p>Project sponsor/ contractor(s).</p> | <p>Submit quarterly reports.</p> | <p>Project sponsor, contractor(s), and the ERO.</p> | <p>Considered complete upon findings by the ERO that the Plan is being/has been implemented.</p> |

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Mitigation | | |
|--|--|---|--|
| | Responsibility for Implementation | Action and Schedule | Monitoring/Reporting Responsibility |
| <p>Project Mitigation Measure 6 – Pre-Construction Special-Status Bird Surveys (Implementing Western SoMa PEIR Mitigation Measure M-BI-1a)</p> <p>The project sponsor shall ensure that pre-construction special-status bird surveys are conducted when trees would be removed or buildings would be demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Wildlife (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.</p> | Project sponsor, qualified biologist, CDFG, and USFWS. | Prior to the issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of project. | Project sponsor, qualified biologist, CDFG, and USFWS. |
| | | | During demolition or tree removal activities. |

MONITORING AND REPORTING PROGRAM

| Adopted Mitigation Measures | Responsibility for Implementation | Mitigation | | Monitoring Schedule |
|---|--|--|---|--|
| | | Action and Schedule | Monitoring/Reporting Responsibility | |
| <p>Project Mitigation Measure 7 – Hazardous Building Materials Abatement (Implementing Western SoMa PEIR Mitigation Measure M-HZ-2)</p> <p>The project sponsor shall ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p> | Project sponsor, construction contractor(s). | Prior to and during demolition or construction activities. | Project sponsor, Department of Public Health, Department of Building Inspection, and Planning Department. | During demolition or construction activities. Project sponsor shall submit a 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. |



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

Case No.: 2014.0964E
Project Address: 1228 Folsom Street (723 and 725 Clementina Street)
Zoning/Plan Area: Folsom Street Neighborhoods Commercial Transit (NCT)/Residential
Enclave-Mixed (RED-MX)
45-X/65-X Height and Bulk District
Western SoMa Community Plan
Block/Lot: 3729/011, 3729/037, 3729/038
Lot Size: 8,245 square feet
Project Sponsor: Riyadh Ghannam, RG Architecture, (415) 649-6202
Staff Contact: Don Lewis – (415) 575-9168
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PROJECT DESCRIPTION

The project site consists of three lots located mid-block on the block bounded by Eight Street to the east, Howard Street to the north, Ninth Street to the west, and Folsom Street to the south in the South of Market neighborhood. The project site fronts on both Folsom Street and Clementina Street and is occupied by a 33-foot-tall, two-story, industrial building approximately 16,450 square feet in size. The existing building, which currently contains a warehouse for a construction company on the first floor and office use on the second floor, was constructed in two sections. The section of the building fronting Folsom Street was constructed in 1906, while the section of the building fronting Clementina Street consists of two additions that were made in 1927. The proposed project involves the merger of three lots into one lot, the demolition of the existing building, and the construction of a new 41,440-square-foot, mixed-use building containing 24 residential units and 1,110 square feet of ground-floor commercial use. The building would be 65 feet tall (79 feet tall with elevator penthouse) and six stories on its Folsom Street frontage and 45 feet tall and four stories on its Clementina Street frontage. The proposed building would include 15 off-street vehicle parking spaces located in an underground basement accessed from Clementina Street. The proposed mix of units would be one-bedroom, two-bedroom, and three-bedroom units. The proposed project would provide 25 Class 1 bicycle parking spaces in the basement level and three Class II bicycle spaces would be located on the sidewalk in front of the project site (two on Folsom Street and one on Clementina Street). The proposed project would include a total of 3,800 square feet of common open space in the form of a 1,850-square-foot terrace at the fifth floor and a 1,950-square-foot roof deck. In addition, twelve of the proposed units would include private open space ranging from 90 to 1,060 square feet in size. The proposed project would remove the 30-foot-wide curb cuts on both Folsom Street and Clementina Street and would create a new 10-foot-wide curb cut on Clementina Street. The proposed project would plant three new street trees (one on Folsom Street and two on Clementina Street). During the 18-month construction period, the proposed project would require excavation of approximately 10 feet below ground surface and 3,400 cubic yards of soil would be removed from the project site. The proposed building would rest on a mat foundation; no pile driving would be required.

Figure 1: Project Location

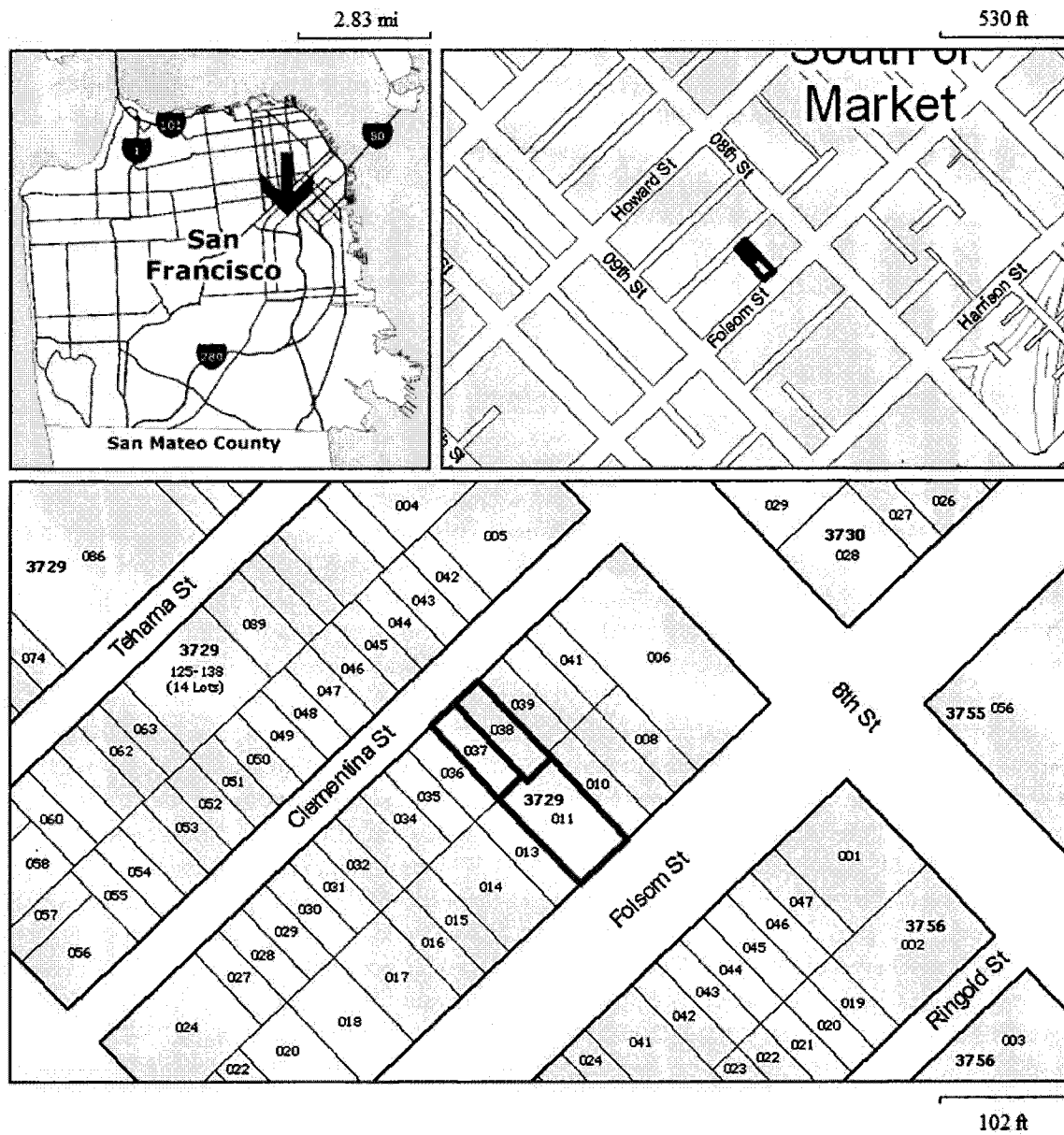
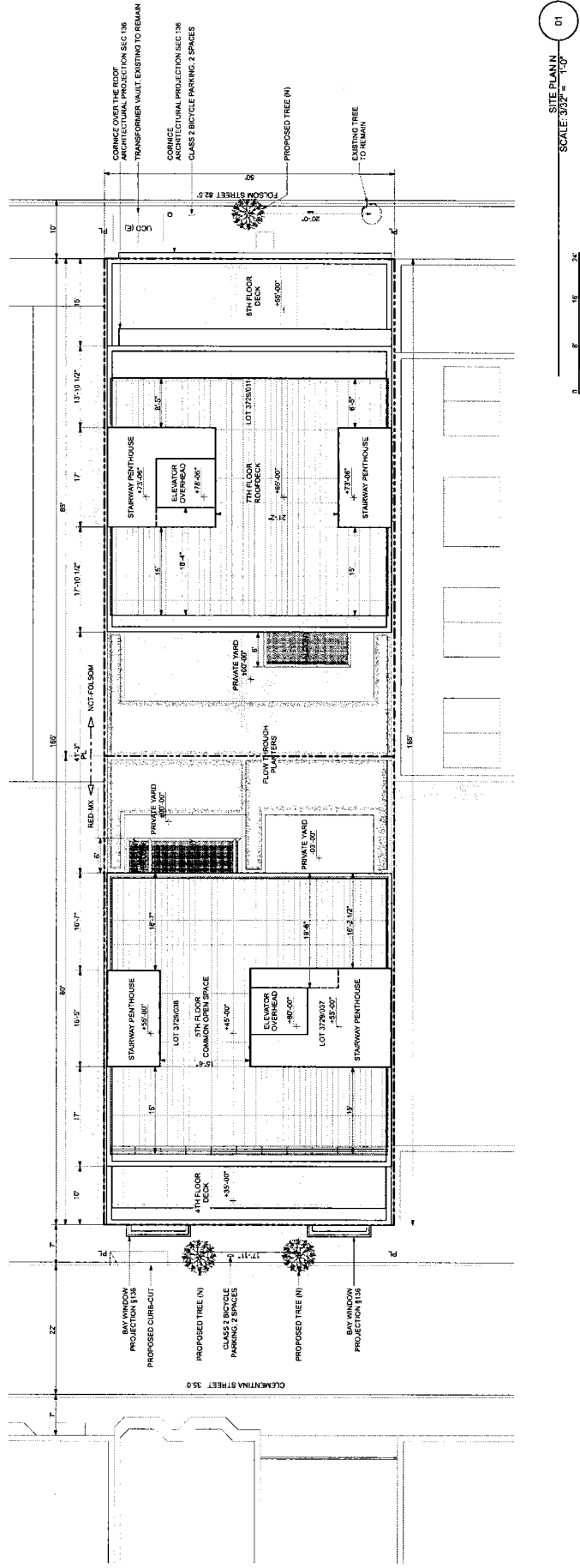
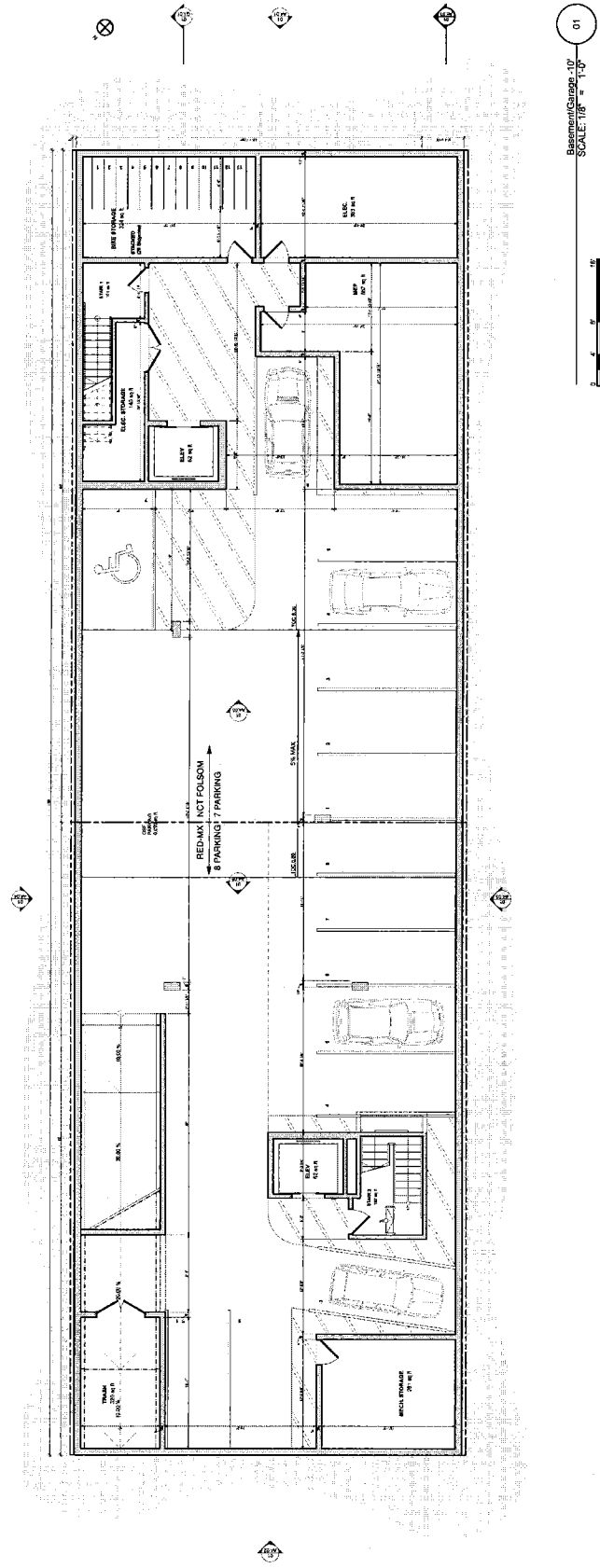


Figure 2. Proposed Site Plan



Comments: Not to Scale
Source: RG Architecture, September 29, 2016

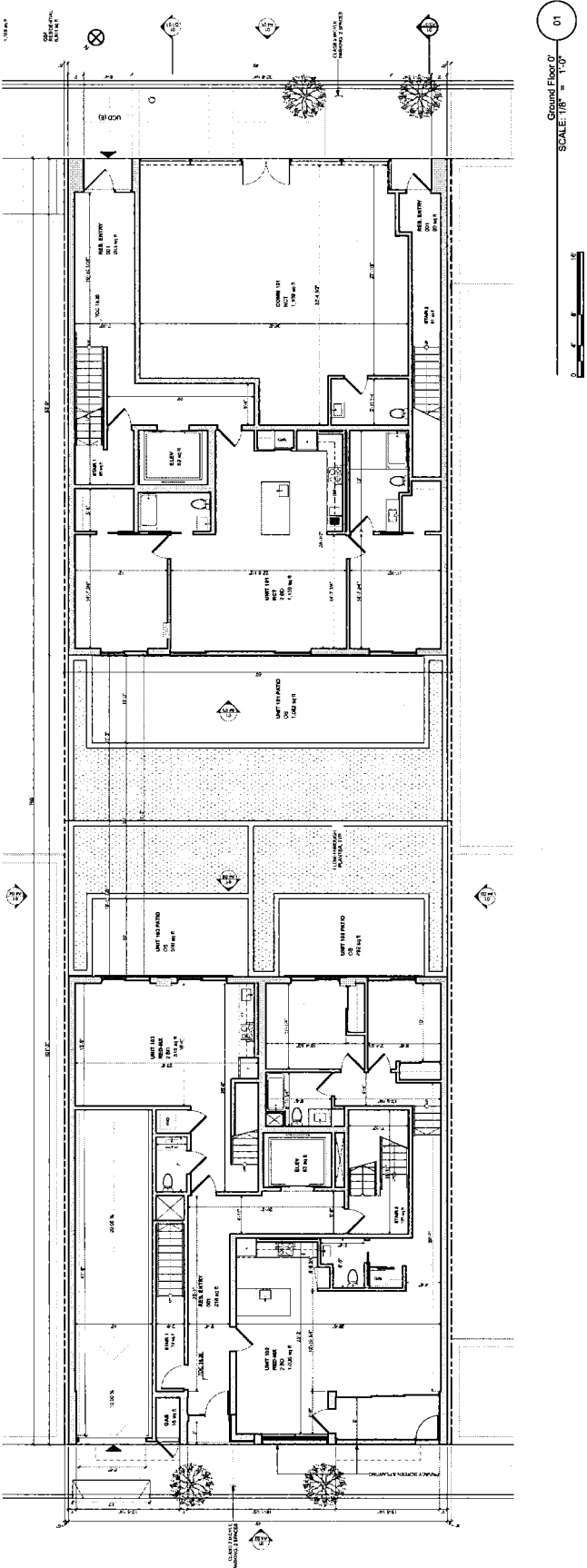
Figure 3. Proposed Basement Plan



Comments: Not to Scale

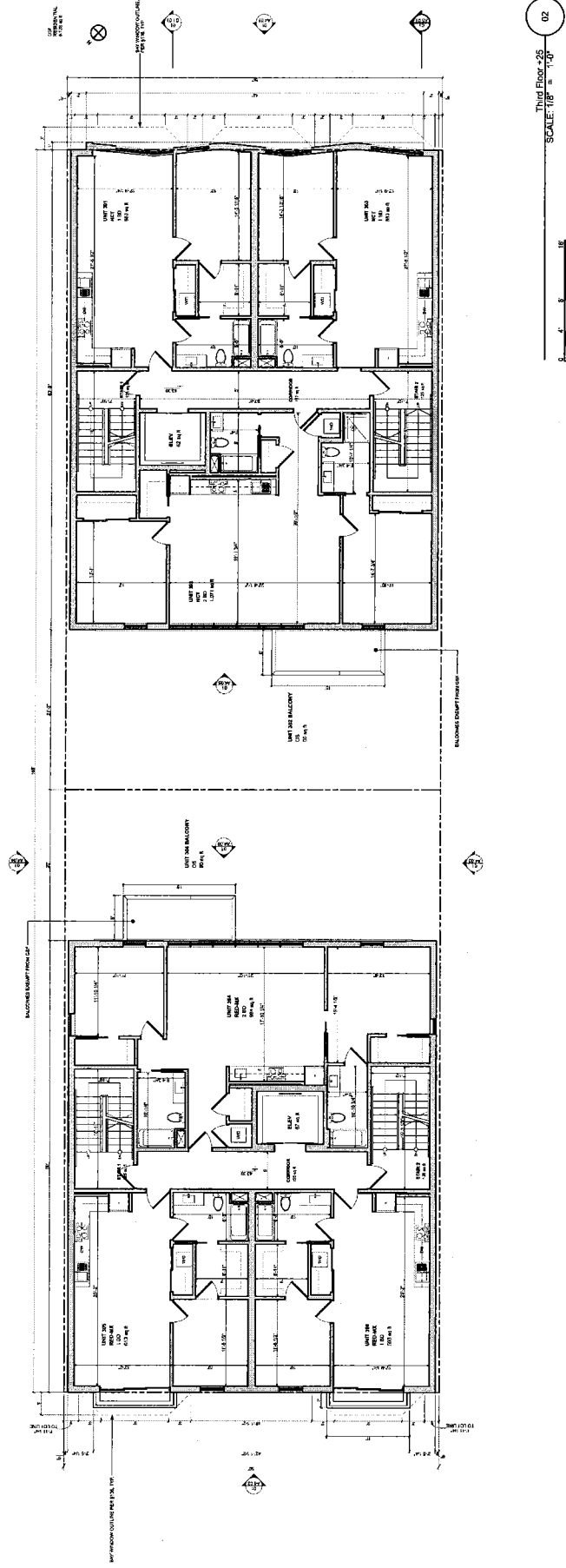
Source: RG Architecture, September 29, 2016

Figure 4. Proposed Ground Floor



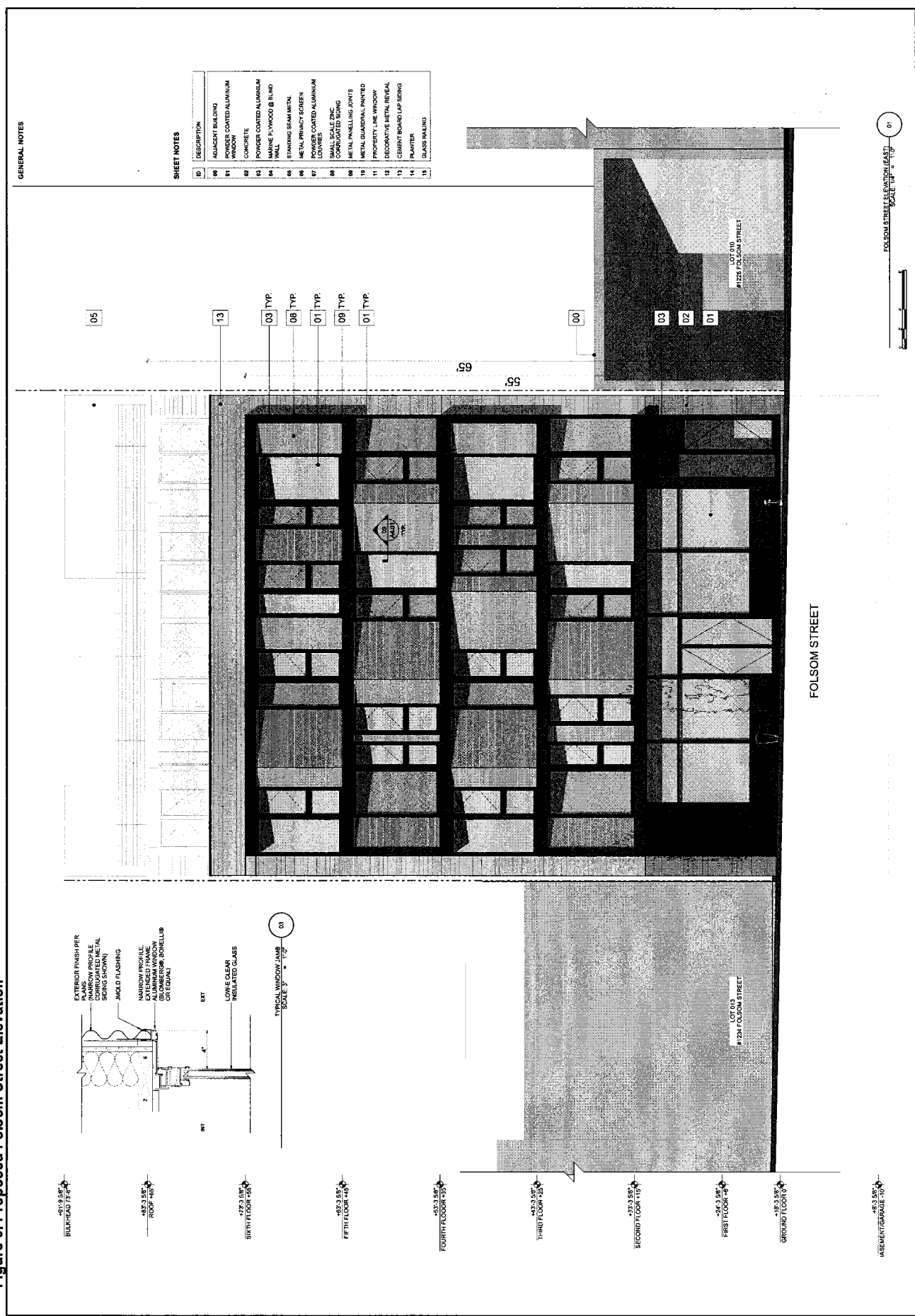
Comments: Not to Scale
Source: RG Architecture, September 29, 2016

Figure 5. Proposed Upper Floor



Comments: Not to Scale
Source: RG Architecture, September 29, 2016

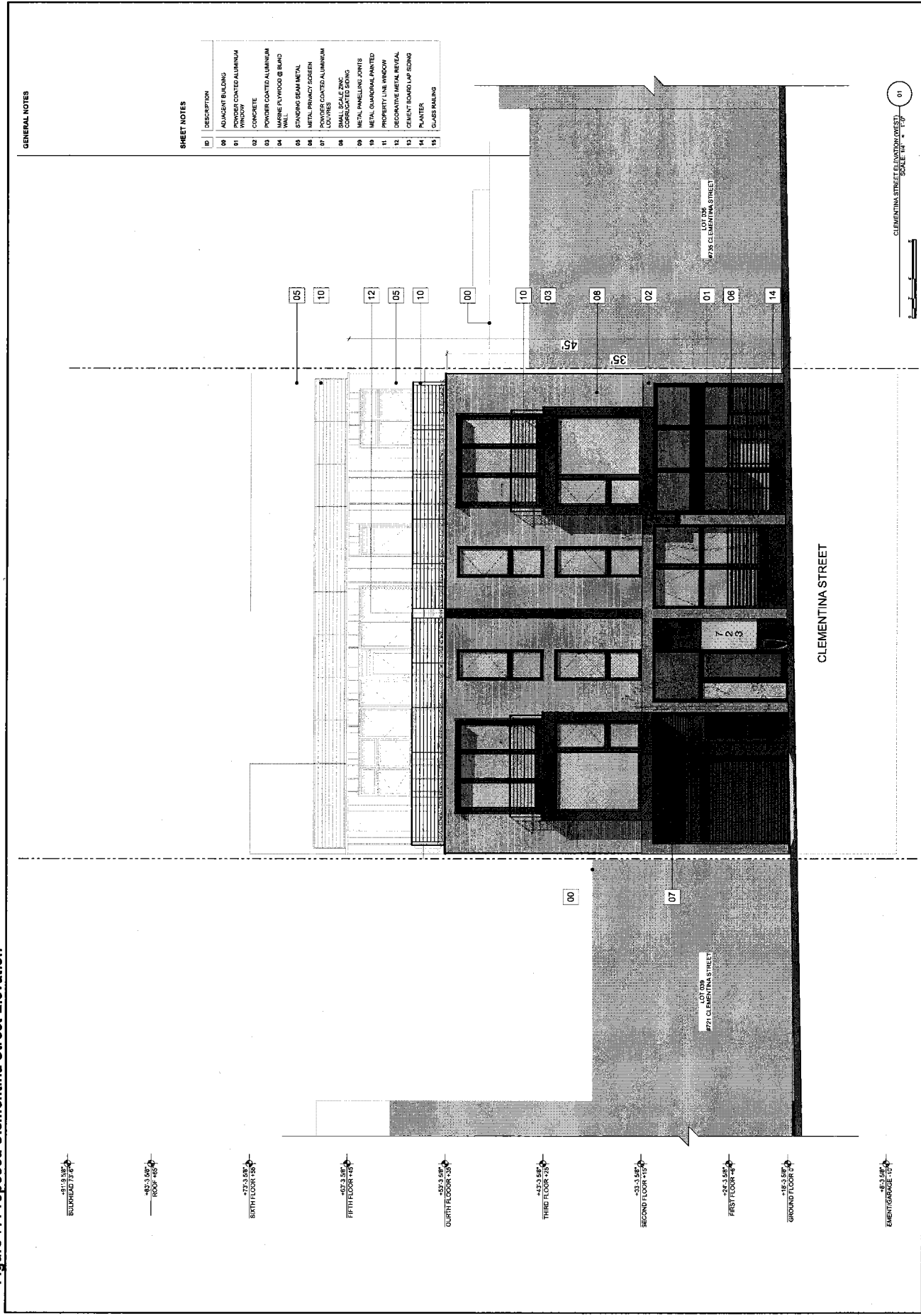
Figure 6. Proposed Folsom Street Elevation



Comments: Not to Scale

Source: RG Architecture, September 29, 2016

Figure 7. Proposed Clementina Street Elevation



Comments: Not to Scale

Source: RG Architecture, September 29, 2016

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*)

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

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 Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).¹ The initial study indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Western SoMa PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific mitigated negative declaration or environmental impact report. If no such topics are identified, no further environmental review shall be required for the project beyond that provided in the Western SoMa PEIR and this project-specific initial study in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are described in the Mitigation Monitoring and Reporting Program (MMRP) that is attached to the CPE Certificate.

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

¹ San Francisco Planning Department, *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report* (PEIR), Planning Department Cases No. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed June 3, 2016.

The proposed project would involve construction of a 65-foot-tall building containing 24 residential units and 1,110 square feet of commercial space. As discussed 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 Western SoMa PEIR.

SENATE BILL 743

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 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 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 Western SoMa PEIR associated with automobile delay are not discussed in this initial study, including PEIR Mitigation Measure M-TR-1c: Optimization of Signal Timing at the Eighth/Harrison/I-80 Westbound Off-Ramp Intersection. Instead, VMT and induced automobile travel impact analyses are provided in the Transportation and Circulation section of this initial study.

² San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis*, 1228 Folsom Street, September 20, 2016.

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

| 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 |
|---|---|---|--|--|
| 1. LAND USE AND LAND USE PLANNING— Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial impact upon the existing character of the vicinity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

As a result of the Western SoMa Community Plan, the project site was rezoned from SLR (Service/Light Industrial/Residential District) to Folsom Street Neighborhoods Commercial Transit (NCT)/Residential Enclave-Mixed (RED-MX) and the height and bulk district changed from 50-X to 45-X (for the two parcels on Clementina Street) and 65-X (for the parcel on Folsom Street). The Folsom Street NCT and the RED-MX permit residential dwelling units without specific density limitations, allowing physical controls such as height, bulk, and setbacks to control dwelling unit density.

The Western SoMa PEIR determined that implementation of the Area Plan would not create any new physical barriers in the Plan Area because the rezoning and Area Plan do not provide for any new major roadways, such as freeways, that would divide the project area or isolate individual neighborhoods within it.

Furthermore, the Citywide Planning and Current Planning divisions of the Planning Department have determined that the proposed project is permitted in the Folsom Street NCT and the RED-MX Zoning Districts and is consistent with the height, density, and land uses as specified in the *Western SoMa Community Plan*, maintaining the mixed character of the area by encouraging residential and commercial development.^{4,5}

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

⁴ Adam Varat, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning Analysis*, 1228 Folsom Street, October 26, 2016.

⁵ Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis*, 1228 Folsom Street, December 30, 2015.

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

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

The proposed project involves the demolition of the existing 16,450-square-foot industrial building and construction of a 41,440-square-foot mixed-use building containing 24 residential units and approximately 1,110 square feet of commercial space. With implementation of the proposed project, 24 new dwelling units would be added to San Francisco's housing stock. These direct effects of the proposed project on population and housing are within the scope of the population and housing growth anticipated under the *Western SoMa Community Plan* and are evaluated in the Western SoMa PEIR.

For these reasons, the proposed project would not result in significant impacts related to population and housing that were not identified in the Western SoMa PEIR.

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

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|--|--|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Western SoMa PEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of a historic resource through demolition.

The subject building at 1228 Folsom Street was originally constructed in 1906 with substantial rear additions built in 1927 along Clementina Street. As part of the adopted South of Market Historic Resource Survey, the subject property was assigned a California Historic Resource Status Code (CHRSC) of "3D," which designates this property as "appears eligible for the National Register of Historic Places (NRHP) as a contributor to a NRHP eligible district through survey evaluation."⁶

The Western SoMa Light Industrial and Residential Historic District is significant as a representation of a noteworthy trend in development patterns and the establishment of various ethnic groups in San Francisco, most notably the Greek community. Its significance is also rooted in the reconstruction of the South of Market area after the 1906 Earthquake and Fire. Reconstruction proceeded in several distinct periods, beginning with the initial flurry of building activity occurring between 1906 and 1913, with later waves occurring after the First World War between 1918 and 1920, and culminating with a major real estate boom in the mid-1920s. No other neighborhood in San Francisco contains such a concentration of small, light industrial buildings. The historic district's period of significance ranges from 1906 to 1936.

Although the project includes demolition of a contributing building to the National Register-eligible historic district, the loss of one contributor would not in itself adversely affect the district as it is quite large and contains many contributing resources.⁷ After completion of the project the historic district would still convey its importance as a relatively intact industrial and working class neighborhood constructed in the aftermath of the 1906 Earthquake and Fire. Design of the proposed project has been determined to be compatible with the Western SoMa Light Industrial and Residential Historic District for the following reasons. The Folsom Street ground-floor commercial storefront has been differentiated materially from upper floors and contains a traditional rhythm of a solid bulkhead, glazed storefront, upper transom window, and a centered entryway. In keeping with the historic character of ground-floor commercial spaces, the floor to ceiling height of the ground floor is slightly taller than that of the upper floors. Although the proposed project is four stories along Clementina Street, the fourth floor has been set

⁶ The South of Market Area Historic Resource Survey is available online at: <http://www.sf-planning.org/index.aspx?page=2530>, accessed May 15, 2015.

⁷ San Francisco Planning Department, *Preservation Team Review Form for 1228 Folsom Street*, October 13, 2016.

back from the primary elevation to reduce the height of the building at the street wall. The massing of the building has also been divided into two distinct sections that read as different buildings to reflect the smaller scale of residential contributors along Clementina Street. Other architectural elements, including bay windows, and deeply punched vertically oriented fenestration, are incorporated along the Clementina Street elevation. The palette of the proposed project includes powder coated aluminum and zinc corrugated siding which is in keeping with the nature of the surrounding contributing industrial buildings in the district. Therefore, Department staff finds that the proposed project would not cause a significant adverse impact upon a historic resource such that the significance of the surrounding historic district would be materially impaired. Planning Department staff has determined that Western SoMa PEIR Mitigation Measures M-CP-1a: Documentation of a Historical Resource, M-CP-1b: Oral Histories, and M-CP-1c: Interpretive Program do not apply to the proposed project.

Immediately adjacent to the proposed project are the following buildings that were all assigned a CHRSC of "3," which designates the properties as eligible for the NRHP as a contributor to a NRHP eligible district: 1234 Folsom Street (constructed in 1923), 721 Clementina Street (constructed in 1923), and 735 Clementina Street (constructed in 1927).⁸ Therefore, Western SoMa PEIR Mitigation Measures M-CP-7a: Protect Historical Resources from Adjacent Construction Activities and M-CP-7b: Construction Monitoring Program for Historical Resources would apply to the proposed project. The project sponsor has agreed to implement Mitigation Measures M-CP-7a and M-CP-7b as Project Mitigation Measures 1 and 2, respectively (full text provided in the "Mitigation Measures" section below). Compliance with these mitigation measures would result in less-than-significant impacts on off-site historical resources. For these reasons, the proposed project would not result in significant project-level or cumulative impacts on historic architectural resources that were not identified in the Western SoMa PEIR.

Archeological Resources

The Western SoMa PEIR determined that implementation of the Community Plan could result in significant impacts on archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant level. Western SoMa PEIR Mitigation Measure M-CP-4a: Project-Specific Preliminary Archeological Assessment and M-CP-4b: Procedures for Accidental Discovery of Archeological Resources apply to projects involving any soils-disturbing or soils-improving activities including excavation to a depth of five or more feet below grade. The proposed project would involve approximately ten feet of excavation below ground surface and approximately 3,400 cubic yards of soil disturbance. Therefore, Mitigation Measure M-CP-4a would apply to the project. The archeological testing program required as part of Mitigation Measure M-CP-4a, as discussed below, would nullify the need for an accidental discovery program; therefore, Mitigation Measure M-CP-4b would not apply to the project.

As part of project implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologists conducted a Preliminary Archeology Review (PAR) for the proposed project.⁹ The PAR determined that the potential of the project to adversely affect archeological resources would be avoided by implementation of the Planning Department's Third Standard Archeological Mitigation Measure (Archeological Testing). Therefore, in accordance with Mitigation Measure M-CP-4a (Project Mitigation Measure 3), the project sponsor would be required to retain the services of an archeological consultant

⁸ The South of Market Area Historic Resource Survey is available online at: <http://www.sf-planning.org/index.aspx?page=2530>, accessed May 15, 2015.

⁹ Randall Dean, San Francisco Planning Department, Archeological Log.

from the rotational Department Qualified Archeological Consultants List maintained by the Planning Department archeologists, and the selected archeological consultant would be required to undertake an archeological testing program (full text provided in the "Mitigation Measures" section below). The project would not result in significant impacts related to archeological resources with implementation of this mitigation measure.

Paleontological Resources

The Western SoMa PEIR determined that implementation of the Community Plan would have low potential to uncover unique or significant fossils as geological materials that would be disturbed by construction excavations in the Plan area would have little to no likelihood of containing unique or significant fossils. Therefore, the PEIR found less-than-significant impacts on paleontological resources.

The proposed project would involve excavation of approximately ten feet below ground surface, and the project site is underlain by poorly graded sand with varying amounts of clay.¹⁰ The proposed project has low sensitivity for unique paleontological resources.

For the reasons above, the proposed project would not result in either project-level or cumulative significant impacts on cultural and paleontological resources that were not identified in the Western SoMa PEIR.

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

¹⁰ H. Allen Gruen, *Geotechnical Investigation, Planned Development at 1228 Folsom Street, San Francisco, California*, March 22, 2014.

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|--|---|--|--|--|
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

The Western SoMa PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, emergency access, or construction. Transportation system improvements included as part of the *Western SoMa Community Plan* were identified to have significant impacts related to loading, but the impacts were reduced to less-than-significant levels with mitigation.

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

Vehicle Miles Traveled (VMT) Analysis

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

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

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

trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{11,12}

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

For residential development, the existing regional average daily VMT per capita is 17.2.¹³ For retail development, regional average daily work-related VMT per employee is 14.9. Average daily VMT for both land uses is projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 596.

Table 1: Daily Vehicle Miles Traveled

| Land Use | Existing | | | Cumulative 2040 | | |
|--------------------------|---------------------------|-------------------------------------|---------|---------------------------|-------------------------------------|---------|
| | Bay Area Regional Average | Bay Area Regional Average minus 15% | TAZ 596 | Bay Area Regional Average | Bay Area Regional Average minus 15% | TAZ 596 |
| Households (Residential) | 17.2 | 14.6 | 2.3 | 16.1 | 13.7 | 1.9 |
| Employment (Retail) | 14.9 | 12.6 | 8.8 | 14.6 | 12.4 | 8.6 |

¹¹ 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.

¹² San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

¹³ Includes the VMT generated by the households in the development.

As shown in Table 1, the proposed project's residential and retail uses would be located in a TAZ where existing VMT for residential and retail uses are more than 15 percent below regional averages.¹⁴ The existing average daily VMT per capita is 2.3, which is 87 percent below the existing regional average daily VMT per capita of 17.2. Future 2040 average daily VMT per capita is 1.9, which is 88 percent below the future 2040 regional average daily VMT per capita of 16.1. The existing average daily VMT per retail employee is 8.8, which is 41 percent below the existing regional average daily VMT per retail employee of 14.9. Future 2040 average daily VMT per retail employee is 8.6, which is 40 percent below the future 2040 regional average daily work-related VMT per retail employee of 14.6.

Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential and retail uses would not result in substantial additional VMT, and the proposed project would not result in a significant impact related to VMT. Furthermore, the project site also meets the Proximity to Transit Stations and Small Projects screening criteria, which indicate that the proposed project's residential and retail uses would not cause substantial additional VMT.¹⁵

Induced Automobile Travel Analysis

A proposed project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. The OPR's Proposed Transportation Impact Guidelines includes a list of transportation project types that would not likely lead to a substantial or measureable increase in VMT. If a project fits within the general types of projects (including combinations of types), then it is presumed that VMT impacts would be less than significant, and a detailed VMT analysis is not required.

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. The existing 30-foot-wide curb cut on Clementina Street would be replaced with a new curb cut measuring 10 feet in width, and the existing 30-foot-wide curb cut on Folsom Street would be removed and standard sidewalk and curb dimensions restored. Additionally, three Class II bicycle spaces would be located on the sidewalk in front of the project site (two on Folsom Street and one on Clementina Street). 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 involves demolition of the existing industrial building and the construction of a 65-foot-tall, six-story, mixed-use building approximately 41,440 square feet in size. The proposed building would include 24 residential units, 1,110 square feet of ground-floor commercial use, 25 Class I bicycle spaces, and 15 off-street vehicle parking spaces located in an underground basement accessed from Clementina Street.

¹⁴ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1228 Folsom Street*, September 20, 2016.

¹⁵ *Ibid.*

¹⁶ *Ibid.*

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 374 person trips (inbound and outbound) on a weekday daily basis, consisting of 127 person trips by auto (84 vehicle trips accounting for vehicle occupancy data for this Census Tract), 84 transit trips, 126 walk trips and 36 trips by other modes.¹⁸ During the p.m. peak hour, the proposed project would generate an estimated 51 person trips, consisting of 17 person trips by auto (12 vehicle trips accounting for vehicle occupancy data), 12 transit trips, 17 walk trips and 5 trips by other modes.

Transit

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 following bus lines: 12-Folsom/Pacific, 19-Polk, 27-Bryant, 47-Van Ness, and the 83X-Mid-Market Express. The intersection of 8th and Folsom streets, which is closest to the project site, has two bus stops. These bus stops serve the 12-Folsom/Pacific, the 19-Polk, and the 83X-Mid-Market Express bus lines.

According to the *Western SoMa Community Plan Transportation Impact Study*, all of the transit lines serving the Plan Area are currently operating well-below Muni's capacity utilization (the number of passengers on board a transit vehicle relative to the total capacity) of 85 percent.¹⁹ The proposed project would generate a total of 84 daily transit trips and 12 p.m. peak-hour transit trips, which would be distributed among the multiple transit lines serving the project vicinity. These 84 daily and 12 p.m. peak-hour transit trips represent a minor contribution to overall transit demand in the Plan Area that would be accommodated by existing transit capacity. The proposed project would not result in unacceptable levels of transit service or cause an increase in transit service delays or operating costs.

For these reasons, the proposed project would not result in significant impacts related to transit that were not identified in the Western SoMa PEIR.

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

¹⁷ San Francisco Planning Department, *Transportation Calculations for 1228 Folsom Street*, September 22, 2016.

¹⁸ Trip credit was not given for the trips generated by the existing use on the project site.

¹⁹ LCW Consulting, *Western SoMa Community Plan Transportation Impact Study*, Table 4, June 2012.

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|--|--|---|---|---|
| d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Be substantially affected by existing noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The Western SoMa PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noise-generating uses such as PDR, retail, entertainment, office, and cultural/institutional/educational uses. In addition, the Western SoMa PEIR noted that implementation of the *Western SoMa Community Plan* would incrementally increase traffic-generated noise on some streets in the Plan Area and would result in construction noise impacts from pile driving and other construction activities. The Western SoMa PEIR identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels; three of these mitigation measures may be applicable to subsequent development projects.²⁰

PEIR Mitigation Measure M-NO-1c addresses impacts related to individual development projects containing land uses that could generate noise that exceeds ambient noise levels in their respective vicinities. The proposed project includes residential and retail uses; it does not include noise-generating uses. For this reason, PEIR Mitigation Measure M-NO-1c is not applicable to the proposed project.

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 nonresidential structures are incorporated into the San Francisco Green Building Code. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical standard for nonresidential structures. Pursuant to the Title 24 acoustical standards, all

²⁰ Western SoMa PEIR Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-1d 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 Western SoMa PEIR determined that incremental increases in traffic-related noise attributable to implementation of the *Western SoMa Community Plan* would be less than significant and thus would not exacerbate the existing noise environment. Therefore, Western SoMa PEIR Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-1d are not applicable. Nonetheless, for all noise-sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-1d would be met by compliance with the acoustical standards set forth in the California Building Standards Code (Title 24 of the California Code of Regulations).

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.

PEIR Mitigation Measures M-NO-2a: General Construction Noise Control Measures and M-NO-2b: Noise Control Measures During Pile Driving require implementation of noise controls during construction in order to reduce construction-related noise impacts. The proposed project consists of the demolition of the existing building on the project site and the construction of a new six-story building, which would contribute to construction-related noise impacts. Therefore, PEIR Mitigation Measure M-NO-2a (Project Mitigation Measure 4) is applicable to the proposed project (full text provided in the "Mitigation Measures" section below). The proposed building would be supported on a stiffened mat foundation; pile driving is not required. Since the building foundation would avoid vibration effects typically generated by pile-driving activities, PEIR Mitigation Measure M-NO-2b is not applicable to the proposed project.

In addition, all construction activities for the proposed project, which would occur over the course of approximately 18 months, are subject to and would comply with the San Francisco Noise Ordinance (Noise Ordinance). The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA (L_{dn})^{21, 22} 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 level by 5 dBA at the project site's property line, 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 18-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 and businesses near the project site and be perceived as an annoyance by the occupants of nearby properties. 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 18 months), intermittent, and restricted in occurrence and level, as the contractor is subject to and would

²¹ 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).

²² The L_{dn} is the L_{eq} , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period, obtained after the addition of 10 dB to sound levels during nighttime hours (10:00 p.m. to 7:00 a.m.). The L_{eq} is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

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

The 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 to the proposed project.

For these reasons, the proposed project would not result in significant noise impacts that were not identified in the Western SoMa PEIR.

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

The Western SoMa PEIR identified significant and unavoidable impacts related to violation of an air quality standard, uses that emit Diesel Particulate Matter (DPM), and construction emissions. The Western SoMa PEIR identified five mitigation measures that would help reduce air quality impacts; however, they would not be able to reduce these impacts to a less-than-significant level.

Construction Dust Control

To reduce construction dust impacts, 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 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. The proposed project would disturb less than a half of an acre. Therefore, in compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a

combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures. Compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant.

Criteria Air Pollutants

The Bay Area Air Quality Management District's (BAAQMD) *CEQA Air Quality Guidelines* (Air Quality Guidelines)²³ provide screening criteria 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, as the proposed project involves the construction of a six-story building with 24 residential units and 1,110 square feet of commercial use, which is well below the criteria air pollutant screening sizes for an Apartment, Low-Rise Building (451 dwelling units for operational and 240 dwelling units for construction) and for a Regional Shopping Center (99,000 square feet for operational and 277,000 square feet for construction). Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Mitigation Measure M-AQ-2: Transportation Demand Management Strategies for Future Development Projects is required for projects generating more than 3,500 vehicle trips resulting in excessive criteria pollutant emissions. The proposed project would generate approximately 84 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project.

Health Risk

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, amended December 8, 2014)(Article 38). The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. For sensitive use projects within the Air Pollutant Exposure Zone, 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} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal. In compliance Article 38, the project sponsor has submitted an initial application to DPH.²⁴

²³ Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*. Updated May 2011.

²⁴ City and County of San Francisco Department of Public Health. 2015. Application for Article 38 Compliance Assessment. May 15, 2015.

Construction

PEIR Mitigation Measures M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants and M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards require projects to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. For projects with construction activities located in an Air Pollutant Exposure Zone, compliance with Mitigation Measures M-AQ-6 and M-AQ-7 would require submittal of a Construction Emissions Minimization Plan to the Environmental Review Officer for review and approval. Construction activities from the proposed project would result in DPM and other TACs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction would last approximately 18 months, and diesel-generating equipment would be required for the duration of the proposed project's construction phase. However, construction of the proposed project would generate criteria air pollutant emissions below applicable thresholds, and Mitigation Measure M-AQ-6 would not apply to the proposed project. Since the project site is located within an identified Air Pollutant Exposure Zone, Mitigation Measure M-AQ-7 (Project Mitigation Measure 5) would apply to the proposed project (full text provided in the "Mitigation Measures" section below). Project Mitigation Measure 5 would reduce DPM exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.²⁵ Compliance with this mitigation measure would result in less-than-significant air quality impacts from project-related construction vehicles and equipment.

Siting New Sources

Mitigation Measure M-AQ-4: Siting of Uses that Emit PM_{2.5} or DPM and Other TACs involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations. The project proposes construction of a six-story, mixed-use building containing 24 dwelling units and 1,110 square feet of retail space. The project would not generate more than 10,000 vehicle trips per day, 1,000 truck trips per day, or include a new stationary source, such as a diesel emergency generator, that would emit TACs as part of everyday operations. The project site is located within an identified Air Pollutant Exposure Zone and would result in an increase in construction- and operational-related criteria air pollutants including from the generation of daily vehicle trips and energy demand. The proposed project is below the screening criteria provided in the Air Quality Guidelines for construction- and operational-related criteria air pollutants. Thus, the ambient health risk to sensitive receptors from air pollutants is

²⁵ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 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 hp 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, as compared to off-road equipment with Tier 0 or Tier 1 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).

not considered substantial. Therefore, Mitigation Measure M-AQ-4 is not applicable to the proposed project.

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

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

Western SoMa PEIR

The Bay Area Air Quality Management District (BAAQMD) has prepared guidelines and methodologies for analyzing greenhouse gas (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 a GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*²⁶ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,²⁷ exceeding the year 2020 reduction goals outlined in the BAAQMD's *Bay Area 2010 Clean Air Plan*, Executive Order S-3-05, and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{28,29} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05³⁰ and B-30-

²⁶ 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.

²⁷ ICF International, *Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco*, January 21, 2015.

²⁸ 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.

²⁹ 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.

³⁰ Executive Order S-3-05, sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

15.^{31,32} 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 Western SoMa PEIR determined that the goals and policies of the area plan were consistent with San Francisco's GHG reduction strategy and that implementation of the area plan policies would ensure that subsequent development would be consistent with GHG plans and would result in less-than-significant impacts with respect to GHG emissions.

The proposed project would increase the intensity of use by introducing residential and retail uses (24 residential units and 1,110 square feet of retail space). Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and retail operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

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

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code and Stormwater Management Ordinance, Water Conservation and Irrigation ordinances, and Energy Conservation Ordinance, which would promote energy and water efficiency and reduce the proposed project's energy-related GHG emissions.³³ Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related GHG 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

³¹ 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.

³² 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.

³³ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy³⁴ and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).³⁵ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.³⁶

Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. For these reasons, the proposed project would not result in significant impacts beyond those identified in the Western SoMa PEIR.

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

Wind

The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the PEIR determined that this impact could be reduced to a less-than-significant level with implementation of Mitigation Measure M-WS-1: Screening-Level Wind Analysis and Wind Testing, which would require a wind analysis for any new structures within the Community Plan Area that have a proposed height of 80 feet or taller.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects under 80 feet in height would not have the potential to generate significant wind impacts. The proposed building would be approximately 65 feet tall along its Folsom Street frontage and 45 feet tall along its Clementina Street frontage. The proposed building's height along Clementina Street would be similar in height to the existing three- and four-story buildings

³⁴ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

³⁵ 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.

³⁶ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 2799 24th Street*, July 22, 2016.

along Clementina Street. The proposed building's height of 65 feet on Folsom Street would be approximately 20 feet to 45 feet taller than the existing one- to four-story buildings along Folsom Street. Although the proposed building would be taller than existing development in the project vicinity, the proposed project would not alter wind in a manner that substantially affects public area. The proposed project would not contribute to the significant wind impact identified in the Western SoMa PEIR because the proposed structure would not rise substantially above nearby buildings and would not exceed 80 feet in height. Therefore, Mitigation Measure M-WS-1 would not apply to the proposed project.

For the above reasons, the proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa PEIR related to wind.

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. The Western SoMa PEIR determined that implementation of the *Western SoMa Community Plan* would have a significant and unavoidable impact related to the creation of new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas. No mitigation measures were identified in the PEIR.

Implementation of the proposed project would result in the construction of a 65-foot-tall (79-foot-tall with elevator penthouse) mixed-use building. The Planning Department prepared a preliminary shadow fan analysis and determined that the proposed project would not cast shadows on any properties under the jurisdiction of the San Francisco Recreation and Park Commission at any time during the year.^{37, 38}

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 project would not contribute to the significant shadow impact identified in the Western SoMa PEIR.

³⁷ 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.

³⁸ San Francisco Planning Department, *Shadow Fan Analysis, 1228 Folsom Street*, September 20, 2016.

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

The Western SoMa PEIR determined that implementation of the *Western SoMa Community Plan* would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures were identified in the PEIR.

In November 2012, 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 parks, recreation, and open space assets. 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. The amended ROSE includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies locations where proposed open space connections should be built, specifically streets appropriate for potential “living alleys.” 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 streets and paths that connect people to parks, open spaces, and the waterfront while enhancing the ecology of the street environment. Two routes identified within the Green Connections Network cross the Western SoMa Community Plan Area: Tenderloin to Potrero (Route 18) and Folsom, Mission Creek to McLaren (Route 20).

As the proposed project does not degrade recreational facilities and is within the scope of development projected under the *Western SoMa Community Plan*, there would be no additional impacts on recreation beyond those analyzed in the Western SoMa PEIR.

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

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

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

As the proposed project is within the scope of development projected under the *Western SoMa Community Plan*, there would be no additional impacts on utilities and service systems beyond those analyzed in the Western SoMa PEIR.

| 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 |
|---|---|--|--|--|
| 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 Western SoMa PEIR determined that the anticipated increase in population would not result in a significant impact on public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is within the scope of development projected under the *Western SoMa Community Plan*, there would be no additional impacts on public services beyond those analyzed in the Western SoMa PEIR.

| 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 |
|--|---|---|--|--|
| 12. BIOLOGICAL RESOURCES—Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

As discussed in the Western SoMa PEIR, the Plan Area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the Plan Area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects under the *Western SoMa Community Plan* would largely consist of new construction in heavily built-out former industrial neighborhoods, loss of vegetation or disturbance of wildlife other than common urban species would be minimal. Therefore, the Western SoMa PEIR concluded that implementation of the *Western SoMa Community Plan* would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

The Western SoMa PEIR determined that the *Western SoMa Community Plan* would result in significant but mitigable impacts on special-status birds and bats that may be nesting in trees or roosting in

buildings that are proposed for removal/demolition as part of an individual project. As identified in the PEIR, Mitigation Measures M-BI-1a: Pre-Construction Special-Status Bird Surveys and M-BI-1b: Pre-Construction Special-Status Bat Surveys would reduce these impacts to less-than-significant levels.

PEIR Mitigation Measure M-BI-1a requires that building permits issued for construction of projects within the Plan Area include conditions of approval requiring pre-construction special-status bird surveys when trees would be removed or buildings would be demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. The proposed project, which involves demolition of a building, is subject to PEIR Mitigation Measure M-BI-1a, which is identified as Project Mitigation Measure 6 (full text provided in the "Mitigation Measures" section below).

PEIR Mitigation Measure M-BI-1b requires pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or when vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. The proposed project would not involve removal of any large trees and the existing building that is proposed for demolition does not contain vacant areas. For these reasons, demolition of the existing building would not contribute to the impact on bats identified in the Western SoMa PEIR and PEIR Mitigation Measure M-BI-1b is not applicable.

As the proposed project includes the mitigation measure discussed above and is within the scope of development projected under the *Western SoMa Community Plan*, there would be no additional impacts on biological resources beyond those analyzed in the Western SoMa PEIR.

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|--|---|--|--|--|
| 13. GEOLOGY AND SOILS—Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input 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"/> |

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

The Western SoMa PEIR concluded that implementation of the *Western SoMa Community Plan* 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 *Western SoMa Community Plan* 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 are summarized below.³⁹

The geotechnical investigation included the drilling of one test boring on the project site to depth of 21 feet below ground surface (bgs). Based on the soil samples, the project site is underlain by loose to medium dense sandy fills and native sand deposits. Groundwater was encountered approximately 16 feet bgs. There are no known active earthquake faults that run underneath the project site or in the project vicinity; the closest active fault to the project site is the San Andreas Fault, which is about seven miles to the southwest. The project site is located in a liquefaction zone. The proposed project could be supported on a stiffened mat foundation that is designed to span zones of non-support and tie structural elements together. If the estimated displacements from liquefaction and seismic densification are unacceptably large, they may be reduced by densifying the loose to medium dense sandy soils with compaction grouting.

The proposed project is required to comply with the San Francisco Building Code (Building Code), which ensures the safety of all new construction in San Francisco. The Department of Building Inspection (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

³⁹ H. Allen Gruen, *Geotechnical Investigation, Planned Development at 1228 Folsom Street, San Francisco, California*, March 22, 2014.

needed. Implementation of the recommendations in the geotechnical report, 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 that were not identified in the Western SoMa PEIR, and no mitigation measures are necessary.

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

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

The entire project site is covered by impervious surfaces, and the proposed building's footprint would cover the entire project site. As a result, the proposed project would not result in an increase in the amount of impervious surface area on the project site or an increase in the amount of runoff and drainage from the project site. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10, effective May 22, 2010), the proposed project is subject to and would comply with the Stormwater Design Guidelines, incorporating Low Impact Design approaches and stormwater management systems into the project. Therefore, the proposed project would not adversely affect runoff and drainage.

For these reasons, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Western SoMa PEIR.

| <i>Topics:</i> | <i>Significant Impact Peculiar to Project or Project Site</i> | <i>Significant Impact not Identified in PEIR</i> | <i>Significant Impact due to Substantial New Information</i> | <i>No Significant Impact not Previously Identified in PEIR</i> |
|--|---|--|--|--|
| 15. HAZARDS AND HAZARDOUS MATERIALS— Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The Western SoMa PEIR identified less-than-significant impacts related to the routine transport, use, or disposal of hazardous material; the potential for the *Western SoMa Community Plan* or subsequent development projects within the Plan Area to interfere with an adopted emergency response plan; and the potential for subsequent development projects within the Plan Area to expose people or structures to a significant risk with respect to fires.

Hazardous Building Materials

The proposed project would involve demolition of the existing 33-foot-tall building on the project site, which was built in 1906. Because this structure was built before the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the existing structure could expose workers or the community to hazardous building materials. In compliance with the Western SoMa PEIR, the proposed project would be required to implement PEIR Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement, identified as Project Mitigation Measure 7 (full text provided in the “Mitigation Measures” section below), before demolition of the existing structure, which would reduce potential impacts related to hazardous building materials to less-than-significant levels.

For these reasons, the proposed project would not result in significant impacts related to hazardous building materials that were not identified in the Western SoMa PEIR.

Handling of Potentially Contaminated Soils

The Western SoMa PEIR identified potentially significant impacts related to exposing the public or the environment to unacceptable levels of hazardous materials as a result of subsequent development projects within the Plan Area. The PEIR determined that Mitigation Measure M-HZ-3: Site Assessment and Corrective Action, would reduce these impacts to less-than-significant levels.

Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A (also known as the Maher Ordinance), which is administered and overseen by the Department of Public Health (DPH). Amendments to the Maher Ordinance became effective August 24, 2013 and require that sponsors for projects that disturb more than 50 cubic yards of soil 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. PEIR Mitigation Measure M-HZ-3, related to contaminated soil and groundwater, is therefore superseded by the Maher Ordinance.

The project site is located in a Maher Area, meaning that it is known or suspected to contain contaminated soil and/or groundwater.⁴⁰ The proposed project would require excavation to a depth of ten feet below grade and the disturbance of more than 50 cubic yards of soil. Therefore, the project sponsor is required to retain the services of a qualified professional to prepare a Phase I ESA that meets the requirements of Health Code Section 22.A.6.

The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the proposed project. Based on that information, the project sponsor may be required to

⁴⁰ 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 September 20, 2016.

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.⁴¹ Historical information indicates that the project site was used for junk storage in 1913-1915 at 1228 Folsom Street and the Clementina Street addresses were used for a dwelling and a vacant lot in 1930. The entire project site was used for retail and for the manufacture and storage of batteries in 1950. From at least 1961 through 1976, the project site was occupied by a furniture refinishing warehouse and an engineering office, and from 1976 to 2008, the project site was occupied by a computer company and a refrigeration equipment sales and service company.

The Phase I ESA identified two Recognized Environmental Conditions: (1) the former use of the project site for manufacturing and storage of batteries indicates the former presence of acids and metals on the project site, which is considered a historical recognized environmental condition; and (2) the former use and storage of small quantities of petroleum products and compressed gasses on the project site is a historical recognized environmental condition.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Ordinance Application to the DPH.⁴² Pursuant to compliance with the Maher Ordinance, the proposed project would not result in significant impacts related to hazardous soil and/or groundwater beyond those identified in the Western SoMa PEIR.

As discussed above, implementation of Project Mitigation Measure 8 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 that were not identified in the Western SoMa PEIR.

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

⁴¹ ERAS Environmental, Inc., *Phase I Environmental Site Assessment, 1228 Folsom Street, 723 and 725 Clementina Street, San Francisco, California* (hereinafter "Phase I ESA"), June 5, 2012.

⁴² *Maher Ordinance Application, 1228 Folsom Street*, submitted April 28, 2015.

The Western SoMa PEIR determined that the *Western SoMa Community Plan* would facilitate the construction of both new residential and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner 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 DBI. The Plan Area does not include any natural resources routinely extracted, and the rezoning does not result in any natural resource extraction programs. Therefore, the Western SoMa PEIR concluded that implementation of the *Western SoMa Community Plan* would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the scope of development projected under the *Western SoMa Community Plan*, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Western SoMa PEIR.

| 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 |
|---|---|---|--|--|
| 17. AGRICULTURE AND FOREST RESOURCES:—Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The Western SoMa PEIR determined that no agriculture or forest resources exist in the Plan Area; therefore the *Western SoMa Community Plan* would have no effect on agriculture and forest resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the scope of development projected under the *Western SoMa Community Plan*, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Western SoMa PEIR.

MITIGATION MEASURES**Project Mitigation Measure 1 – Protect Historical Resources from Adjacent Construction Activities**

The project sponsor shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the construction site. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.

Project Mitigation Measure 2 – Construction Monitoring Program for Historical Resources

The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.

Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.

Project Mitigation Measure 3 – Archeological Testing Program

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 Department Qualified Archeological

Consultants List (QACL) maintained by the Planning 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 site⁴³ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative⁴⁴ 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 an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an

⁴³ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

⁴⁴ 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 data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential 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 the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities_and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment

agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological 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 4 – General Construction Noise Control Measures

To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor shall undertake the following:

- The sponsor shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The sponsor shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The sponsor shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to

construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

Project Mitigation Measure 5 – Construction Emissions Minimization Plan for Health Risks and Hazards

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 6 – Pre-Construction Special-Status Bird Surveys

The project sponsor shall ensure that pre-construction special-status bird surveys are conducted when trees would be removed or buildings would be demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

Project Mitigation Measure 8 – Hazardous Building Materials Abatement

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